


	<h1 style="text-align: center; color: red;">NEW Clarion</h1> <h2 style="text-align: center; color: red;">SAM 1066 Newsletter</h2>	<b>Issue</b> <b>082017</b>
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**iPad users:** If you are having trouble opening the New Clarion, hold your finger on it to display a menu, then select "open in new tab". You will find the new tab to the right of the SAM1066 tab.

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## Editorial

Hi Folks! Publishing a little early this issue as time is short due to flying events and a few days holiday after the 1066 Salisbury Plain comp.

The popular Cocklebarrow Farm Vintage R/C events are in jeopardy as Paul & Val Howkins are stepping down after this years events. After all they've be at it for 29 years at 3 events a year and they deserve a rest.

Tony Tomlin & Pam will continue to run the events but are unable to handle the hardware required as they are 100 miles or so from the venue and storage and transportation of Stakes, Toilet tent, Toilet, signs etc. is beyond them. There is an appeal for help at the end of my article on the July event.

Appeal over, down to content:

First up is a discourse on my non-existant efforts in the 5<sup>th</sup> area at Luffenham, not a great deal of note in that.

There is a piece by Martin Dilley, who has put a proposal to the Free Flight Technical committee for the formation of a code of conduct for the use of motor vehicles for model recovery around the peri-tracks of airfields.

A report by myself on a very pleasant day out spectating at the July Cocklebarrow Farm Vintage R/C meeting.

Nick Peppiatt continues his indoor flying articles, I hope he will be able to dream up more to write about when his current subject is finally exhausted.

In the 'Freebies & Wanted' column we see Martin Dilley has been having a bit of a clear-out and is offering models, bits and bobs free to good homes. In addition Stewart Mason wants to complete his collection of magazines and lists his missing mags.

He is also in the market for a small lathe.

We have a report on a visit to the BMFA flying site at Buckminster by Graham Bryant, which gives an insight into the current state of development through the eyes of a couple of modellers.

Andy Crisp provides an organisers view and results of his Oxford Dreaming Spires Rally.

As usual I received the report hand written in Andy's usual caligraphic (if that's the right word) style but this time I got Rachel to turn it into typed word as the large flourishing proportions of the hand written version was eating up too much space.

Roy Tiller's dip into the past takes us back 70 years into the magazines of that era and he digs out his usual selection of items of interest.

The monthly secretary's report pictures some of the vast collection of models built by our departed chairman John Thompson. The disposal of these items will be no mean task and I imagine any recipient will have a job on his hands handling any of these potent models.

*Editor*

We were a little lethargic on Sunday morning 25<sup>th</sup> June but eventually we managed to get the car loaded and pack a couple of sandwiches, water etc and set off to North Luffenham.

We had to attend as we had picked up the 'Earl Stahl' trophies from Roger Newman at Salisbury and John Ashmole was to be at Luffenham to collect. On arrival Rachel sought out John and the trophies were duly passed over. John is running 'Earl Stahl' competitions on July 25<sup>th</sup> at the Old Warden scale weekend so the High Wing and Low wing trophies will be there.

We had parked alongside Ken Bates and Rachel was soon in genealogist conversation with Ken's wife Noreen and Tony Rushby's better half Helen. I had my mini model box with the smaller models, Pinochio, Cherokee and my makeshift F1G coupe. There was quite a wind blowing but having made the effort to attend I thought I'd give the coupe an airing. The coupe had been wrapped around a streamer pole on its last outing and had required wing repairs so I thought I'd better give it a chuck just to see what happened before I entered the comp. My log book recorded that the model had looked under-elevated when it flew into the pole, so I put a sliver of 1/32 under the tail.



I wound on a couple of hundred turns and waited for a quieter spell in the wind before releasing the model. It climbed away quite well in its R/H circle and on prop fold it started its L/H glide circle. It was stalling a little but the flight as a whole looked OK to me. I settled down in a chair and Rachel was off for recovery. I watched her receding figure for a while, noting she was going down the wrong line, then after a while and seeing no correction, it was out with the mobile. This is where it gets difficult, telling the good lady she is wrong is normally is not easy and usually met with argument but on this occasion correction was accepted and with a little arm waving etc. I had her back on line. I continued to watch as she soldiered on, it was tough going underfoot with the long tufty grass but she reckoned that her wellies stiffened her ankles. Eventually she disappeared from view. Sometime later I get a call on my mobile from the fetchermite, she cannot find the model, is knackered and no longer in a good mood. I sympathise and say I will go out and help. Off goes I, it really was tough going in the long tufty grass but I slowly staggered up the line until I found the model. No sign of Rachel she was still miles away, having over-run the model by about half a mile. On the mobile again, where are you? "on the peri track, come and fetch me" is the reply. I plodded back to base, took the car round and rescued her ladyship. We decided that recovery was too arduous so I went to control, paid my airfield fee and retired to the car as a spectator until 6pm, then it was off to the pub for a bottle of wine and a Sunday roast. All's well that ends well.

*John Andrews*



Extract from *Aeromodeller* November 1975

### Small is beautiful

By virtue of sheer excess much of the thrill has gone out of the more spectacular forms of aeromodelling. Everything moves so fast, aerobats so splendidly and looks so authentic that there isn't much you can do to attract attention on the model field. You can try streaking, of course, presenting, as it were, an uncovered version of your own design, but in our climate this would be cold comfort, and you'd be safer doing what is now all the craze - going Jumbo. \*

I don't know at what spannage a model ceases to be a model and becomes a flying machine, but I do know that an unregistered aircraft must be anchored by a ten-foot rope. Looking at some of these Jumbo models I feel it would be safer for all of us if they came into the ten foot rope category. Happily, though, these multi engined monsters exist more in the threat than in the airfield clearing reality. Getting six engines all firing together takes up most of the flying session, whilst the rest of it is devoted to the photographic posing (why are the builders always expected to clutch their hefty craft to their stomachs?), and it's much nicer to hold a smooth, unfledged model than a heap of wreckage.

Just now the C/L and Radio Jumbo-ites are caught up in a competitive inflation spiral, with each faction vying to produce the most enormous model. Just who has the biggest nerve, the chap on the end of the lines, or the one knuckle-whitely clutching his transmitter, it is hard to say, but there is something a bit pathetic about these model colossuses - they should have jet engines but have to make do with craftily concealed piston engines instead. This is because of a condition general throughout the scale model world, known as 'jet-lag'. Though we are now well advanced into the jet age, the model flying is still very much bogged down in the propeller era. Thus, the big model builder is faced with those 'please, it's only a toy' props stuck behind the jet pods, or go vintage with a *Lancaster* or *Dormer Do.X*.

### The name's the game

They say a rose by any other name etc., but it does add something to your model if what you dub it is aptly descriptive. For instance, it can be a bit of a let-down if, say, you call your model *Nimbus Nudger* when the only thing it nudges is the airfield fence. Or you could be lucky in choosing the name *Icarus* if, on your model's maiden flight, the wings fall off. But, generally, it is better to be like the Americans who, having emotively exhausted the terminology of fauna and flora, the stars above and the universe in general, became coldly scientific, and now identify all machines with code letters. Then, again, it is somewhat cynical to evoke the names of tigers, jaguars and other creatures brought to the verge of extinction, for our polluting gadgets.

Most model flyers, though, no longer trouble to give their models names at all, probably because the models now all look so much alike, so that the term Wakefield, A/2, Team Racer etc, is title enough. However, there are times when a name becomes obligatory, such as the model plan being published or put into a kit. It is on such occasions that you need a bit of inspiration like the chap who called his Wake *Hereward*, or the one who entitled his team racer *Penelope* (Pitstop).



Pylonius



The following has been sent to the Free Flight Technical Committee, who have asked for input on rules and changes. A wide dissemination this way will ensure that our increasingly ageing competitors make their thoughts known to the FFTC before we lose more flyers because of unnecessary restrictions or in case the proposal gets mislaid before it can be discussed.

### Motorised Retrieving

The average age of free-flight competitors is rising and for a number of the older flyers the physical challenge of retrieving models is now a major problem. Several have stopped competing because of an apparently arbitrary 'rule' or guideline that purports to prevent the use of cars for retrieving models, while 'permitting' the use of electric bicycles.

While cycling off downwind on a convenient runway is the preferred method for most flyers, the upwind return, carrying a model in the face of a strong breeze, poses a serious health risk to some of the older competitors; the last thing that free-flight needs is a mid-field cardiac arrest.

While chasing a model in flight by car is clearly to be discouraged (and indeed I am unaware of anyone having done this on an airfield in the past 50 years or more), using a car to drive round the peri-track to the area in which a model has been seen to land is not a problem; obviously there are not military or other reasons putting peri-tracks out of bounds, or we would not allow forty or so cars to trundle off *en masse* when there is a wind change, or if someone needs to take a car full of retrieval equipment or ladders to recover a tree'd model.

### Proposal

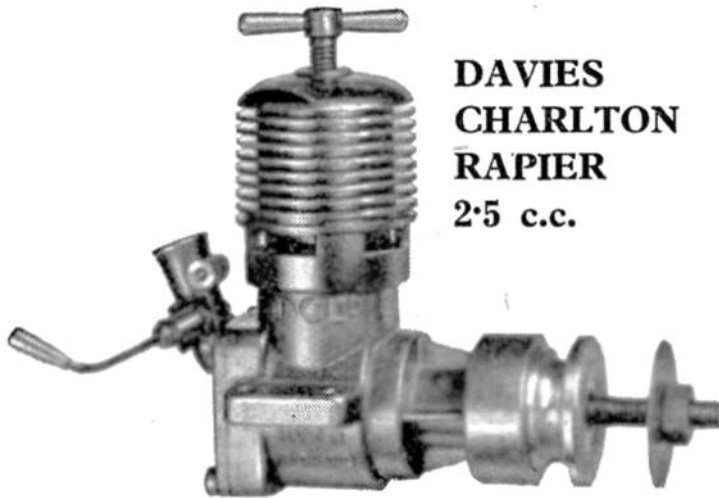
A new guideline needs to be published making it clear that a car may be used for retrieving a model providing it keeps to the peri-track and is driven at a suitable speed (is there a military-approved speed for airfields?). The car should not be used to follow a model in flight but only to reach the location in which the model has already been seen to land.

Martin Dilly

*Editor's Note: The Free Flight Technical Committee are asking for input on rules, so if any reader has any ideas on the subject make them known to the FFTC through their secretary;*

*Chris Strachan, email: [chris.strachan@btinternet.com](mailto:chris.strachan@btinternet.com)*





**DAVIES  
CHARLTON  
RAPIER**  
2.5 c.c.

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

*Retail Price:*  
£3/7/0 (including tax)

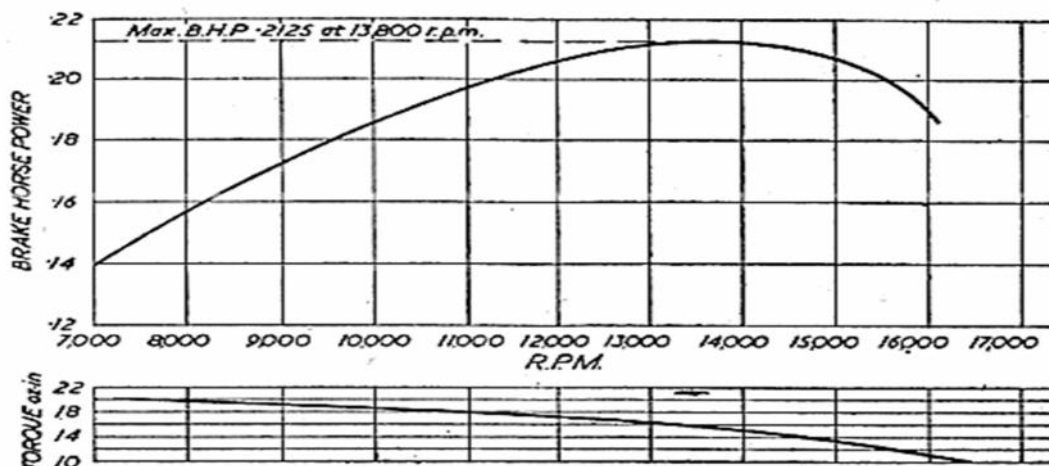
Displacement: 2.469 c.c. (0.150 cu. in.)  
Bore: .5785.  
Stroke: .5705  
Bore/Stroke ratio: 1.01  
Bare weight: 5 ounces.  
Max. B.H.P.: .2125 at 13,800 r.p.m.  
Max. torque: 20 ounce-inches at 7,500 r.p.m.  
Power rating: .086 B.H.P. per c.c.  
Power/weight ratio: .0425 B.H.P. per ounce.

**Material Specification :**

Crankcase: Pressure die-cast light alloy.  
Crankshaft: Hardened steel.  
Cylinder: Steel.  
Contra Piston: Steel.  
Piston: Cast iron.  
Cylinder jacket: Light alloy (anodised green).  
Rear rotor: Die-cast light alloy.  
Main bearings: Two  $\frac{1}{4}$ -in. bore Hoffmann ball bearings.  
Spraybar: Brass.

PROPELLER	R.P.M.
dia. x pitch	
9 x 5 (Stant)	9,200
8 x 4 (Stant)	12,900
8 x 6 (Stant)	10,000
8 x 8 (Stant)	8,900
7 x 4 (Stant)	14,500
7 x 6 (Stant)	13,300
6 x 4 (Stant)	16,200
6 x 6 (Stant)	15,100
8 x 4 (Tiger)	12,200
8 x 3½ (Tiger)	13,800
6 x 9 (Tiger)	13,800
10 x 4 (Trucut)	7,700
9 x 4 (Trucut)	10,400
8 x 4 (Trucut)	13,300
7 x 4 (Trucut)	15,100

Fuel used: Mercury No. 8 and Allbon diesel fuel.







Rachel and I being at a loose end on Sunday 9<sup>th</sup> July, and seeing a good weather forecast, decided on a day out spectating at the SAM35 Vintage Radio meeting at Cocklebarrow Farm. In the distant past I had flown my Radio 'Majestic Major' at the meeting and also done a little Control-line with a PAW powered 'Stunt King'. However, I had sold the OS60 fourstroke and the 'Major' and the Stunt King is somewhere in the back of the garage so spectating it was going to be.

Thinking I knew the way, we set out from home in Rugby, across to the Fosse Way and headed on down south, lost the Fosse at an island somewhere, had to stop and set up SatNav for Northleach and got back on track. Traffic was heavy and not having started out particularly early, the two hour journey saw us arrive at Cocklebarrow well after mid-day. The field was packed and models were flitting about all afternoon. I think the excessive heat of the day slowed some folk down and kept the flight-line queue short with fliers able to take up a slot when they felt like it.

Later in the afternoon it clouded over and the light breeze made spectating a pleasant occupation. It is significant to note that, apart from David Lovegrove, I did not see a single modeller that I was acquainted with so my photographs following are without any ID's.



Above is David Lovegrove, the only person I saw that I knew, flying a Bob Palmer design. Whether it was originally a C/L design or Radio I know not. There was also this huge electric powered, Dick Twomey designed 'Leprechaun', pity the poor little electric motor.













Days end, everybody gone home apart from those keen to get as much flying as possible.

*John Andrews*

### ***Cocklebarrow Rallies - IMPORTANT NEWS***

In 1988 we answered the call for volunteers to run Cocklebarrow and we have been running this event ever since. However, we now feel the time is right for us to bow out and hopefully someone else will come forward to continue this great tradition. The August and October meetings will be our last ones.

Pam and Tony Tomlin have offered to run the Control Tent but are unable to transport and store the extras needed for the Rallies. [Stakes, Toilet tent, Toilet, signs etc].

If you are interested in helping to run this event in the future please contact Paul and Val either by email [Howkins776@bt.internet.com](mailto:Howkins776@bt.internet.com) or by phone 02476405126. We look forward to hearing from you.

*Paul and Val Howkins*



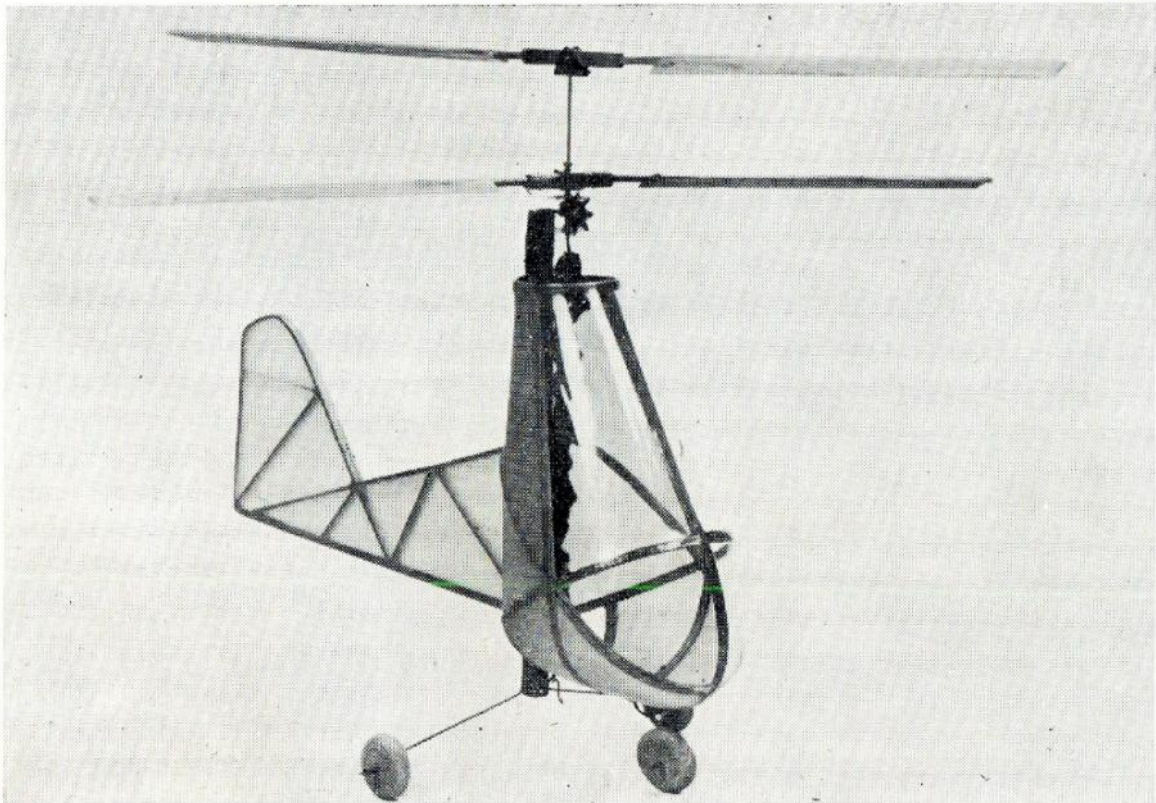
## MACOPTER

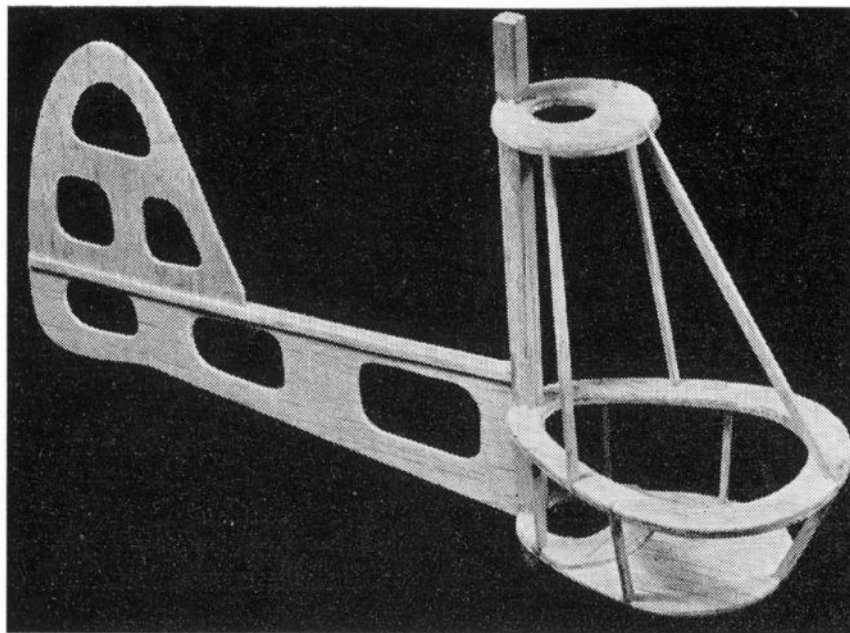
*D. McHARD is inspired by a Japanese Model Helicopter*

A LITTLE Japanese helicopter model originally inspired the construction of the two variants here described.

The Oriental version was built of a lightweight reed, similar to the type used for wickerwork basket-making. This substance lends itself well to the curvaceous nature of the model's front end, but western builders would probably find construction in this material difficult, even if the reed were readily available here. Modifying the structure presents some problems if the character of the model is to be retained.

Two solutions are presented, the one most nearly resembling the Japanese original is constructed of wound formers or elliptical hoops. The process of winding these hoops may be strange to modellers who have been reared since the days of streamlined Wakefields when wound formers were quite commonplace. There is nothing to it really, as you will discover upon boiling a kettle and holding a length of  $\frac{1}{8}$  in.  $\times$   $\frac{1}{32}$  in. medium balsa close to the spout and gently curving it as the steam softens the fibres. Quite sharp curves can be produced if the grade of wood is carefully selected. Medium hard straight-grained stock is the stuff to use. Buy a sheet and slice it into  $\frac{1}{8}$  in. wide strips. You may ruin a few during the initial experiments, but the cost will be negligible. Cut out a  $\frac{1}{8}$  in. thick former corresponding to the inner curve of the completed wound hoop and wind the  $\frac{1}{32}$  strip twice around it overlapping the ends by 1 in., and



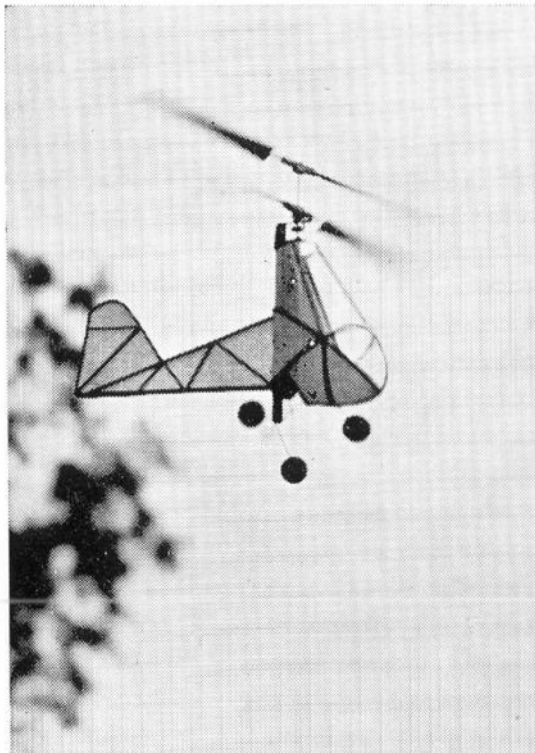


Fuselage of alternative sheet version. This is tricky to build down to weight but most impressive.

Below: Macopter in flight. It has a pleasing vertical climb, coupled with some uncertainty of ultimate direction.

tapering them off after sticking the layers together with a contact adhesive.

After producing all the laminated parts the  $\frac{1}{4}$  in. sq. motor stick is notched on its rear face and the two complete hoops "A" and "B" are threaded on and cemented. Use pins to hold in position until dry. Next, the lower formers "C" and "D" are positioned with the aid of pins. Cement "E" to motor stick and add the three  $\frac{1}{8}$  in.  $\times$   $\frac{1}{16}$  in. upright members. Attach the lower curved keel.



The boom and fin are built on the full-size drawing and attached to the motor stick after preparing two  $\frac{1}{16}$  in. deep slots to receive the forward ends.

The lower rubber hook and main U/C are bent up and both cemented and bound to the motor stick. Bind nosewheel leg in position.

The contra-rotating rotor mechanism is fully illustrated on the drawings and these explain far more than a bookful of words. Sufficient to say that great care should be taken to produce the best set of gears you possibly can! Time spent on this job will be well repaid by smooth running and low power losses. Cut out three discs of brass  $\frac{1}{64}$  in. thick, drill or punch a small hole in the centre and sweat all three together. Trace out the gear onto the top washers, making certain all the centre holes are

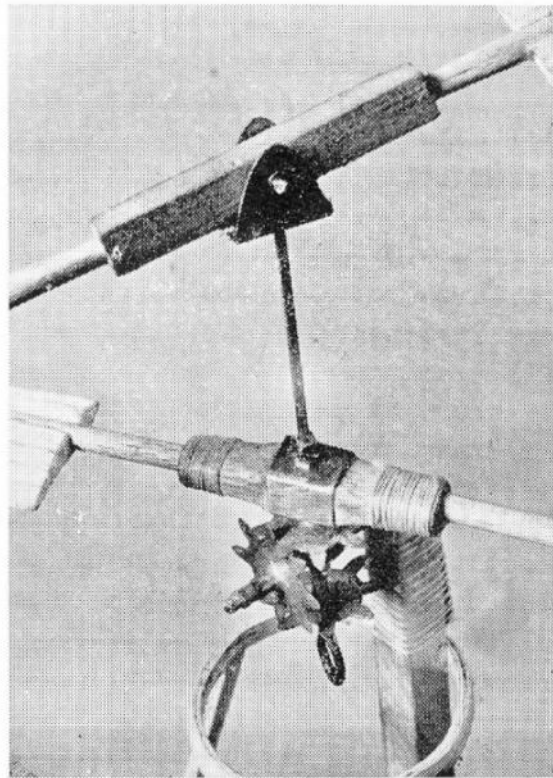


in the centre ! Cut out carefully with a piercing saw and fine metal cutting blade—hold the blanks in a vice during this process and finally bring the gears to their completed shape with a needle file.

The rotor hubs are made from  $\frac{3}{16}$  in. sq. spruce, the ends bound and then drilled to take the  $\frac{1}{8}$  in. rotor dowels which should be a push fit. The upper rotor should be able to tilt  $10^\circ$  up and  $10^\circ$  down. Make certain the upper rotor cannot touch the lower one at the tips.

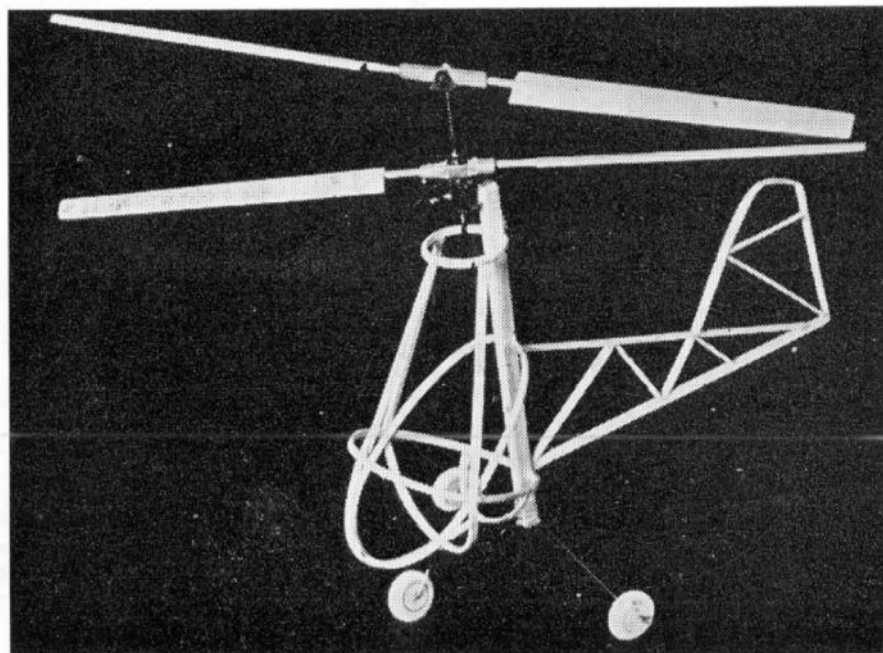
Cover the model with Jap tissue if possible. Do not dope. Cover the "windscreen" with cellophane. Balance at point shown on plan, this is very important. Wrong C.G. position will produce erratic flight.

Power required will depend upon the weight of the airframe. Any saving of weight, no matter how small, will considerably improve performance. Built as per instructions four strands of  $\frac{1}{4}$  in. flat rubber were needed on our prototype, but with care and weight-watching it should be quite possible to get away with four strands of  $\frac{3}{16}$  in. with a corresponding performance increase. Wind from the bottom using an "S" hook and handbrace winder. Details are also given of an alternative construction from soft  $\frac{1}{16}$  in. sheet. This is easier to build, but not so strong as the wound former version. If the wood is not very carefully selected it could be much heavier, too heavy in fact. Skids can be used instead of wheels, if preferred. So, wind 'er up and mind them rotors !!



Above: Cut and filed gears and rotor hubs. These parts are the crux of the success or otherwise of the model.

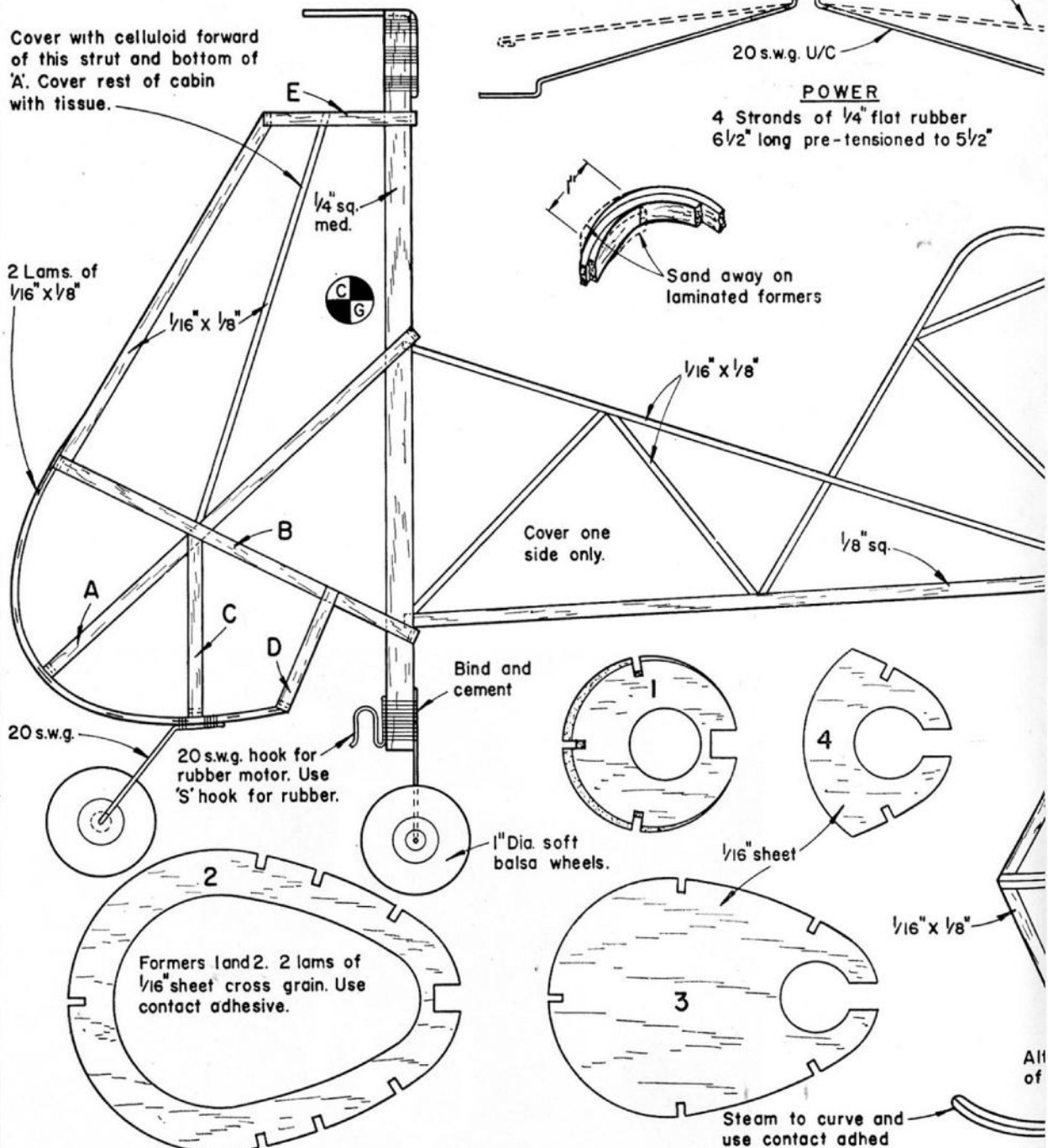
Right: Fuselage of the wound former version, which is recommended to those desiring a quick result and an easily responsive model.

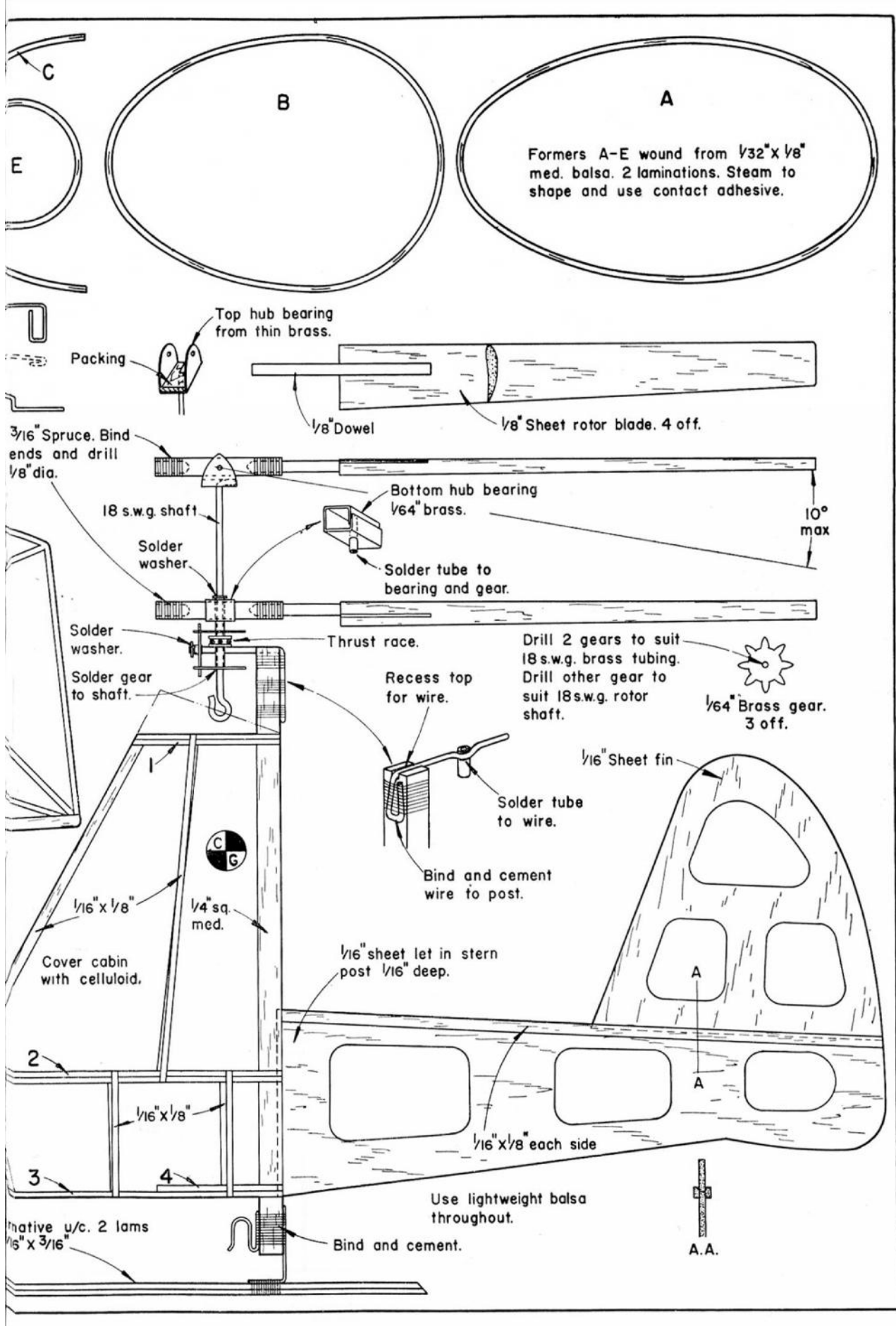


# MACOPTERS

A pair of experimental helicopters by Doug McHard based  
on a Japanese design in Koku Fan

Scale : 1/2 Half full-size







## Rubber motor sizing

The glide on small rubber-powered models with relatively large propellers is steep. The maximum duration indoors is obtained by having the propeller revolving at all times and there should be a few turns left on the motor once the model has landed. Keeping the prop revolving also will produce better scores when flight realism is being judged.

Obviously, ceiling heights indoors are limited, so the motor for an indoor model can require a lot more tuning in regards to cross-section size and length than an outdoor model. I found with the Nesmith Cougar Peanut that the flight was ending up with excessive turns left after landing. This appears to have been solved by using a motor of the same weight, but 0.005 in larger in width. I will probably now find that I have to back off turns on the fully wound motor to avoid hitting ceilings.

## Stripping rubber

Originally, different strip widths were cut using a cutter of the type as shown in Reg Parham's article 'Indoor Models' published in the February 1961 edition of *Model Aircraft* (Fig 1). Fortunately, a wide variety of strip widths from 0.020 in to 0.125 in in 0.005in increments in 5m lengths are now obtainable from specialist suppliers, such as Sams ([www.samsmodels.com](http://www.samsmodels.com)) or Free-Flight Supplies ([www.freeflightsupplies.co.uk](http://www.freeflightsupplies.co.uk)), in addition to the standard rubber widths of 1/8, 3/16 and 1/4 in.

Of course, adjacent widths may or may not be from the same batch of rubber. These are undoubtedly cut using a rotary type cutter (Fig 2) of the type originally produced by Ryszard Czechowski in Poland.

I understand that similar cutters are still available, e.g. the Ray Harlan stripper ([www.indoorspecialities.com](http://www.indoorspecialities.com)) but these are small batch precision engineered items and, of course, have price tags to match.

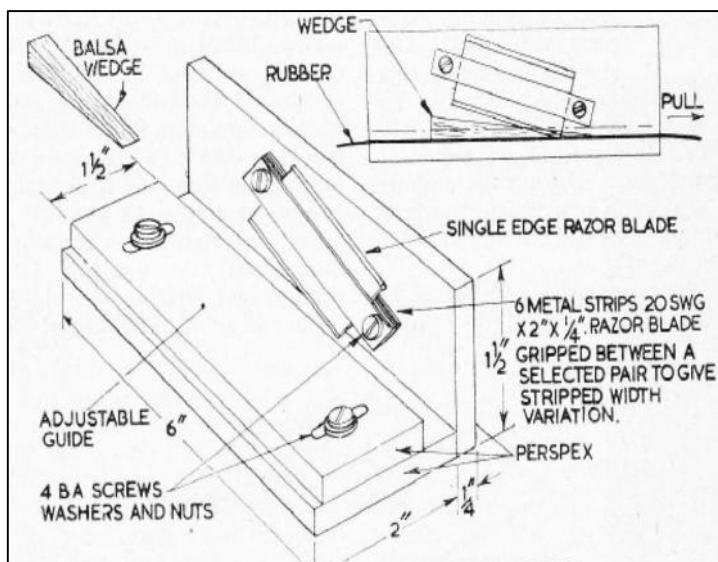


Fig 1. Rubber stripper attributed to Joe Bilgri from Reg Parham's 1961 *Model Aircraft* article.

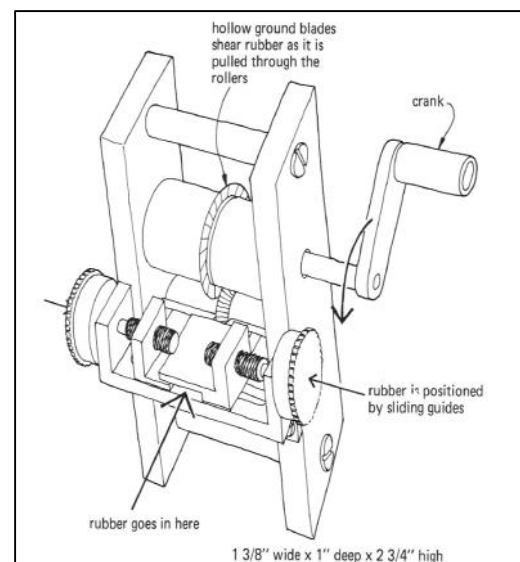


Fig 2. Czechowski rubber stripper with rotating cutters.

I have used the simpler Jim Jones stripper (Fig 3), which is a development of the fixed blade type shown in Fig 1, for many years. This requires some patience and practice to produce good results, but, generally, I have found it adequate for my purposes.

The kit of parts is shown in Fig 4.



There are three double sided plastic cutting beds with slots to suit the width of the rubber to be stripped. These slots are angled so that the width of the cut strip can be changed by sliding the blade holding block along the cutting bed.

The selected cutting bed needs to be clamped to a work surface or in a vice.

The rubber strip is laid in the cutting bed and the snap off cutting blade is clamped in the slot of the blade holding block. The blade point is then pressed into the rubber and the blade holding block clamped to the cutting bed.

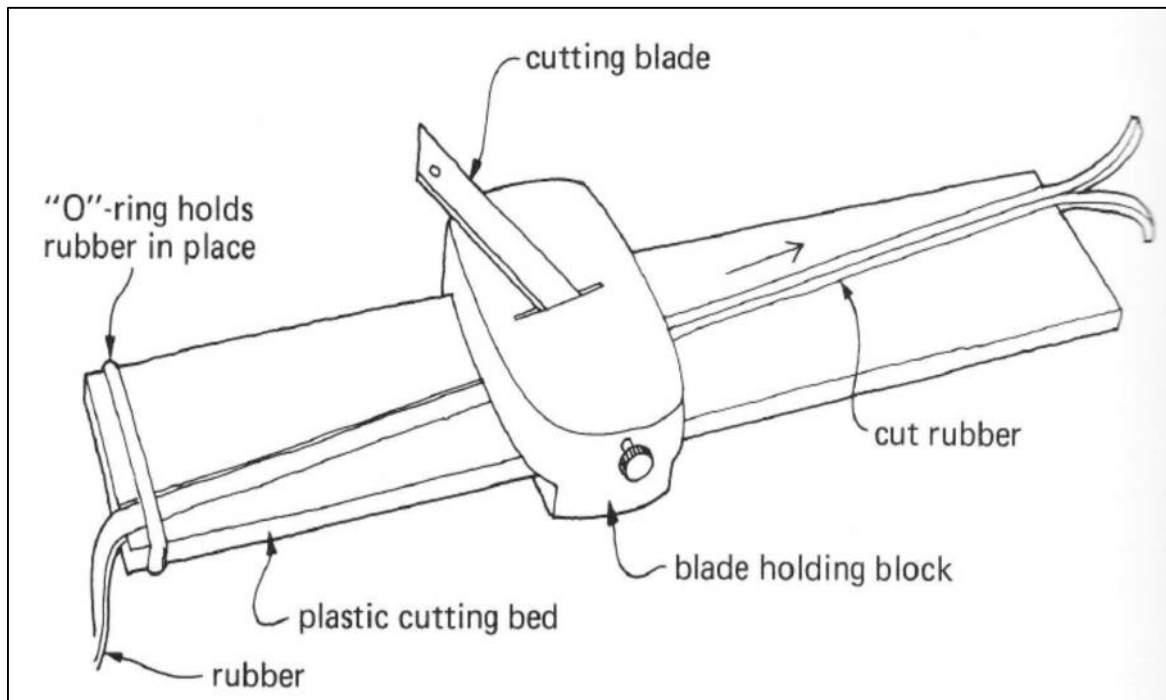


Fig 3. Jim Jones rubber stripper.

*Figs 2 and 3 are from Ron Williams' excellent and comprehensive book 'Building and Flying Indoor Model Airplanes'.*

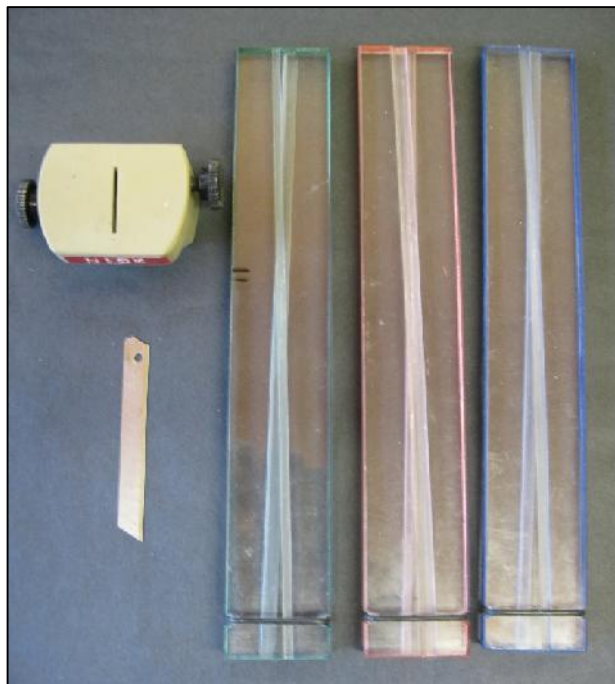


Fig 4. Components of the Jim Jones' rubber stripper: blade holding block and blade, and plastic cutting beds to suit six different rubber widths.



Fig 5. Dial thickness gauge for measuring rubber strip width.

The rubber strip is then pulled through hand over hand to produce the cut strips. I have found it pays to use a new blade tip frequently and to keep the strip to be cut immersed in water to provide a cutting lubricant.

The Jim Jones' stripper is best when cutting strips of fairly similar width. I have cut 0.090 in strips from  $\frac{1}{4}$  in rubber, but it will not cut 0.040 in strips from this width. This is clearly a limitation of this type of stripper. Measuring the width of the rubber strip is not straightforward as it is so flexible and deforms easily under load. I use a dial thickness gauge as shown in Fig 5 and rely on a light drag through feel as the strip is pulled through the anvils to obtain a width value.

I purchased my Jim Jones' stripper in 1981. Unfortunately, I think it is one of those many cottage industry items that are no longer produced.

### **Rubber storage**

The strip we use for powering model aeroplanes is a vulcanised natural rubber. This type of material tends to change its properties during storage and may become unserviceable. This may be due to hardening, softening, cracking, crazing or other degradation and may be the result of oxygen, ozone, light, excessive heat and/or humidity and contact with incompatible chemicals. The rubber industry offers much advice on the storage of polymeric products, but in my view the major considerations are: -

#### **Light, particularly ultraviolet light**

Protection from direct sunlight and strong artificial light with a high ultraviolet content is important. Rubber should be stored in opaque containers.

#### **Oxygen and ozone**

Elastomeric items should be protected from circulating air wherever possible. As ozone is particularly harmful to rubber, storage rooms should be free from equipment that may give rise to electric sparks or discharge.

Wrapping, storage in airtight containers or other suitable means should be used for vulcanised rubber items.

#### **Contact with liquid and semi-solid material**

Contact with liquids and semi-solid materials, particularly solvents, such as oils or greases should be avoided unless so packed by the manufacturer.

When it comes to cleaning rubber, organic solvents such as trichloroethylene, carbon tetrachloride and petroleum are the most harmful agents.

Soap and water and methylated spirits are the least harmful, and all parts should be dried at room temperature before use.

I store my cut strip in self-sealing polythene bags in Ovaltine tins acquired from my late mother-in-law. The card boxes that rubber strip from FAI Supplies [www.faimodelsupply.com](http://www.faimodelsupply.com) is shipped in, also appear quite satisfactory, provided they are kept closed to keep out light and circulating air. I am still using Tan II strip for indoor models. The last batch I have dates from 2002. I have seen no sign of degradation as yet, and I understand batches of certain dates are much sought after for indoor duration flying.

Next time, I'll probably finish this series of articles with a little bit more on rubber motors.

*Nick Peppiatt*

## Freebies & Wanted

### Free to Good Home: Martin Dilley

There's been a bit of a long-overdue clear-out at Dilly Towers, as a result of which the following are surplus to requirements. Some of the model components may be suitable for a BMFA straight tow glider or for a beginner and were built in the 1970s.

- 1) A model box, 55" x 12" x 12", built from 1/8" ply, with plastic angle reinforced edges, metal corners and a hinged lid with twin latches. It has survived several airline trips.
- 2) A pair of F1A wings, 94" x 5", Davis airfoil and tissue-covered built-up all-balsa structure. Tips need covering and some slight repairs
- 3) A pair of F1A wings, 94" x 5", asymmetric for use with an offset towhook. Tissue-covered built-up structure with Benedek 6456-f airfoil, dural tongue joiner included. Originally flown using an outrigger shirring elastic turbulator.
- 4) A pair of F1A wings, 94" x 5", asymmetric for use with an offset towhook. Balsa-sheeted top and bottom, with Benedek 6456-f airfoil, Wire joiners.
- 5) All-balsa fuselage for #3, with fin for a high-mounted stab, and off-set towhook. Needs dural tongue joiner to be re-attached.
- 6) Balsa/spruce fuselage, for shoulder-mounted wing, tatty, but with sliding-plate circle hook with John Bailey-type timer start..
- 7) Fuselage with rolled 1/64" ply boom about 3/4" diameter tapering to 3/8", with mount for a centre section bolted on with a 2 BA nylon screw.
- 8) Un-flown pre-bunt tailplane, 19" x 3.75", balsa structure, tissue covered, Wöbbeking section.
- 9) Tailplane, pre-bunt, Wöbbeking section, 21.5" x 3.75", carbon TE, covered silver Mylar (needs a couple of patches).
- 10) Sliding plate type circle towhook, with John Bailey timer start system.

Contact Martin Dilly on 020 8777 5533 or e-mail [martindilly20@gmail.com](mailto:martindilly20@gmail.com).

*Martin Dilley*

### Wanted, Magazines & Lathe: Stewart Mason

Magazines:

I have recently gone through my collection of the wonderful old paper 'Clarion' issues and I wonder if any of the SAM1066 members may be able to fill some gaps in my collection? From a variety of sources I have managed to scrape together quite a few complete years now, but being a typical bloke, I am nothing without a full collection!! I don't often get to competitions so I would be happy to reimburse anyone for postage costs. I may also be able to travel to collect within reason. I would also like to get hold of some of the blue binders too if anyone has them. If anyone can help me they can contact me at:

[stewartmason@tutanota.com](mailto:stewartmason@tutanota.com) or alternatively my postal address is:

23 Front Street,  
Cockfield,  
County Durham,  
DL13 5ER.

From looking at the David Baker heritage library spreadsheet I see the Clarion started in September 1989, so I am short of the following issues.

1989 - September required.  
1990 - Full year required.  
1991 - Full year required.  
1992 - April required  
1993 - January to September required.  
1997 - September required.  
2002 - September required.  
2004 - August required.

Lathe:

I'm also looking for an old vintage Lathe, either the 'Adept', or 'Super Adept' but I would also consider any other type of mini-lathe, either vintage or modern

If any of the members are in possession of one they would like to sell, please contact me, as above.

*Stewart Mason*

## Buckminster Lodge Visit

Graham Bryant

Geoff Aucott and I made the trek to Buckminster Lodge, the BMFA Flying site yesterday, just to have a look and see what's actually there.



Views of the original undeveloped site in November 2016

We used the M42 and A42 to Ashby, then the B5324 and A6006 via Wymeswold to reach Melton Mowbray, and from there the B676 to Buckminster. Coming home we used the A607 and A46 to by-pass Leicester, then the M1/M69/M6 to Birmingham and sunny Sutton Coldfield. This was the quicker of the two routes, and the obvious route from Hinckley and Nuneaton area.

First, despite what others have said to the contrary, we had no problem finding the place even without a SatNav, but with the help of the BMFA's directions for getting there from The Tollemache Arms Inn (looks a nice place) on Main Street, Buckminster. It's about 2 miles from here via Sewstern. Yes, the lane from Sewstern is narrow, but two cars can pass as we proved. The entrance to BL has a couple of huge BMFA signs close by - you can't miss it. The drive to the complex is gravelled and concreted, and there are two passing-places. The only problem we had was missing the sign in Melton Mowbray for the B676, but soon picked this road up and then it was plain sailing. The area is genuinely "in the sticks", with narrow winding roads and the occasional village and hamlet. Plenty of pubs, though.

We went on spec, but were greeted very cordially by Andy Symons, the BMFA Club Support Officer, who showed us round and explained what's going on and what the future plans are. The main house has been re-furbished to a high standard, and has a reception, offices, meeting-rooms, storage, toilets, and other facilities. Very swish. There is a large barn-like building which is the former indoor riding school, and this has also been refurbished to a good standard, and will be used for storage, swap-meets, functions, workshops, etc. I reckon I could fly my low-duration and scale indoor models in it, and Andy said that someone has indeed already flown an indoor model there.

The stables, old stores and old workshops are semi-derelict and all await refurbishment; there are plans to convert some of them into bunk-houses for overnight stays. Car, camper and caravan-parking is no problem.

The flying facilities comprise a mowed grass RC runway approx. 400m x 60m and running approx. N to S - check on Google Earth, but note that since the GE pic was taken there has been some hedge-clearance on the airfield.

There is a large grass area set aside for CL, but is unmown except for a narrow and rather roughly-cut periphery to a circle which looks about 60' radius. Andy said that the combat flyers at the recent Vintage Combat event were happy with the facility, but at the moment stunters and other r.o.g. models would probably have problems. Andy said that BL doesn't at the moment possess a mower, but can hire someone to come in and do the job; from what we could see the



equipment used to mow the above-mentioned circle is not up to the same standard as the NunMas mower. As there is an F2B Centralised scheduled here for 2 July at least two circles or a large area of grass must be mowed beforehand to an acceptable standard. The absence of high trees suggests that turbulence would not be a problem here.

Andy mentioned that a hard circle has been discussed but no concrete (pardon the pun) plans to lay it have yet been made.

There would seem to be no potential problem here with noise - the nearest visible building is over 1 km away according to Andy.

As far as FF is concerned, this could perhaps be problematical. The prevailing wind according to Andy is from south to north along the mown runway. When we visited, the very light breeze was in fact coming from the south-east. The surrounding countryside is typical Wolds with gentle undulating hills and valleys, all under agriculture of one type and another. There are many lines of hedges and trees (see Google Earth), but Andy said they are passable. He also said that a few FF sports models have been flown here with no problem, but I think it would take an expedition by contest flyers using contest models to establish if easy recovery is possible. I think it would be, but we didn't walk onto the surrounding countryside for a closer look. According to Andy, the local landowner has said he sees no problem with FF retrieval, but personally I'd reserve judgement on this until someone actually tries it. Given the 'usual' conditions at Barkston Heath, which is not a million miles away, I'd be inclined to think that it could get rather windy at BL.

At the time of our visit there were just two RC flyers (with nice-looking scale models) present. Andy said that since the opening of the facility on 1 May I believe, the BMFA has sold 40 season-tickets and hope to make this around 100 by the end of the year. There is a lot of information on the BMFA website regarding the finances, funding and costs of BL, but Andy said that it's hoped some Lottery money will be forthcoming before long. Andy made no secret of the fact that the BMFA has to cater for the majority of their membership, i.e. RC flyers, but CL and FF certainly haven't been ignored. Andy told us that Chacksfield House is staying as the main admin HQ for the BMFA.

Speaking as a NunMas member I don't think I'd be all that tempted to go to BL for a day's flying unless it were for a contest or some other event. FF is a different matter, and I think I'd be prepared to give it a go (but not to pioneer it).

We didn't take any photos, but there are plenty on the BMFA's National Flying Centre website.



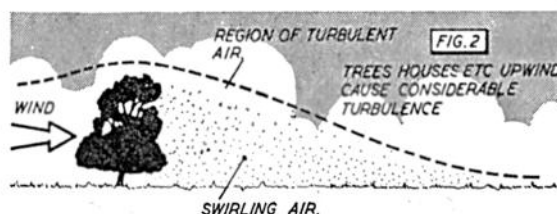
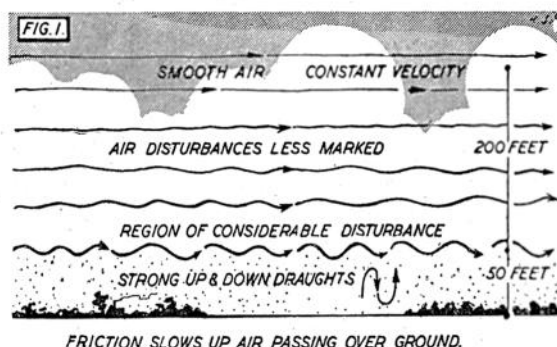
Site activity in June this year

All in all, we were rather pleasantly surprised; we thanked Andy for his interest and hospitality, and we hope that BL succeeds.

*Graham and Geoff.*



**Q**UITE the majority of models are flown "for fun" rather than in contests. Not that contest flying itself isn't fun. It can be, especially when you are lucky enough to achieve one of the top places. On the whole, however, contest flying can be far more disappointing than "flying for fun", even though the model may be performing much better. Just a few seconds lost, perhaps through no fault of your own, may make all the difference between an extremely satisfying day out and one in which the sole consolation is that "there's always a next time". With "sport flying", as non-contest flying has, rather anomalously, come to be termed, specific performance in terms of duration does not really mean anything. Every good flight can be a source of enjoyment and the tension accompanying a contest entry is absent.



Getting the best out of . . .

## SPORT MODELS

*Best method of launching big power models is ably demonstrated by this Isle of Wight modeller with his A.P.S. Eros. Final heave is given with the right hand.*

The sports model, therefore, starts with the advantage that it need not be trimmed out to peak performance and, also, that it does not matter particularly if *all* of its flights are good ones. It is desirable, in fact, that its performance should *not* be as good as that of a contest model. In competition work, long flights are the order of the day and, unless the weather is particularly kind, recovery of the model after each flight can be something of a problem. Long flights are always more attractive than short ones, but, at the same time, to appreciate a long flight you must be able to see the model all the time. There is little point in making long out-of-sight flights with a sports model if you can only see part of the flight and have to spend most of the available flying time out in the country searching for your missing machine. Generally speaking, therefore, the sports flyer aims for shorter durations, keeping the model within the bounds of the flying field so that recovery is easy and he can spend as much time as possible *flying* rather than searching for lost models.

In practice this does not always work out satisfactorily. More often than not the sports flyer chooses a design which, inherently, has a restricted performance, as compared with a duration machine. Unfortunately the "amended" design, which possibly has more attractive lines or full-scale "realism", may also be far less consistent. Good short flights may be interposed with bad ones so that the model has to absorb a lot of punishment in the course of a day's flying. It has to be a tough model, to stand up to that sort of treatment.

Again, too, the sports flyer is generally less experienced at trimming a model and handling it under different conditions than his contest-flying counterpart. Lack of experience is a primary cause of inconsistency—and damage. Model aircraft are not like other models which, if improperly adjusted, are not likely to come to serious harm. A model aeroplane which is not trimmed properly is virtually doing its best to commit suicide—and trimming is a fairly critical process.

Successful sports flying then can be considered under two separate headings—the type of model to fly and how to handle that model if *flying* performance is your main aim; and the best approach to adopt if you want a realistic looking



model which may then be more tricky to handle, but where actual flying performance is considered secondary. The best proposition is to get *flying experience* first and then graduate to the more exacting designs.

If *flying performance* is your aim you can do no better than adopt a duration-type design, especially as regards rubber-powered and glider models. These, inherently, should have a large reserve of stability. For sport flying they do not need to be trimmed out to contest performance, so a somewhat safer trim can be adopted when, provided the design is sound, they should prove particularly consistent. The majority of contest designs, too, are on the large side as compared with typical "sports" models. This also is an advantage from the flying point of view. The smaller the model, in general, the more sensitive it is to wrong adjustment or mis-handling and the lower its reserve of stability.

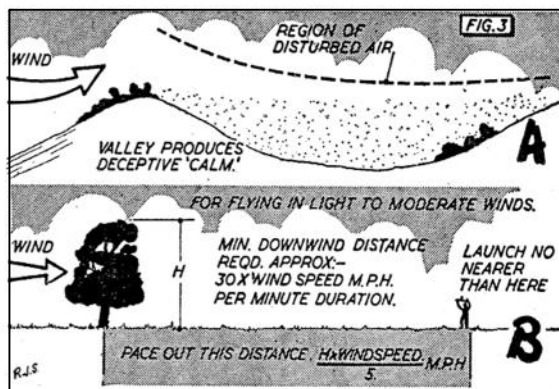
Unfortunately, of course, the larger the model the greater its cost, and younger aeromodelers in particular often have, of necessity, to start with the smallest of the kit designs. They have the consolation, however, that with a kit model the design itself has been proven and so such flying faults as may develop are normally the results of their own errors, which practice can eliminate.

The first, and one of the most important considerations in sports flying is to choose the weather. There is little point in flying *any* type of model in high winds (only the contest flyer has to do this, for important contests and good weather only coincide by sheer accident). When the wind is strong the air is very turbulent near the ground. A steady wind in itself is not all that harmful, it is the swirling gusts which can do the damage. And wind is seldom steady unless it is quite light and blowing over substantially flat ground.

Fig. 1 shows, diagrammatically, how a wind blowing over the ground is slowed up by contact with the ground and as a result tends to roll up into areas of up and down currents. Disturbances like these persist, although diminishing in effect, up to two hundred feet or so, above which height the air is generally much smoother. Since nearly all sports flying is done in this lower region, windy days are not really suitable for sports flying.

Any obstructions along the windward side of the flying field make conditions worse. Houses or a row of trees, for example, produce more burbles, as in Fig. 2, indicating that the apparently sheltered points are probably the worse for launching. You can get the same sort of deceptive "shelter" in a valley—Fig. 3—again a bad point for flying on windy days.

Models just do not have a fair chance on windy days. Even a 20 m.p.h. wind is equivalent to something like exposing a full-size aeroplane to a 300 m.p.h. super-tornado with, in scale, even more marked turbulence. No full-size pilot would cheerfully take off under such conditions!



Usually the best time for sports flying is on calm evenings when the weather is not a hazard and the possibility of losing models on thermal flights is remote. If you want the thrill of making occasional long flights, warm, but calm sunny days are productive of thermal activity and any well trimmed model is likely to soar to considerable heights in one. You may, however, end up by losing the model completely, unless you have fitted a dethermalizer.

Normally a dethermalizer is something not used with sports models. If you are flying a duration-type model, however, it is not a bad idea to use one—not so much to guard against the possibility of losing the model on thermal flights as to bring it down each time well within the confines of the flying field and save you too much chasing. The design of most duration models is such that fitting a simple tip-tail dethermalizer is quite a simple job, as in Fig. 4.

As regards the actual trimming of the model, the three basic types of free flight models can be considered separately. Starting with a glider, all





we really want is a *reasonable* glide and good tow-line stability. You should be able to adjust the glide by simple hand launched tests.

### Glidern

Experience indicates that the point of balance should be no further aft than the mid-chord of the wing—Fig. 5. If farther back, towing stability may be affected. If, with this balance position, the model stalls from a hand-launched glide, add more ballast weight to the nose until a smooth glide path is obtained. Check the new balance point found. This should not be more forward than one-third of the wing chord. If it is, remove excess nose ballast until the balance point is at one-third chord. Any stalling tendency still present should be cured by packing up the front or leading edge of the tailplane, 1/32 inch at a time.

In the rather unlikely event of the model diving instead of gliding properly with the balance point at mid chord, pack up the rear of the tailplane (i.e. the trailing edge) until the proper glide is achieved. As a check on the glide performance, from a shoulder-height launch the model should

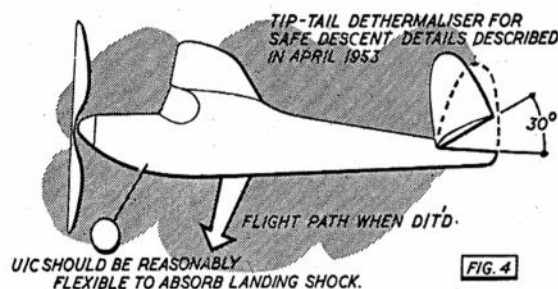


FIG. 4

glide forwards and downwards to reach the ground about eight to ten paces in front of you, with no wind. If there is a wind, always launch the model into the wind. The distance travelled from the launch will be slightly reduced, according to the strength of the wind. One further point—the glide path should also be *straight*.

This glide trim established should be quite satisfactory for sports flying. How well the model behaves on the towline is largely dependent on the design of the model itself and the accuracy with which it has been built. Warps or faulty alignment, for example, almost always cause trouble when tow-launching. Any obvious faults of this nature must be eliminated—Fig. 6.

Likely faults—and possible cures—for failure of the model to tow up properly are illustrated in Fig. 7. If the model weaves first to one side and then the other, as at "A", then either move the tow-hook position back slightly (or use a more rearward hook, if more than one hook is fitted); or add more ballast weight to the nose to bring the point of balance farther forward. In the latter case, of course, you will also have to re-trim the glide slightly by packing the tailplane T.E.

If the model just turns off and dives to one side, try to get a straight tow by adjusting the rudder

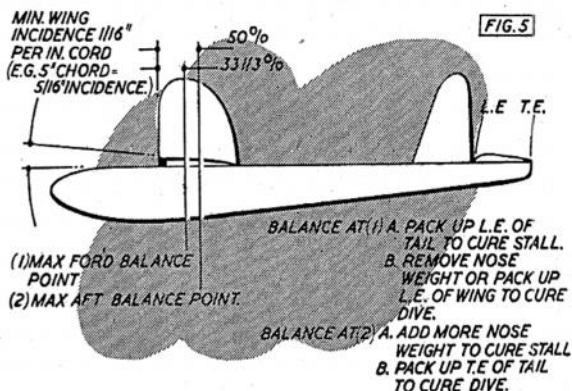


FIG. 5

or trim tab setting. If this proves too sensitive (i.e., a slight rudder correction produces a dive to the other side), move the tow-hook position *forward*. More fin area in the form of small fins cut from sheet balsa and stuck to the tailplane may also be helpful in rendering the main rudder less sensitive. If trouble still persists, move the centre of balance and the tow-hook position forward and try again. Remember, however, that warps, etc., may over-rule all of these corrections. Another possible source of trouble is one wing substantially heavier than the other.

Incidentally, rather than a running tow-launch, sports gliders can be launched much more conveniently by a weak catapult of the type shown in Fig. 8. Roughly one quarter of the length of this catapult is thin strip rubber, the remainder thread. The rubber end is staked down to the ground, the model hooked on the other and the catapult extended by walking backwards to stretch the rubber to about four times its natural length. Release the model and it should be pulled forwards and upwards in the manner of a running launch.

### Rubber models

Rubber-driven sports models should be trimmed for glide in the same manner as gliders and then like any other rubber model for the power turn, using downthrust and sidethrust to prevent stalling under power. Follow the same technique as advised in a previous article for contest rubber models, but without working to the same fine limits. As a general rule, in fact, it is a good idea to forget about sidethrust entirely and trim on downthrust alone, letting the model fly straight or in wide left- or right-hand circles under power. Do *not* try to make the model fly in tight circles. If you want to try sidethrust to get a right-hand circle under power, never use more than 1/32 in. packing,

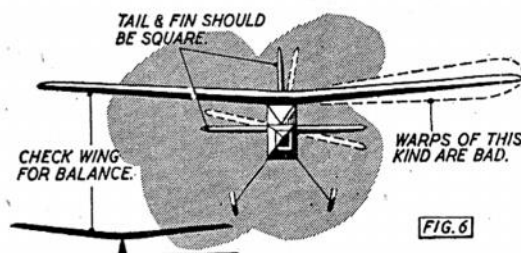
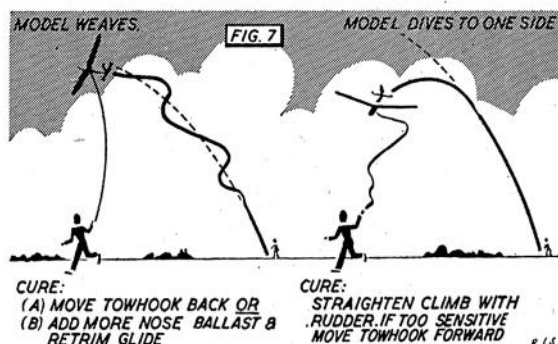


FIG. 6

when there should be little or no danger of the model spiralling in under power.

It also pays, usually, to employ rather more downthrust than would be used on a contest rubber model. This helps hold the nose down and gives a more stable flight, less likely to be upset by gusts. This produces a moderate angle of climb, rather than a steep climb. Excessive downthrust is bad, for this will make the model tend to fly fast and flat without climbing properly—Fig. 9.

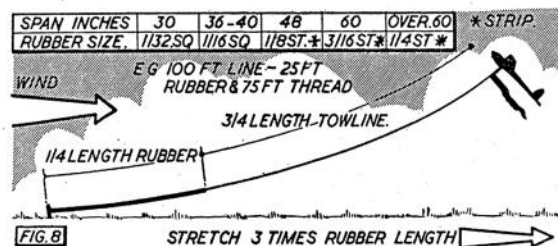
To prolong the life of your rubber motor, lubricate it well in the first place, keep it stored in a glass jar or similar container when not required for flying, and never wind it up more than three-quarters maximum turns. If necessary, add an extra strand or two to the specified motor size to get "maximum power". By never flying on more than three-quarters turns the motor should last a long time without breaking up and you will avoid that excessive initial burst of power, characteristic of a fully wound motor, which is so difficult to trim out properly.



### Power Models

The safest type of sports power model is the underpowered duration design—a duration model fitted with an engine about one-half of the recommended capacity, for example. This will have an exceptional margin of stability under almost any conditions, yet still have enough power to climb the model reasonably well. You can soon tell if you have got a "safe" combination. Flying speed under power should not be appreciably faster than the gliding speed with power off. It is the high flying speed produced by the use of a powerful engine which makes contest-type power models tricky to trim out. With a low powered engine (for the size of model) you have a low flying speed and quite generous margins for adjusting sidethrust and downthrust. Again, however, we would recommend ignoring sidethrust, or using only a minimum offset.

The balance of operating requirements for the models discussed could be summarised under the heading "common-sense". In other words, make sure that the model is serviceable and properly airworthy before flying. Make sure that rubber bands used to hold on wings and tail are secure, strong enough and not on the point of breaking.

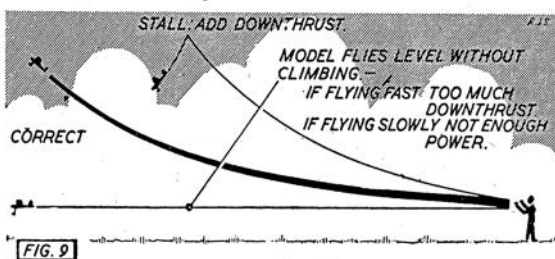


Check bands that have been exposed to strong sunlight. Bands tend to break up at an alarming rate under such conditions. Diesel or glo fuel also attacks natural rubber bands. A quick pre-flight check before each launch is a wise precaution.

Remember! Over ninety per cent. of all crashes are due to negligence on the part of the modeller himself.

With regard to flying semi-scale designs, the same general rules apply. Adopt, as far as possible, the technique and experience of trimming the "duration" designs to produce a stable flight pattern. The less the inherent stability of the design the more sensitive it will be to bad adjustment and air disturbances. This means, fly such models only in calm or near-calm air, at least until fully conversant with their limitations and do not try anything "clever" with them. Two excellent rules in this respect are: generally *underpower* such models so that they fly reasonably slowly and are therefore less sensitive to adjustment; and fly them as far as possible on a substantially *straight* course or in very wide circles. If possible, avoid using any rudder offset at all as this is a frequent cause of spiral dives should speed build up during flight. This rule is especially helpful as regards trimming Jetex-powered flying scale or near-scale models where speed does tend to build up during power flight and the efficiency of the jet motor increases proportionately. The merits of low powered flying are exemplified by the ducted fan models of scale or near-scale appearance which, with conventional (airscrew) power would probably be unstable for similar layouts, simply because of the increased flying speed produced by the more efficient airscrew propulsion.

The margin of safety decreases with increasing flying speed. Thus heavier, faster models become progressively more tricky to trim. Safe, consistent flying is the main requirement of the sports model. The trickier models are more exciting but should not be tackled until you have a sufficient background of practical knowledge in the art of flying the "safer" designs.





**O.M.F.C Dreaming Spires Gala Port Meadow Oxford 2Jul2017**

Venue :- the lush pastures of Port Meadow

Weather:- superb, with a slight north wind blowing down the maximum length of the field, veering west later.

Publicity:- modest, to say the least. Think word of mouth!

The Dreaming Spires features a scale event in which "gentle" motors are allowed along with rubber, electric etc., The calm conditions allowed some handsome flights.

As ever at these essentially "sport type" rallies there seemed to be a lot of flying activity, but few got as far as making actual competition flights.

Never the less, there was some keen efforts in the duration events, Noteworthy was Gavin Manion's fly-off flight in Vintage Rubber - 2.50 D/T and it hardly went any distance Trevor Grey went about winning both the electric categories in his usual business-like manner, a result of his thorough approach to model design and support equipment preparation.

Roger Heap is having a good season in Classic glider - 2<sup>nd</sup> in the F/F nationals etc., - with his Mad's Dream. It flies very slowly, being under A/2 weight, and in lift.

In Hi-start glider Simon Milan impressed with his O/D approach which looked for all the world like a scaled down Wichita A/2. A Crisp finally got his Windrush to behave on the line and scored a max on its last flight which went very high before the D/T cut in (fuse!) And just about landed on the field.

I'm afraid that I don't have the scale results to hand, but one model, if not the winner, by Peter Smart, certainly took my eye, it was a twin rubber-powered Russian flying boat. Complex or what, but it performed beautifully.

**Results**

<b>Lightweight Rubber 3 x 1-30</b>			
1 <sup>st</sup>	G.Manion	4-30 + 2-50 F/O	Scram
2 <sup>nd</sup>	T.Macdonnell	4-30 + 0 F/O	Senator
3 <sup>rd</sup>	J.Paton	4-05	Buckridge
<b>P30/E30 3 x 1-30</b>			
1 <sup>st</sup>	T.Gray	4-30 + 2-23 F/O	E30
2 <sup>nd</sup>	G.Manion	4-30 + 1-25	P30
<b>E36 3 x 1-30</b>			
1 <sup>st</sup>	T.Gray	4-30	O/D
2 <sup>nd</sup>	J.Paton	4-05	O/D
<b>Vintage Glider 3 x 1-30</b>			
1 <sup>st</sup>	A.Longhurst	3-08	Chief
<b>Classic Glider 3 x 1-30</b>			
1 <sup>st</sup>	R.Heap	3-57	Mad's Dream
2 <sup>nd</sup>	W.Dennis	3-35	Caprice
<b>Tail-Less 3 x 1-30</b>			
1 <sup>st</sup>	A.Longhurst	4-30	Rubber
2 <sup>nd</sup>	A.Crisp	2-06	Glider
3 <sup>rd</sup>	G.Knight	0-46	Jet
<b>Hi-Start Glider 3 x 1-30</b>			
1 <sup>st</sup>	S.Milan	4-12	O/D
2 <sup>nd</sup>	A.Crisp	3-32	Windrush
<b>H/L-Catapult Glider 5 x 1-00</b>			
1 <sup>st</sup>	A.Crisp	2-22	Catapult
2 <sup>nd</sup>	R.Heap	1-51	Catapult

**Report No. 78. Looking back to 70years ago.**

Last month's report looked back 75 years, this month it is just 70 years to August 1947.

The Aeromodeller cover carries a C. Rupert Moore picture of a D. H. 89A Dragon Rapide in North Sea Air Transport Ltd. colours of maroon and cream

The description accompanying the 1/72 scale drawing tells us that it was first produced in 1934



and was still in production in 1947, over which period of time the price had risen from £3750 to £5550 (would not buy you a decent second hand car today). The cruising speed was 140mph at a service ceiling of 19,500ft whilst a height of 4,000ft could be maintained on one engine. Internal layouts were offered from 5 passenger to 8 passenger (but in this case there was no toilet) and the range depending on layout was up to 700 miles. Do I remember hearing that this was the only airliner never to have killed a paying passenger?

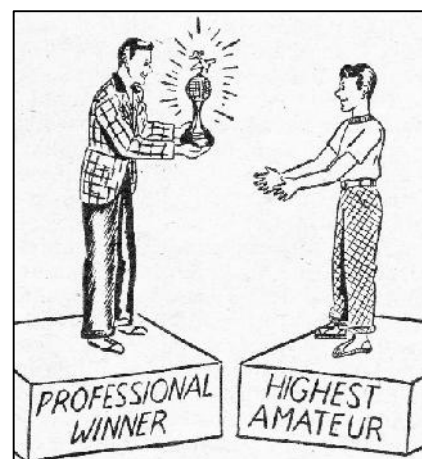
Enough of full size I hear you say, metaphorically, so to models and aeromodelling. Some of our boys certainly took the opportunity following the end of hostilities and perhaps the economy recovering a little to travel overseas for their aeromodelling. Six British aeromodellers attended the Swiss International Meeting at Frauenfeld, 19 attended the first post war "Annual" at Flers, France and "an increased number" attended the Irish Nationals held at Baldonnell Airport, of the "increased number" eleven are mentioned in the results. This number of aeromodellers travelling abroad in 1947 to participate in competition was more surprising when noting that all three competitions took place on the same day, June 22<sup>nd</sup>.

Both Aeromodeller and Model Aircraft reported on all three events and the latter being "The Journal of the S.M.A.E." called for "better co-operation between the organisers of international events".

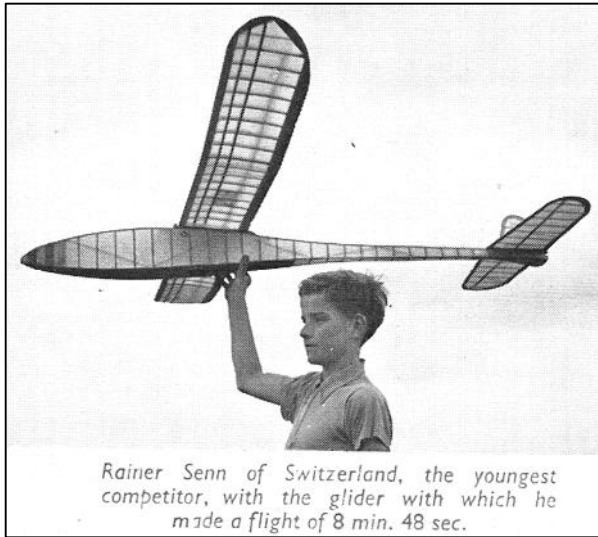
Below are some extracts from their reports which I hope will amuse and inform.

**SWISS MEETING**

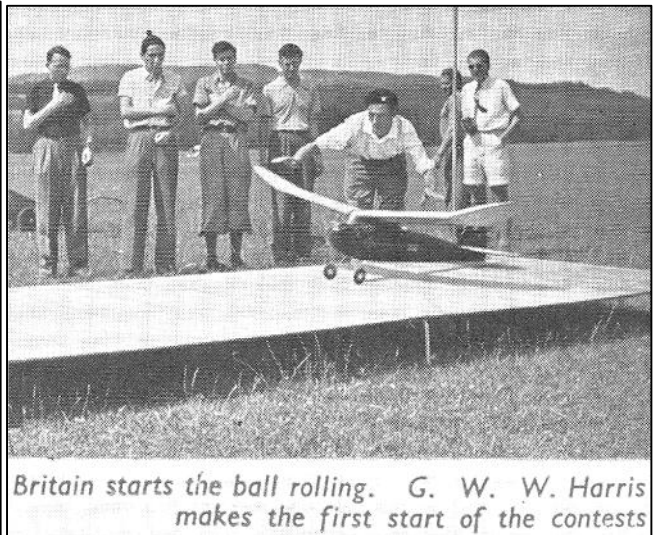
**M.A.** "Thanks to the generosity of the Royal Aero Club, the S.M.A.E. was able to select a team to compete in the Swiss International Contest for Power Driven Models and Gliders. Owing to the clauses in the regulations, aimed at the prevention of participation by professional modellers, and the restriction that models must be designed and constructed by the entrants the task of the Selection Committee did not prove an easy one, and when the list of possibles had finally been completed, and those able both to qualify and travel had been sorted out, the eventual team comprised G. W. W. Harris, G. G. Harris, L. M. Walker, A. H. Taylor, A. H. Wilson, and the junior champion J. Wingate".







Rainer Senn of Switzerland, the youngest competitor, with the glider with which he made a flight of 8 min. 48 sec.



Britain starts the ball rolling. G. W. W. Harris makes the first start of the contests

**A.M.** "From the moment teams crossed the Swiss Frontier, where Customs officials had been warned to expect them, and clear their models promptly, through a warm welcome at the Frauenfeld Artillery Barracks, to a hand-some spread in the flag - bedecked dining hall they were made to feel at home". "Highest English placing was G. G. (Pa) Harris at 16<sup>th</sup>. Incidentally, "Pa" Harris proved the social lion of the English team and his hands worked overtime in a variety of languages". "Boys Scouts and Wolf Cubs acted as a very efficient recovery squad. There was no need for entrants therefore to move more than a few yards from the take-off area; in fact when G. W. W. instinctively padded off he remained o.o.s. longer than his model, and was eventually retrieved by an alert Wolf Cub from some three miles away."

### FRENCH MEETING

**A.M.** report by C.S.Rushbrooke, photos from **M.A.** "A grand crossing took us from Newhaven to Dieppe, where members of the local club took us under their wing and wangled us through the Customs formalities, finally heaving a sigh of relief when we were duly seated in our Ancient Chariot in readiness for the long road section. Did I say "Ancient Chariot"? That vehicle must have been used by Noah when reconnoitring from the Ark. Suffice to say that a long chapter of accidents including punctures, clutch burning, lack of petrol and water, loss of way, and a near loss of one complete box of models! All this, plus a few stops to sample the local vintage, delayed our arrival at Flers until past 3a.m. on the Sunday morning and then the fun started!!" "Some misunderstanding had taken place regarding the events, and those of us who took rubber jobs and gliders along were disappointed to find that no contests had been scheduled for them! However everyone enjoyed themselves thoroughly and got some fun watching the control-line demonstrations. Mick Rutherford (our South African companion) made a spectacular flight with his new model, the job bouncing off the deck after two laps and catching fire in a most realistic manner". "A most enjoyable diner wound up the evening and we retired

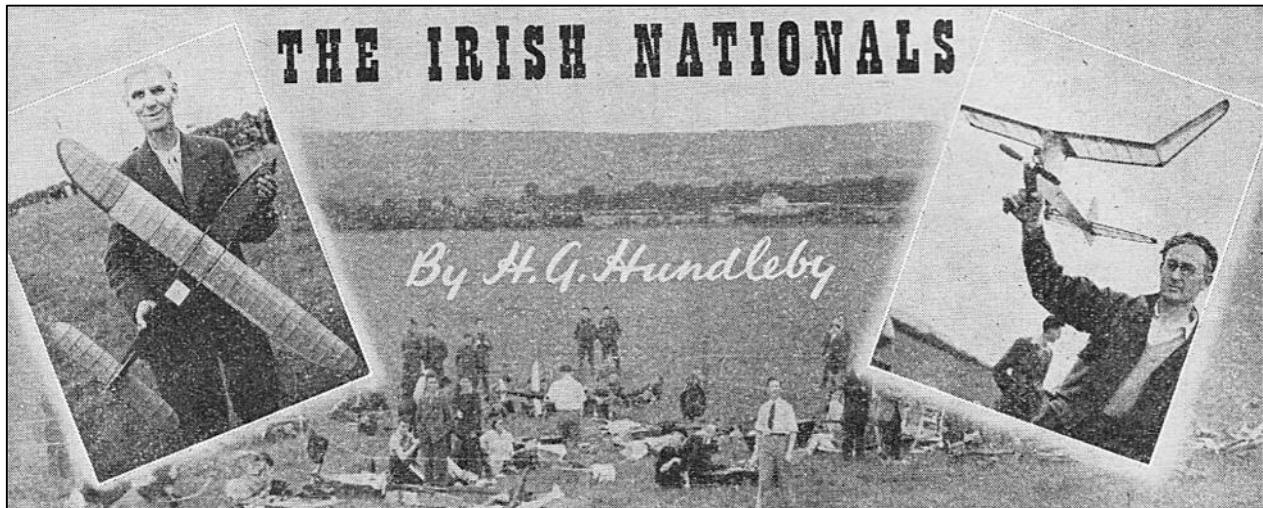


E. Fillon with the Claude Salle Trophy which he won. D. Allen and D. Salloway of Britain were 3rd and 4th respectively.

for bed at around 2a.m. - Only to be shook rigid when the bus driver stated that we must leave at six in order to catch the boat from Dieppe!". "Our thanks go to Father Amiard and others who made our visit possible and so enjoyable, and we may yet bring home that beautiful trophy to grace the offices of the S.M.A.E."



Father Amiard, who is almost as well known in this country as in France as he spends most of the summer months here every year.



### IRISH MEETING

**A.M.** "Heading picture shows J. Pitcher & Gus Gunter (inset) and general view of Baldonnel field." "The weather was perfect. Blue sky with scattered cumulus and a light variable breeze. Times were average to start with until Dennis Lees, who needs none of his well-known father's reflected glory, turned in a very pretty flight disappearing behind the hangars at just over five minutes". "By now a succession of substantial times from Bob Copland, G. Salt, R. Hinks and other English flyers were having good-humoured effect on our old friend Billy Brazier, who called, in all the richest of his Irish brogue, upon St. Patrick to invoke his wrath on Ken Young's Wakefield as it climbed steadily upwards to the awaiting thermals. St. Patrick, it appears, was at least in residence at Baldonnel for these few precious moments, as a rubber band promptly parted from the tail assembly with disastrous results". "Bob Copland demonstrated a breathtaking climb with his orthodox high wing cabin job, gliding home to second place 20 seconds ahead of his nearest rival, Eddie Keil, who placed third with a Slicker". "The meeting closed with a presentation of the trophies before competitors and officials returned to Dublin for the usual "get together" that follows the contest".

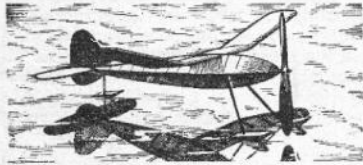
**M.A.** "G. Salt put up a flight of 460.8 sec., Phil Smith "Bournemouth", followed with a great effort of 812 sec. o.o.s. in this flight, the model went straight up through the clouds and was later seen to re-appear after 46 minutes, when it was still soaring at a great height."

Now to the plans in these issues. Model Aircraft had R. T. Parham's 1947 Gamage Cup Winner whilst the Aeromodeller offered the Fugitive Mk 1 1946 Pilcher Cup Winning Sailplane by D. C. Butler and a flying scale D. H. 100 Vampire, by A. J. Cockle, the plan of which states "Dotted lines show position of rocket" but there is no further detail of the propulsion system. It is claimed that "This model looks like a "Vampire", takes off like a "Vampire" and has a scale speed approaching that of its big brother"

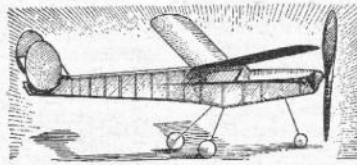




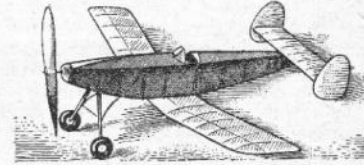
Aeromodeller also offered some plans from earlier issues.



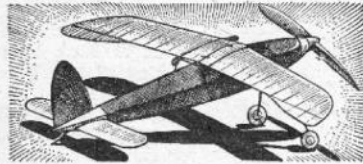
D/125. **DIASPHERE.** By I. C. Lucas. A high performance model with dual purpose land/seaplane details. 36 inch span. 1/3



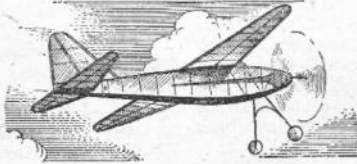
D/204. **TRIKE.** By D. Collier. A simple high-wing design, employing tricycle undercarriage. 28½ inch span. 1/3



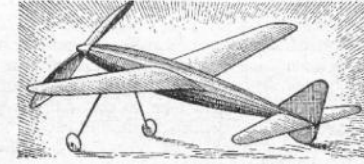
D/153. **KAMLET.** By M. R. Knight. The model for a beginner's first attempt at low-wing types. 31 inch span. 1/3



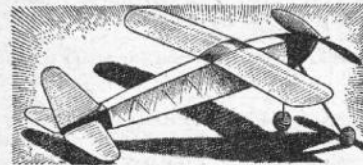
D/132. **GEORGE.** By C. A. Rippon. A high performance parasol wing model. 34 inch span. 2/3



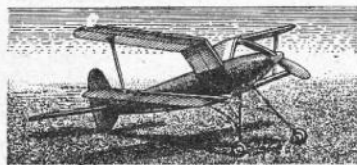
D/163. **MACCLESFIELD MARVEL.** By K. W. S. Turner. Lightweight model of proven capabilities, and well tested in numerous contests. 37 inch span. 2/3



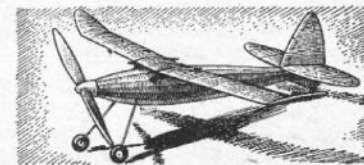
D/210. **WARRING'S WAKEFIELD.** By R. H. Warring. Streamline type, holder of British record. 45 inch span. 3/-



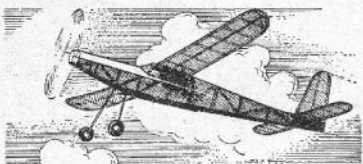
D/146. **ISIS.** By A. F. Houlberg. A well-tested Wakefield machine, winner of many contests. 44 inch span. 3/-



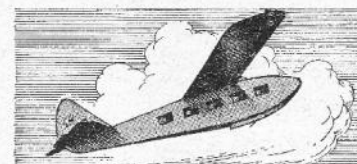
D/166. **MINERVA.** By J. E. Fraser. Streamlined biplane model with a high performance. 36 inch span. 1/3



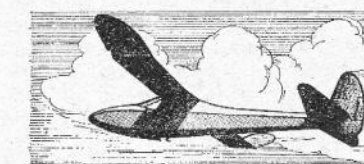
D/186. **STABILITY BABY.** By W. A. Dean. A beginner's streamline model that lives up to its name. 26½ inch span. 1/3



D/184. **SUNSTAR.** By A. H. Smith. The writer of "Simple Aerodynamics" puts theory into practice. 28 inch span. 1/3



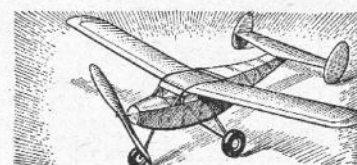
G/263. **ARNHEM GLIDER.** Designed by the Aeromodeller staff for the Gaumont British Competition. It is the beginner's ideal primary trainer. 30 inch span. 1/6



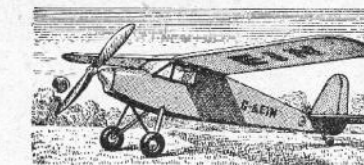
G/148. **IVORY GULL.** By R. F. L. Gosling. One of the most popular designs in the A.P.S. range, with a first-class performance. 50 inch span. 2/3



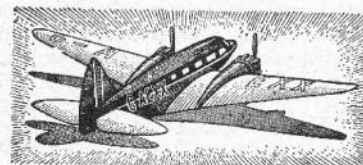
FSR/164. **MESSERSCHMITT 109E.** By C. H. Pollitt. Small replica of a well-known German fighter. 19½ inch span. 1/3



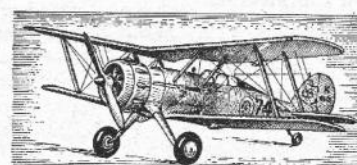
RSS/248. **DORLAND.** By the Aeromodeller Staff for the Third Aeromodeller Exhibition. High performance with extremely pleasing looks. 35 inch span. 3/-



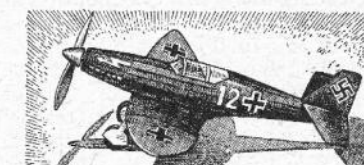
RSS/150. **JACKDAW II.** By C. R. Moore. An exceptionally well-designed model. 35 inch span. 2/-



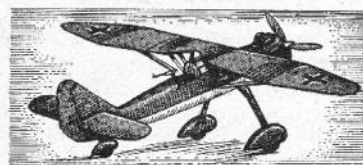
FSR/126. **AIRSPEED ENVOY.** By H. J. Towner. A well-proven model by a recognised expert. 52 inch span. 3/-



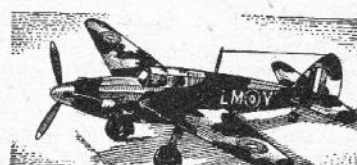
FSR/133. **GLOSTER GLADIATOR.** Build this famous Battle of Malta biplane. 28 inch span. 1/3



FSR/142. **HEINKEL 112.** By C. H. Pollitt. A small model of the well-known low-wing fighter. 18 inch span. 1/-



FSR/143. **HENSCHEL 126.** By D. J. Miller. A very interesting type with parasol wing. Scale ½ inch to 1 foot. 35 inch span. 3/-



D/185. **SKYRANGER.** By C. A. Shaw. A snappy semi-scale type, low-wing model. 19½ inch span. 1/-



FSR/165. **MILES KESTREL.** By H. J. Towner. Fine type of low-wing model, of tip-top design. 39 inch span. 3/-

I have not checked on the current availability of plans for any of the above models but if you feel an urge to build one, send an e-mail and keep your finger crossed.

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

Roy Tiller



Notable for actually getting a little bit of modelling done this month - not much but sufficient to be getting back in the groove. First off, flying with John Taylor at Tarrant Hinton - John phoned & persuaded me that the forecast was good enough to go, so I took an electric Baby Burd, an electric Slicker Mite & the old faithful Wedgy. The field is probably about 600 yds square, with surrounding fields some of which are cropped & others left to grass. The breeze was gentle and as both of the electric models were fitted with timers from Alan Bond, I had no problems with (not) flying out of the field. The Wedgy relied on old fashioned DT fuse, a bit imprecise but equally effective. A good time was had by all, as John took his half size Miss Philadelphia & Southerner 60 - both of which have been modified for electric power & radio assist. Mind you, both have been trimmed as free flight models thus the use of radio control was minimal. Very nice to see. Next up - some work on the Caprice lost last year & since recovered - in both senses of the word, as the wing & fuselage needed stripping & recovering together with a new tailplane. This has been done & all that remains is a bit of tissue trim to apply then it will be ready to go, complete with RDT. Also up for work was the long time shelved Penny Rocket, the wings & tail are complete & doped - just a bit more work on the fuselage to be done, then thoughts can turn to the electric Orion with another of Alan's timers - this one equipped to fire RDT.



Tarrant Hinton outing

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

Scheduled events are: E36 Electric Power; BMFA Mini-Vintage; BMAS Club Classic; Combined Vintage / Classic CLG / HLG; Combined Vintage / Modern Coupe d'Hiver.

As always, sports flyers are most welcome. Usual fees apply - directions are as in previous NC for June. The meeting is - as always, subject to MoD approval.

We have now held two meetings on the Plain this year, both reasonably attended & well enjoyed by those who made the effort, albeit we will never get the attendances that came to Middle Wallop. Two more to go for the remainder of the year, one as above & the last a joint meeting with the Croydon Club. Thoughts turn in advance to next year on what to do regarding competitions - feedback would be appreciated on this subject. For example David Cox made the very sensible suggestion that we should combine under & over 50" glider comps i.e. just have a single comp for Vintage & Classic gliders. We already tend to combine 4oz & 8oz Wakefield - would there be any merit in merging some of the other rubber categories? What about power comps? The objective is to see if we can get a few more entries into whatever comps we put on & to give people the opportunity to fly in comps that they might otherwise not do. Email me at [rogerknewman@yahoo.com](mailto:rogerknewman@yahoo.com)



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

It always pays to check & recheck! In last month's details on this event, I left Vintage Lightweight Rubber out of the comps list. It is now included in the updated notes for the Southern Gala this year, please refer to the appropriate page of this month's New Clarion Events. Apologies! Entries are accumulating so don't leave it too late.

### ***A final comment on Drones***

As hinted at last month, the UK Government has now seen fit to release the findings from its consultation earlier this year, with the not unexpected publicity surrounding its intentions. However, the findings - as with many politically motivated documents, are heavy on words but light in details. Registration, it seems, will be mandatory for anything that is above 250 grams but nothing on how this will be done, costs involved etc or timescales for the introduction of legislation. Several mentions of model aircraft with the "implicit" understanding that all model aircraft are radio controlled. No understanding of other forms such as free flight or control line - hardly surprising. However, David Phipps is on the case & he advises *"I confirm that we are in direct liaison with the CAA and DfT and I also sit on a cross government working group (with DfT and CAA representatives) looking at future regulations. One of the departments within the CAA actually asked me to respond on their behalf to the EASA proposals, so I hope that we are in a good position to influence the outcome. I'm aware that the UK is looking at regulations at the present time. The CAA have something in mind which fits in with EASA, with stricter rules generally, but with members of established Association's being exempted from them to be allowed to continue as they do today. However, it is the DfT which sets the overall policy with the politicians and this process is a little more unpredictable. This is the reason why I believe that within the UK, the fight will be with them rather than EASA."* (My underlining - he is right!). We need to keep a watchful eye on the subject.

### ***The legacy of our late Chairman***

A small working party has been involved in sorting out models & so on from John's estate. This will take some time, but the intent is to list models, engines & other accessories such that the items can be disposed of to good "homes". All proceeds arising from any sales will be donated to Naomi House Children's Hospice, which was John's nominated Charity. Thus far we have managed to identify & assemble some 40+ complete models with probably a few more to follow - as the photo below shows!



**Some of the models**

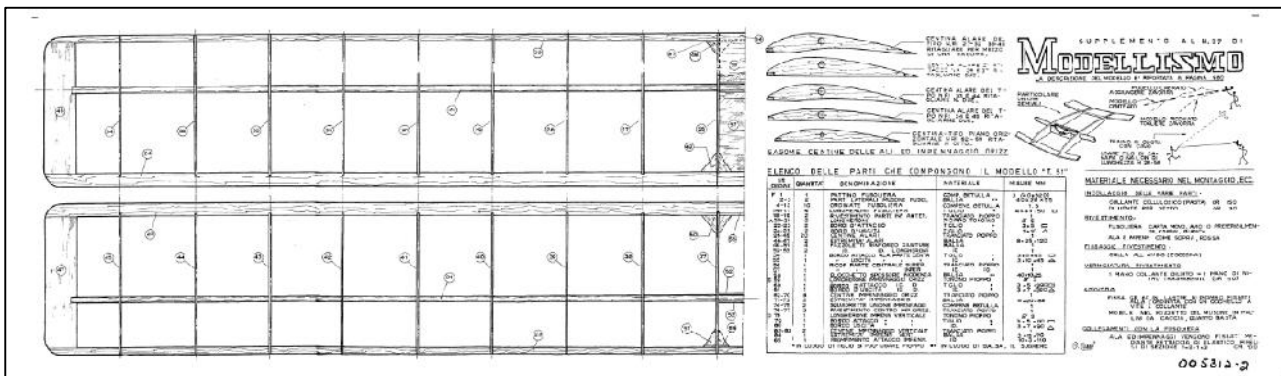
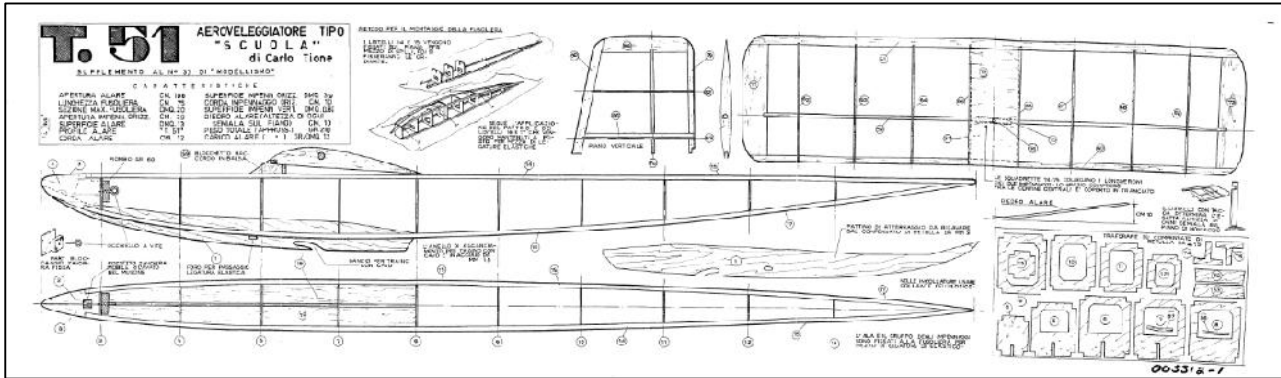
### ***News from Italy***

Not a lot but the guys in Rome have decided to have a one model bungee glider comp, based (probably) around an old Italian design - the T51, scaled to 1 meter. Knowing how they work, they will probably commission a laser cut part kit of top quality to be built in very modest numbers. Perhaps we could give them a run for their money?

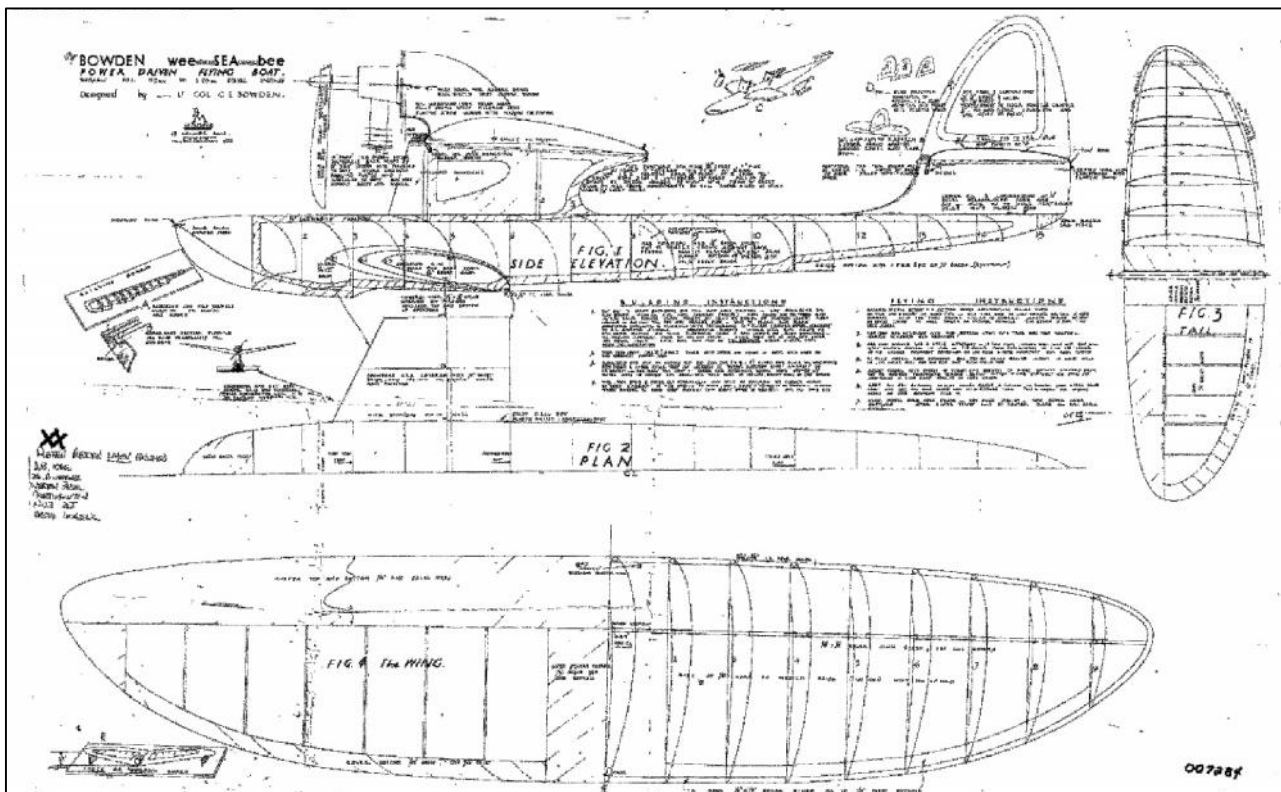
To wet your appetite, the T51 features in our plans for the month. Also on the cards is a vintage HLG comp to be held in a park in Rome where they used to fly many years ago. Gianni tells me that they think they can hold it & disappear before being accosted by the Authorities - even when the average age is around 85!

### Plans for the month

Glider: the T51 - of course.

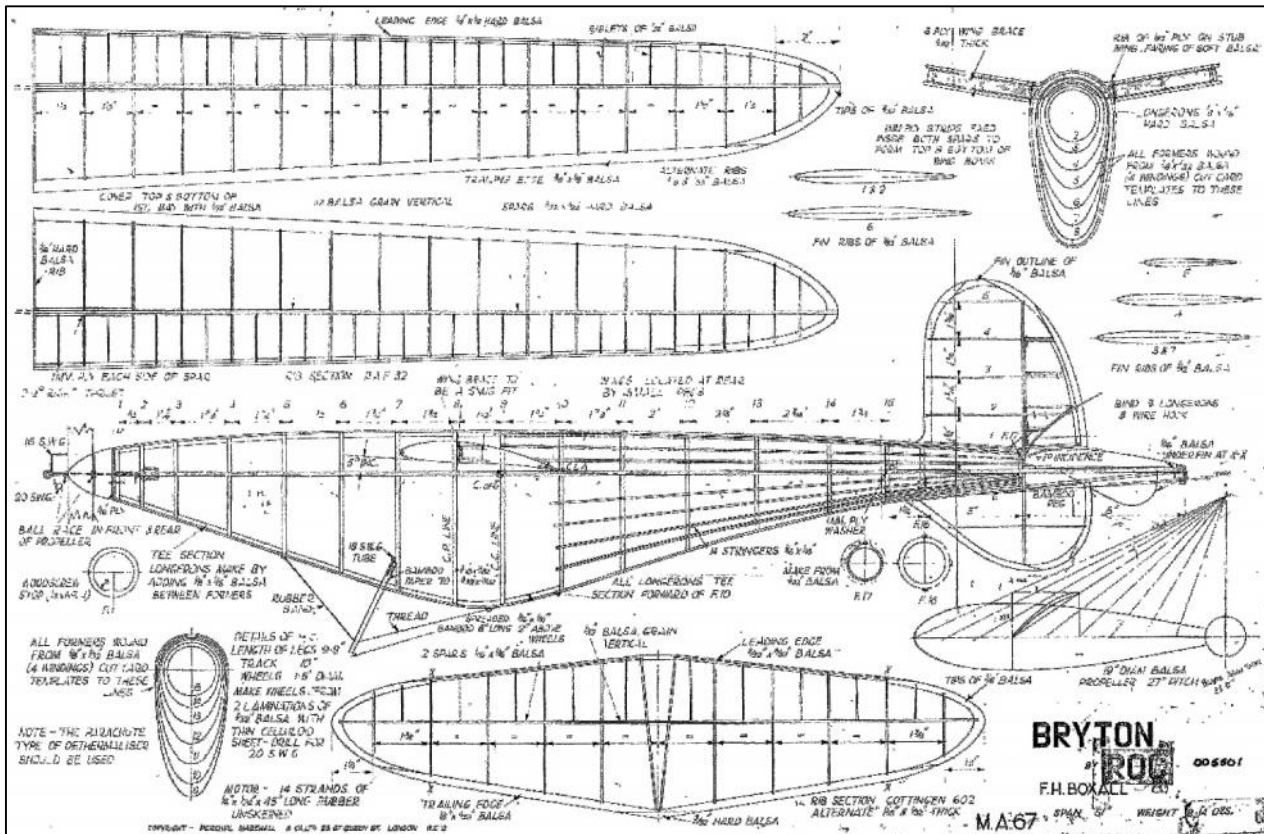


Power: As the rain is currently teeming, how about a waterplane from Lt Col Bowden.





## Rubber: An early Model Aircraft design by Fred Boxall - before or after Ted Evan's Jaguar?



Roger Newman

### Odds & Ends

Name the Model:

Can anybody recall a small ready-to-fly rubber driven model with a wingspan of around 10", with a fuselage moulded, I think, from thickish paper and with a seam of maybe 1/4" all round where the two halves were joined together? The wings were of balsa, printed silver, and slipped into a slot in the fuselage. It looks from the photo as if there was a geared winder for the propeller. The date would have been about 1938 and I don't think it was a Frog product.



Martin Dille

Free Flight Forum:

Nov. 19th, Free Flight Forum (provisional at present, depending on sufficient speakers; check the website, model media and BMFA office nearer the date).

Venue, the Hinckley Island Hotel, A5 Watling Street, Hinckley, LE10 3JA.

Tickets £10.00.

Martin Dille

New award for Vintage Coupe competition:

Ivan Taylor, doyen of rubber and scale modelling, is also a professional artist and he has painted a plate to be awarded to the winner of the Vintage Coupe class at the contest "La Grande Coupe de Birmingham". This annual Coupe d'Hiver contest will be flown at MOD North Luffenham on Sunday 3rd December 2017. The painting is based on a photograph generously offered by Dave Hipperson, a name well known over many years.

If you want the chance to display (if only for a year) a piece of original artwork by Ivan then get building and trimming in time for December. Further details of the 4th annual Coupe de Brum, which will as usual also feature an F1G competition for the Aeromodeller Trophy, will be in the modelling press soon.

For further information contact [gavin.manion84@gmail.com](mailto:gavin.manion84@gmail.com)

Gavin Manion



## Salisbury Plain Area 8 users

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

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

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

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

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

Please do not shoot the messenger.

Peter Watson. BMFA FFTC Area 8 Liaison.

## Tailless League 2017

**Qualifying events for this year:**

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

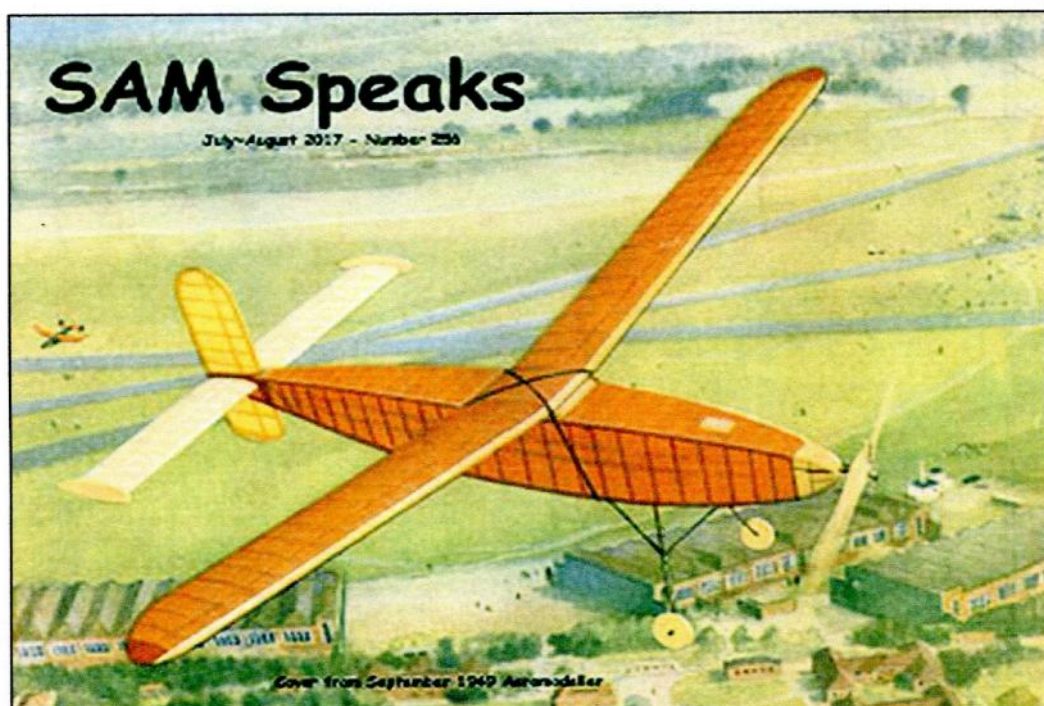
**The usual prizes of a ready to use Tomy Timer  
and a bottle of wine to the top three  
plus the lovely Halcyon Trophy for the winner  
This year also a timer & bottle to the highest placed  
Power model or Glider**

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

## SAM Speaks USA.

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

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





## Southern Coupe League Fixtures 2017

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

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

## SAM 35 Free Flight Coming Events

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

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

Area Postal "Summerglide"

For under 52" Classic and Vintage Gliders.

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

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

The Masfield Trophy for rubber scale kit & plan designs.

The Earl Stahl Trophy for Earl Stahl rubber scale designs.

...enter at Control Tower before noon.

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

(Contests on the Thursday only.)

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

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

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

Area Postal "Autumn Trophy"

See updated Lulu comp details below

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

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

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

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

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

...enter at Control Tower before noon.

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

## POSTAL EVENT FOR 2017

Updated July 2017

(Please note, this document supersedes any previous "Postal" information for 2017)

Open only to SAM 35, SAM 74 and SAM 1066 members worldwide.

### "Lulu and friends"

Class A : Lulu, conventional tow.      Class B: Lulu, Hi-Start.

Class C: (Experimental) Any glider launched by Hi-Start.

Contest begins      17<sup>th</sup> September, ends 15<sup>th</sup> October. Entries accepted at any time up to the final date.

Lulu built as plan, plus any d/t system. You can enter more than one class if you wish, but keep the entries strictly separate. Use 50 metre line for conventional towing, or a Hi-Start bungee which should be 7 ½ metres of 1/8" rubber (or any width rubber for Class C) plus 22 ½ metres of line. That's PMFC rules, the same that we for 36" Hi-Start Glider at the Nats. For classes B and C there is no cut-off date so please note that all 36" Hi-Start gliders are welcome. Class C is experimental based on some recent contributions to "SAM Speaks." I shall see what happens and react accordingly for next year.

**An engraved trophy will go to the best Lulu. Certificates for "Best in Class."**

Results will be posted very shortly afterwards on the "Results" page of the SAM35 website.

**To enter:** Please send £3 (overseas and junior entries free) to me at

John Ashmole, 164 High Road, Weston, Spalding, Lincs PE12 6JU England,  
preferably with an s.a.e., and I shall send a scorecard.

**To compete:** Please ensure that your flying is in a safe location and that you have permission to use the field. Make three flights to a **90 second maximum\***, and if you have a full score, an unlimited flyoff. Two attempts will be allowed to make each contest flight nominated in advance to your timekeeper. An attempt of less than 15 seconds may be retaken, but in that case the time of the second attempt must be registered as the time of the flight. Please time to the last complete second (ie, "round down" any fractions of a second.) All three (or four) flights must take place at the same venue and on the same day.

Post (or scan and e-mail) your scorecards to reach me within ten days of the final date. If e-mailed, I shall acknowledge receipt promptly.

Any photos, stories, description of the models or anything else newsworthy will help me write an account of the event for the readers of "SAM Speaks." Overseas reports especially welcome.

**Memo:** Please remember to visit the "Free Flight Updates" page on the website: these events are new for 2017 and it is inevitable that some changes may have to be made in the light of experience and advice.

.....John Ashmole 01406 370188



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

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

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

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

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

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

#### **PROCEDURE:**

This is how it works:

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

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

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

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

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

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

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

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

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

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

SUPPORT YOUR LOCAL CEE DEE: he is supporting you!

.....John Ashmole

## **TIMPERLEY FREE FLIGHT GALA**

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

at MOD North Luffenham.

10am-5.30pm

Contests for

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

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

All to BMFA rules.

Trophies and prizes.

F/F Sport flyers welcome. Airfield charge.

BMFA membership required.

Contact

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



# L'AQUILONE SAM 2001

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

We wish to present this competition to all the lovers of this nice model with the only aim of having fun in a postal contest which is organized to provide some fun flying together or at the same time as are all postal contests.

The Tomboy Rally wants to prove the performance of this model along with the ability of the builder and pilot, without reaching the peak agonism of usual contests and only wishing to fly the model having fun in a relaxed manner. After having carried out some tests we have decided to admit the use of i.c. engines and electric motors trying to reduce the gap between them.

**Model** - The 36" or 44" wing span (as per plan Aeromodeller) and 48" (as per Boddington plan or 36" scaled up) models are admitted;

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

## Engine/motors

I.C. engines and electric motors are admitted within the following limits:

**36"-44" Wingspan** - I.C. Engines:

Any engine with 1 cc. maximum displacement; - Fuel tank : 3 cc. - R/C carburettor is admitted.

Electric Motors: - Any electric motor is admitted with direct drive - The motor cannot be stopped and re-started: the motor must run continually without interruptions till the end of the battery charge or competitor's decision; - no folding prop is admitted; if a folding prop is used the blades must be held open.

freely assembled admitted batteries: - -450 Mah 2 cell LiPo - separate battery pack for Rx is allowed

**48" Wingspan** - I.C. Engines:

Any engine with 2, 5 cc. maximum displacement; - Fuel tank : 6 cc. - R/C carburettor is admitted.

Electric Motors: - Any electric motor is admitted with direct drive - The motor cannot be stopped and re-started: the motor must run continually without interruptions till the end of the battery charge or competitor's decision; - no folding prop is admitted; if a folding prop is used the blades must be held open;

freely assembled admitted batteries: - -500 Mah 3 cell LiPo - separate battery pack for Rx is allowed.

## Flights and results

Each competitor may fly as many flights as wished during the admitted period but only the best flight will be considered for the final result. - Hand launches are admitted. - The flight time start when the model is released or takes off. The flight time ends when the model lands or hits a fixed obstacle. In case the model flies out of sight, the timekeeper will time for 10 seconds after losing sight of the model. Timing will continue if model is seen again or stopped after 10" deducting this time from the total time of the flight.

**Awards:** - A diploma for all competitors and prizes for the first three in each version rank. Special prize for best flight in float version.

**Results:** - Results, address, photos and technical specification about model must be forwarded to the Organization by the 15th June 2018 - to Curzio Santoni [cusanton@tin.it](mailto:cusanton@tin.it) - or - to Gianfranco Lusso [gfl@orange.fr](mailto:gfl@orange.fr)

Many pleasant flights and happy landings to ALL !!!!

**Special Prize Vic Smeed** - An extra Diploma will be awarded to the best flight by Tomboy floatplane version (36", 44" or 48") taking off from water. The Editor will send to the winner a Diploma signed by SAM 2001 President and a bottle of special Italian Wine to drink to Vic Smeed! - Good ROW and flight.

## Special Prize David Baker

We have scheduled a special prize for the three best flights obtained with 36" Tomboy Free/Flight. Only diesel engines max 0.75 c.c. shall be used. The other rules are the same for 36" or 44" wingspan type. It is possible to use an R/C Tomboy, however, being this a free-flight contest, the time must be stopped when transmitter is used, since the aircraft model should fly freely from any control from the ground.

Good thermals



# THE NORTH COTSWOLD MODEL AERO CLUB

BMFA MID-WEST 166

# FLY FOR FUN

## EVENT 2017

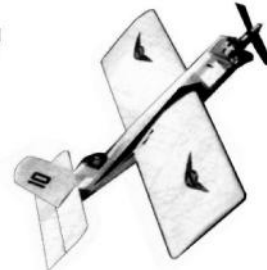
AUGUST 12<sup>th</sup> & 13<sup>th</sup>

AT

FAR HEATH FARM

MORETON-IN-MARSH  
GLOUCESTERSHIRE

SIGNPOSTED OFF THE A44 MORETON TO CHIPPING NORTON ROAD



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

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

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

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

### REGULAR ATTRACTIONS

#### MODELLERS' BRING AND BUY SALE

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

#### BARBECUE SAT / SUN

#### AREA FOR CONTROL

#### LINE FLYING

Max line length 60ft

#### TWO

#### DESIGNERS' EVENTS

SATURDAY 12<sup>TH</sup>:

MODELS DESIGNED BY

**RAY MALMSTRÖM**

SUNDAY 13<sup>TH</sup>:

A ONE-DESIGN EVENT FOR  
CHRIS FOSS'S  
LEGENDARY

# WOT4

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

**INFORMAL JUDGING AND PRIZES**

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

# Crookham Gala

*Saturday 23<sup>rd</sup> September*

*on Area 8 of Salisbury Plain.*

*The classes to be flown are as follows:*

*Combined FIG & Vintage Coupe d'Hiver,  
with a prize for highest placed vintage model*

#### **BMFA Power**

*George Fuller Trophy to the highest placed of his designs*

*E36 - Combined Vintage & Classic glider - Mini-Vintage*

*The competition will start at 10:00.*

*The number of flights and max will be decided on the day  
In accordance with conditions.*

*Contact Roy Vaughn*

*Tel: 01344 779071 or email: [roy.vaughn@btinternet.com](mailto:roy.vaughn@btinternet.com)*



## Southern Area Gala Odiham

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

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

#### Licence

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

#### Comps

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

#### Attendance/Attendees

This event requires attendees are pre-registered for security reasons. There is a limit of 65 attendees, so do make an early application to avoid disappointment. Anyone wishing to attend must send following details to Peter Carter by post, enclosing the entry fee made payable to "Southern Area BMFA" & an SAE.

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

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

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

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

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

#### Constraints

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

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

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

## Peterborough Flying Aces Nationals

Sunday 3rd September 2017

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

**NEW EVENT ! BIG CASH PRIZES ! KK Elf Precision.**

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

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

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

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

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

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

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

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

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

**Electric Ducted Fan, true Scale**

**Electric Ducted Fan, profile**

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

**Cloud Tramp** 5 flights **NO MAX.** (best and worst times discarded, and the remaining 3 times totalled.

**Note!** If fewer than 5 flights logged the best and worst are still discarded.

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

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

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

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

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

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

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

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

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

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

Raffle including Kits donated by The Vintage Model Company.

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

Revel in the special atmosphere created at this unique event:

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

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

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



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

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

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

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

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

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

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

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

We hope to see you there!

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

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

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

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

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

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

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

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

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



## *Waltham Chase Aeromodellers*

### INDOOR F/F MEETING

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

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

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

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

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

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

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

For further details please contact:

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

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



# Indoor Flying in Wales

## Indoor Model Flying Events

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

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

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



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

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

Find us on 

**Indoor Model Flying  
in Bethesda**

## Indoor Flying with the South Birmingham MAC

**Mainly Free Flight**

## Thorns Leisure Centre.

**Stockwell Ave.**

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

**Sep 9<sup>th</sup> - Oct 14<sup>th</sup> - Nov 11<sup>th</sup> - Dec 16<sup>th</sup>**

**Admission - Flyers £6 - Spectators £2.00**

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

For further information phone Colin Shepherd 0121 5506132  
or e-mail [colin@colinwilliam.wanadoo.co.uk](mailto:colin@colinwilliam.wanadoo.co.uk)



# **Bloxwich Indoor Flyers**

**Free Flight & lightweight RC**  
**Sneyd Community School**  
**Vernon Way, Sneyd Lane,**  
**Bloxwich, WS3 2PA**

**Saturdays 2pm until 5pm**

**Flyers - £8 Spectators £2**

**Sep 23<sup>rd</sup> - Oct 21<sup>st</sup> - Nov 25<sup>th</sup> - Dec 9<sup>th</sup>**

**Contact:- Allan Price Tel: 01922 701530**

**e-mail: [montrose32@btinternet.com](mailto:montrose32@btinternet.com)**



## **INDOOR MODEL FLYING**

**TUESDAY 25<sup>TH</sup> APRIL**

**TUESDAY 23<sup>RD</sup> MAY**

**TUESDAY 27<sup>TH</sup> JUNE**

**TUESDAY 25<sup>TH</sup> JULY**

**TUESDAY 22<sup>ND</sup> AUGUST**

**TUESDAY 19<sup>TH</sup> SEPTEMBER**

**TUESDAY 24<sup>TH</sup> OCTOBER**

**TUESDAY 28<sup>TH</sup> NOVEMBER**

**7pm to 10pm**

## **ALLENDALE CENTRE**

**HANHAM RD. WIMBORNE BH21 1AS**

**FREE CAR PARKING IN PUBLIC CAR PARK IN ALLENDALE RD**

**FREE FLIGHT ONLY**

**COMPETITIONS incl. GYMINNIE CRICKET LEAGUE**

**ALL FLYERS MUST HAVE BMFA INSURANCE**

**FLITEHOOK NORMALLY IN ATTENDANCE**

**Adult Flyers £5 Spectators £1.50**

**CONTACTS: John Taylor Tel.No. 01202 232206**

**Keith Fredericks, e-mail: [keithfred44@btinternet.com](mailto:keithfred44@btinternet.com)**



# FLITEHOOK

## Indoor Free Flight Meetings

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

Café on Site

Contact Flitehook

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

**Flyers £8 Juniors & Spectators Free**

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

**2017**

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

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

**2018**

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

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

## BMFA South West Area

### Indoor Flying

organised by

### Cornwall Vintage Aeromodellers

at

**Saints Health and Fitness Centre  
St Austell Rugby Club  
Tregorrick Park, St Austell  
Cornwall, PL26 7AG**

Flying from 1200 to 1600 on the following dates,

**2017**

**Sunday 24 Sept  
Sunday 22 Oct  
Sunday 19 Nov  
Sunday 17 Dec**

**2018**

**Sunday 14 Jan  
Sunday 11 Feb  
Sunday 18 Mar**

Mainly free flight  
but some micro R/C (fixed wing & helicopters)

**Admission: Flyers £10 Spectators £1**

**Phone: David Powis on 01579 362951**

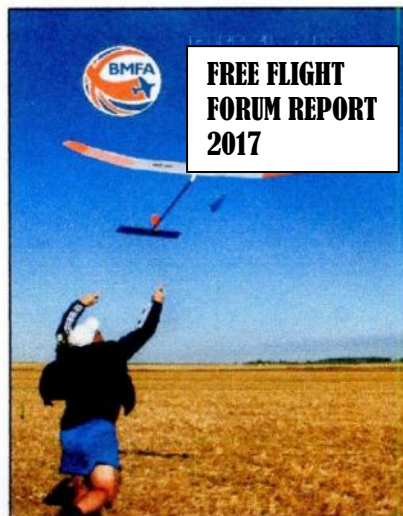
**Email: [dave\\_powis@hotmail.com](mailto:dave_powis@hotmail.com)**



## THE NEW 2017 FREE FLIGHT FORUM REPORT

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

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



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

Be the envy of your friends and get yours now.

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

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

## 2017 FREE FLIGHT FORUM CALL FOR PAPERS

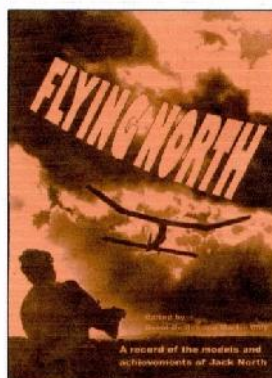
Not at all sure where the first half on this year went, but if we're to have a 2017 Free Flight Forum, then now's the time to start to think what you can offer in the way of a paper to present. Over the past 30+ years the Forum Reports have provided a vast treasure trove of material on free-flight, but now it all depends on you. Modern, Vintage, FAI, Open, Scale, Indoor, all are welcome. However, without your help with offers of papers to present and topics to cover it just won't happen.

The date for this year's Forum is **Nov. 19<sup>th</sup>**  
the venue is again the Hinckley Island Hotel,  
A5 Watling Street, Hinckley, LE10 3JA.

Please contact Martin Dilly ([martindilly20@gmail.com](mailto:martindilly20@gmail.com)),  
phone 020 8777 5533,  
or Mike Evatt ([mikeevatt@hotmail.com](mailto:mikeevatt@hotmail.com)),  
phone 01327-842746

before Oct. 1st with your offers; better still, do it now, while you think of it. The continuing success of the Free Flight Forum depends on you.





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

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

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

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

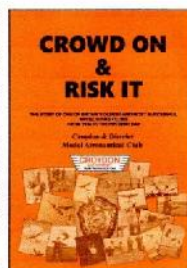
## CROWD ON & RISK IT

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

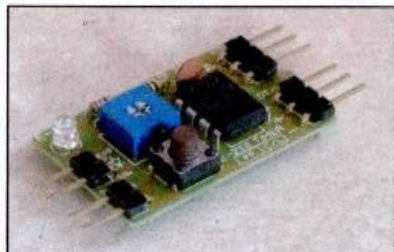
53 designs by Croydon members have been published in the model press and 24 of its members have represented Great Britain in World and European Championship teams. Several have gone on to notable careers in aerospace. Crowd On & Risk It covers all this and more.

Just £8 by PayPal or cheque.

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



# E-Zee Timers



## E-ZEE FF Combined Electric Motor Power and Servo Operated DT Timer Type EFF 1

Cost £15.00 + p & p

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

a simple push button / LED interface

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

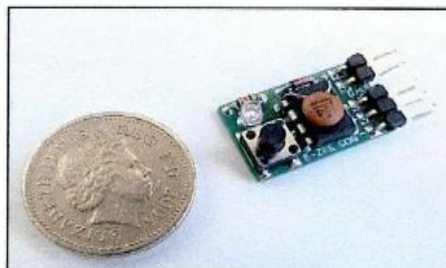
Length 30mm Width 20mm Height 11mm Weight 5gm

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

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

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

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



Timers are supplied with a comprehensive instruction manual and users guide

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

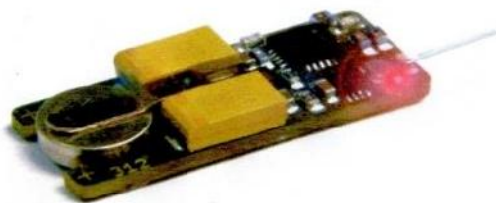
## Dens Model Supplies

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



# BUGS

## Free Flight Model Tracker



**£50.00** - each including 6 batteries

Ready to use radio tracker

Suitable for most handheld receivers

Powered by one 312 ZincAir hearing aid battery

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

including battery

Run time around 10 days

Red LED flashes when transmitting

Available in any frequency from 140MHz to 980MHz

Supplied in protective heatshrink

Very quick delivery, often next day

On sale at

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

or contact Peter Brown 07871 459291 for options

### Michael Woodhouse

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

Plans of models designed by Geoff Lefever

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

## VINTAGE COUPE PLANS.

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

Further information will be advised in due course.



## Provisional Events Calendar 2017

With competitions for Vintage and/or Classic models

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

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

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

For up-to-date details of SAM 1066 events at Salisbury Plain check the Website -  
[www.SAM1066.org](http://www.SAM1066.org)

For up-to-date details of all BMFA Free Flight events check the websites  
[www.freeflightuk.org](http://www.freeflightuk.org) or [www.BMFA.org](http://www.BMFA.org)

For up-to-date details of SAM 35 events refer to SAM SPEAKS or check the website  
[www.SAM35.org](http://www.SAM35.org)

## Useful Websites

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

### **Are You Getting Yours?** - Membership Secretary

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

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

To get back on track, email [membership@sam1066.org](mailto:membership@sam1066.org) to let us know your new cyber address

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

P.S.

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

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

From Your editor *John Andrews*