NEW Clarion

SAM 1066 Newsletter

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Editorial

The SAM1066 AGM takes place at Middle Wallop on Sunday November 26th at 2-00pm.
I hope every one who can be will be there as a quoram is a must, but a reasonably high attendance will enable us to assess our requirements and hopes for the future.
We have survived the loss of Wallop as a flying venue and although Salisbury Plain leaves a lot to be desired it is a more than acceptable as a field for the sport flyers who make up the majority of our active membership. Competition flyers are in a minority and are shrinking fast in numbers and are only a small part of our total membership. I would guess that a large number of our members are mainly interested in receiving notification of the New Clarion publication through which they can keep in touch with goings on, and, as membership is free will remain members without ever venturing to a 1066 event. This applies to our more northern friends and the international contingent, although some do make the effort.
The opening of the BMFA flying site at Buckminster Lodge I fear will not replace Wallop as a venue for 1066 as the bulk of our active membership is located down south. Having said that, a three day event might persuade these fyers northwards, who can tell. There is not really enough room for a serious Free-Flight event at Buckminster using current formats.
We need a good turnout at the AGM in order that we can plan our future. Salisbury is settling down as a programme of annual events but attendance is not as good as one would hope for. The historic attendances at Wallop around the turn of the century will never be seen again I'm sure but I'm also sure with cooperation we can build on what we have.
It is not completely out of the question that Wallop could be available at some point in the future, but currently I know of very few venues that could support events the like of our past Wallop extravaganzers. Barkston Heath and Sculthorpe are big enough but seemingly unavailable to us.

Come to the AGM and bring ideas if you have some.

The contest season is winding down, on the whole we seem to have had a rough time this year but we soldier on through the wind and the rain, at least some of you do. I must admit that even I have flown in windier conditions than I would have a couple of years back.

I missed the Crookham Gala, don't remember why, but Peter Hall's report on the coupe league and Mike Parker's prize winners pictorial more than fill the gap.

I did get down to the SAM1066/Croydon coupe event the following weekend and had a bit of fun throwing my little F1G about. When I look at the model, calling it an F1G seems quite a bit over the top.

I've had an email from a Peter Arnould suggesting a new form of competition flying, principally D/T'ing in the field. If not taken up as a new competion method perhaps it might provide an answer to Peter Hall's search for a D/T fly-off rule.

I attended Martin Pike's welsh indoor meting at Bethesda and had a good time altho' attendance was light due to advertising errors.

Nick Peppiatt is still going strong with his Indoor Scale series, wonder what's next.

Martin Dilly has dug out a few more black&white pics from the 40/50's. Jack North's Elfin 1.8 stunt model loooks good for the era.

Finally, Gavin Manion has compiled a list of Coupe events which he intends to update as info becomes available.

Editor

Southern Coupe League Rd.7 - Peter Hall

Crookham Gala Salisbury Plain 24th September '17,

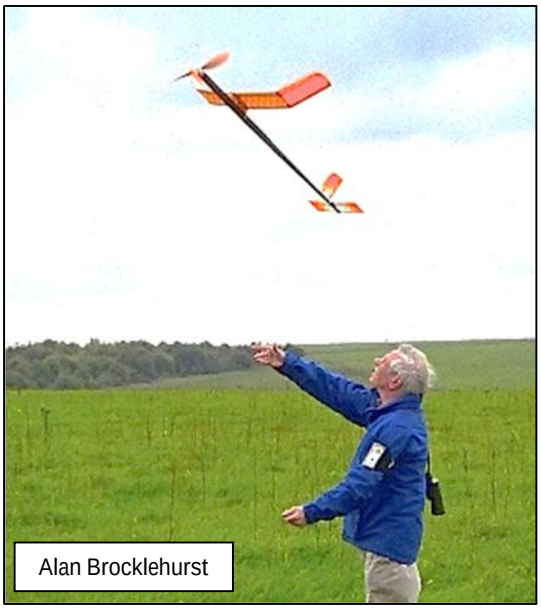
Despite my gloomy forecast for this event the day was tolerable; thick cloud, and a south-east then south 10-12 m.p.h. breeze, probably 15 at flying height. But the rain came at the fly-off so I get one point for that. We were flying from the 'trimming field' which is easy to access and just safe enough for a light south-easterly, but as it picked up and veered south the models were landing astride the Shrewton - Chitterne road so we upped sticks and led by the four - wheel drivers proceeded south to a safer launch point.

The short day (10 a.m. - 4 p.m.) and the long retrieves through the uncropped grass persuaded the C.D. to require three flights for coupe to a two-minute max.

Ken Taylor was first off and got three maxes in no time and then took two more with his vintage model just to show how easy it was. I should point out that Mr. Taylor regularly does sixty - mile bike rides and is probably as fit as a flea. Alan Brocklehurst put in three maxes at a more leisurely pace, his first nearly flying away due to an RDT mishap. Peter Hall managed a trouble-free day and so three flew off at 4.15. Rain was expected so a 1.30 DT fly-off was decided resulting in three unspectacular and almost identical flights, Hall taking first place just one second ahead of Brocklehurst - both having the advantage of RDT - and four ahead of Taylor who didn't.

Ken Taylor

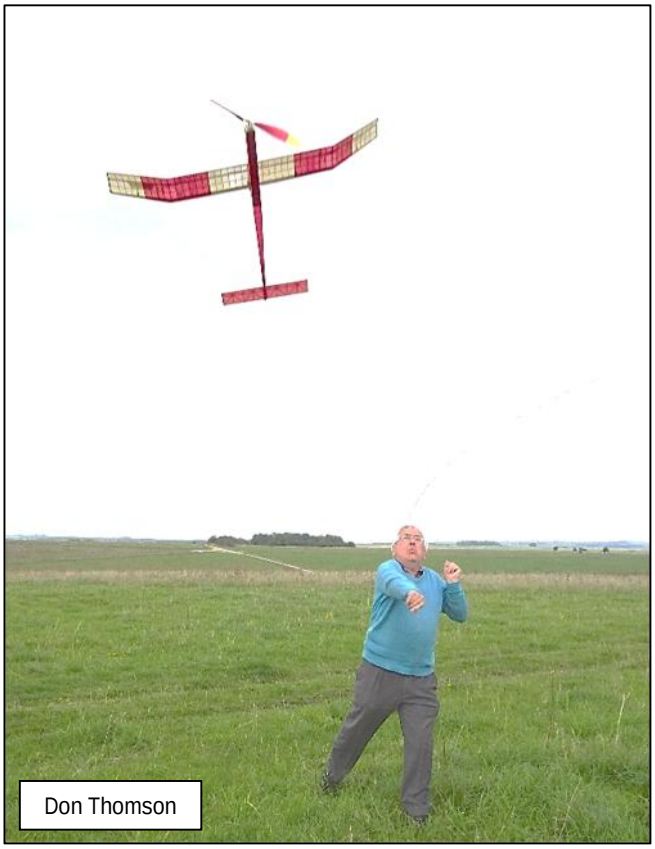
In a previous report I mentioned Dave Hipperson's comment that the competition flyer's conduct on the field is the key factor given an adequate model. A bit of luck is also needed especially with light-weight coupes bobbing about like corks in a mill-race. Gavin Manion's locked-down coupe has a burst comparable to a V.I.T. model, very impressive, but he dropped his second flight and so took fourth place. Jim Paton, Don Thomson and Ted Tyson were likewise out of luck. Paton dived in after a gust unseated his tailplane (why does that sound funny?) and he withdrew after breaking his prop. Ted Challis will not want to be reminded about his day, so here goes - His Etienvre weathercocked its way out of lift on the first climb so he added an extra bit of right side-thrust which induced a wing - over into the ground on his second. After this attempt, repeating the flight, his prop. blade came off as he launched. As is often the case the crash had left no evident damage in order to take the opportunity to ruin two flights. Martin Stagg did not record his scores and



Alan Brocklehurst

so does not appear in the results table. He confided that his Tomy wiggler and then his prop. had fallen off, attributing these mishaps, somewhat ambiguously, to the ageing process.


Gavin Manion


Don Thomson

The next and final round in this year's League programme is of course Coupe Europa, SATURDAY 30th September on Salisbury Plain and the forecast looks promising. With seventeen points on offer for first place there are lots of contenders for second place in the League. Only five scores count so P.Hall may not try quite so hard,

P.S: A confession.

For the DT fly-off I flew a locked down coupe fitted with RDT to make sure I got the time spot on to avoid penalties. This model has a tip -up wing and tail and comes down fast out of any thermal. I locked the wing down and set the tail tip-up angle to 45 degrees. This guarantees a fully- stalled wing, and is of the course standard practice. There are as yet no rules governing DT fly-off and I've touched on some of the difficulties in establishing these before. I'm now convinced that all we need to say for rubber-driven or power tractor monoplanes is that a legitimate DT device should reset the decalage to 45 degrees plus or minus five degrees, checkable by template if necessary. This causes the model to settle into a stable descent with the fuselage horizontal after the flight is disrupted. A greater or lesser decalage causes a stalling, looping or spinning descent to the ground and the flight should be disqualified.
The glider boys with tiny tailplanes and those going tailless can work out their own system.

Crookham Gala: Southern Coupe Lg. Results				
Place	**Entrant**	**Club**	**Maxes**	**Score**
1	P.Hall	Crookham	3	**15**
2	A.Brocklehurst	B&W	3	**12**
3	K.Taylor	E.Grinstead	3	**11**
4	G.Manion	Birmingham	2	**9**
5	D.Thomson	Croydon	1	**7**
6	J.Paton	Crookham	0	**6**
7	E.Tyson	Crookham	0	**4**
8	T.Challis	Crookham	0	**3**

Southern Coupe League Table after round 7											
	Entrant	Club	Coupe De'Brum	1st area	Lond'n Gala	Oxfd Rally	South Gala	Odi'm	Crook Gala	Coupe Europ'	**Points Total**
1	P. Hall	Crookham		11		16	9	11	15		**62**
2	G. Manion	Birmingham		9			13		9		**31**
3	K. Taylor	E.Grinstead		6				11	11		**28**
4	R. Vaughn	Crookham	1	12		10					**23**
=	R. Fryer	Oxford				13	10				**23**
6	E. Tyson	Crookham		17					4		**21**
7	A. Moorhouse	Vikings	8	12							**20**
=	A. Brocklehurst	B&W		1			7		12		**20**
9	B. Dennis	Grantham	10	9							**19**
10	P. Ball	Grantham	15								**15**
=	D. Thomson	Croydon	4	4					7		**15**
12	T. Challis	Crookham						11	3		**14**
13	C. Redrup	Crookham				12					**12**
14	C. James	Crookham		11							**11**
15	S. Willis	Vikings	9								**9**
16	W. Beales	Croydon	7								**7**
17	S. Philpott	Birmingham	6								**6**
=	J. Paton	Crookham							6		**6**
19	T. Winter	CVA	4	1							**5**
20	M. Stagg	B&W		4							**4**
21	M. McHugh	Peterborough	3								**3**
22	R. Elliott	Croydon	2								**2**
23	S. Darmon	Birmingham	1								**1**
=	P. Jellis	Croydon	1								**1**
=	G. Ferrer	Timperley	1								**1**
26	A. Crisp	Biggles									**0**
=	T. Bailey	Biggles									**0**
=	M. Marshall	Impington									**0**
=	P. Gibbons	Peterborough									**0**
=	D. Taylor	Grantham									**0**
=	R. Willes	B&W									**0**
=	G. Pink	B&W									**0**

Peter Hall *(Tables by Roy Vaughn)*

Crookham Gala Prize Winners - Mike Parker

Chris Redrup & Roger Newman prepare for prizegiving

Roy Vaughan, 1st BMFA Power

Mike Wills, 2nd BMFA Power & George Fuller Trophy

Nick Peppiatt, 3rd.Mini-Vintage

Tony Shepherd,
2nd Mini-Vintage

Martin Stagg, 1st
Mini-Vintage

Dave Etherton,
2nd C/V Glider

David Cox,
1st C/V Glider

Ken Taylor,
3rd C/Coupe

Alan Brocklehurst,
2nd C/Coupe

Peter Hall,
1st C/Coupe

Jim Paton,
2nd E36 Elect.

Mike Parker

Busy Busy Busy - Jim Paton

I've had an orgy of flying over the last few days. Andrew Longhurst and I flew at Port Meadow on Monday and Friday. Two good weather days with Monday almost flat calm. We had our obligatory bacon bap and coffee in Wytham afterward and put the world to rights. On Saturday David Bull and I joined up at Old Warden. Apart from some fun small field flying we indulged in full English breakfasts and fish and chips for lunch. I find rdt essential there, although I think I was the only one. Someone with a Schlosser 0.25 was flying without DT. My models had a Cheapo Chinese mills 0.4 which I could lose without tears. I have so many diesels waiting for models, like a lot of other aeromodellers. The weather was a bit breezy with my flights limited to about 30 seconds. Not very good for observing the glide pattern. I managed buy a R.C. DB Puss Moth to take home. There was also a beautifully made RC Chatterbox which I should have bought but ended up resisting. As if I didn't have enough models!
Sunday was the Crookham Gala at Salisbury Plain. I was really too tired for exhausting retrieves and I managed to demolish my Buckeridge Lightweight fuselage side while extracting the blast tube. It had been flying superbly as I had spent a lot of time trimming it recently on Port Meadow. After that I had lunch and refrained from flying other than one E36 flight which got me second place. There was a good turnout of 22 cars and a good time was had by all. Next w/e it's back to Salisbury Plain on Saturday for Croydon Coupe day, and Charlie Newman's scale day at Port Meadow on Sunday. It's a busy end to the season.

Jim Paton

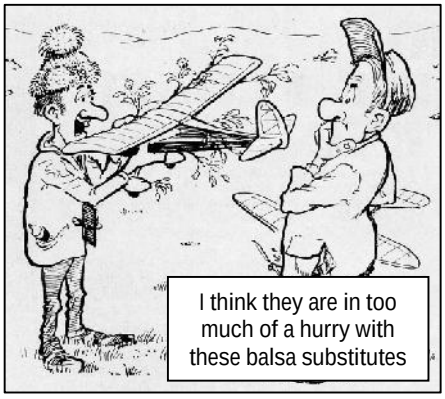
Extracts from Aeromodeller February & May 1976

Patch Work

Generally, in the hierarchy of things, the model plane comes well down the list - if, that is, it is on the list of socially acceptable activities at all - and takes very much a back seat in the sporting leagues, coming some distance behind open air tiddly winks.
Many people - including most who sit on local councils -regard the model plane as a particularly nasty form of pollution which must be tackled in a vigorous, public spirited way. Of course, councillors are generally biased by the fact that they live in the more salubrious part of their precinct - around that very open space which the anti-social model infests.
It is true that model aircraft are allowed on certain airfields - but it is only on sufferance. If the airfield is required for any other purpose, like karting or five-a-side football, then up goes the 'No Entry' sign in large letters.
Harried and driven on all sides, it is little wonder that the model flyer seeks refuge in his very own little patch, where he can fly to his heart's content without going on his knees every five minutes to some formidable authority or other. All the best model clubs are already so deeply embedded in the countryside that many a town born child has never seen a model plane fly, much as in former years he had never seen a tree. There is a snag about these rural hideaways, however: they are mostly rented from farmers, and tenure can be uncertain. Let the suspicion occur that engine noise is curdling the milk, and out goes the order of the boot. What is looked for is absolute land ownership, and we see that the American equivalent of our SMAE, the A of MA, have just purchased a plot, twixt oil field and cattle range, deep in the heart of Texas. We, in Britain, haven't anything deep in the heart on offer, but who knows but an abandoned oil rig may not come our way.
The fact of our flying fields being few, far from the beaten track, and full up anyway, has a marked bearing on what the newcomer to the hobby is building. He opts not for the possible but the impossible: the multi engined, multi radio monster. He knows he won't have anywhere to fly the model anyway, so it

would be most frustrating to build something that was a flyable proposition if it could never get airborne. Much better to embark on something quite unrealisable which, in all probability, will never be completed. Good for the hobby (every extra flying model is a threat), good for the environment, and exceedingly good for the Trade.

Sell Out



I gave a warning the other month on the threat to our precious balsawood. I based my foreknowledge of doom not on any inside information, rumblings from the lumber regions, or Equador to door canvassing, but on the good old pessimistic belief that nothing good ever lasts; certainly not anything wholesome and natural in our ersatz, plasticised age. Already the dreary substitutes, grey or garish, are taking up threatening attitudes, and the difficulties of supply being gloomily enumerated. But why it should be more difficult to transport the pap from swamp to warehouse in these sophisticated times than it was in the days when all you had was a native and a tow rope, only the befuddling bureaucrat knows. Anyway, apart from the fact that the natives are grubbing up the balsa plantations to grow country style corn and jungle fresh peanuts you may be sure there are more and more people sitting in empty offices thinking up more and more miserable and uninspiring uses for balsa wood so that a shortage to the model trade might be officially declared.

I am troubled by a thought, though. Am I too advanced in years and too fixed in my model making ways to come to terms with the wonder substitutes? What of Dhupi, with which, we are told, the teeming millions of India are already desperately grappling, or mysterious, yet to be produced Allsa? Ominously, this latter substitute is expected to be to balsa as butter is to marge. An unfortunate analogy, I would say, considering the sort of stuff we see in the model shop racks these days.

Girl Talk

It is a sign of these more permissive times that the customary advert in the model press for a pen friend has been replaced by agency offers of introductions to the opposite sex. It is also symptomatic of the wider interests of the liberated modeller of today that he is actually aware that there is an opposite sex. It is this sort of knowledge, born of our more open society, that I think is so detrimental to the integrity of the hobby today. What hope is there of the young enthusiast becoming a truly committed aero-modeller when he is got at in this way at such a tender age? By contrast the old time model flyer lived in happy ignorance of the fate of lesser mortals. If he were aware of anything so unlikely as an opposite sex he was apt to view it as a hostile alien force, menacing his life style with marriage, courtship and other diabolical forms of domestication. We shall not see his innocent like again. Nowadays everyone is so worldly and sophisticated, regarding their hobby not as the be all and end all of existence but as a take it or leave it pastime. Gone for ever is that old fanaticism that set the modeller apart from his fellows (and girls). Going to that near empty flying field you learn that old so-and-so is painting his house, young what's-it has taken his girl to Southend and the rest have gone their opposite sex motivated ways. It's a sad world.

But is it so sad? I was heartened to read of the sort of commitment required for top Indoor honours. It seems to involve a complete domestic take-over in ways threatening and detrimental to the home beautiful. It is amazing how the resourceful dedicatee can take a generally useless thing like a semi-detached and turn it into a model making factory with so little disturbance - just the occasional bout of hysterics from the little woman. Then we are encouraged by those who carry on the good fight against telly style domestication in converted loft and garden shed, in spite of severe attacks of hypothermia and balsadustosis. The flag flutters feebly, but it is still flying.

Bubble Reputation

Watching those thermal indicating soap bubbles doing their aerodynamic, or rather meteorological, bit over the flying field, it occurred to me that, in these days of advanced tactical flying, the competing model is of less importance than its well rounded, fully inflated pilot of a bubble. Why not then discard the models completely and just leave it to the bubble machines to battle it out? It would save all that tiresome model building, but, of course, you would have the bubble machine to construct, although these could be produced commercially by - well, Sud Aviation.

Who do you think would be the first to put up seven 3min. bubble stream maxes, 0 0 0 0 0. Winnall?

Pylonius

Engine Analysis: Frog 100 MK.II - Aeromodeller Annual 1959-60

FROG 100 MK.II

Manufacturers-
INTERNATIONAL MODEL AIRCRAFT LTD.,
Morden Road, Merton
Retail price : 53/6

Specification

Displacement : 1·025 c.c. (·0625 cu. in.)
Bore : ·416 in.
Stroke : ·460 in.
Bore/stroke ratio : 0·9
Bare weight : 3 ounces (less tank and spinner)
3¾ ounces (with tank, spinner and prop.)
Max. B.H.P. : ·103 at 15,500 r.p.m.
Max. torque : 8·2 ounce-inches at 9,000 r.p.m.
Power rating : 0·1 B.H.P. per c.c.
Power/weight ratio : ·034 B.H.P./ounce

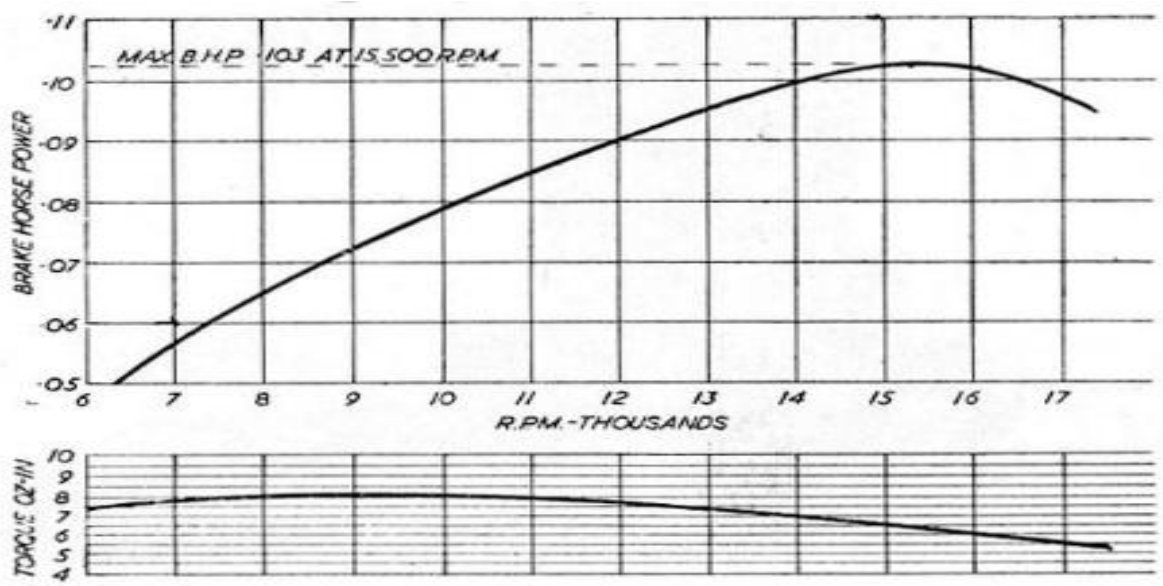
Material Specification

Cylinder : leaded steel, hardened
Piston : cast iron
Contra piston : mild steel
Crankcase : light alloy pressure die casting
Crankshaft : leaded steel, case hardened and stress relieved
Connecting rod : light alloy forging
Cylinder jacket : dural (anodised gold)
Main bearing : Vandervell sintered bronze sleeve
Spinner : light alloy (anodised blue)
Spraybar : brass
Propeller nut : 2 B.A.
Tank : moulded nylon

PROPELLER—R.P.M. FIGURES

Propeller dia. × pitch	*r.p.m.*
8 × 6 (Frog nylon)	6,000
8 × 4 (Frog nylon)	7,000
7 × 4 (Frog nylon)	12,400
6 × 4 (Frog nylon)	16,000 plus
8 × 3½ (Tiger)	11,000
8 × 4 (Tiger)	9,800
8 × 4 (Stant)	9,600
7 × 4 (Stant)	10,500
6 × 6 (Stant)	10,500
6 × 4 (Stant)	13,400
7 × 5 (Trucut)	9,000
7 × 4 (Trucut)	11,400
7 × 3 (Trucut)	13,000
6 × 4 (Trucut)	12,500
6 × 3 (Trucut)	13,600
5 × 3 (Trucut)	16,500

Fuel used : Frog Super-Powermix



Aeromodeller Annual 1959-60

Croydon & 1066 on Salisbury Plain - John Andrews

Salisbury Plain 30th September 2017

Rachel & I travelled down from Rugby to Andover the day before the event, staying in the Premier Inn overnight. We were up bright and early on the day of the event and motored on down the A303 turning past Stone Henge, through Shrewton and onto the plain. Although there had been rain prior to the day there was no difficulty with access and the direction arrows pointed the way. We were soon set up on the far side of area 8, coats on as the brisk wind was far from warm.

Having no models for the 1066 promoted events it was Croydon Coupe day for me. Still not having built a serious (if I'm ever serious) coupe, all I had was my old makeshift job which seems to be my most reliable aircraft in windy weather, possibly due to its poor performance. I reluctantly parted with one of the new plastic £10 notes at control, no change forthcoming, trust me to choose the expensive event, and off back to the car with my flight card for the F1G competition.

Digging in my small model box *(that's my box for small models)* I extracted the coupe fuselage and found that it already had a motor installed, left over from its one and only flight at North Luffenham a few weeks back. On inspection the dried out state of the motor made me doubt its likely efficacy *(good word that)* so a new motor it would have to be.

When assembling my equipment at home I had not been able to locate my box of coupe motors so I had to quickly make up and lube half a dozen new ones, no run in motors for the comp. I gave the new motor a ¾ wind and rundown before I embarked on my first comp flight. I was using 8strands of 3/16 and 350 turns was all I dare put on it as I can break coupe motors with the best. With Rachel on the watch and bins at the ready I made a pigs' ear of the launch in the breeze, the model whipping round the corner flat and not climbing until it was back around into wind. It was not a bad flight and in 1-17 it dipped below the ground level at the start of the slope. One in the bag showing promise. The promise was not forthcoming as remaining four comp flights all finished up just short of the 1min mark, two with good launches two with bad, made no difference. I only had one motor breakage which is good for me and short flights were easier on fetchermite Rachel.

Analysis of the poorer than expected performance concluded that the shift in wind direction had taken models over the edge of the flat plain and down into the valley. Good models climbing much higher than mine flew steadily but my old coupe of poorer performance was nowhere near as high and each flight was upset by, I assume, low level turbulence over the ridge. That's my excuse and I'm sticking to it.

I don't recall too much of other goings on as making five flights, albeit short ones, seemed to take up most of my time and with a few odd sprinkles of rain and short periods in the car the day disappeared.

Come fly-off time for F1G, Roy Vaughan was thumb twiddling for quite a while as the other fly-off participant in the person of Alan Brocklehurst was out in the woods trying to dislodge his model from a tree.

Eventually Alan returned empty handed and assembled a reserve model for the fly-off.

The fly-off was not without incident as when contestants were winding Alan broke a motor so the idea of a simultaneous launch went out of the window as Alan set about replacing his motor.

This is the funny part, Roy was now left with his fully wound model in hand and after a check with the CD he rushed off to his streamer pole to make his flight. At the pole, a shout of despair, in his haste Roy had neglected to fit his prop and noseblock, how could anyone miss that? Back to base, fit prop, back to pole, chuck it. It was a 1-30 D/T fly-off and Roy Vaughan triumphed by a few seconds.

The nervous tension in coupe when waiting for motor failure is evident on the faces of Robin Kimber and Richard Fryer

John Andrews

Letter to the Editor

Peter Arnould: DT Fly-offs

To avoid DT Fly offs why not fly these classes "within site boundary" e.g. flights landing outside boundary count as an attempt in line with the current attempt rules.

To avoid a freak one flight win a nominal max of 5mins per comp flight coupled with the usual 3 flights plus rarely needed Fly Offs would allow the best air pickers to do well and, if it's going off site DT it down.
This approach may stop rule makers reducing all the things that make these types such fun to fly. Unlike the BMFA domestic classes we cannot design new Vintage & Classics to meet new rules, and I like seeing them up high where they were designed to go.

Second letter to amplify:
To score all flights must land inside site boundary. Flights landing outside boundary do not score, but are allowed a second attempt to either score or record zero for landing outside boundary a second time.
Fly offs are only needed to fix position and are not added to the individuals total. Comps run in this way only need a "max" to stop a win with one freak flight from a contestant who picked an ideal time to fly. I suggest 5 mins.
The reason for this whole idea is that the way we fly our models is likely to be affected by use of air space, legislation, and associated changes already in the pipeline. Constant trespass is not on and we should put our house in order. If we do it now we are less likely to need more rule changes and restrictions spoiling our enjoyment of these classes in future.

Peter Arnould

Editorial Comment:

I seem to remember someone proposing a few years back that all competition flights be D/T Fly-off types but the usual arguments about tuning D/T mechanisms to slow descents seemed to squash the idea at that time.

Peter's idea above negates that aspect, in fact the quicker the descent under D/T the better.

There are problems, competitor fitness being a factor, as the desirability of being under the model with RD/T at the airfield boundary favours the fitter flyer.

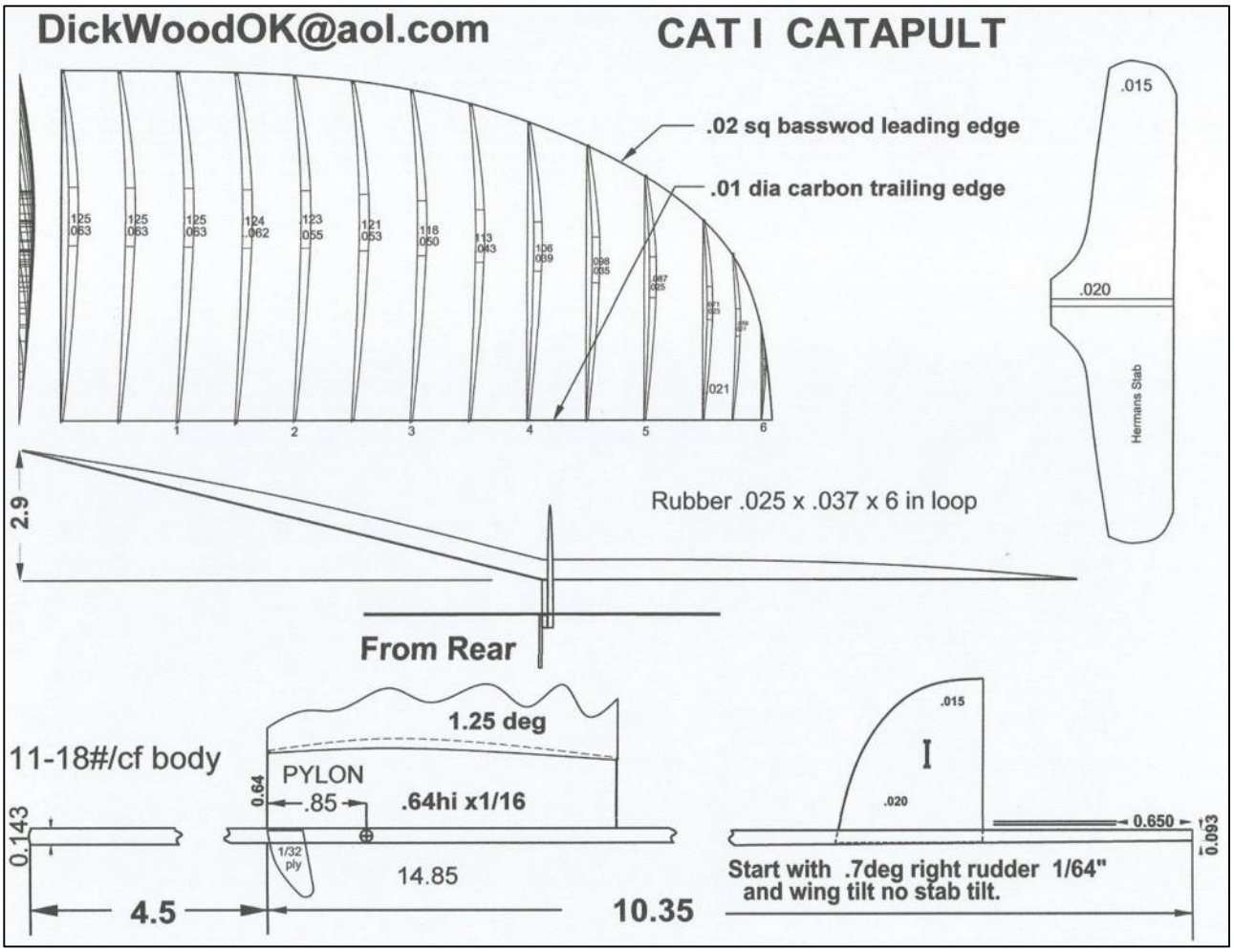
The timekeeper must be able to verify that the flights say within the airfield boundary, this may lose a few timekeepers on fitness grounds again as travelling to the edge of the field will be necessary.
One solution, although not desirable, would be to give the competitor only one chance at each flight, with the normal 'no flight rule'.

The real problem, as I see it, is that most flights will terminate on or around the airfield boundary and excursions outside will put heavy traffic on a small area of some farmer's land rather than spread over a wider area as at present. Whether this is good or bad I'm not sure.

It's an idea worthy of debate I feel.

Editor

Catapult Glider - Dick Wood (USA)



CAT I CATAPULT

1 Gather material: WING: 14 in by .020x .020 basswood,
14 in.010 dia. carbon rod &
13 in x 3in by 1/8 in (4 to 5) lb/cft sheet
STAB AND FIN: 5 in by 1/32 x3 in (4 to 5) lb/cft sheet PYLON:1 in x 3in by 1/16 in (4 to 5) lb/cft sheet
BODY: 1 in x 15 in very hard 1/16 sheet (11 to 18 #/cf) HOOK: 5 in sq 1/32 plywood

2. Make Templates: WING, STAB, FIN & HOOK
3.Make Bodys: (5 minimum) (14.85 in 1/16 in taperd from .014 to .093 in) THEY BRAKE MAKE SPARES!
4. Make and glue on 5 hooks at 10.35 incnes from rear of bodys. Glue on stabs .65 from end of bodys
5 Make .016 rear fin shims from 4 layers of glue and paper and glue to bodys.
6. With Duco or Ambroid (Acetone Solvent Glue) Glue fins to bodys and set aside to balance later.
7. Cut out 2 wing blanks and sand edges.
8.With medium CA glue .020 x .020 basswood to leading edge of left and right blanks
9.With medium CA glue .010 or .020 dia carbon rod to trailing edge of left and right blanks
10. Sand or mill the upper profile of both wing halfs.
11. Sand the bottom camber to wing thickness.
12. Sand right wing root to 90 deg and left wing to 76 deg for 14 deg dihedral joint
13. Glue wing halfs together with 2.9 in tiip dihedral block.
14. Cut out pylon and glue to right wing at 90 deg.
15. Mark starting balance point at .85 in from front of hook.
16. Tape pylon onto body with masking tape and balance body at .85 in using lead or clay.
17. Make a .025 x.04 x 6 in rubber loop.
18. Slot a .3 in dia wooden dowel .3 in deep with razor saw and insert the rubber loop.
19. Launch at 75 deg with wings level wth strong pull first lauch.
The model should turn right and glide in 25 to 35 ft right circles.
Gently sand incidence into pylon and re-shim and glue fin to trim.

Pheonix Model Airplane Club, May 2017

Indoors in Wales - John Andrews

Rachel and I spent a couple of days in Bethesda N. Wales staying with Martin Pike and family which enabled us to attend his second indoor meeting of the winter season. Attendance was a little light as there had been a mix up on dates and a facebook failure.

Those of us who were there had a good 3 hours flying and Martin had made two delicious cakes to which we helped ourselves. I had two large chunks of the Lemon Drizzle cake and I'm informed by Rachel that the chocolate one was equally tasty.

There are no serious indoor modellers in the area so the bulk of attendees are novices and their children and Martin provides a large number of ready built models for them to try their hand with. Martin has a full time job aiding and abetting the wannabe flyers and I get my share of support work too.

Martin's daughter Caitlin on Cake duty

I took a box of odds and ends to demonstrate with, mostly Standard 'Gyminnie Crickets' together with an old 'Penny Plane' to demo lightweights.

Martin has a pile of simple kits which people can buy at cost, and we are hoping that some flyers will graduate to Gyminnies.

Martin, Cricket in hand behind ready built table. Kits and Cake table at far wall

The hall is a pleasant site to fly in and the meetings deserve to succeed and hopefully initiate a few folks into the pleasure that can be derived from the aeromodelling hobby.

If any aeromodeller is within striking distance of Bethesda, please try to attend a meeting, it is well worth effort.

John Andrews

Tailless League 2017 - Spencer Willis

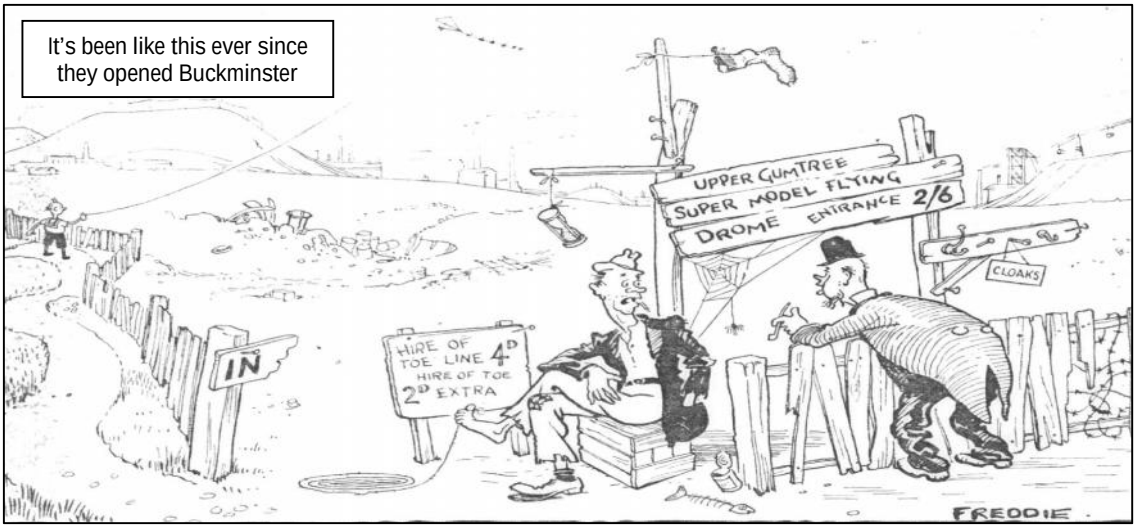
The entries were well down this year mainly because of the weather. Most people that fly tailless do so as a second choice therefore it tends to get neglected.
Ted Challice was the winner this year for the second year running. He only needed 15 points to win the Halcyon Trophy. Normally over 30 points would be required.
2nd place went to Colin Foster with 14 points and 3rd place was shared by Chris Strachan and Joe Northrop with 9 points.

Results

1st.	Ted Challis -	15pts	2nd.	Colin Foster -	14pts
T3rd.	Chris Strachan -	9pts	T3rd.	Joe Northrop -	9pts
5th.	Maurice Doyle -	8pts	6th.	John Hook -	7pts
7th.	Andrew Longhurst -	6pts	8th.	Bernard Aslett -	5pts
T9th.	Andy Crisp -	3pts	T9th.	R Wilkes -	3pts
11th.	D Taylor -	2pts	12th.	G Knight -	1pt

Above left is a photo of Colin Foster with his Jim Mcann power tailless model. Colin tells me it's not yet trimmed but reckons it climbs fast on just T.D .049 power. The dt is by means of a swivelling fin. I hope it doesn't activate under power.
Above right, Maurice Doyle launches to gain points at Sculthorpe.

Spencer Willis



A NEW APPROACH TO THERMAL FLYING

Continental flyers take their thermals rather more seriously than we do, and this report by a German enthusiast on his search for thermal conditions on "non-thermal" days will be of special interest to R/C glider modellers.

GROWING interest in radio controlled gliding (and on the continent in compass steering models) prompts this new approach to thermal flying.

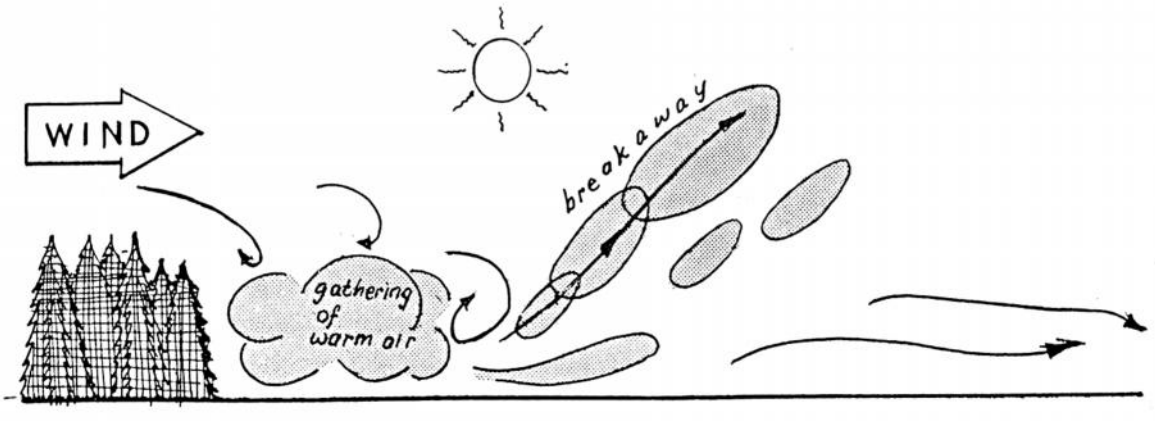
Certainly normal circling flight is the only way to fly a model when there's little horizontal air movement. Under such conditions thermals are rather small in diameter, requiring tight circling models to make use of lift. A steering device for straight flight would be of no special value under such conditions.

But how often do we find such ideal weather conditions for thermal flying? Meteorologists state that fine weather periods with little wind in summer —that intrigued modellers into designing our modern thermal soarers—have rather been an exception than the rule. They tell us that the normal pattern would be a cool summer with rather breezy air at times. The writer has been observing weather conditions for a long period and his findings are: 70 to 80 per cent of flying occasions were "blessed" with so strong a breeze that a model by only flying straight ahead remained stationary over the launching field, or was even blown backwards a little.

Flying a straight course under such conditions is not very satisfying. Thermals of the bubble type shift with the wind so that they would be of doubtful assistance. In any event maximums are scarce on windy days, and even "flying for fun" loses its meaning after several marathon recovery runs.

We have been fortunate in developing a method of enjoying this typical sort of weather, provided flying site is chosen with care, whereby accumulated material on thermal characteristics, not previously considered of value to modellers, can be put to good use.

Fig. 1.—Formation of a thermal field leewards of an obstruction.



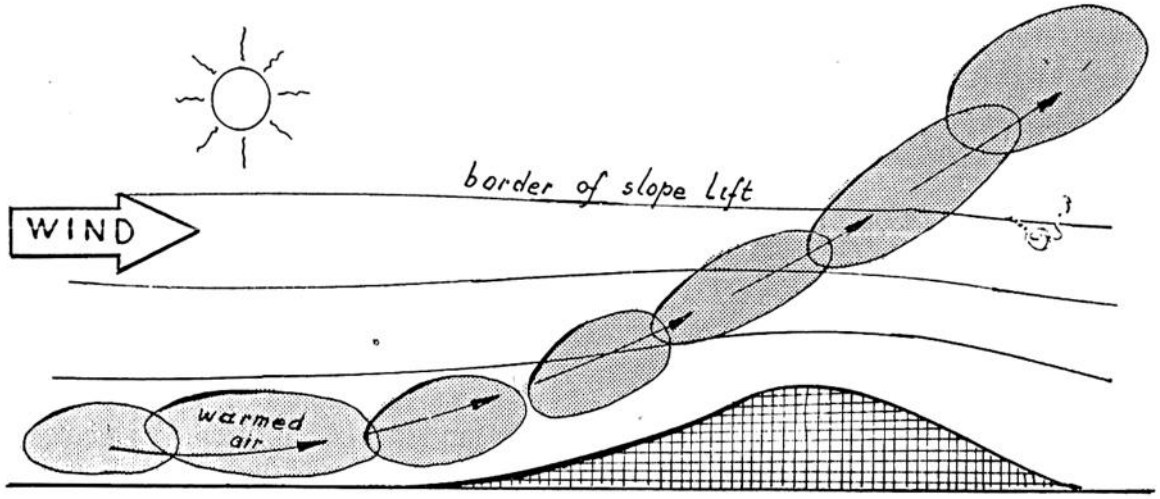


Fig. 2.—Departure of thermals on a wedge (or in front of a wood).

Thermal Fields like Slope-lift

The harder the wind blows, the more jagged and sporadic are the thermals close to the ground (patchy thermals). This has encouraged the writer to make for the leeward of hills and woods, where there is less wind. In those wind-protected quarters there is an appreciably higher rate of thermal formation, due to better penetration of sun rays, and, leeward vortices make thermals depart all right (see Fig. 1). With a strong wind in evidence, there is a quite frequent thermal "departure", as compared with normal. However, we must add, that leeward thermals with strong wind are usually weaker but more frequent than in still air. So they can cause a lift field similar to slope soaring conditions.

Thermal research flying in a heather district near Munich leeward of a small wood, proved these assertions. One can make quite appreciable durations with a self-steered model there. During our trials, the field of thermals remained quite stationary. This could be checked by the tell-tale smoke-trail from a nearby factory chimney. Nonetheless, we had windy but sunny weather and no clouds. Trying this region on cooler days we found more downdraughts than lift, just in the very region we'd been thermal riding before.

Similar thermal conditions may be found in front of woods and ridges. If there is a sufficient volume of warm air close to the ground, the resulting thermal bubble will slip leeward onto the "obstruction region". The wedge-shaped ridge, or the turbulence wedge of the wooded hill help the bubbles depart, which keep on rising like hot air balloons. Height will be much greater than normal lift on ridges (see Fig. 2). If there is sometimes no thermal rising in front of an obstacle, well, there is need only for a moderate "wedge" to make the bubble depart. Resulting field of thermals will often be stationary, the intensity varying in relation to the amount of warm air coming from in front of the obstacle.

On low wedges, certainly, tow-launch would be the only way to make use of the thermal field, as the intensity is stepped up with height. Big hills and ridges are, of course, more "economic" than molehills. Here, hand-launch is quite sufficient. Slope-lift then will be the bridge to the thermal field, which enables the model to gain greater heights than normally observed. Sometimes modellers believe that there is only slope-lift on a hill and thermals only in the flat country. Actually there is nowhere more thermal-lift than on a hill.

Now, where there are no "wedges" or obstructions causing thermals to depart the same phenomenon may occur at the brink of differently planted areas. For instance, if there is a swampy area next to a sandy patch of heather, provided, of course, that both areas are sufficiently large. As soon as warmed air is blown over a "cold" region, a breakaway will most likely occur at the borderline. This will result in an almost "thermal-front" like field of lift (see Fig. 3). Flights of this pattern have been made by the author, over a 5-6 acre rain-wet lentil field lying behind an already ploughed dry field. Height gained was about 60 ft. Of course, wind direction should be at right angles to borderline. If wind blows parallel to borderline, then the lift seems to be closer to the edge than before and rather stop the "warmer" ground than the damp and cooler area. However, there is little research data as yet to support this trial.

Artificial, Arbitrary Breakaway of Thermal-bubbles?

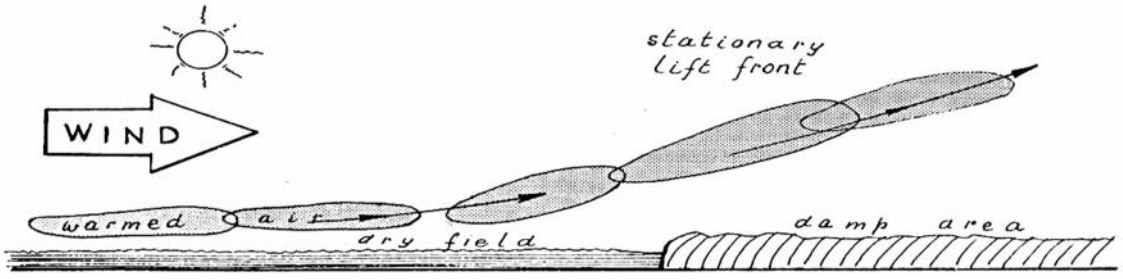
In connection with the departure of thermals on obstructions on windy, sunny days there are past trials of interest to students of breakaway thermal-bubbles with still air weather.

We would refer to a contribution by the American scientist Huffacker written in 1897 (!). He made silk paper strips rise, by simply flapping a fan, with which he caused the breakaway of the thermal. This worked particularly well on hot days in the Indian summer. He goes on to say that sometimes by just one stroke he could trigger a chimney-like stream of up-rising air which sent his silk strips floating upwards for quite a height. What he meant to prove by this was that a vulture flying through a not yet released thermal bubble could trigger it just by violent flapping of his wings, so being able to soar on afterwards without moving his wings or expending energy. This phenomenon, Huffacker says, is a MUST for vultures who can't always be sure to find rising ready at beck and call and around a district where they could be sure of finding a carcass to feed on.

We also may recall, that in the early days of thermal flight, when the departure of thermals was explored, people considered creating a "disturbance of some kind" to make bubbles break away. Driving cars through the appropriate region or diving with a sailplane into the bubble are told to have met with some success. The writer feels one need not resort to such tricks. Just make the wind throw such bubbles against some obstruction or wedge, in lieu of moving such obstacles against the stationary air.

If it is true that a car going through the base of a "ripe" thermal bubble, can make for the breakaway, why shouldn't a wedge of some height in windy conditions be in a position to effect the same triggering?

Fig. 3.—Formation of a stationary thermal front at the juncture of two different types of ground.



Do Birds Know Stationary Thermal-fields?

Yes, they do. While we were doing our research flights in that heather near Munich, we could study the flight antics of a stork who made a straight course thermal flight over the borderline of a wood losing no height at all over quite a time. Buzzards may be seen sometimes making head-on long duration soaring flights against the wind which may be strong at that, using stationary fields of thermals as described above.

In this connection we can quote from Pierre Idrac's classic book on *Experimental Research on the Soaring Flight of Birds* who says: "If the breeze is gaining force, one can very often see the birds giving up circling flight making head-on straight flights or in a broken line or even remaining stationary all the time". Similar flight patterns have been recorded by Huffacker who studied the large continental soaring birds.

This is enough theory on a very interesting field of studies. We can only suggest practical trials on sunny, windy days and tabulation of findings. Of course, besides self-steered and R/C models normal gliders would indicate stationary thermal-fields, but not so typically as they leave lift-zones due to wind-drift.

Earl Stahl High Wing Designs - Nick Peppiatt

Following on from a look at the Low Wing designs in the previous article, now it's the turn of Earl Stahl's high wingers. Earl had fewer high wings published than low wings (see www.theplanpage.com), but it is a fine collection including the Fleet Canuck, the Howard GH-1, the Interstate Cadet, the Rearwin Speedster, three Stinsons and the Taylorcraft O-57. Most are around 30" wingspan and all have the potential to make excellent flying models, so I would recommend incorporating a DT during the construction. Although drawn up as one piece models the high wingers can readily be modified to have plug-in wings which are supported by the wing struts.

Until the Old Warden event in July 2017, Earl Stahl high wing competitions were held by SAM1066 at Middle Wallop, starting in 1993

The winning models include: -
Stinson Voyager: by John Godden
Rearwin Speedsters: built by Tony Balding, John Ralph and Nick Peppiatt
Taylorcraft O-57 'Grasshoppers': built by Herb Kothe, Lindsey Smith, and Roy Tiller
Howard GH-1: by Chris Strachan, the US Navy version of the DGA 15, which itself was developed from the famous 'Mister Mulligan' racer.

Other models which have placed include the GA Skyfarer and the Interstate Cadet, so there is proven potential in a large proportion of the Earl Stahl high wing designs.

Earl Stahl Rearwin Speedster

I chose the Rearwin Speedster because it is an elegant aeroplane. Mine started life with the Flyline kit. However, this has a major deviation from the Stahl drawing in that the lower longeron is continuous rather than cranked in the cabin area, so I built mine using the plans published in Model Airplane News in January 1940. I did however move the motor peg one bay forward as shown on the Flyline plans. This has reduced the required nose-weight and reduced the possibility of the rubber motor bunching in the narrow fuselage. Despite this modification, rubber bunching has still occurred on some occasions, so I wouldn't blame you if you moved the motor peg two bays forward. This is allowed under the Earl Stahl rules, which are available on the SAM35 website www.sam35.org . Earl clearly based his design on the production Model 6000-M Speedster, of which only twelve were built, but for some reason chose the registration NC19416, which according to www.aerofiles.com belongs to a Porterfield CP-40. Incidentally, Porterfield was another aircraft manufacturer based in Kansas City. However, there are Speedsters with close registration numbers such as NC19410 and NC19412 for which I managed to acquire some black and white photographs.
Colour documentation for Rearwin Speedsters is quite difficult to find. A construction article by Larry Maynard in Radio Control Modeler December 1977 has information from a former Rearwin employee that 'all of the Speedsters were either Stearman vermilion with light (Curtiss) blue trim or vice-versa. All had the same silver stripe on the fuselage and wheel pants outlined with a black pin-stripe.' Vermilion with light blue trim appears to me the best match for the photos of NC19412 (contrary to what is stated in the RCM article) and there is no evidence of black pin stripes outlining the silver stripe. I covered my model with red Esaki tissue and air-brushed it with Tamiya acrylic red X7. The lettering was from Tamiya sky blue X14. Bob Jones, who was CD of the Middle Wallop Earl Stahl competitions for many years, also had a passion for the Rearwin Speedster and had collected considerable information. He thought the colours on my model were about right. Of course, this is somewhat academic, as

the low wing and high wing competitions are duration events for the Earl Stahl scale designs, but it's satisfying to get the model as close to an actual full-size aircraft as possible. The rules do state that: -

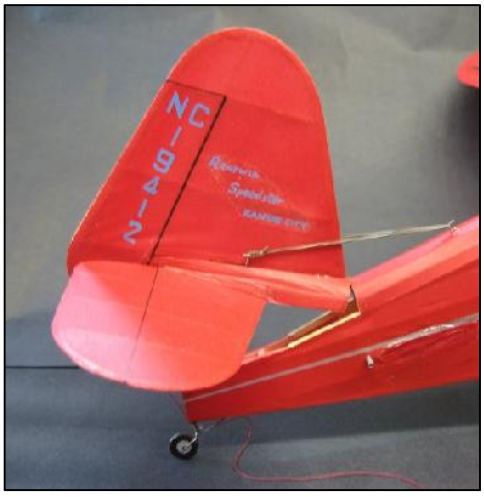
'The models should be finished in the appropriate colours and markings of a full-sized aircraft of that type.'

The elegant Rearwin Speedster 6000-M. This one has registration NC19412

My battle scarred ES Rearwin Speedster.
Note long U/C legs for prop clearance and cranked lower longeron and,
of course, greater dihedral..

Separable wing panels and struts

DTs for Stahl designs



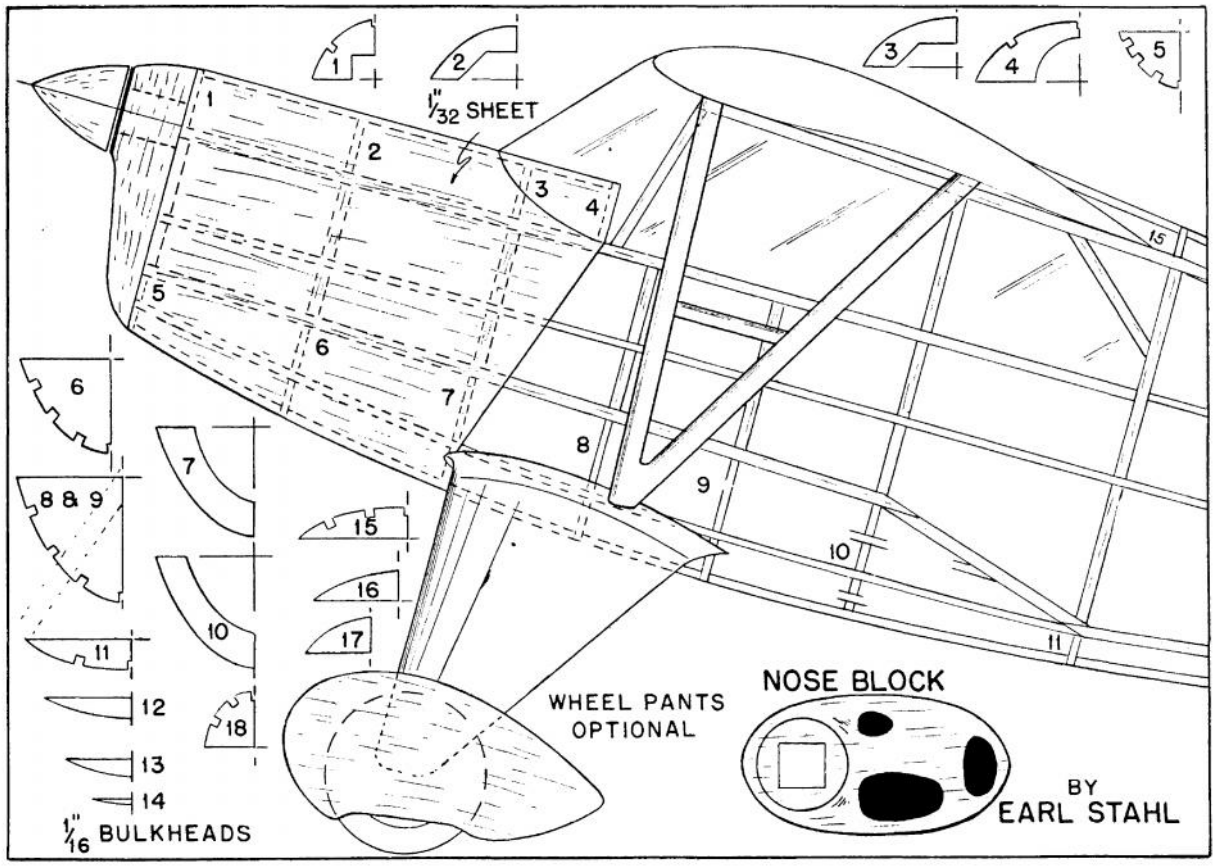
As stated above, I would recommend fitting a DT to the high wing designs. In one of the rounds of the 1999 event, my Speedster recorded a flight of 4min 52s, after getting into a Middle Wallop boomer. It was one of those flights where the model took longer to come down DTd than to go up. This was the year that American visitor Herb Kothe won both low wing with a Magister and high wing with a Taylorcraft. As can be seen from the photo the tail of the Rearwin is hinged at the former in front of the fin using 1/32" dia piano wire in a short length of aluminium tube. A couple of small 1/64" ply plates locate the fin at the very rear of the fuselage. The DT is operated by good old-fashioned DT fuse which is held in a tube fitted under the nose of the aircraft and burns through a rubber band at the end of the DT line. If building it today I would use a tube-in-a-tube DT timer of the type described by Peter Michel in the June 2007 New Clarion, which is easily accessed via the SAM1066 website. I fitted one of these to my low wing Magister/ Hawk Trainer III. I'm not sure how I would mount an RDT in one of these models and anyway I would be concerned about the additional weight.

Forthcoming indoor meetings in the South-East

4/11/17	Fun Flying at Furzefield	Furzefield Sports Centre, Potters Bar
18/11/17	Tonbridge Gassers and Rubber Fanciers	Kings Rochester Sports Centre
2/12/17	Fun Flying at Furzefield	Furzefield Sports Centre, Potters Bar
16/12/17	Tonbridge Gassers and Rubber Fanciers	Kings Rochester Sports Centre

Free-flight is encouraged at these Saturday evening meetings. Lightweight RC flying also takes place. Full details are available on the BMFA website, www.bmfa.org .

Nick Peppiatt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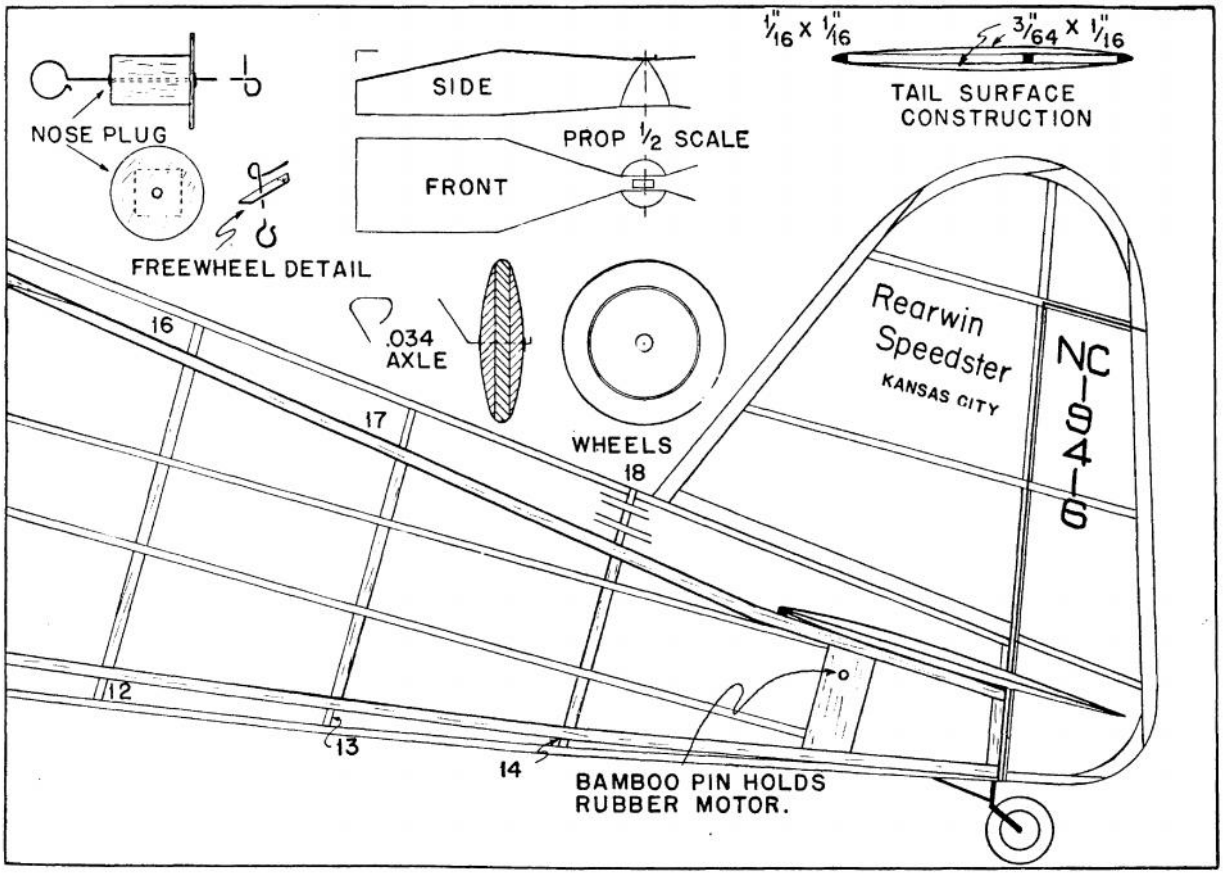
WHEEL PANTS OPTIONAL
NOSE BLOCK
BY EARL STAHL


NOSE PLUG
FREEWHEEL DETAIL
SIDE
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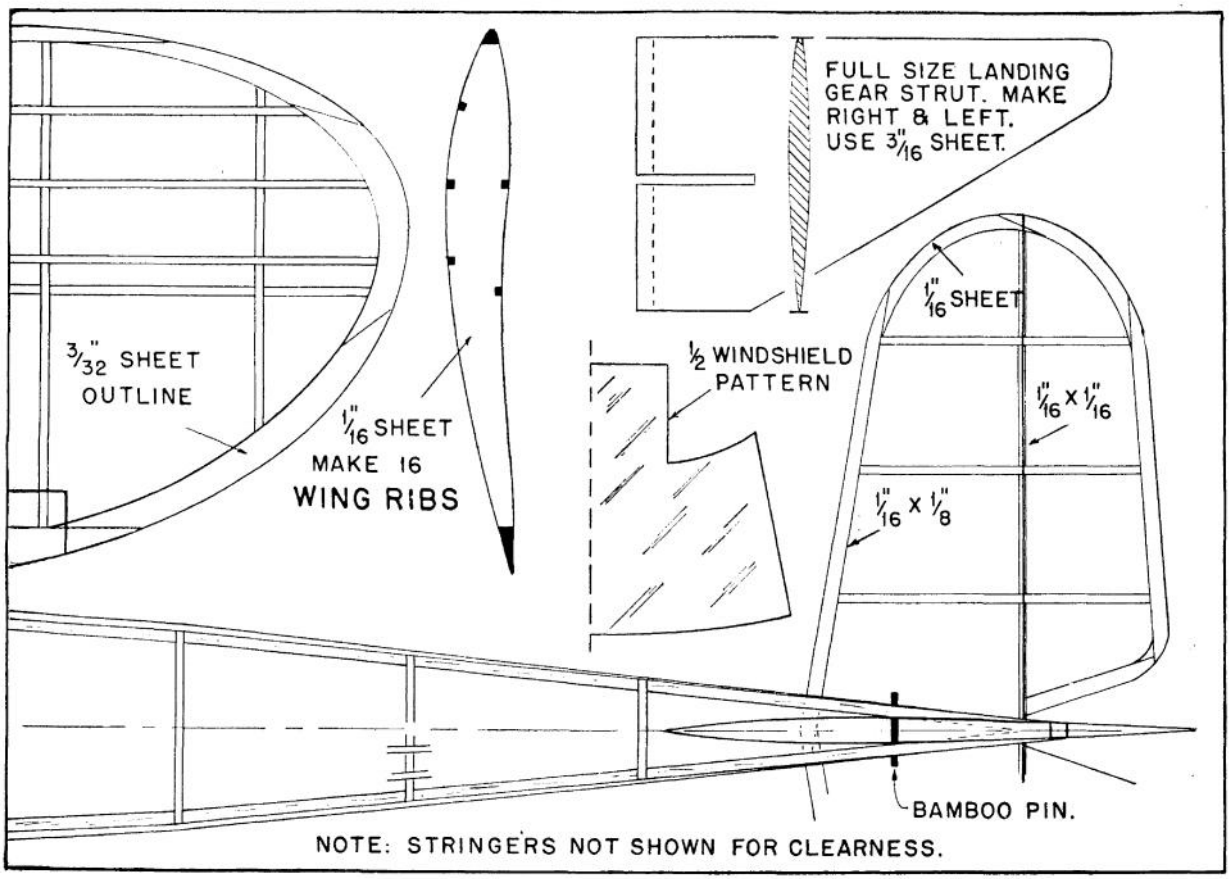
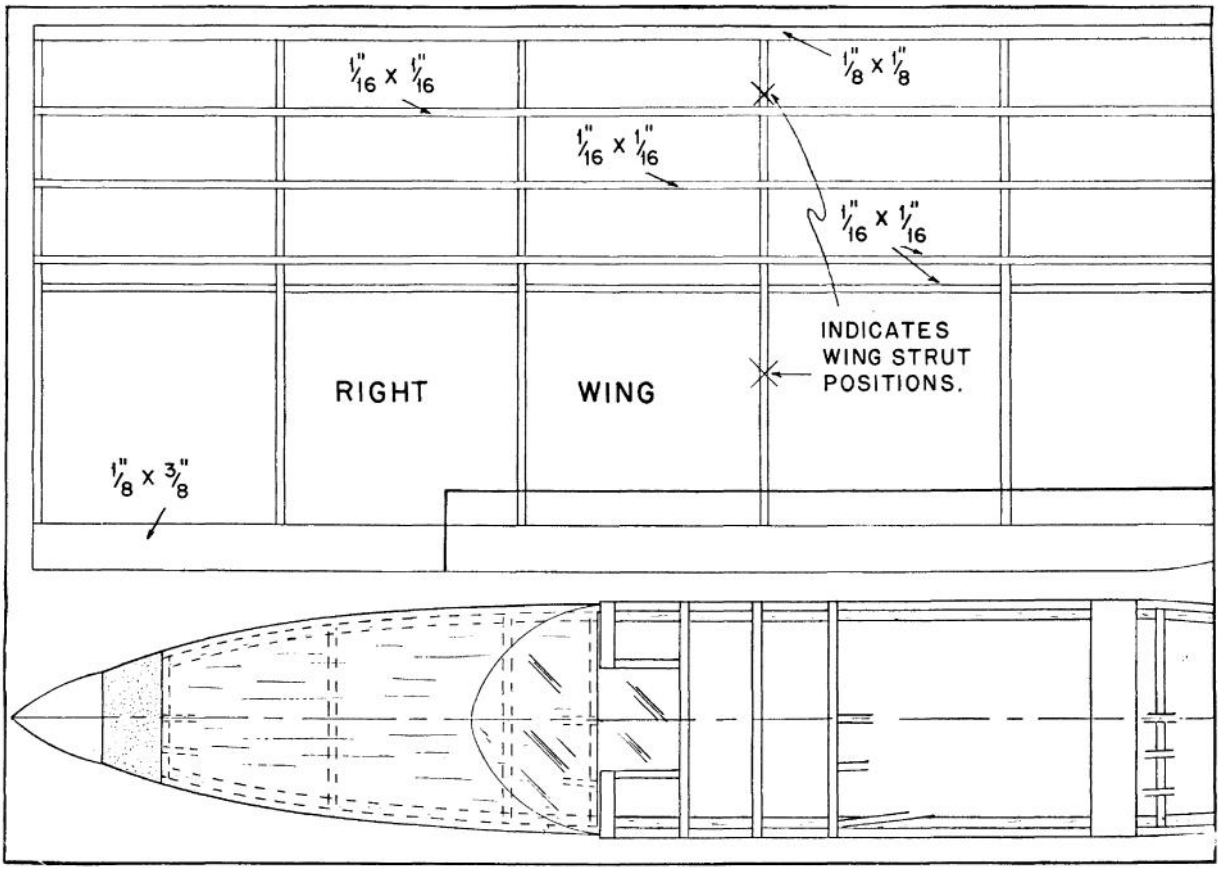
BAMBOO PIN HOLDS RUBBER MOTOR.
Rearwin Speedster
KANSAS CITY
NC 9416





Extracted from: www.theplanpage.com

Coupe Europa: Southern Coupe Lg.Rd.8 - Peter Hall

Salisbury Plain September 30th

Imagine that you are standing just behind the leading edge on a giant wing, with a chord of about three-quarters of a mile. The airstream over the wing is about fifteen miles an hour. What would happen if you launched a coupe? Would it climb and glide normally? If you take a cross-section of the terrain from a couple of hundred yards ahead of our launch point on Salisbury Plain to the Shrewton - Chitterne road downwind you would have something like an aerofoil, a bit like a Wobeking but with its lower surface somewhere in New Zealand. Presumably then, the southwesterly breeze would accelerate up and over the' nose' of the terrain, lose pressure and hugging the surface would flow down towards the 'trailing edge' slowing and regaining pressure as it went. It seemed to me that many flights on Saturday followed this trajectory. After the initial burst, flying fast and flat downwind before recovering a more expected pattern. The line of our cars were positioned just like a turbulator on the nose, and the long grass might contribute.

It is Sunday afternoon, a period where the airflow of the week slackens its pace to near zero inducing reveries; hence the above speculation. But there is more - what would the 'boundary layer' look like on this giant wing? Would it be turbulent or laminar? I reach for my copy of Martin Simons' 'Model Aircraft Aerodynamics' and calculate the Reynold's number. Using the simplified equation I get over 500,000,000. A coupe wing usually flies at about 25000 and an airliner upwards of 10,000,000 says Mr. Simons, and the smallest imperfections on wings at high Reynolds numbers causes the boundary layer to go turbulent and the flow sticks to the surface. My thought experiment is beginning to falter, but before I nod off I feel a glow of satisfaction; surely I am the first to calculate the Reynolds number of a chunk of Salisbury Plain at 15 m.p.h. I must ask Alan Brocklehurst to sort it out for me.


Richard Fryer

That's better, are we all awake now? Richard Fryer's first two flights followed the pattern described above and dropped short so he retired which is a pity because his coupe is very capable. Jim Paton's first two appeared to be similarly afflicted but Ted Tyson reminded him that this was a coupe he was flying and that they only work if you wind to burst point which he wasn't doing. Jim, as a retired doctor has spent a lifetime at the bedside, dispensing sensitive treatment and avoiding harm and finds winding a pathetic little coupe motor to destruction as repugnant as vivisection. But he overcame his inhibition and so took a couple of maxes. Your editor John Andrews and Don Thomson had no luck with the air but John won a special award for the Most Consistent Flying; well deserved. Ted Tyson got four maxes but launched one badly, lost the burst and so dropped himself into fourth place. Peter Hall 's concentration faltered, he DT'd early on his first and then forgot to hook up his wing wiggler on the fourth spoiling the climb, even so he squeaked into third. Alan Brocklehurst and Roy Vaughn maxed out but Alan flew into a copse on his fifth round and was still out when fly-off time arrived. Chris Redrup who in addition to all his other responsibilities now appears to running a free rescue service raced off

to the rescue in his go - anywhere SUV. C.D. Ray Elliot generously hung on for a half hour. Alan returned, wound up his reserve model (he recovered his first the next day) and he and Roy launched for a 1.30 DT fly-off.

There followed a perfect demonstration of one of the flaws in the DT fly-off method. Alan's coupe is a fine example of the 'long and slow' approach to coupe flying. No systems, balsa and tissue construction, a Tomy timer controlled DT and a motor run of about 55 seconds. Roy's is an auto-coupe with full systems, electronically timed, carbon/mylar construction, and a motor run of about 40 seconds - 'short and fast'. Given similar air, the latter is always going to get the necessary height and avoid DT overrun penalties. And so it proved, Roy taking first place.

Peter Hall took the Southern Coupe League trophy for attending more events than anyone else. This was not quite the intention of the organizers who had hoped to reward flying prowess and encourage coupe flying. 26 competed and scored points at the seven events this year but the average number of events flown is only 2.0384615 (P.H. flew six but only five count). 2017 is surely cursed, some cosmic malignancy is hovering. Apart from all the national and global catastrophes, the London Gala was blown away, and nearly Oxford and the Southern Gala. But then came a grey and sullen September; Odiham lasted about a half hour but Crookham Gala and Coupe Europa though grey and sullen, were only breezy. Well, you protest, apart from the weather, it's five rounds and it's my legs and Salisbury Plain, the grass, the hills! No excuses, you can demonstrate your new resolve for 2018 by attending the first league event which is at La Grande Coupe de Birmingham at North Luffenham on December 3rd.

Ted Tyson poses

Peter Hall waits for lift

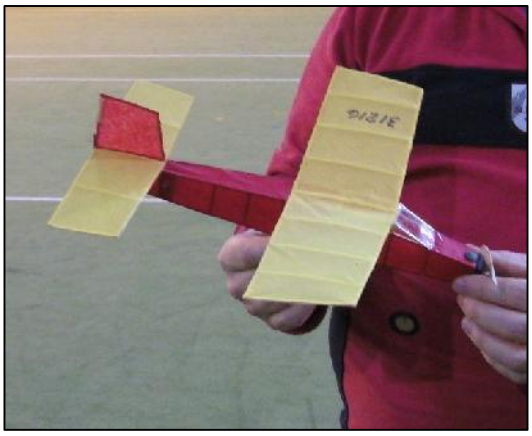
Richard Fryer conducts seminar

Robin Kimber holds while Richard gets down to business

Peter Hall

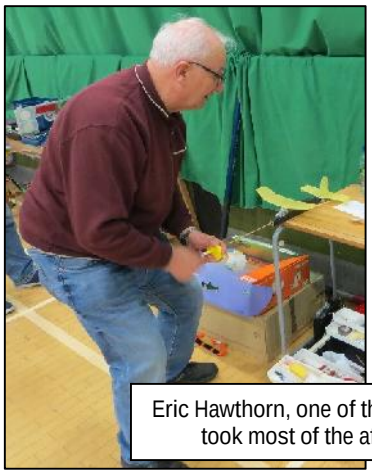
A Busy Weekend - John Andrews

8th Area, North Luffenham Sunday 15th October 2017



I'll digress before I start. The day before I was at the Thorns indoor meeting and as this year's Xmas Competition is for the best two flights with a 'Legal Eagle' I took my old version 'Spread Eagle' to get a few times on record prior to building a new one. I first flew the 'Spread Eagle' at the 2012 Indoor Nationals and since then the weight increase due to repairs etc. makes the model less competitive, not that it ever was. The wing has been broken so many times on or around the fuselage joint that I've had to resort to light-plane type wing struts. Looks fetching but the drag.
At Thorns I took the model out of its box and, as it had a motor installed, I consulted my record book and wound on the requisite turns. Rachel asked if I wanted the flight timed and I said OK just in case. The flight was an absolute text book jobby, clean ROG, rise to just below lights and steady let down. The time was nothing startling but over a minute thirty was a good start. I then set about improvements, well lubricated motor, more turns and off again. Useless, iffy take-off, only halfway up to the ceiling and down again well short of expectations. Next attempt, broken motor and then started the search for replacement. Eventually I made up an acceptable motor and squeezed another 1-30+ flight. That motor then broke and I was back in my rubber strip looking for another. All this messing about with rubber had taken me virtually all of the three hours that we fly and in the last 10 minutes of the day I had a desperation attempt with a motor that I knew was too strong but all needs must when the devil drives. Sure enough the model hit the lights a couple of times, flew into the wall, broke the wing yet again outboard of the wing struts. With the left hand wing outboard half vertical the model left the wall and now turning in a left hand circle completed its flight in a perfectly stable manner.
Two of the other contenders recorded times around 1-40/1-50 so my old 'Spread Eagle' was not overly outclassed, I hope a new model will serve me as well and improve my times.

Yours truly piles on the turns



Eric Hawthorn, one of the main contenders, also took most of the afternoon to top 1-30

Digression over, back to the 8th Area. After we got back from Thorns on the Saturday evening I unloaded the back of the car removing all the indoor paraphernalia but I was not able to load up for Sunday as we had to be at our daughters for a curry supper. This led to me loading for Luffenham on the morning of the event. First in was the folding bicycle followed by toolbox with accoutrements, winding tubes, briefcase with rubber motors, Rachel's wellies, cold-box with freshly made flask of tea, bag of sustenance (crisps, cakes, sandwiches etc.) and an assortment of coats jackets and pullovers. Down with the boot lid and off we went.

About 5 miles short of our objective I suddenly, for no obvious reason, glanced behind me at the back seat on which should have been the model box containing the models, the seat was bare. I laughed out loud and confessed to Rachel that the model box was still on the lounge table at home where I had put it to check if my coupe needed repair. I've forgotten all sorts of bits and bobs before but this was the first time for a box full of models.

The weather forecast had been bad so we just pressed on intending to spectate until our evening lunch in the Wheatsheaf pub.

On the airfield we found Ken Bates and Noreen set up at the end of the flight-line so we were Ken's team for the day.

First up Ken flew his 'Lulu' in John Ashmole's SAM35 event. A mixed bag. On this first flight the wind got the better of his tow and he released very early to prevent disaster. Sods law prevailed and after his failure on the first flight his second was textbook and we finished up retrieving with the car as the model was only just in the field. Ken's third flight was indifferent but at least the model survived and he completed the course.

Next event was the area Mini-Vintage and Ken started well with a good D/T'd max. Sods law again, the max was followed by three no-flights of 5secs, 4secs and 3secs. The 'Senator' whipping round the corner in the wind and winding itself in three times on the trot. A change of motor and a better launch and Kens last flight was a minute or so just to complete the job. I'm not sure what time was recorded for the second flight but by my reckoning it should have been the 4sec second attempt. Rachel was doing the timing and I did not see the flight card as it was handed in during recovery. I'm not sure Rachel knows much about no-flight rules.

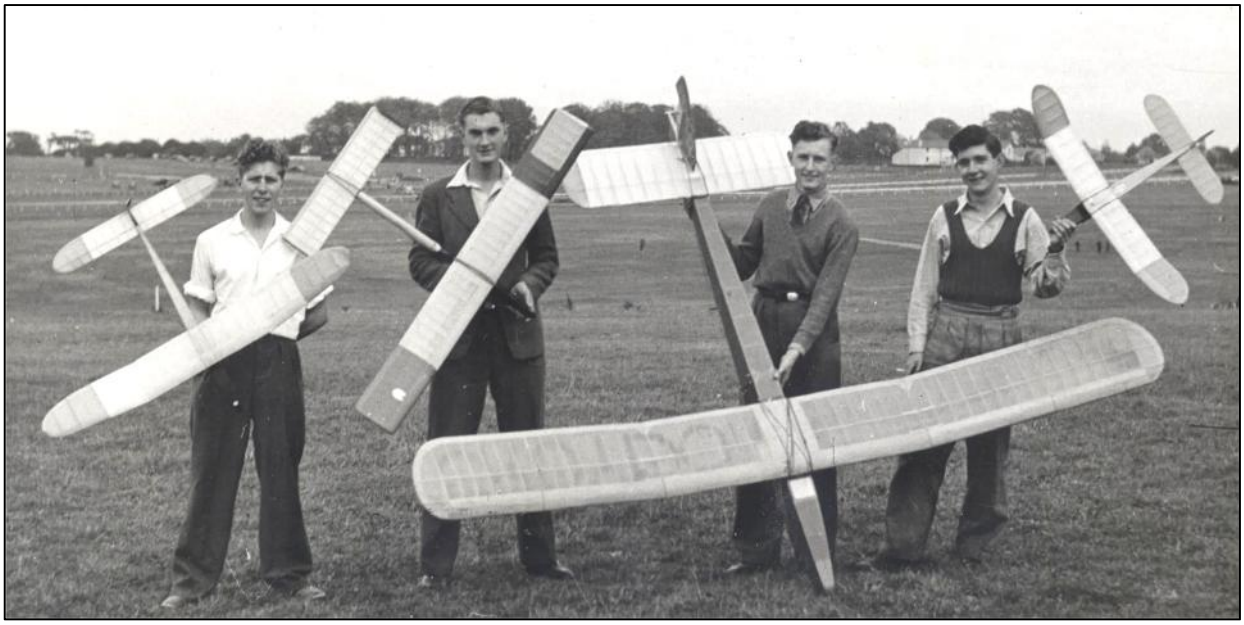
On the whole it was a good day out, sunny but cold and windy so maybe leaving my models at home might not have been such a bad idea.

Ken deserves full marks for competing in two events without loss or serious damage. We all had a good chinwag recalling events of the past and after the fly-offs Noreen & Ken set off for home whilst Rachel and I headed for the Wheatsheaf and a Sunday roast.

John Andrews

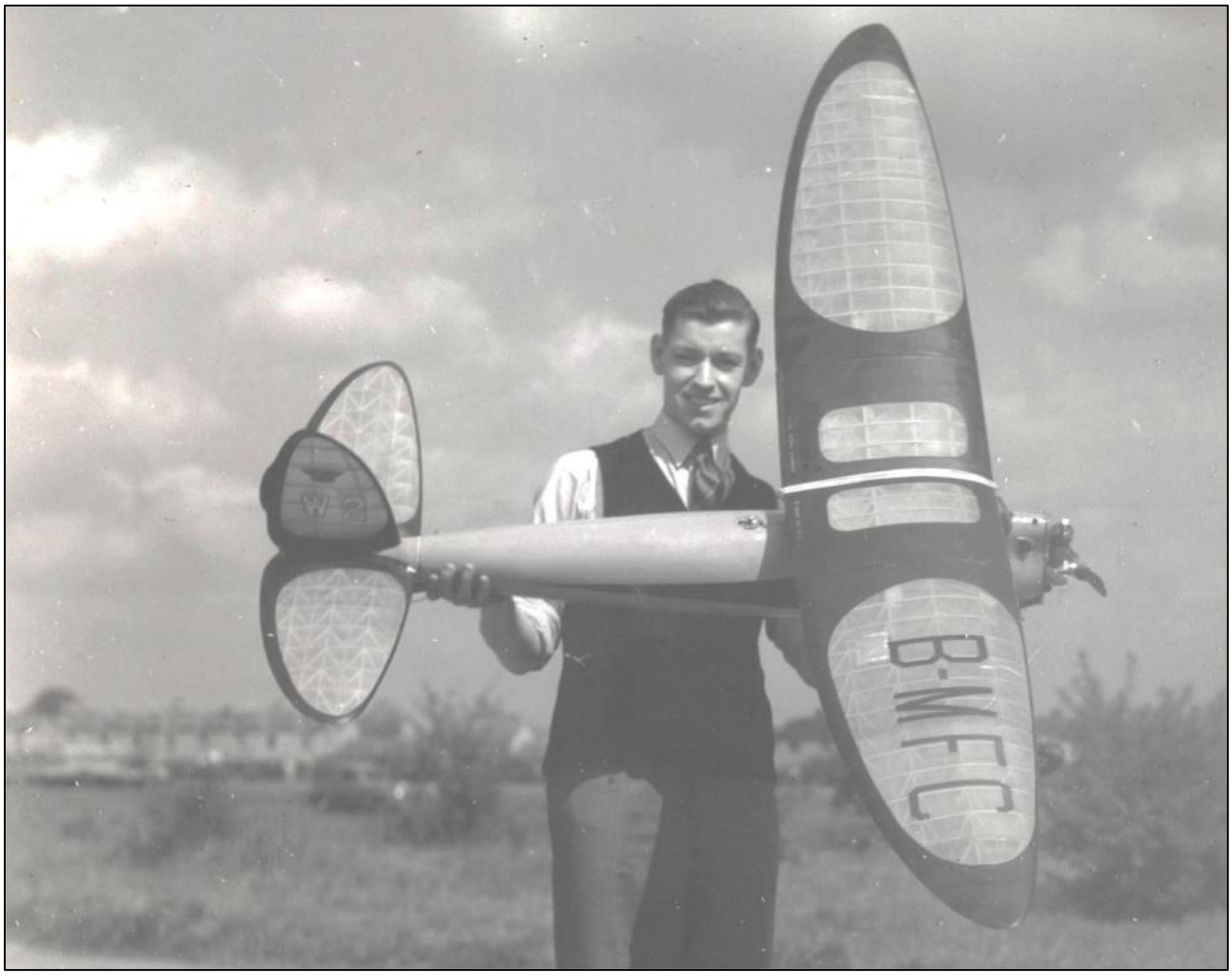
Blast from the Past - Martin Dilly

Pete Kelsey (ex Stirling pilot and Croydon member in the 1940-50s) passed on to me some photos taken by Jack Marrett also of Croydon and a professional photographer.

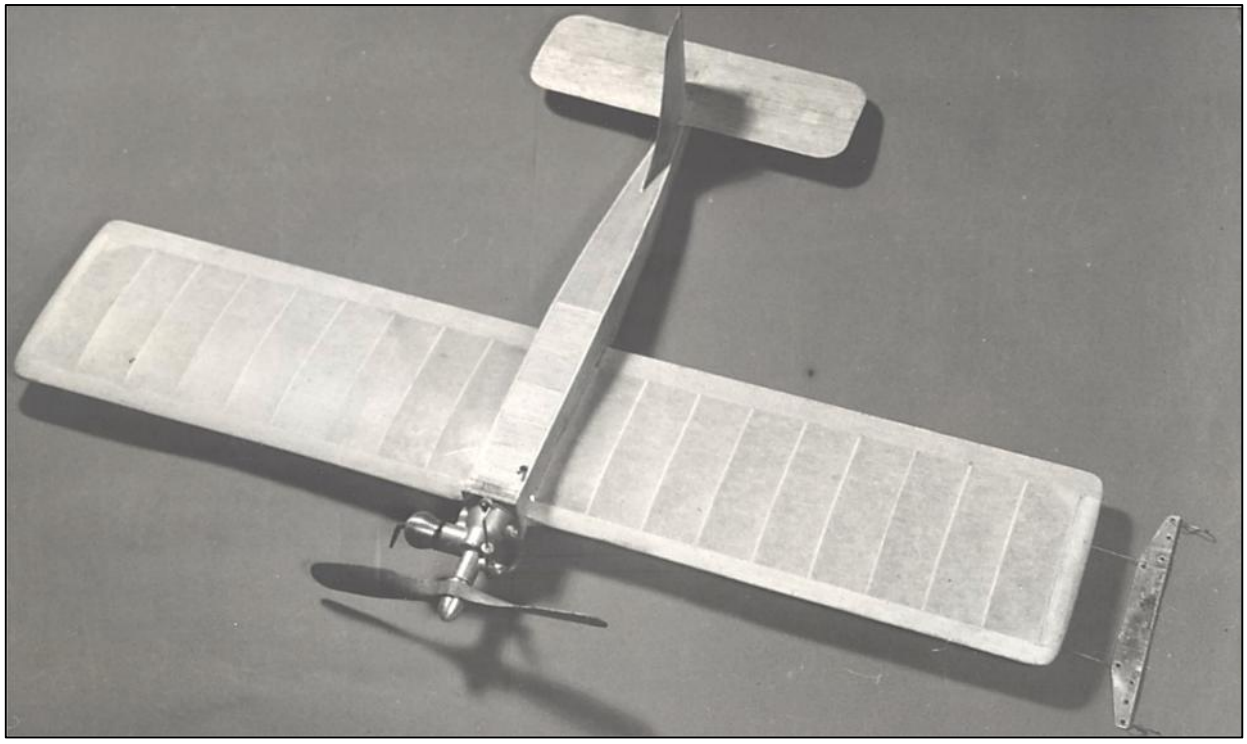


Yeabsley & Marcus: Roy (or is it Des?) Yeabsley at Epsom with ten foot glider and Norman Marcus on right with unknown model, possibly a glider as there's no sign of a prop. Two on left unknown.

Warring: Ron Warring of Zombies r.o.g's from the Croydon take-off board at Epsom. Harry Hills in flat cap on the left is timing and the other cap wearer is J.L. Pitcher.



Bill White: Bill White of Blackheath MFC. Austin airdraulic timer just behind wing; engine possibly Brown Junior or Ohlsson Gold Seal.



Ariel: Jack North's original Ariel control-line model, powered with an Elfin 1.8 and here fitted with a control de-sensitiser.

Martin Dilly

A Fleeting Moment - Peter Michel

A salute to technology in a picture from Gary Oulds, via Robin Willes,

SNAP ACTION:

There's more to this picture than meets the eye.

Here we have Roger Wilkes launching in fine style at a recent Area meeting at Ashdown Forest. But take a closer look... Roger has released his catapult glider and – a micro-second after it leaves his hand – Gary Oulds captures the fleeting moment with his camera-phone.

We tend to take this technology for granted, but not so long ago only a traditional camera of the highest quality could have frozen the action so sharply.

Peter Michel

Coupe Europa - Ray Elliott

Salisbury Plain 30th September 2017

Whether it was the weather forecast in the days leading up to the contest, the venue, ageing limbs, or even Brexit, but this year's event had the lowest entry for years, if not ever. This was a great pity because the day was eminently flyable with a lightish (7-9 mph) breeze and it wasn't cold. We had a couple of light showers but these didn't really disrupt the day's flying. Coupe Europa for F1G was flown in 5 rounds to a 2 minute max, starting at 10am and finishing at 4pm. Flying conditions proved to be quite tricky with only 2 of the 8 entrants maxing out. These were Roy Vaughn and Alan Brocklehurst. One of the pre-race favourites, Peter Hall, came unstuck in the first round and also dropped a later flight, whilst Ted Tyson, whose model looked impressive with a superb glide, managed a less than perfect launch in round 3 from which the model never recovered.

Vintage (3 flights to a 2 minute max) had 4 entries with Robin Kimber winning with 5.35, followed by Tony Shepherd with 5.19 and Chris Redrup with 5.00. Robin was flying a Dore whilst the other three were flying Etienvres.

Come fly-off time and there was no sign of Brocklehurst. A search party (Chris Redrup) was sent out and it transpired that Alan's model was stuck up a tree. However, a message came back that he was keen to take part in the fly-off using another model. I agreed to delay the fly-off until his return. When it finally took place, with a 90 second DT, Roy won with a time of 105 sec whilst Alan scored 95 sec.

The Flitehook Trophy for teams was a walkover for Crookham as they were the only club with more than one entrant in F1G.

Croydon DMAC would like to thank the BMFA London Area for supporting this event.

Results

F1G

1st - R Vaughan	600 + 105	2nd - A Brocklehurst	600 + 95
3rd - P Hall	561	4th - E Tyson	543
5th - J Paton	473	6th - J Andrews	286
7th - D Thomson	269	8th - R Fryer	189

Vintage

1st - R Kimber (Dore)	535	2nd - A Shepherd (Etienvre)	519
3rd - C Redrup (Etienvre)	500	4th - R Fryer (Etienvre)	415

Pictures: RobinKimber by Mick Blundell and Richard Fryer by Martin Dilly

Robin Kimber picks up first In Vintage

Richard Fryer, out of luck in both

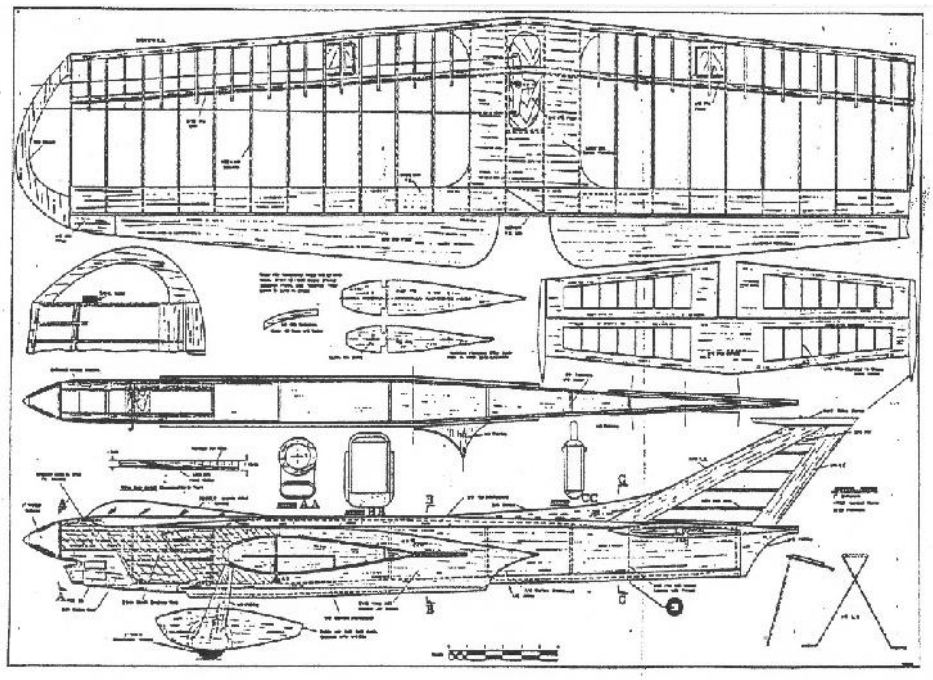
Ray Elliott

The DBHLibrary (Magazines) - Roy Tiller

Report No. 81. Name not known, continued.

Thank you to the chaps who replied with information on last month's "name not known" plans. First in, before I had even seen that the October New Clarion was on the website, was Paul Seeley who wrote.

"Thought you might like to know that the middle stunter of the three is the Pheonician. (The Pheonician, designed by Clair Sieverling, was published in Model Airplane News Nov. 1961.)



The last has a strong Gialdini influence and it's almost a StingRay, but the U/C is different. There were plenty of jet style stunters during the classic era, but I can't put my finger on this one.

Haven't a clue about the first - The tail is reminiscent of Sirotkin's Spacehound, but the rest does not quite work".

Shown again here is the last of the control line models from last month in the hope that Paul's comments may trigger some memories.

Gary Hinze replied concerning the chuck glider.

"The mystery chuck glider looks very like the low Ceiling Indoor Glider by Gordon Cain, Boston, Mass. illustrated on page 138 of Zaic's Model Glider Design. It is not an exact match, but may have been the inspiration for the one illustrated."

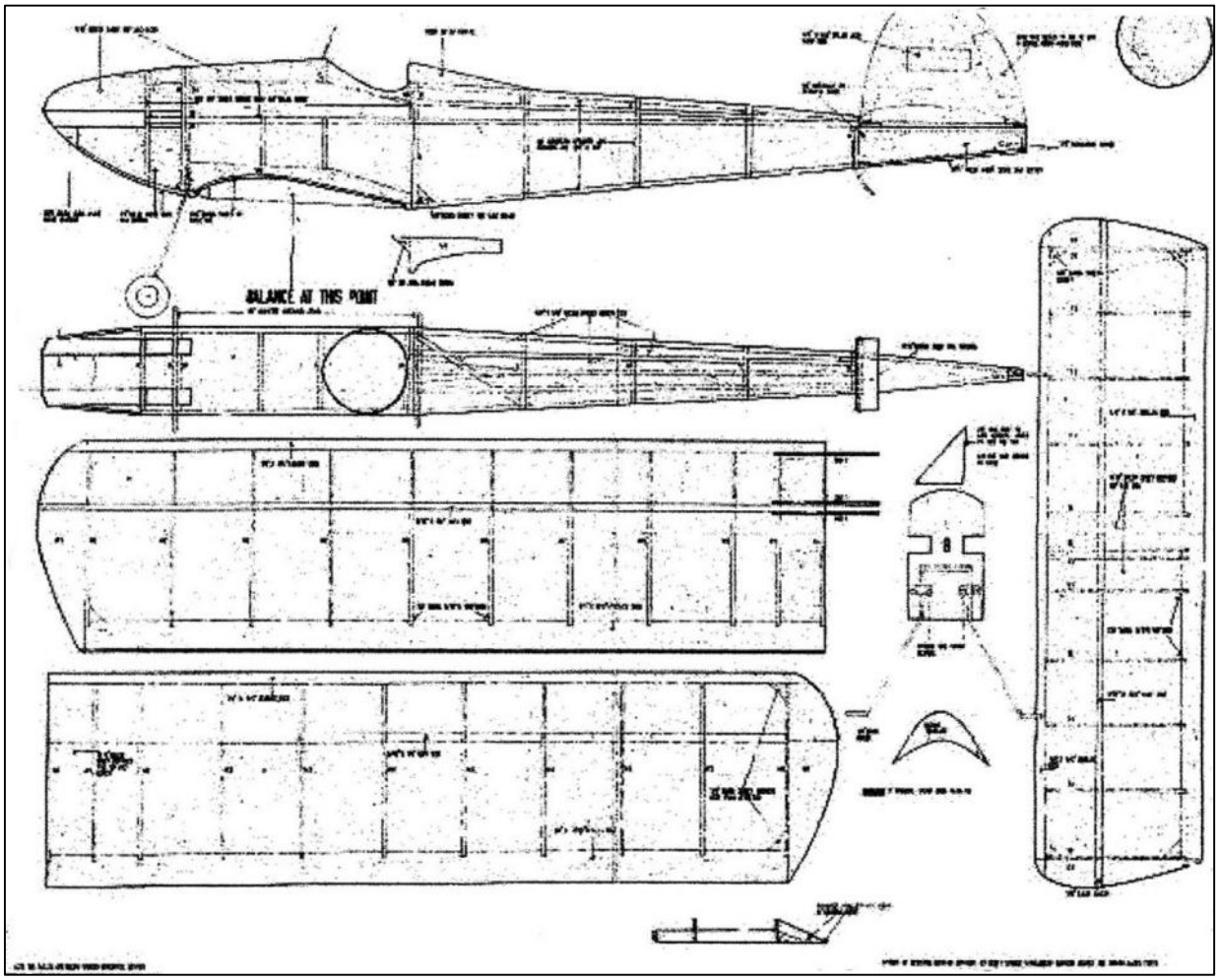
Louis Joyner gave the answer on the rubber G/A drawing.

"The mystery Wakefield model (I almost typed F1B!) was first published in Air Trails Model Annual '53. The design has either 51 designers or one designer. The three-view was by Dick Everett based on the average measurements of 51 models flown at the United States team selection finals in 1953. The composite model was called All-America Wakefield Job.

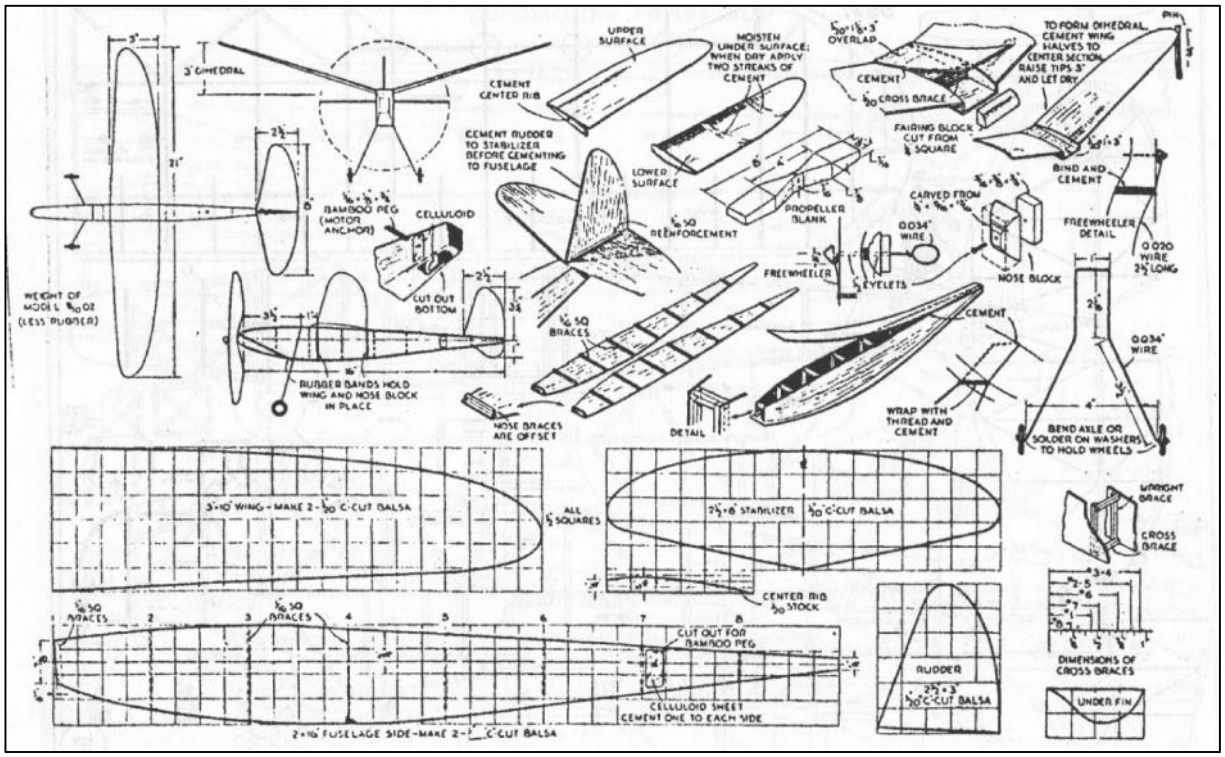
The only reprint of the three-view that I'm aware of was in my paper entitled "Nostalgia Wakefield-a Historic Perspective". Published in the 2007 National Free Flight Society Symposium. Other models included in the article are Sun Stark's 1951 Wakefield winner, Red Everett's 3.1 ounce Wakefield carrying 5.2 ounces of rubber, Geoff Lefever's 80 gramme design from the 1959-61 Model Aeronautics Yearbook, and a rather radical looking design from Russia by Vladimir Matveev."

The list of "name not known" plans is now reduced from 19 to 17 with one of those remaining having an indication of its likely designer. Thanks to you all, I hate those "not knowns"!

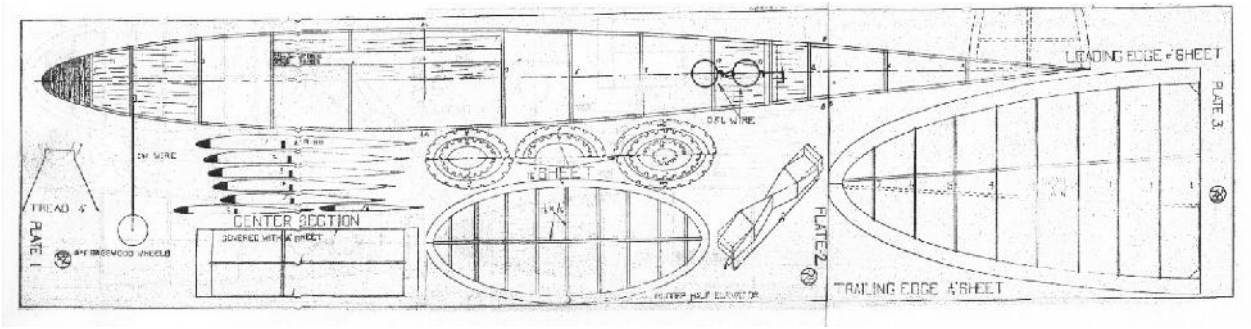
Your help is now sought with four more, one power and three rubber.



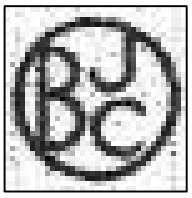
This power model was in Sticks & Tissue a few years ago with at that time the name being sought. A nice looking low wing model of, I guess, about 36" to 40" wingspan. Possibly from a kit? The logo at the top right, now lost by repeated scanning, was said to be of a planet.
This all sheet rubber model of about 21" wingspan is from the Clarion Dec 1995, but

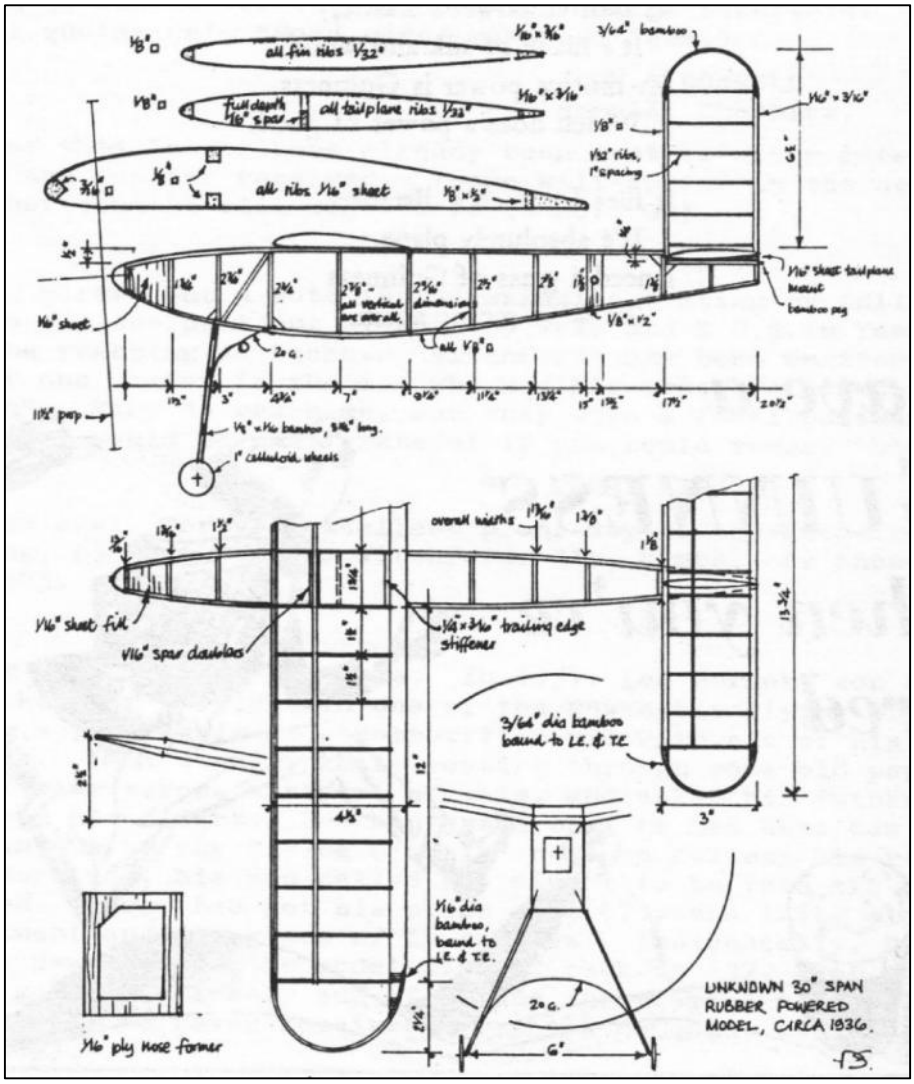


originally?



This rubber powered model looks as though it was designed for rubber speed competitions. I found this on a DVD of various plans obtained from Argentina, but, as the text is in English, the plans origin is probably in North America. As found the plan was in three parts, PLATE 1, 2 and 3, and I suspect was originally full size on three pages of an aeromodelling magazine, but which magazine, what was the name of the model and who is represented by the initials in the circle? How about that sponge rubber in the fuselage wing slot, nice shock absorber in the event of an arrival involving rapid deceleration.





This 36" wingspan rubber powered model was declared as unknown when it appeared in SAM 35 Speaks May 1985. I cannot find any subsequent correspondence in SAM Speaks providing the answer. Let's hope that the trail has not gone cold, after all it was only 30 odd years ago! Hoping to hear from you. Contact- Roy Tiller, tel 01202 511309, email roy.tiller@ntlworld.com

Roy Tiller

Secretary's Notes for November 2017 - Roger Newman

AGM reminder

Here is a reminder for our AGM. The format follows that of previous years.

Annual General Meeting
Museum of Army Flying
Conference Room
Middle Wallop
November 26th 2017
14.00 hrs

1. Welcome to members old and new for the season 2017/18
2. Apologies for absences
3. Chairman's report
4. Secretary's report
5. Membership secretary's report
6. Treasurer's report and accounts
7. Report on the David Baker Heritage Library, Roger Newman
8. Election of Officers
    a) Chairman
    b) Secretary
    c) Treasurer
    d) Membership Secretary
    e) Committee Members
9. Annual subscriptions for 2018
10. Any other business

• Update on the status of Middle Wallop availability – it is very unlikely that SAM1066 would be granted permission for any free flight meetings in 2018. This message comes following continued dialogue with the Middle Wallop Authorities, however the same message indicated that "we should not give up" as conditions may change in the future. It is probable that SAM35 will apply for a couple or so meetings next year, at which radio assist free flight would be permitted. Peter Michel apparently was flying a radio assist Wakefield to a high degree of perfection, so there is a way forward for those who wish to follow this direction.

• Suggested competition program for 2018. This is detailed elsewhere within this edition of the NC.

Your Committee is very aware that we have been operating without a Chairman since the sudden & sad passing of John Thompson earlier this year. We have approached Tony Shepherd, who has been a competitive & enthusiastic member of SAM1066 for many years, to co-opt him into the post of Chairman until our AGM. He also has the significant advantage of being younger than most of us! Tony has agreed to take on this role & it is the decision of your Committee to now nominate him for the post at the AGM.

Any further nominations for Committee positions and details of any other business to be discussed should be received by the Chairman at least 14 days prior to the meeting.
Tony can be contacted on - tonyshepherd50@hotmail.com

2018 competition schedule

Proposed comps for 2018 on Salisbury Plain (Final) & RAF Odiham
Note: this schedule is dependent on a licence for use of Salisbury Plain being granted to the BMFA & permission being given for the Southern Area Gala at Odiham

2nd April (Easter Monday): Salisbury Plain

Croydon Wakefield Day plus SAM 1066 events

Croydon events

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

SAM 1066 events

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

17th June (Sunday); Salisbury Plain

SAM 1066 events

E36 Electric Power - Vintage Middleweights - Combined Vintage / Classic Glider under 50"
Combined Vintage / Modern Coupe d'Hiver - Vintage / Classic Open Power

15th July (Sunday): Salisbury Plain

SAM 1066 events

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

2nd September: Salisbury Plain

Crookham Gala

Comp schedule to be set, presumed same as this year

9th or 23rd September: RAF Odiham

Odiham Gala

Date & venue subject to RAF Odiham approval.
Comp schedule to be set, presumed same as this year
Current preference is for a Sunday possibly 9th or 23rd Sept?

30th September: Salisbury Plain

Croydon Coupe Day plus SAM1066 events

Croydon events

F1G - Vintage Coupe

SAM 1066 events

Ryback A2 Glider - Combined Vintage / Classic CLG / HLG - Mini-Vintage (Combined)

8th Area meeting

A last minute minor panic over a pony drift at Beaulieu instigated a short burst of emails on the prior Saturday evening, but all went ahead without problems. The pony drifters hurtled past watching modellers around mid-morning, seeking ponies that had possessed the nous to spirit themselves away before they could get corralled. Otherwise we had an uninterrupted & pleasant flying day.

Mention must be made of the utter destruction wrought by Peter Hall on his venerable hi-tech F1B prop hub assembly after it refused to operate as he desired. This has since been the subject of much comment by fellow Crookham members, particularly as he threatened to follow suit with the F1B model – mostly of a ribald nature! All is not lost however, as Phil Uden kindly offered a (hopefully) superior prop hub that will propel an F1B, which has given Peter an excuse to reprieve the model for next season at least!

A superb glider flyoff by John Hook caught the last bit of lift in the day. His flight looked as if it could have gone on for a long time, but he decided to dt after a respectable 4 minutes. Launching at almost the same time but very slight further away in the SLOP flyoff, both David Cox & Roy Vaughn missed the bubble but still achieved respectable times.

Geoff Smith & Mantis, Crookham A

Ted Rose launching John Hook for a max

Peter Jellis enjoying the day

The indomitable John White in trimming mode

Roy Tiller prepares for long walk

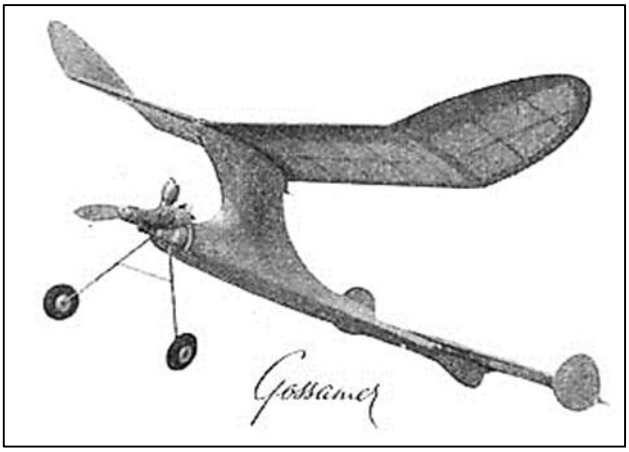
(As always, photo credits & thanks to Dave Etherton)

Free gifts (Aquarius / Gossamer)

The age old problem of what to do with surplus models etc. Peter Shelton had long ago acquired an unfinished partially built but not covered unidentified model & decided I stood (a little) more chance of completing & flying it than himself & so it came to me! First task – identification.

Obviously an A2 but what – a mental search suggested a few possibilities based on shape & these quickly homed in it being a Keil Kraft Aquarius. Further examination of the wings revealed plastic ribs - clincher! On checking more details, these appeared to be a "feature" of the kit. It is quite well built but a bit on the heavy side. What remains is to now give it a good clean up, finish the build, cover it – do some basic trimming & then hand over to an unsuspecting Crookham team member who can fly it in one of the Area events next year – that's assuming it does perform. However, it's a Jim Baguley design so it should. I don't ever recall seeing one at Middle Wallop, maybe because it's post classic era?

The second unheralded arrival was a Gossamer power model, complete with Merlin. Now this has flown at some point in the past, but not for some time albeit the Merlin turns over nicely. Just one small tissue tear to repair & then await a suitable day at Beaulieu, light the fuse DT & see what transpires. The Gossamer was published in 1949 July Aeromodeller as a design of K L Stothers, dating back to 1947. With a span of 32" & a Merlin, should be an interesting first fllght!



Gildings & Swap meets

It's also that time of year for the annual Gildings engine auction. A quick look at their on-line catalogue indicates a plethora of choice for those who are so minded & who have the cash to hand, as indicative prices look to be on the bargain side. As one who has a draw full of less than pristine engines, together with some 40+ in models of like ilk, it is always a source of wonder to me that the engines offered for sale are of somewhat immaculate appearance. Have they ever been flown or have they resided in boxes, tucked away as an "investment" for the future?

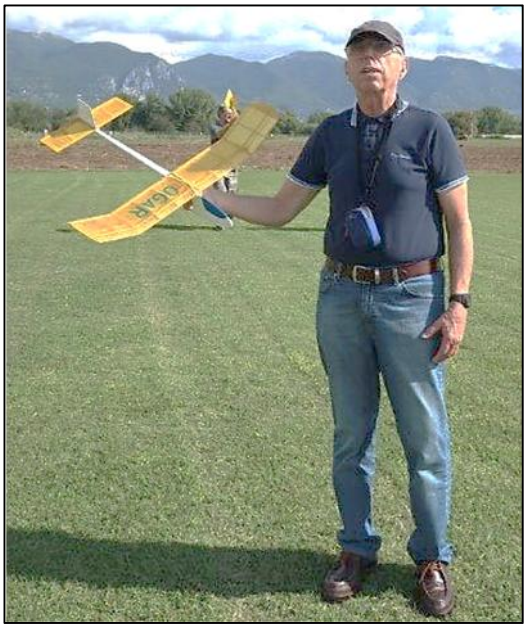
Anyway, for those who love to indulge – have a look at the Gildings website –

https://www.gildings.co.uk/sale_diary/aeromodel_engines_2017/

which will take you to the catalogue. Every item for sale is pictured in colour, mostly engines but a few kits & bits & pieces.
Likewise, it's swap meet season. Lots of bargains for those RC fliers but not so many for us old fashioned free flighters. But it's still worth going to these meetings as it gives all a chance to meet old friends & catch up on time past & there is always the possibility of a bargain.

More news from Italy

Following on from last month, a little more information from Gianni:

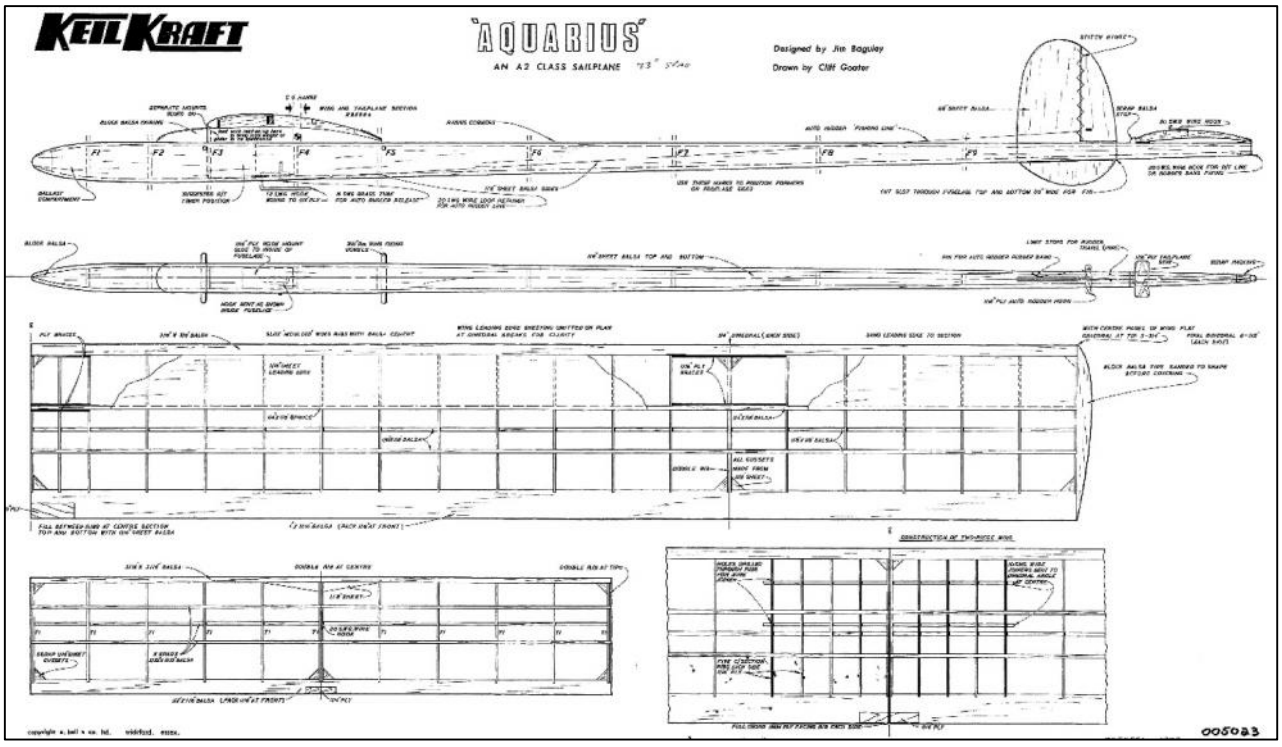


"The last modeller on the right of picture no. 325 (photo in last months NC) is Silvano Lustrati (holding two models). Silvano (90 years old !) still builds models and drives his own car. Came to the field by himself, which was 150 Kms away from Rome. Lustrati was World Champion for Power Models in 1983 (Australia) and has participated in the Wakefield championships in UK during 1949 (63rd), 1950(7th) 1951(3rd) & 1952(4th)." Johnny. So no mean flier by any standards.

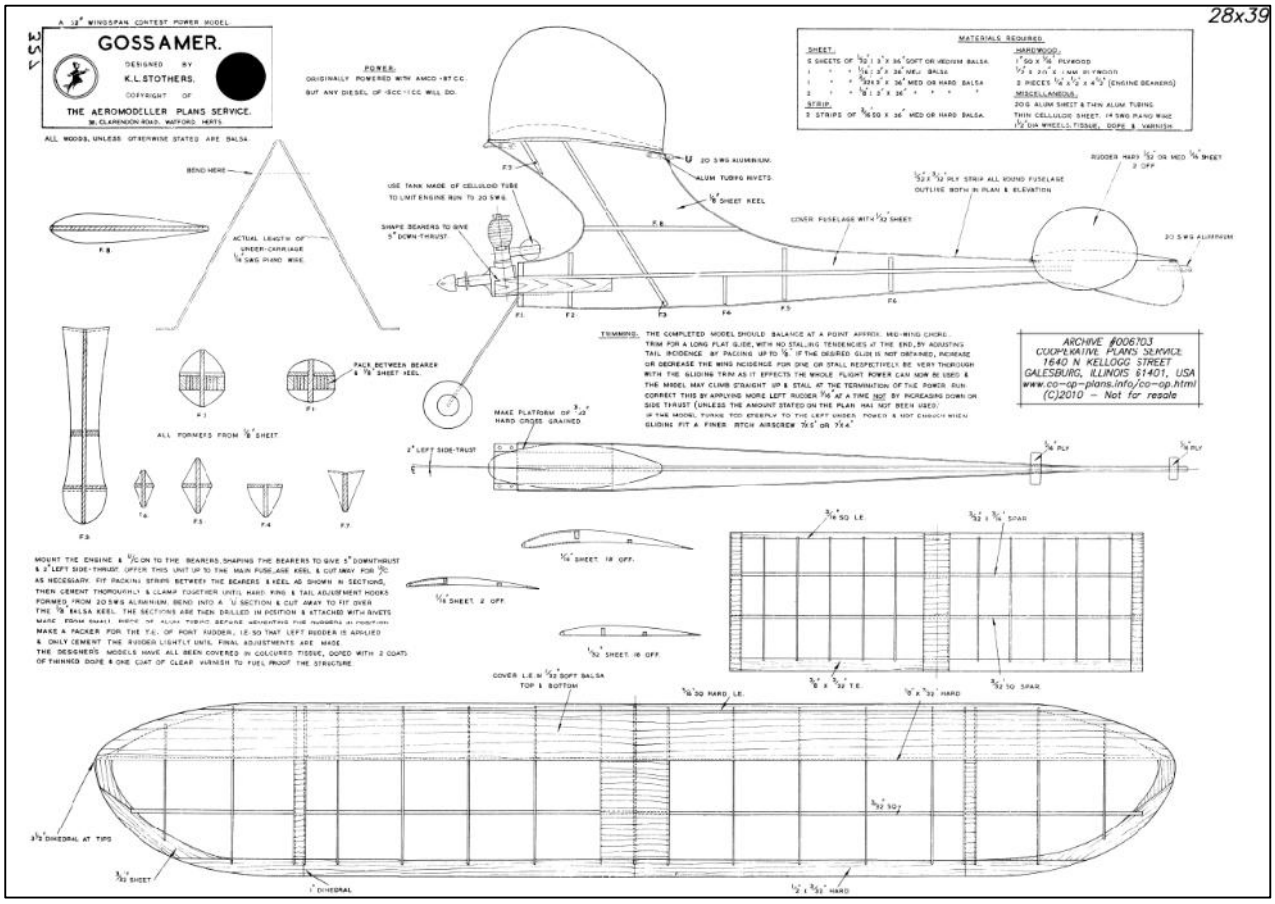
The man himself with his own entry – Gianni Lofredo
Will we still be going at the same age – will there be anywhere left to fly & if there is no doubt rules & regulations will forbid it anyway!

Plans for month

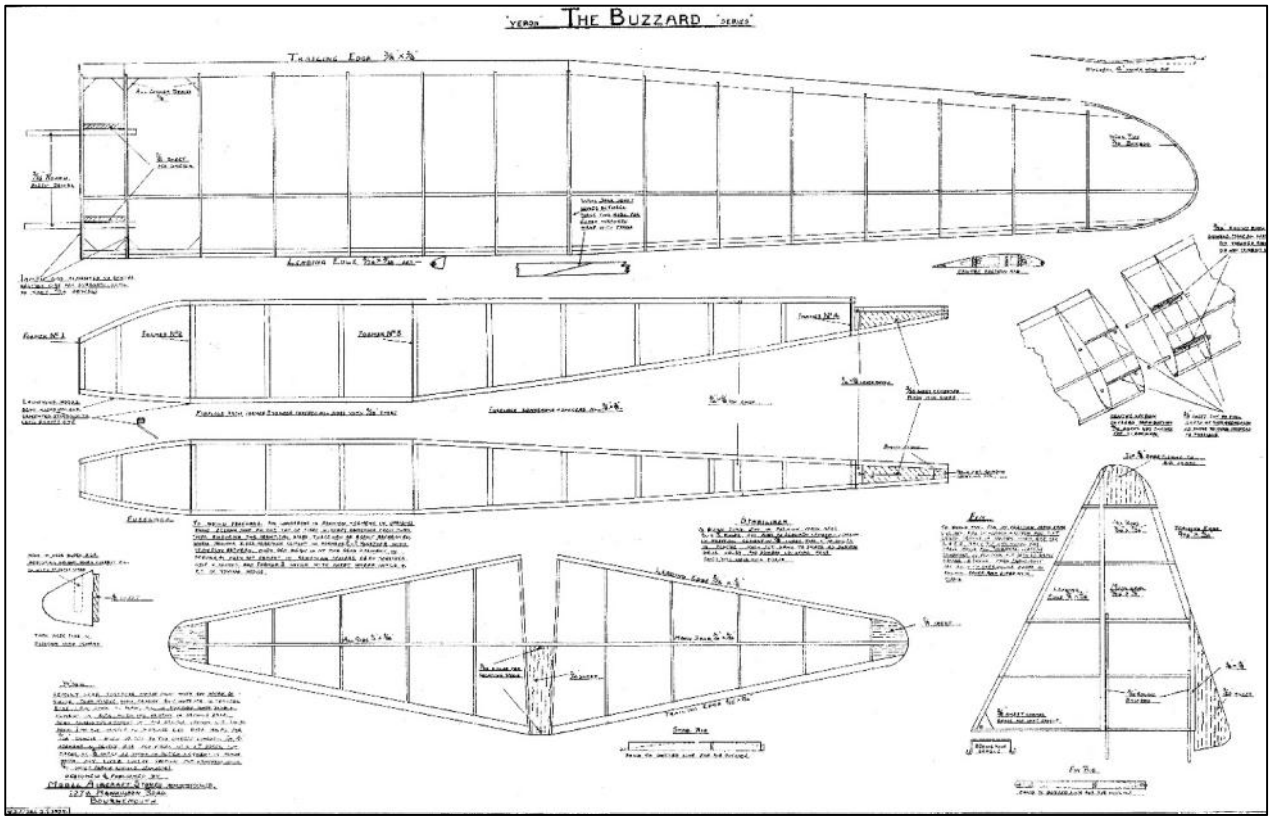
Glider: has to be the Keil Kraft 'Aquarius'



Power: Likewise 'Gossamer'



Rubber: Veron Buzzard – an early design from the Phil Smith stable – dates to 1939.



Roger Newman

Coupes - Gavin Manion

The contest list below originated when I realised that I had missed a Vintage Coupe event this last summer. Bemoaning to other coupe flying mates that there were too many sources to be consulted to arrive at a definitive list of places a man might fly a coupe, creating a list seemed the obvious thing to do – and here it is. As you will see there a few TBCs and as I can fill these in, I will issue updates.

A couple of other points to make perhaps; I will be collating a Vintage Coupe league for the generously donated (by Roger Newman) SAM 1066 Coupe trophy. Scoring to be as simple as possible 3 points for first place, 2 points for...etc. The only proviso is that there are no points for coming last! So if only two fly and you don't win then its Nil Point I'm afraid.

Roger Newman is now the man for downloads of Vintage Coupe plans. He writes" We have digital plans in the DBHL for:
Lo Zigolo, Eros, Le Jump Bis, 1954 Coupe d'Hiver model by Michel Etienvre. Coupe d'Hiver model by J P Beissac, 1949 Coupe d'Hiver model by J Morisset, Bagatelle, Fuit III, Machaon, Altair, Babar, Jenniso & Etienvre. This lot includes those held by Ed Bennet - he sent me his originals & they were digitised. All freely available at no charge!"

So mail Roger and get building a Vintage Coupe (or two) for next season, in fact if you get your skates on you'll be ready for 3rd December and La Grande Coupe de Birmingham.

(picture courtesy Dave Hipperson)
Terry Bailey having a bit of a moment with his Fuit 3 at the 2015 Coupe de Brum. Seemed appropriate somehow!

Date	Venue	F1G	Vint	Organiser	Comments
			2017		
12th Nov	BMFA Buckminster	✓		mark.benns@btinternet.com	Experimental trial of this venue, check before as may be cancelled if windy
3rd Dec	North Luffenham	✓*+	✓	gavin.manion84@gmail.com	Grande Coupe de Birmingham. F1G for A/M Trophy, Vintage for Vintage Plate
			2018		
18th Feb	Area Venues	✓*		BMFA areas	1st Area. F1G (Plugge)
28/29th Apl	Salisbury Plain	✓*		BMFA - TBC	London Area Gala, F1G on Sunday 29th
28th May	Barkston Heath	✓		BMFA	FF Nationals. F1G Mon 28th for 308 trophy
???	Oxford Portmeadow	✓*		Andy Crisp TBC	TBC
17th Jun	Salisbury Plain	✓	✓	SAM 1066	Combined Vintage and F1G
24th Jun	Area Venues	✓		BMFA areas	5th Area
15th Jul	Salisbury Plain		✓	SAM 1066	
18th Aug	Salisbury Plain	✓*		BMFA - TBC	Southern Gala
2nd Sep	Salisbury Plain	✓*	✓	Crookham	Crookham Gala Combined Vintage and F1G?
9th or23rd Sep	RAF Odiham	✓*		TBC	TBC
30th Sep	Salisbury Plain	✓*+	✓	Croydon	Coupe Europa. Vintage for the AAA trophy, Team F1G for the FliteHook Trophy
27th Oct	North Luffenham	✓		BMFA	Midland Area Gala

*Qualifying event Southern Coupe League. + Qualifying event Eurochallenge F1G 2017/18
All five Vintage events for SAM1066 Trophy, 1st – 3points, 2nd – 2pts, 3rd – 1pt; no points for last place!

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 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'.

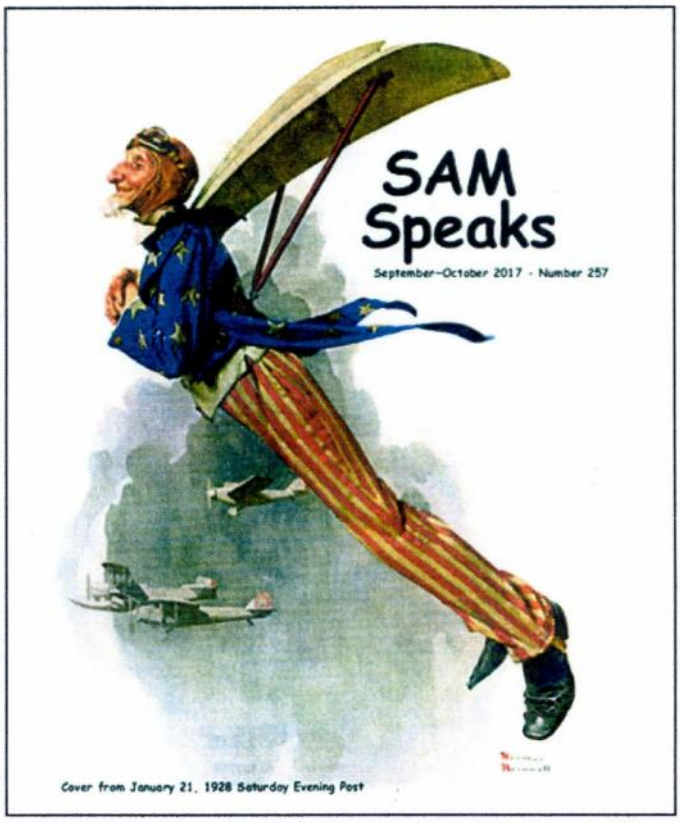
Please do not shoot the messenger.

Peter Watson. BMFA FFTC Area 8 Liaison.

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!



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 - or - to Gianfranco Lusso 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

La Quatozye
Forth Grande Coupe de Birmingham

A qualifying event for
the "Euro Challenge F1G" 2017/2018 (provisional)

Sunday December 3rd 2017

MOD North Luffenham starting at 10:00am

F1G - for the Aeromodeller Trophy

Two rounds before 12:00 then 3 rounds to timetable; finish at 14:45

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

Pre '58 Vintage Coupe for the Vintage Plate

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

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

Entry Fee £10 covers both events
Fly-offs (Not DT!) and maxes as determined by conditions on the day
Prize giving and hot drinks/nibbles in the Golf Club on the flying site (hot food available for purchase at the club bar)

For further information contact
Gavin Manion at gavin.manion84@gmail.com tel 01543 422509
Or Stuart Darmon at stuartdarmonf1a@yahoo.com tel 01858 882057

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 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 9th - Oct 14th - Nov 11th - Dec 16th

Admission - Flyers £6 - Spectators £2.00

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

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

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 23rd Oct 21st - Nov 25th - Dec 9th

Contact:- Allan Price Tel: 01922 701530
e-mail: montrose32@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 Tel. 02380 861541

Flyers £8 Juniors & Spectators Free

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

2017

10th September 2017 - 8th October 2017
12th November 2017 - 10th December 2017

Friday 29th December 2017 - 10.00a.m. to 4.00p.m

2018

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

14th January 2018 - 11th February 2018
11th March 2018 - 8th April 2018

Waltham Chase Aeromodellers

INDOOR F/F MEETINGS

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

All Tuesday Evenings

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

All meetings will run from 7.00p.m. to 10,00 p.m.
The Main Hall at Wickham Community Centre is suitable for indoor free flight models of all types, with a ceiling free of obstructions. Tables and chairs will be available in the hall and the organisers are always grateful for assistance with moving furniture.
A hot drinks machine is available on site.
Admission to the meetings will be **£5** for fliers and **£1** for spectators, whilst accompanied children will be admitted free.
Junior fliers will be charged as adult spectators.
Fliers will be required to show proof of insurance.
No R/C models may be flown at these events.
Flitehook, who carry a large stock of indoor models and accessories, will attend many of the meetings.
Waltham Chase Aeromodellers welcomes all indoor F/F fliers

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

BMAS

BOURNEMOUTH MODEL AIRCRAFT SOCIETY

INDOOR MODEL FLYING

TUESDAY 25TH APRIL
TUESDAY 23RD MAY
TUESDAY 27TH JUNE
TUESDAY 25th JULY
TUESDAY 22nd AUGUST
TUESDAY 19th SEPTEMBER
TUESDAY 24TH OCTOBER
TUESDAY 28TH 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

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	2018
Sunday 24 Sept	Sunday 14 Jan
Sunday 22 Oct	Sunday 11 Feb
Sunday 19 Nov	Sunday 18 Mar
Sunday 17 Dec	

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

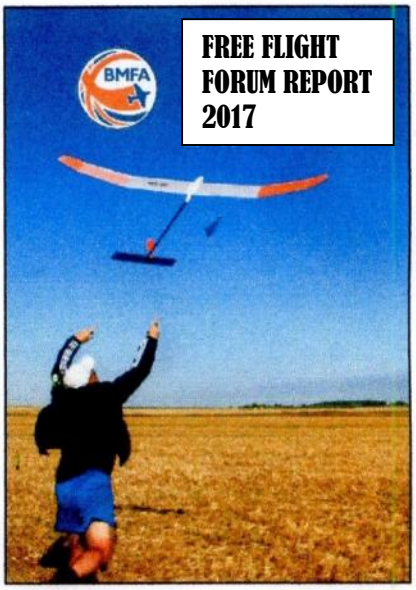
Admission: Flyers **£10** Spectators **£1**

Phone: David Powis on 01579 362951
Email: dave_powis@hotmail.com

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.



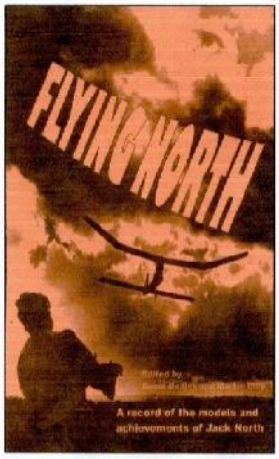
The UK price is £12.00 including postage; to Europe it's £15 and everywhere else £17. Sales of the Forum Reports help to defray the heavy expenses of those representing Great Britain at World and European Free-Flight Championships. Cheques should be payable to 'BMFA F/F Team Support Fund' in pounds sterling, 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 OQW

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

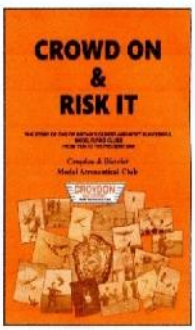


Flying North is a 163 page book covering the model flying career of Jack North, and including 23 previously un-published plans of his aircraft. Access to Jack's drawings and notes dating back to 1938 means that there are a number of designs in the book likely to be tempting to the nostalgia-minded.

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

The price in the UK is £18; airmail to Europe £20 or to anywhere else £22. Cheques should be payable to BMFA F/F Team Support Fund, in pounds sterling only, and drawn off a bank with a branch in the UK, you may also order by credit card, all proceeds help to fund the expenses of those representing Great Britain at World and European FF Championships

CROWD ON & RISK IT



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

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

Just £8 by PayPal or cheque.

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

Provisional Events Calendar 2017

With competitions for Vintage and/or Classic models

February 19th	Sunday	BMFA 1st Area Competitions
March 5th	Sunday	BMFA 2nd Area Competitions
March 26th	Sunday	BMFA 3rd Area Competitions
April 14th	Friday	Northern Gala, North Luffenham
April 17th	Monday	**SAM1066 Meeting, Salisbury Plain**
April 29/30th	Sat/Sunday	London Gala & Space, Salisbury Plain
May 14th	Sunday	BMFA 4th Area Competitions
May 27th	Saturday	BMFA Free-flight Nats, Barkston
May 28th	Sunday	BMFA Free-flight Nats, Barkston
May 29th	Monday	BMFA Free-flight Nats, Barkston
June 18th	Sunday	**SAM1066 Meeting, Salisbury Plain**
June 25th	Sunday	BMFA 5th Area Competitions
July 16th	Sunday	BMFA 6th Area Competitions
July 22nd/23rd	Saturday/Sunday	East Anglian Gala, Sculthorpe
July 30th	Sunday	**SAM1066 Meeting, Salisbury Plain**
August 19th	Saturday	Southern Gala, Salisbury Plain
September 3rd	Sunday	Timperley Gala, North Luffenham
September 9th	Saturday	Southern Area Gala, RAF Odiham
September 17th	Sunday	BMFA 7th Area Competitions
September 24th	Sunday	Crookham Gala, Salisbury Plain
September 30th	Saturday	**SAM1066 Meeting, Salisbury Plain**
October 15th	Sunday	BMFA 8th Area Competitions
October 28th	Saturday	Midland Gala, North Luffenham
November 19th	Sunday	Free Flight Forum, Hinckley Island Hotel.
December 3rd	Sunday	Coupe de Brum, North Luffenham

Please check before travelling to any of these events.
Access to MOD property can be withdrawn at very short notice!

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

For up-to-date details of all BMFA Free Flight events check the websites **www.freeflightuk.org** **or** **www.BMFA.org**

For up-to-date details of SAM 35 events refer to SAM SPEAKS or check the website **www.SAM35.org**

Useful Websites

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

Are You Getting Yours? - Membership Secretary

As most of you know, we send out an email each month letting you know about the posting of the latest edition of the *New Clarion* on the website. Invariably, a few emails get bounced back, so if you're suddenly not hearing from us, could it be you've changed your email address and not told us?

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

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

P.S.

I always need articles/letters/anecdotes 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*