NEW Clarion

SAM 1066 Newsletter

Merry Christmas

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Affiliated to SAM 1066 Website:

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www.sam1066.org

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Editorial

May I wish you all a very Merry Christmas.

Another year all but gone, SAM1066 still survives and attendance at Salisbury Plain is reasonably satisfactory on the contest modellers front but sadly lacking on the Sport Flying front, which is a shame really as the site is eminently suitable for sport flying.

The AGM has taken place and is reported in detail by myself first up on page 3.
The minutes of the meeting are shown for record. These will be circulated electronically again prior to the 2018 AGM.

I kick off the articles with a report on the Midland Gala at North Luffenham which was all but blown away.

Tony Tomlin writes on the last Cocklebarrow Farm meet for 2017. Pam & Tony take over from long serving Val & Paul Howkins for future events.

Sad to report the loss of another well-known aeromodeller Brian Martin.

In an attempt to solicit some input from other folk I have put together a Black & White vintage picture article from my own old photograph album. Most of you guys reading this magazine must have old pictures so please throw a few together and let me have them. It's not necessary to be black & white, some of you may well have been into colour in your own early days. Being in my eighty's now I had B & W for quite a while in my early days.

Whilst on the subject of input, the indoor season is well underway and I wish one or two of you would report on events you attend. There is no need to write a book on them, a few pictures with comment will be most acceptable and of much interest to the rest of us.
I've popped in a short piece on Rachel and I and our visit to the last Walsall club indoor meet at Sneyd sport hall. It only takes a few pictures and identity's to put an article together.
Give it a whirl, I can knock it into shape if the written word is not your forte.

I've dug up an article from Model Airplane News via Aeromodeller Annual on Small Radio Controlled models by Ken Willard. Ken was a well-respected USA flyer in the early days of R/C. I seem to recall reading of him flying models from the flat roof of his garage.

The vast stock of models built by our late chairman John Thompson and misc. paraphernalia is currently in the hands of John Hook and all items are offered for sale with all proceeds going to Naomi House Children's Charity, as nominated by our late Chairman.
It is expected that shortly the stock will be itemised and a spread sheet of the items will appear on our website www.sam1066.com
John's models are not exhibition pieces and tend to look a bit Heath Robinson around the engine area. Many of the engines are non-standard with various mods to increase performance.
John's aim was always to replicate an existing design in principle if not in detail and motor it to extract the fastest rate of climb it would handle. Anyone who has witnessed him trimming will attest to his success in this endeavour, albeit with some spectacular failures.
If you fancy trying to tame one of his models, keep your eye on the website.

Editor

SAM1066 Annual General Meeting 2017 - Editor

Acting Chairman Tony Shepherd Secretary Roger Newman

Minutes
of
The 2017 Annual General Meeting of the Society of Antique Modellers chapter 1066
Held in the conference room at the Middle Wallop Museum
On 26th November 2017

The meeting opened at 2-00pm with acting chairman Tony Shepherd in the chair, supported by the secretary Roger Newman,.
Our treasurer Ed Bennett, and membership secretary Mike Parker were unable to be with us.
The attendance was good with New Clarion Editor John Andrews & Archivist Roy Tiller with the members.

The chairman welcomed members new & old and requested apologies for absence.
Apologies were accepted from: Mike Parker, Ed Bennett, Peter Tolhurst, & John Lancaster

The minutes of the 2016 AGM, having been previously distributed were unanimously approved.
(proposed by Rachel Andrews & seconded by Ken Brown)

The acting Chairman's Report was read and unanimously approved.
(Proposed by Ken Taylor & seconded by Mo Peters)

Treasurers Report & Accounts were adopted and unanimously approved.
(Proposed by Ken Brown & Seconded by Peter Shelton

The remaining officers' reports were presented in order and unanimously approved

Acting Chairman's Report 2017

Well I must say that if, a year ago, you'd suggested to me that I'd be sitting up here today then I'd have been more than a little surprised. To say that the loss of Thommo came as something of a shock is an enormous understatement. When the email came through from Mike telling us all that John had died my first reaction was of complete disbelief and as it sunk home then I just felt the same level of sadness as if I'd heard that I'd lost an uncle. I'd spent many hours with John particularly at Beaulieu, flying in competitions and on midweek days when we were both there for trimming. I'd occasionally turn up on a Friday if I could get a day off work to be greeted with "What are you doing here. Why aren't you at work?" "It's flexitime John" I'd reply only to be greeted with comments about not having things like that in his day. We'd have great days together, with John offering loads of advice, more often based on years of experience rather than aerodynamic knowledge – after all, he was a bean counter, not an engineer. I still miss him greatly as we all do and days out at Beaulieu just aren't the same and probably never will be.

A little while later I was enduring a lengthy period of sick leave with fairly major back problems when I received a call from Mike Parker and the point of it was to ask if I would be will to step into Thommo's shoes as Chairman of 1066. This was something of a surprise and I didn't make a decision straightaway, not least because I was living on a lot of painkillers at the time and I wasn't in the best of conditions to make such a commitment and also because I wasn't sure how mobile I'd end up. Anyway, it all turned out OK and the upshot is that I'm up here today having taken on the role for the time being.

I must tell you that in the past I served on the committee of a railway preservation society for many years and at the end of my period as secretary that society had a somewhat acrimonious split. In the aeromodelling world I ended up as Membership Secretary and Treasurer for the Portsmouth and District Model Aircraft Club following a rash decision by myself at an AGM when no one else would

take on the role, and within about a week we'd lost our flying site of many years. Neither of these occurrences were down to me but I'm just warning you that I have a bit of a track record so if you're happy to keep me in this role then I'll do my best not to make it a hat-trick of committee disasters!!!

The last figure I heard for membership of 1066 was in excess of 700 so I certainly don't profess to know everyone but I feel that I know a good many of those who fly at our events so admirably run by Roger. For those that don't know me particularly well, I have been involved with free flight for well over 25 years (ok, so I'm a newbie compared to many of you but it's still quite a long time!) Much of my involvement has been in the world of BMFA competition flying, but for all that, I still regard myself primarily as a sport flyer who just competes a bit. The SAM1066 ethos mixing fun flying with "not too serious" competitions suits me down the ground and that is how I believe most of the active membership would like things to continue and that is how we'll aim run things for the time being.

The loss of Middle Wallop as the centre of our activities during 2016 was really bad news but the shift to Salisbury Plain for our flying days in 2017 has certainly given us a great flying site, even if it is perhaps hard going sometimes. Despite what some tell you, getting onto Area 8 in a hatchback or an ordinary domestic car is not the nightmare than some believe it to be so if you've yet to go up there then please consider giving it a go next year. Roger organises and runs these days excellently and we owe him an enormous debt of gratitude, especially given the amount of time he also ends up spending in his role as secretary. Thank you Roger and also thank you Peter Carter who keeps his eyes on the activities of the sport flyers.

For all of the membership whether active or not, John Andrews and the various contributors to the Clarion continue to provide us with an excellent publication every month. Being a bit of a lunchtime internet browser when I'm at work, I see quite a few online aeromodelling publications and the Clarion is up there with the best of them. Well done to the team and please keep providing us with more of the same.

The David Baker Heritage Library activities continue and what an enormous task it is to manage it all - to see the extent of the information that's available just click on the links on the 1066 website then have a look at the spreadsheets! And when you've done that just try and picture it all next to your own collection of back numbers of the Aermodeller Magazine and plans!! A huge thanks to the Tillers and Roger again for continuing to provide this service.

Mike Parker is unable to be with us today but we must thank him for his work in maintaining the website, looking after membership matters, and sending out the Clarion and other messages. This work is vital and I wouldn't have a clue how to do the IT part of his role and I doubt that many of us would. Thanks Mike.

And last but not least, thanks to Treasurer Ed Bennet and auditor Nick Peppiatt for dealing with our finances. I've seen very complicated account sheets presented at meetings like this over the years but these gentlemen seem to be able to run the money side of our activities quietly and efficiently throughout the year and then present them to us in a nice, clear way so that we can all understand where we are.

So that's my bit out of the way. Sorry it's been a bit longer than the usual Chairman's Report but I felt a need to provide a bit of an introduction as I step into the Thommo's shoes. If I'm elected then I promise to be more succinct next year.

Thank you.

Tony Shepherd

Secretary's Report 2017

Sadly – as you are all aware, we have lost our Chairman during the year. John played such an important part in our hobby, with his enthusiasm & knowledge encouraging us to keep going in spite of the difficulties encountered with the loss of Middle Wallop. As previously noted in the New Clarion, we greatly miss his presence.

Middle Wallop continues to be "off bounds" but we maintain contact with the Museum & the Authorities to monitor possibilities for the future. SAM1066 & the SABMFA put on a joint static display at Wallop War Day in May, with the latter also giving a flying display. This resulted in a same day invitation to attend the 2018 event.

In the meantime & not withstanding the odd cancellation due to bad weather, we have organised a few meetings on Salisbury Plain, Area 8 during the year using the good offices of the BMFA FFTC. Attendance has been reasonable with around 25 – 35 at the meetings, indulging in competitive flying plus a few sports fliers to keep us company. Four such meetings have been scheduled for 2018, two of them being shared meetings with the Croydon Club. Details are on our website & in next year's BMFA calendar of events. Make the effort to attend at least one of these meetings during the year – I am sure you will enjoy the wide open space that is there.

The potential threat posed by drone regulation has diminished, with the BMFA taking a lead role in dialogues with the Government on possible legislation – the timescale of which will hopefully not worry most of us!

Our Treasurer has made reference to the Odiham Gala in his report. This is conventionally a Southern Area event. However, due to the passing of John, we picked up the arrangements midway through activities – hence the figures in our Accounts. As you are all aware, this came to naught due to external demands on the RAF at short notice. For next year, optimistically should we get permission; the arrangements will revert to the Southern Area. This year I am most grateful to Peter Carter for stepping in at very short notice to help with advice & organisation.

As always, my thanks to our small committee for the efforts they put in to maintain our presence in the free flight world. In particular, our esteemed Editor of the New Clarion which continues to keep us all informed & entertained. Long may it continue. Finally, we welcome – assuming the motion is passed by this AGM, a new Chairman who has the distinct advantage of being one of our younger members. Please give him your wholehearted support.

Roger Newman

Membership Secretary's Report 2017

The current membership list has over 700 members although I have although received several notices of members passing away this year and many email addresses have ceased to function. I am still occupied in keeping the club website up to date and new members are still coming in from all over the world.

Once again this year I applaud the hard work and dedication our all of our committee members especially our New Clarion editor without whom the club would not function and Roger Newman whose endless energy has allowed the club to function. After the great loss of John Thompson earlier this year our new co-opted (and hopefully elected) Chairman Tony Shepherd, will have the unenviable job of continuing his great work.

Having attended a couple of events at Salisbury plain this year it is providing a much needed alternative to Middle Wallop, no it's not as easy to retrieve but it's better than some people think. I remain ever hopeful of us returning to our activities either at Wallop or fields anew in the future.

On a personal note I did get to Odiham this year along with many others, still a good day out despite the lack of flying, we live in the hope of an improved situation for next year, thank you to all who spent their time organising the event. I continue to fly some radio control models locally, an activity better suited to my health issues these days.

Mike Parker

Treasurer's report 2016/2017

My thanks are due to my fellow Committee members in keeping things going at the sharp end while I lurk behind my spreadsheets in rural Mid Kent. This year's statement of account will be brief on account of a lack of activity between September 2016 and April 2017

The usual payments for the maintenance of our e-mail and website were made. Income from flying meetings on Salisbury Plain were minimal. While writing these notes I received a £50 cheque generated by the DB plans and magazine initiative. This item will appear in next year's accounts. Our thanks to Roy & Barbara, et al for this.

Unless some unforeseen financial catastrophe manifests itself we should be able to survive a few more years.

The membership are due explanations on two points

Skip hire.

When we sadly lost John, some of our Committee together with a few of the Crookham folk undertook to remove a mountain of models, engines and equipment from John's home. This included redundant field equipment, tentage etc. which needed to "go". In order to facilitate speedy removal, a skip, funded by the sale of models &'engines was thought appropriate. The account shows that this matter was brought to a satisfactory conclusion and a nil balance achieved.

The Odiham gala.

I am given to understand that this event was one of John's pet projects, and that he in company with a few others did all that was necessary, culminating in RAF charities receiving any surplus monies and the SABMFA being rendered a nil balance final account.

So what to do with no John and the event already taking shape?

The gentlemen who had volunteered to take bookings had a pile of cheques that needed banking. Roger, our Secretary, who had picked up the reins, was faced with the cost of the MOD licence and prizes. Rather than using personal accounts and relying on calculations on the back of envelopes, we thought that using the SAM 1066 account as a vehicle for receiving and paying funds would keep things orderly and transparent.

These items are shown separately at the bottom of the accounts page. We currently await a rebate on the cost of the MOD licence, the meeting having been terminated almost as soon as it had begun. When this is to hand a balance will be struck with all surplus funds being passed to RAF charities, leaving a nil balance.

As a final point, may I express the hope that any subsequent Odiham Gala event be wholly organised and accounted for by the SADMFA Committee.

SAM 1066. Income and Expenditure Account, 1st October 2016 to 30th September 201?

INCOME

Date	Details	Amount
17/04/2017	Salisbury Pin. Comp entry fees	**16**
17/04/2017	Salisbury Pin Comp donations	**13.95**
18/06/2017	Salisbury Pin Comp entry **fees**	40
18/06/2017	BMFA venue fee. 17@>E5	**85**
18/06/2017	**Plan sales at** meeting	11,3
11/09/2017	Repayment cost of skip hire	187
30/09/2017	Salisbury Pin. Comp entry fees	12
	TOTAL INCOME	365.25

EXPENDITURE

Date	Details	Amount
17/04/2017	Comp wine prizes	29.95
18/05/2017	DAIIV. Renew Linux Home Pro	64.67
18/06/2017	Salisbury Pin meeting, venue fee to BMFA	**85**
18/06/2017	Reimburse Roger for cost of wine	51 3
12/07/2017	Skip hire	187
31/07/2017	Reimburse Roger for cost of wine	64,7
20/08/2017	DAILY.Renew e-mail plus for 1 yr.	11.95
30/09/2017	Salisbury Pin. Wine prizes	30
	TOTAL EXPENDITURE	524 57

Balance at bank, 30th September 2016	1100.73
Income for year 2016/2017	365.25
Total	1465.98
Deduct expenditure 2016/2017	52457
Balance at bank, 30th September 2017	941.41
Petty cash account	40

Signed. E.Bennett Treasurer.

PETTY CASH ACCOUNT. HELD BY SECRETARY

Date	**Details**	**Bat**
20/06/2017	**Cash retained from meeting 19/06**	40
30/10/2017	End of year balance	40

I have reviewed the SAM 1066 Accounts for 2016/2017 as presented to me and find them accurate.

Signed. N- A. Peppiatt

ITEMS RELATING TO THE SABMFA ODIHAM GALA, HANDLED USING OUR SYSTEM AS A CONVENIENT VEHICLE. (SEE TREASURER'S NOTES)

31/08/2017	Gate entries, Odiham Gala	380
26/09/2017	Gate entries, Odiharn Gaia	10
03/10/2017	Sale of wine to Crookham Club	70
03/10/2017	Comp entry fees.Odiham Gala	65
03/10/2017	Sale of wine to P HalliCoupe)	**15**
		540

29/08/2017	Cost of MOD License for Odiham Gala	390
13/09/2017	**Cost** of wine prizes, Odiham Gala	**125**
		515

The balance of £25 is held in the SAM 1066 Account as a discrete amount, pending the finaltsation of the Odiham matter.

Ed Bennett

DBHL (Plans) Report 2017

Plan requests continue to diminish. Donated plans have been sorted during the year, but not yet catalogued. Some 300 or so await this to be done, prior to digitisation. With the continued loss of Middle Wallop, the disposal of duplicates via Roy Tiller remains difficult. A box full will be donated to the BMFA in time for their swap meet at the National Flying Centre in December.

As was agreed at our AGM last year, a full set of digitised plans has been provided to Outerzone, who are adding them to their on-line library.

A discussion with the National Aerospace Library agreeing some form of collaboration on disposition of the magazine library has temporarily ceased, due to a degree of uncertainty regarding a possible relocation of the Library to the Royal Aerospace HQ in central London.

Roger Newman

DBHL(Magazines) Report 2017

The magazine library has been able to obtain from the Model Aeronautical Association of Canada (MAAC) a number of North American published magazines to fill gaps in our collection, thanks MAAC. No charge is made for these mags but we pay for delivery. This is by land and sea which takes months but does keep the cost down. Thanks also to our own members who have responded to our requests for magazines to fill gaps in the collection.

The sale of spare plans and magazines has not run at the level enjoyed in the days of Middle Wallop but has continued at indoor meetings at Totton and Wimborne. This year the library has been able to cover its operating costs and pass £50 to the SAM1066 treasurer.

Should you need an Aeromodeller or Model Aircraft magazine for your collection, send me an email with your requirements and I will check our stock of spares. Should you just need an article from any of the magazines or books held, again send me an email and I will scan the relevant pages and email them to you.

If you are having a clear out of aeromodelling magazines, books or plans please do consider donating them to the library where they will either add to the collection or be offered for sale for the benefit of club funds. Either way good for your library good for SAM1066.

Look at the SAM 1066 Website. Click on “David Baker Heritage Library” and then “Magazines held” to see the Excel chart with a list of the magazines held, and the gaps in the collection. If you can help to fill any of the gaps please get in touch. Also on the website is the “Index of Plans in Magazines”. Again this is an excel file and to best use it I suggest that you download the file. You can then sort the data by any of the headings i.e. model name or by designer or by magazine title/date etc... You can sort by multiple factors, select DATA, SORT and then, for example, by Designer, Type and Model Name. Sort by any factor and I am sure you will find something of interest.

Roy Tiller

A vote of thanks to Committee was proposed by David Etherton, and unanimously seconded by floor.

There followed the election of officers.
Our co-opted Chairman Tony Shepherd was proposed by the committee and duly elected chairman for 2018. The remainder of the officers were re-elected en-bloc, namely: secretary Roger Newman; treasurer Ed Bennett; membership secretary Mike Parker; editor New Clarion John Andrews and archivist Roy Tiller.

The annual subscription was reviewed and once again set at £0.

The meeting was then opened up to the floor for Any Other Business.

Item 1 – update on future possibilities for Middle Wallop.
Confirmed by Secretary that advice had been sought from BMFA (David Phipps CEO & Ian Pallister Chairman) at recent BMFA AGM. Their advice was to wait a further year regarding possible change of Administration of Army Air Corps prior to making a further submission for permission to fly. Secretary has received confirmation from the MoD that it has no current intention to dispose of Middle Wallop Airfield, albeit it also confirms a constant review of its estates & “that any decision that changes the current position will be formally announced through the relevant channels”. In other words, anything is possible.

Item 2 – future disposition of the DBHL Magazine library & Plans library. Secretary reported a dialogue with Kath Watson (BMFA Archivist), Mannie Williamson (Buckminster Liaison) & Andy Symons (BMFA Club Liaison) regarding:

- **a.** possible future transfer of magazine library to Buckminster National Centre;
- **b.** possible transfer of copy of plan library index & full set of digital files to BMFA for on line access.

On latter, Andy is BMFA “webmaster” & says he could set up facility to allow members to download plans.
The meeting was asked to agree that a copy of the plan library could be transferred to the BMFA for this purpose – agreed unanimously. Secretary also reported that copy of Plan library was sent to Outerzone as agreed at last years AGM. On former, Kath Watson has provided Excel file of BMFA Archive & Roy (Tiller) has done an excellent job of editing it into an easily referenced form. There are many magazines & journals in the DBHL magazine library that are not in the BMFA Archive. Manny Williamson explained that the BMFA is making a significant investment in Buckminster, inclusive of the renovation of accommodation suitable for the BMFA Archives & that he is to based at Buckminster full time. It is the Secretary’s intention to visit Buckminster during 2018. The meeting was asked if we should pursue donating the DBHL Magazine library to the BMFA as an alternative long term future strategy - should conditions appear suitable, to the currently stalled dialogue with the National Aerospace Library. The meeting agreed.

Item3 - Disposition of models. The Secretary explained the dilemma of disposing of models that had belonged to deceased members, viz the late John Thompson.
John Hook currently has some 30+ complete models stored with additional components as well.
The availability of these models has been circulated to the Crookham Club (of which John T was Chairman) & to Free Flight News. The floor suggested that a list of models should be placed in the New Clarion to see what interest arises. Failing disposal after this, the floor agreed that John Hook (with his agreement) should continue to make best efforts to sell either complete models or parts i.e timers/engines – with a heartfelt vote of thanks from the floor to John H.
All proceeds go to Naomi House Childrens Charity as nominated by our late Chairman.

The meeting closed in good order at 3-00pm.

Tea, Coffee and biscuits were on hand and appreciated by all.

Editor

Midland Gala - John Andrews

Saturday 28th October, North Luffenham

Rachel and I were feeling a bit under the weather and, as the weather forecast for Luffenham was winds well in excess of 20mph, I decided that flying was not for me.
We did attend the meeting as I had Ken Bates' winding jig, rescued from the last meeting, to return. We had picked it up after he had left it behind at the 8th area meeting.
It was a leisurely day for us, late start, no model packing, just a couple of sandwiches and a flask of tea etc. We travelled in Rachel's little red roller skate with me as passenger, I like being chauffeured. We were not on the airfield until after lunch.
We found Ken and, although we parked alongside him, it took him a while to recognise us in our alternative vehicle. We returned his jig, and settled down to spectate again as we did on our previous visit.
It really was windy, Phil Ball's anemometer was recording 33mph at times, but Ken and Tony Rushby were not deterred and both cast their models skyward as we watched from the comfort of our car.
Ken was flying his 'Senator' and it was soon whisked out of unaided eyesight as he set off for recovery.

Ken Bates waits, then away with a butt clenching launch

Tony is somewhat of a Keil-Kraft 'Ace' expert having been using them successfully in mini-vintage for some time. The model seems to thrive on rough windy conditions, it seems to climb through anything and even when thrown about in turbulence still carries on climbing. Tony does admit however that the glide leaves more than a little to be desired.
Shortly after Kens launch Tony followed, his 'Ace' shooting off upwards and, like Ken's 'Senator', was soon out of eyesight.
Rather than be left thumb twiddling we decided to take the car around the peri-track and pick up Tony & Ken to ferry them back.

Tony Rushby waits with his 'Ace'
Mike Sanderson on the watch

When we arrived on peri-track downwind Ken had retrieved his 'Senator' and had started walking back so we set about looking for Tony whose model had left the field. Having driven round the edge of the airfield we were not too sure of the line and when we found Tony he had lost track also. Tony set off left and we went right. There were a few tracks leading to the fields so Rachel drove as far as we could get before disembarking. I remained in the car whilst Rachel trotted on a little further and climbing up on a mound she spied the 'Ace' in the far corner of a field. Having recovered the model, we then set about finding Tony. By the time Tony was back in the fold, Mike Sanderson had arrived to aid in the search which meant we now had to cram two large adults and a model in the rear seats of Rachel's little two door Japanese dodgem for the return trip. Thankfully the car designers had identified the possible problem and made the rear seat squab capable of sliding backwards slightly into the boot area. It was still a squeeze to get them both in and even more fun getting them out back at the flight-line. The only way to exit was to wriggle round and get out bum first, most inelegant but preferable to the long walk back across the grass I think.
Tony was in the running for 1st place in Mini and figured out that he needed about a minute on his third flight to top the list. He duly did a 1-05 to finish off but I cannot say whether he won or not as we left early heading for a curry supper at my eldest daughters.

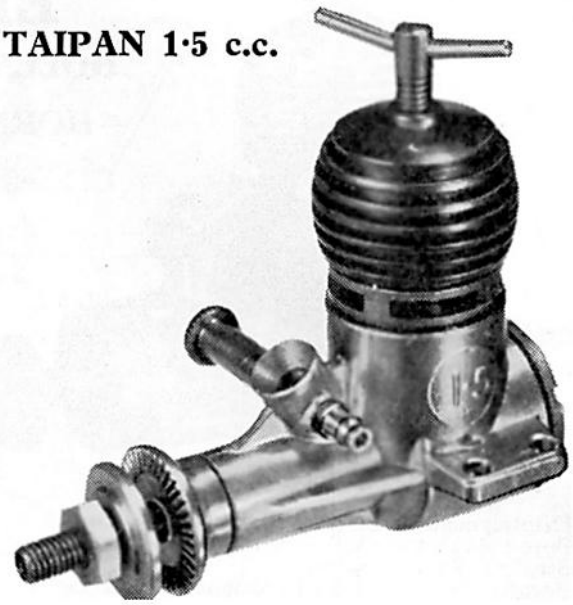
Phil Ball & Annette ready for the off
in catapult glider.

Combined CLG/HLG is no longer the simple chuck it and see event that it once may have been. Observation leads one to conclude that the potential winner needs the full kit and caboodle: thermistor pole, wind speed indicator, several models, hide, female on the clock and a high speed/cost electric recovery vehicle. There were at least six entrants in the event this windy day, equalling the Mini-Vintage entry.

There was a good event attendance at the Gala considering the abysmal weather forecast, better luck next year.

John Andrews

TAIPAN 1·5 c.c.



Specification

Displacement : 1·5 c.c. (·091 cu. in.)
Bore : ·511 in.
Stroke : ·453 in.
Bore/stroke ratio : 1·16
Bare weight : 3·3/16 ounces
Max. B.H.P. : ·11 at 12,200 r.p.m.
Max. torque : 11·2 ounces-inches at 7,500 r.p.m.
Power rating : ·074 B.H.P. per c.c.
Power/weight ratio : ·0345 B.H.P./oz.

Material Specification

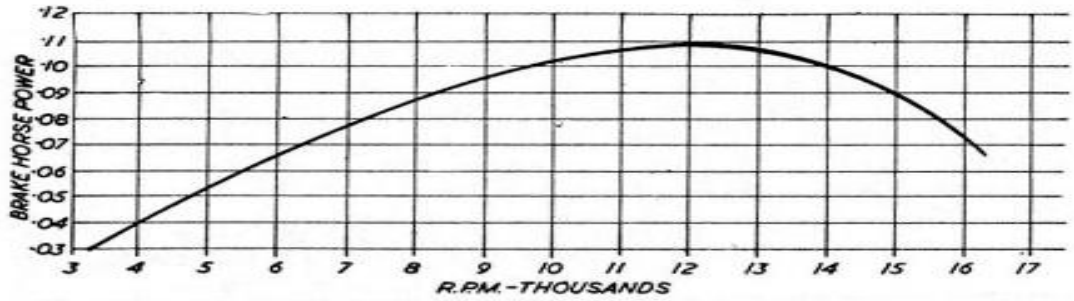
Cylinder : case hardened mild steel
Piston : Meehanite
Contra piston : Meehanite
Con. rod : dural
Cylinder jacket : dural (anodised red)
Crankcase : light alloy die casting L.33

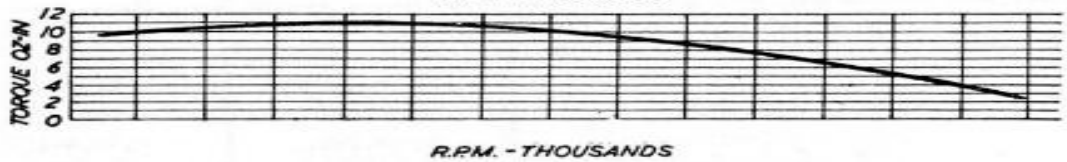
Crankshaft : 3 per cent nickel steel, hardened
Back cover : dural (turned)
Bearing : plain (reamed and honed)
Spraybar and thimble : brass
Prop. driver and front washer : dural
Manufacturers :
GORDON BURFORD & Co.,
91 Beach Street, Grange, S. Australia
Retail price : £3/17/0

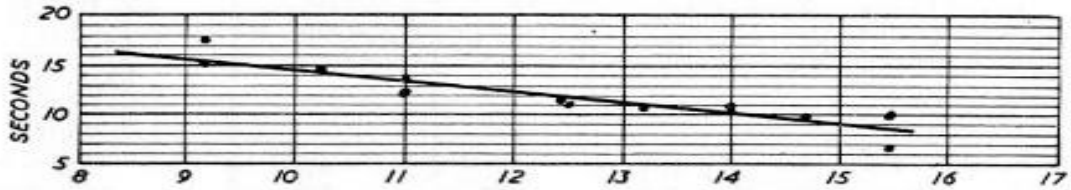
PROPELLER—R.P.M. FIGURES

Propeller dia. × pitch	*r.p.m.*
12 × 4 (Trucut)	4,600
11 × 4 (Trucut)	5,400
10 × 4 (Trucut)	5,700
9 × 4 (Trucut)	8,000
8 × 4 (Trucut)	10,200
8 × 3 (Trucut)	10,750
7 × 6 (Trucut)	9,200
7 × 5 (Trucut)	10,000
7 × 4 (Trucut)	12,200
7 × 3 (Trucut)	14,000
6 × 4 (Trucut)	13,200
6 × 3 (Trucut)	14,500
5 × 3 (Trucut)	16,000
7 × 4 (Frog nylon)	11,200
6 × 4 (Frog nylon)	15,500
9 × 3 (Tiger)	9,000
8 × 3½ (Tiger)	11,400
6 × 9 (Tiger)	11,000

Fuel used : standard diesel mixture (1 : 1 : 1)







Cocklebarrow Vintage R/C. - Tony Tomlin.

Sunday 1st. of October, Cocklebarrow Farm

This was the last of the three R/C vintage events at this popular site this year. The event organised by Val and Paul Howkins, was the last Val and Paul intend to run [after 29 years] with Tony and Pam Tomlin taking over in 2018.

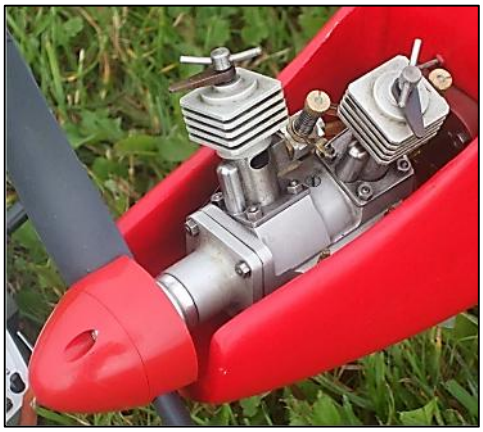
Preparing the field started Friday afternoon, setting up the safety tapes, fitting up awnings and gazebos, toilet tent, signs etc. etc, we had to put up with rain and a very cold wind but managed the majority of the tasks by the day's end. The following day we were very pleased when David Bowl arrived with the ride-on mower [thank you David] and with Paul Howkins in the driving seat the strip was mowed. Sadly the wind did not ease and most of the day was spent dodging heavy bouts of rain, hoping that perhaps things would improve by the important following day.

Sunday started wet, but by 10 o'clock the rain had stopped and the wind speed reduced somewhat, although there were some nasty turbulent areas. We were hoping for a few faces to fill what was an unusually empty field for Cocklebarrow, and slowly a trickle of fliers did start to arrive. Sadly, the trickle did not turn into a torrent and only 13 fliers signed on, with between them 27 models. Counting heads, it was apparent there was a fair number there who decided not to fly but as always enjoyed the chance to talk aeromodelling. However there was a good selection of vintage models signed on including two Junior 60's and 3 Chatterboxes, a Super Scorpion, Scram, Buzzard Bombshell, Miss America, Quaker Flash etc. There were also 2 Sharkfaces, one sensibly stretched by John Davis and a definitely not sensible 20" span Sharkface by Tony Tomlin. John Strutt was flying a recently refurbished 80" span Manx Queen flying wing design from 1947 that handled the conditions well. Ted Tomlin, up from Devon, was flying a David Boddington designed 'Expo 80' that flew as if there was no wind! It was also nice to see John Barber with a Rudderbug, a design rarely seen.

A couple of twin diesels were also flown. Mike Gilham had brought along his nicely finished Electron model powered by his home built Vee twin diesel. This engine, because of its layout, had a separate carburettor for each cylinder and sounded very sweet. There was also a Derek Collin designed and built inline twin diesel that gets better every outing, hauling a Harry Hundleby designed Sparky around in a spirited fashion. Although there were times when 3 models were seen flying together they were few and far between. Unfortunately the sun that had shown its face a couple of times in the morning cried enough and first drizzle and then rain returned around 1 o'clock bringing to an end what had been a very quiet morning for a Cocklebarrow event. Within a short time, models were put away until the next time and modellers said their goodbyes and looked forward to better weather in 2018.

John Davis with a stretched Sharkface,

Miss America and Super Sixty by John Strutt,



'Electron' with twin deisel. Both made by Mike Gilham.

Thanks go out to Paul and Val Howkins for all their efforts over the years, and to the many helpers past and present who make these meetings a success.

Tony Tomlin

A Note: from Paul & Val Howkins: Cocklebarrow Rallies

We should like to say thank you to all the modellers who joined us over the years and for your good wishes. We have made many good friends and it was a pleasure meeting you all.
Thanks again for all the help that has been given to us which was much appreciated.
However, our special thanks must go to David Bowl who, over the years, has brought his ride-on mower for the strip to be cut. Many thanks David.
We are pleased to say that Tony and Pam Tomlin will be taking over in future so that this great tradition can continue. We trust you will all continue to support them and give them help when needed.
We hope to see you all in the coming years.

Paul and Val Howkins

Aeromodeller Departed:

Brian Martin.

North East flyer and Contest Secretary, Brian Martin, has died. Brian flew power models in all forms from the 50s to the late 70s, before switching to rubber, going on to feature in the British F1B team on several occasions. Brian didn't miss a single free flight contest season in over 50 years, before stepping down from competition in 2012. A small family funeral was held.

Brian sadly suffered with Alzheimer's and Dementia in his final years. If you'd like to donate towards Alzheimer's research, write your thoughts or upload pictures you might have of him, a web page has been set up in his memory.
The address is https://brian-martin-1943-2017.muchloved.com/

R.I.P. *Peter Martin*

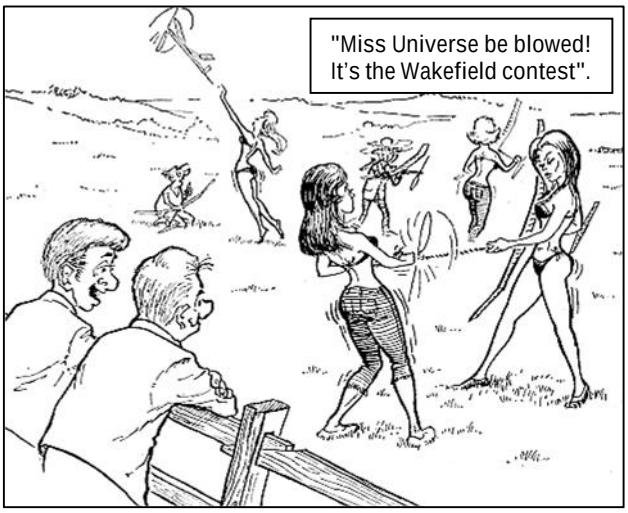
Extract from Aeromodeller November 1976

Equal Pay

In happier days when M/s stood for motor strip and not for the new equalised and more than better half woman, the ladies who joined the movement did so not out of any aeromodelling zeal but in a defeatist spirit of *'If you can't beat 'em...'* They were content just to cheer from the sidelines, and to take part in the Ladies Competition after being suitably instructed, between giggles, on which end of the model to point forwards, but now the M/s's are militantly demanding equal status, with the Ladies' sign altered to Laddies and all halfway concessions removed.

Still, a full male sized, 1976 club fee should send the M/s's scuttling back to the knitting circle.

Posing Problem



Model planes always have been difficult things to photograph. Try to catch one in mid-flight and it comes out like a bluebottle on a window pane; static wise it has a chameleon-like ability to merge with the background, disappearing into tarmac and melting into grassy depths. But it was not long before the photographic wizard found the ideal solution, or rather background - a pretty girl. Get some little raver holding the model, and even if the model doesn't come out too clearly, well, who cares? The idea also gave scope for the caption writer to exercise his wit with a few nudge nudge phrases like "... *and he has plans".*

We have all enjoyed this way of studying model design, but I wonder if the whole thing has gone too far. Over the years the models have got bigger and more curvaceous, and, so too, have the girls. And where uncovered versions have been depicted, the girls have more than kept pace. At one time we felt a bit sorry for some of the wee lassies as they grappled manfully, or rather womanfully, with the huge, multi engined models that were becoming all the rage, but the wily photographers seem to have found a new breed of super girl who could take on the monsters at their own frame filling game; so, as decollete vied with decolage and curve jostled curve, the models began to be edged out of the picture, leaving beauty unadorned by model or very much else.

There is a danger that this could lead to a situation where your favourite model journal might not be all too easily discerned among the clutter of girlie magazines on the bookstalls, and you could be subjected to some domestic harassment were you to come home clutching a copy of 'Playfair'. ". . . *Alright, I believe you, but don't go back with it wearing that dirty raincoat* …" Even so, it might well be that your model book will carry its very own *Planemate of the Month* across its centre pages, who knows what you might not find under 'Gadget Review'.

School Daze

When I read that a student teacher was to make a study of aeromodelling as a subject, I became more than a bit alarmed. Now, I know it is more agreeable for the teachers to see the pupils happily engaged in model building, instead of having to ram irregular verbs and suchlike down their reluctant throats, but I am concerned for the future readership of this Column, and the dubious effect of modern teaching methods on the hobby.

What with all the gamey things that go on at school these days, which not only includes all the things we used to do outside school when I was a lad, but subjects like rock climbing and rug making, the boys get precious little time to learn their letters as it is, and if they put model building on the curriculum as well we may have to think in terms of producing the model mags in pictures.

Then again, if the trendy methods by which they 'teech speling' are applied to model making we can look forward to some pretty unusual models. *"The reesun wy this buyplan has ownly wun wing is beecawse I plaid trooant."* And when we read in the school report that *'Johnny tackles the subject enthusiastically but lacks a proper sense of direction*[1]*,* this would mean that Johnny has probably whanged his radio model through the school roof.

I also feel that it is desirable for the lads to have something left to do outside school, for it is in the boring out of school times that they undertake the demolition of new housing estates and demonstrate their peculiar brand of basic English with the aid of paint aerosols. You may agree with the sentiment that *'Free Flite Roots O.K.',* but would not wish it to be splashed on the side of your house. Asking a blase teenager if he had thought of taking up model flying, he would undoubtedly reply that he did all that sort of kid stuff at school.

Pylonius

Vintage Black & White - John Andrews

Having seen Martin Dilly's old black & white photographs, it occurs to me that a lot of us ancients must have similar items lurking about in some box or other. Why not dig them out and scan or send to the editor (that's me) with a few comments, could make an interesting series.

Rugby Model Engineering Society, Aeronautical Section, late 50's

My original club, Rugby MESAS, had a stand at a local arts and crafts exhibition in a local hall in Rugby in the late 50's sometime after I had completed my National Service. There was an open space in front of the stage so we set up a pole on a table, stranded down some rubber models and flew successful round the pole demonstrations. That's yours truly clutching a Frog500 powered Mercury Musketeer, the logic of the wing markings escapes me.

Having mention my period of National Service, 1955/56, I will pull a few pictures from my album depicting odds and ends from my time in Hong Kong. I was posted to the Hong Kong Signal Regiment on the island, based in Murray Barracks, for those of you who may know the Colony. I was soon aeromodelling again, first up having an engine sent from home and then locating the model shop on the mainland Kowloon Side.

The shop was at 2a Observatory Road and advertised in the Aeromodeller. The owner Vincent Wong and I became friends and myself and mates I infected with aeromodelling used to fly on the club's local field at Shatin, up in the new territories through the mountain, a short train ride.

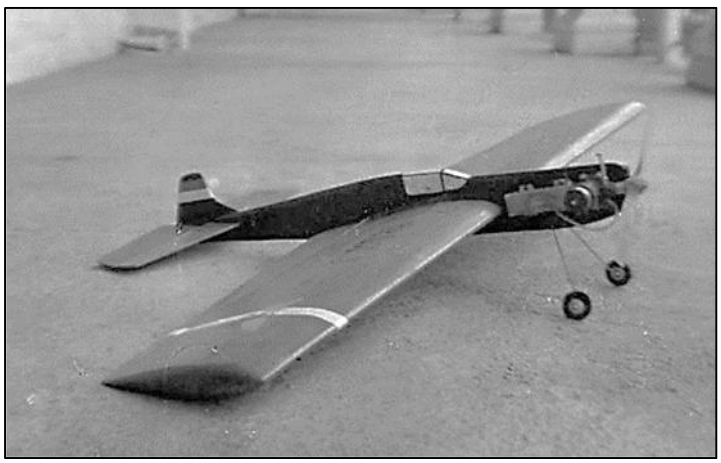
Vincent seen here tuning his single channel hard valve radio gear on the club field. This club field had a two story clubhouse with flushing toilets and posh bog paper. One of the members was the chief of the mainland fire service, he flew control-line and I managed to wreck one of his models when the control system pulled out whilst I was doing eights. He still let me fly another of his models. There was only one of the locals who could make an attempt at aerobatics so I came across as some sort of expert being able to fly upside down etc.

I introduced one or two of the regiment to aeromodelling and taught them C/L flying. One lad, 'Brummy' (cannot remember his name) was from the Royal Artillery Regiment billeted with us and he was fearless. He just did everything I told him and was doing loops and eights in no time flat without bending a single model. Pictures below on a sports ground we used on the island.

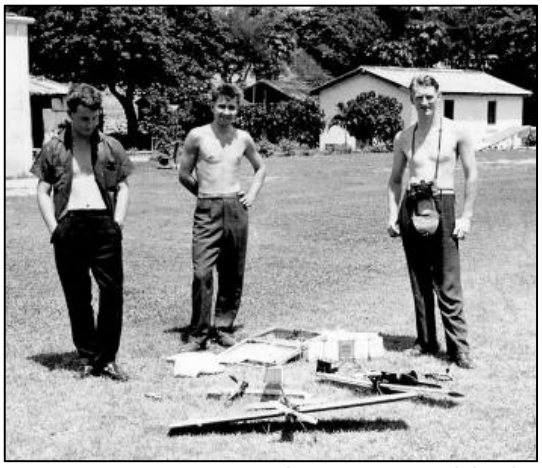
Mick (no name again) displays my OS35MaxIII stunt model whilst Brummy tends his model

Gerry Holdsworth and two others on the sports ground we used on the Island

Mick with couple more interested squaddies and myself holding small rubber job



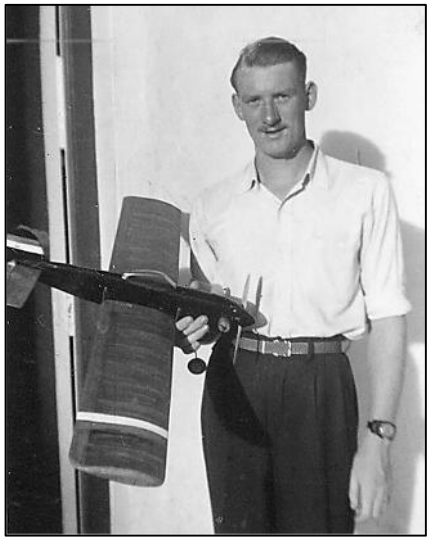
My OS35 powered stunt model, engine was first one in the shop Never met power like it before, brought two home.



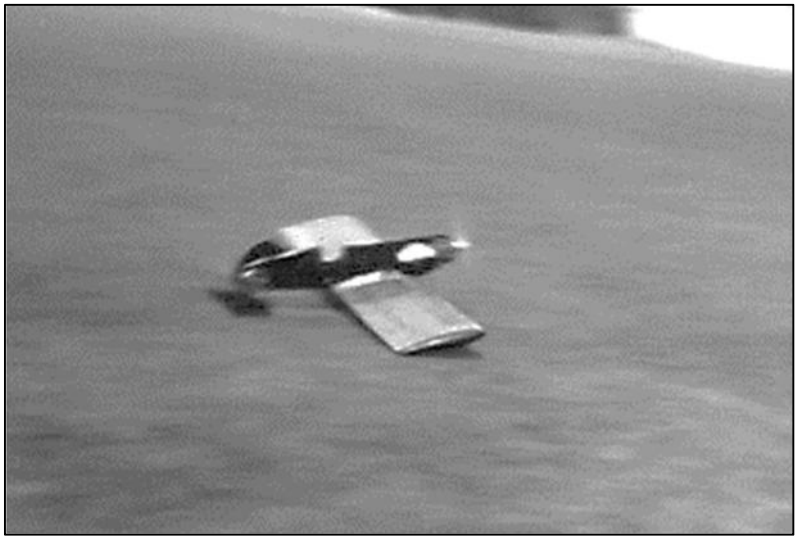
Sports ground on Hong Kong island, we seemed to have cornered the market in cans of fuel.
No chance of mixing our own out there.

Mick with the C/L trainer

A bit fuzzy but as you may guess it was a bit hot & humid at times



My first HK model, beam mounted Elfin 2.49



The Enya 29 model we put up to dissuade a Kite Hawk from attacking

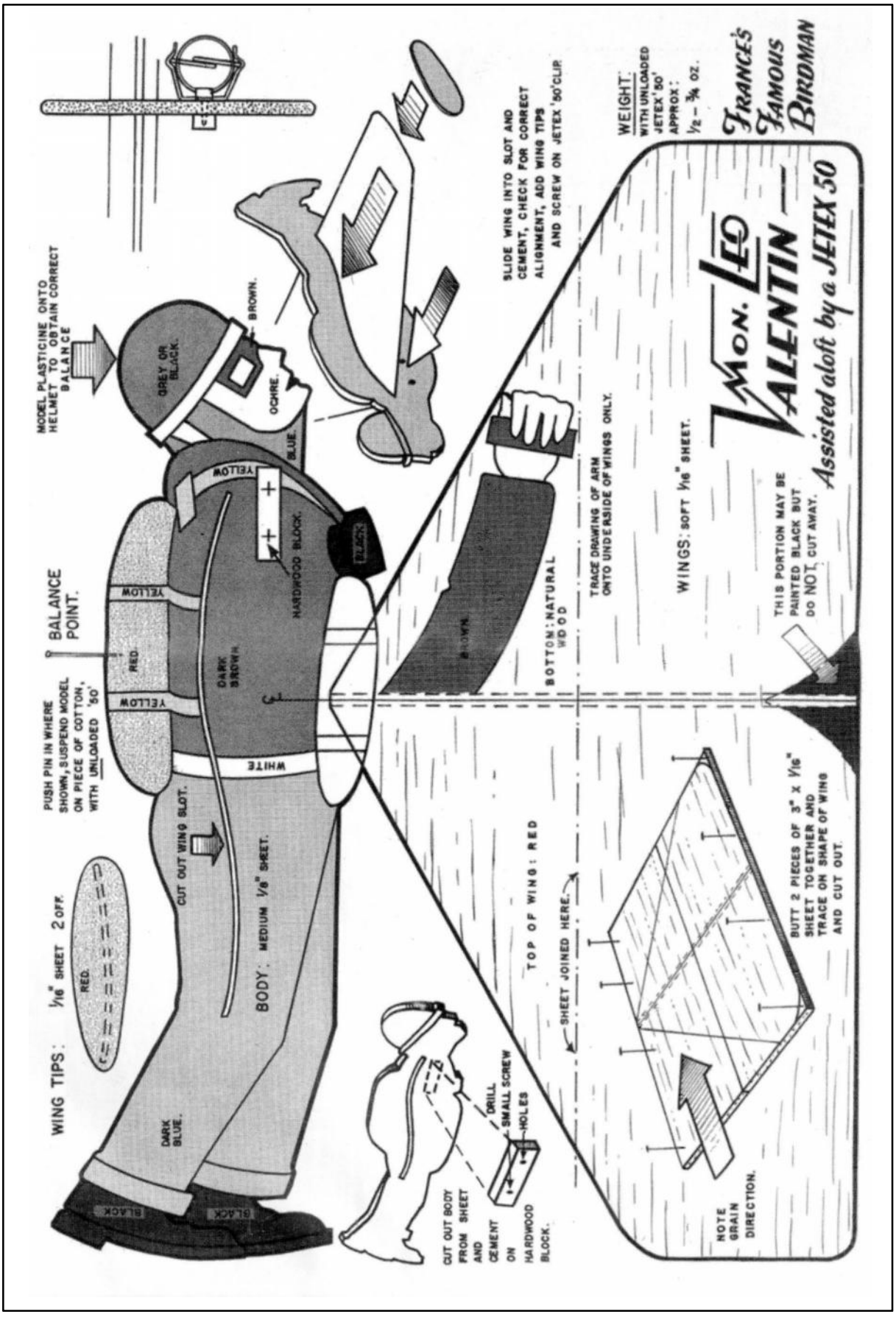
The highlight of one evenings activity was when a Kite Hawk swooped down and followed my small model for most of a lap. It flew off and perched on a building roof, so I flew a larger model, Enya 29 powered, and down came the Hawk again but I pulled up at him and, after a wing flapping effort to avoid me, he flew off. Happy days.

John Andrews

Leo Valentin for Jetex 50 - Ray Malmstrom

From the book 60 years of IVCMAC supplied by Chris Strachan

Enlarge to 12 inch wingspan

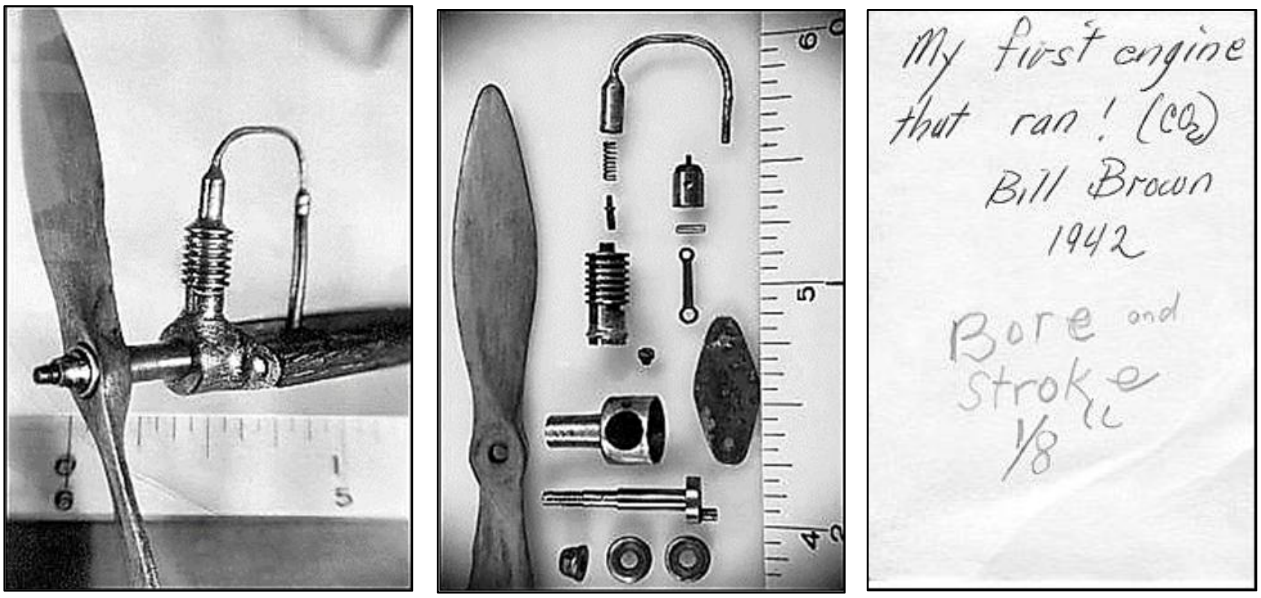


Indoor isn't for everyone Pt.17 - Nick Peppiatt

So far in this series I've concentrated on rubber powered models only, but what other forms of power are practical for indoor flying? These days electric power has been shown to be eminently suitable but, unfortunately in some ways, has rather squeezed out the form I am going to consider here. I first became aware of the possibilities of the use of compressed carbon dioxide with some articles in the AeroModeller in the early 1970s, including 'CO_2 Reborn' by John Stennard in the March 1972 edition and Doug McHard's 'Experiments with CO_2' in the 1972-73 AeroModeller Annual. It was clear that this form of power gives similar output characteristics to a rubber motor.

Bill Brown's CO_2 motors

The first practical CO_2 motors for indoor flying were developed in the 1940s by Bill Brown, also inventor of the famed Brown Junior spark ignition engine.



Bill Brown's first running CO_2 motor. Capacity 25mm^3. Photos found on Stefan Gasparin's website www.gasparin.cz .
Not sure if this one had any speed control as the cylinder does not appear to be threaded into the crankcase..

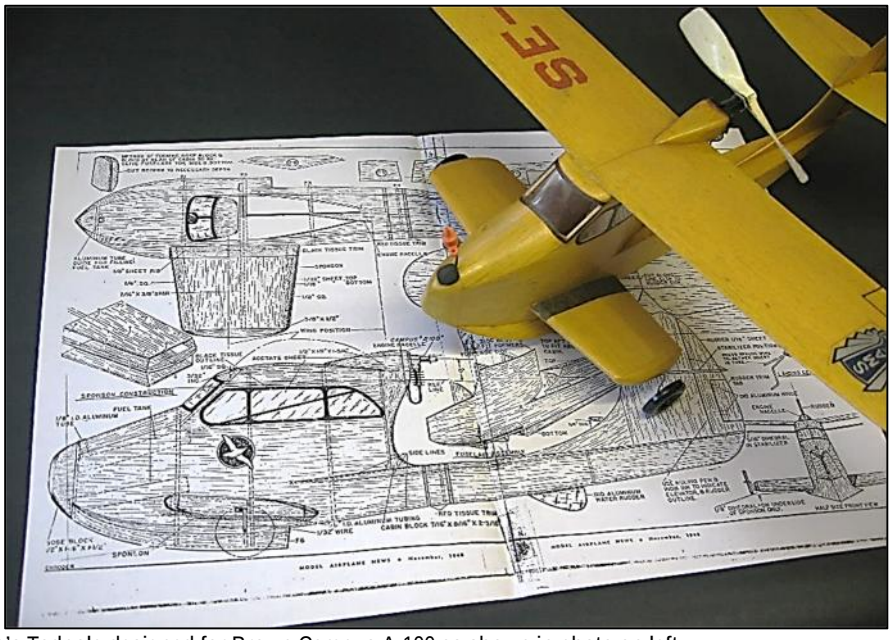
The Herkimer OK CO_2 motor was Bill Brown's design and dates from around 1947. This was of 0.29cc (290mm^3) capacity and the fuel was a full CO_2 soda syphon capsule which was fitted into a holder attached to the motor pipework, so at a total on-board weight of 2.5oz (71g) was really too heavy for indoor use. The speed control is by screwing the cylinder into the crankcase, which controls the lift of the gas valve in the cylinder head. I guess the Keil Kraft CO_2 motor was a UK produced copy. I remember handling one a good number of years ago when I was a member of Maidenhead Model Makers Club and a club-mate had one that was fitted to a Slicker Mite airframe. Otherwise, I can find very little information about the KK marketed product and would be interested to know if any reader has any. I have not found any references to it in contemporary editions of AeroModeller. When was it available and who actually made it?

At a similar time to the OK CO_2 motor Bill Brown was producing a smaller motor – the Campus A-100 of 25mm^3 capacity with a separate refillable tank, developed from his 1942 prototype and which was clearly more suitable for indoor flying. I first became aware of the existence of this motor as it was shown on the drawing for Howard McEntee's 18" wingspan Tadpole flying boat, which was originally published in Model Airplane News November 1948 and reproduced in SAM 35 Speaks in May 1985. I built mine for the Telco CO_2 motor.

The early Brown CO_2 motors had metal pistons running in steel bores, but the later ones used a Nylatron (nylon with a molybdenum di-sulphide internal lubricant) piston. The softer, more flexible material allows a sealing lip at the top of the piston. John Stennard's article shows examples of installations using the Brown Junior 0.005 cu in (82mm^3) engine.
In 1973 these were developed into the MJ70 and MJ140 twin (Metric Juniors of 70mm^3 and 140mm^3 capacity respectively)

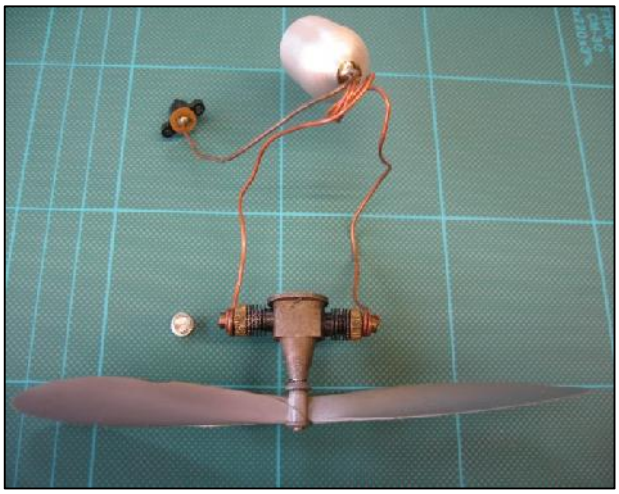
Herkimer OK CO2 motor

Similar Keil Kraft CO2 motor

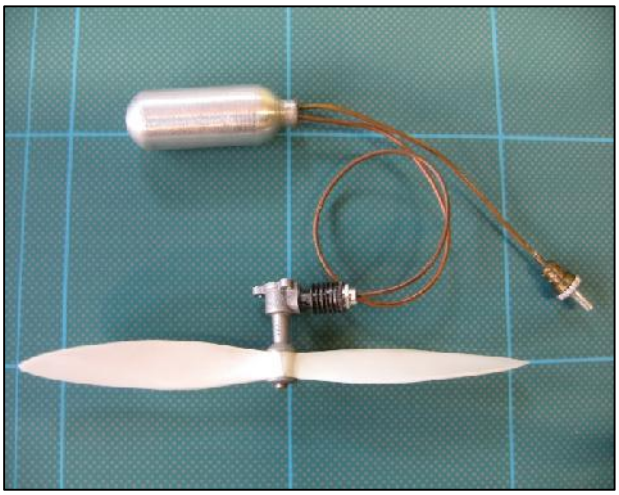

Howard McEntee's Tadpole designed for Brown Campus A-100 as shown in photo on left

I fitted a Brown MJ140 twin to a fairly lightly built 21" wingspan Sopwith Tabloid, which flew very successfully indoors in the early 1980s. It also had some outdoor excursions in calm weather.
The Brown Campus A-23 was a development of the Campus A-100 motor and is suitable for Peanut sized models. I fitted one in a Peck Gypsy Moth Peanut (which is now hanging from my grandson's bedroom ceiling) and then in a reduced size version of Maurice Schoenbrun's Rocketeer A designed by A.A.Lidberg. The Rocketeer went AWOL on Chobham Common a number of years ago so it is possible that one of Bill Brown's jewels is still awaiting rediscovery there! More on CO_2 motors next time.

Two views of the Tadpole, powered by a Telco CO2 motor (60mm3). Weight 48g

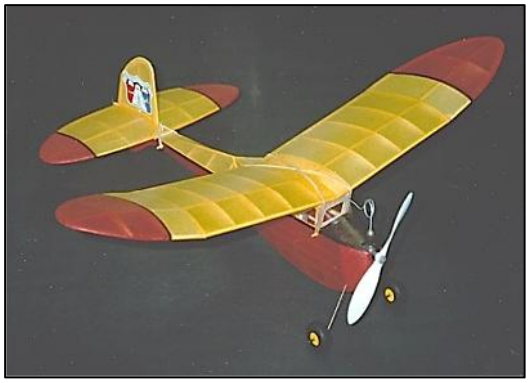


Brown MJ 140 twin used in Sopwith Tabloid below.
The small aluminium cap on the left is to replace the cylinder when it is converted to a MJ 70 single. Weight 18g.



Brown Campus A-23 motor (23mm3). Weight 8.5g.

5/72 scale Sopwith Tabloid powered by Brown MJ 140 CO2 motor at Model Engineer Exhibition in 1983. Weight 68g.



Reduced size Rocketeer. A
powered by Brown Campus A-23 motor.
18" wingspan. Weight 31g

References:

In addition to Stefan Gasparin's website www.gasparin.cz ,
further information on the Brown CO_2 motors can be found on
www.craftsmanshipmuseum.com/BrownJr.htm .

Nick Peppiatt

Letters to the Editor

Martin Dilly: re Buckminster swapmeet

Last week we went through the effects of the late Mike Beach and there will be some things available at the swap meet at BMFA Buckminster on Dec. 10th. Some of the models may be reserved for the heritage museum, but there is a large quantity of balsa, mainly yard long blocks typically 2" x 3", a lot of propellers including Truflexes, vintage wheels and several reels of Laytrate CL wire and wooden spools.

Details here:

http://nationalcentre.bmfa.org/calendar/action~agenda/page_offset~3/request_format~json/

Martin Dilly

Martin Dilly: Airfields

A Change from Counting Sheep

I usually sleep like a log but one night found myself awake at 4 a.m; instead of counting sheep I decided to count the British airfields I'd flown at or attended contests on since starting flying in about 1947.

Anyone want to hazard a guess? Almost all military or ex-military and two or three civilian company-owned ones. Anyhow, it's 53 and I probably forgot a few!

List follows in no particular order.

Fairlop, Chigwell, Langley, Heston, Radlett, Sherburn-in Elmet, Topcliffe, Church Fenton, Middle Wallop, Wroughton, Greenham Common, Watton, Wyton, Odiham, Wymeswold, Halton, Henlow, Haddenham, Bentwaters, Sculthorpe, Barkston Heath, Scampton, Fairford, Cranwell, Cranfield, Chetwynd, Bassingbourn, Hullavington, Kenley, Swinderby, North Luffenham, Cottesmore, Hemswell, Finningley, Woodford, Ternhill, Lindholme, Waterbeach, Gosport, West Malling, Woodvale, Beaulieu, Tangmere, Strubby, Wittering, Kidlington, Little Rissington, Syerston, Yeovilton, Old Sarum, Ouston, Rufforth, Digby, Old Warden, Bottesford.

Sad to think how many of those are now unrecognisable as former airfields; how many are still available for model flying, even if rarely? Six or seven?

Martin Dilly

Editor: Guinness World Record.

At the 2017 BMFA Free Flight National Champioships at Barkston Heath Dr. Martin Pike made an attempt on a Guinness World Record for: ['The longest time for a rubber band powered model aircraft to remain in the air'.] The requirement for the model to be built from a kit is not stated on the certificate'

The achievement of the record was noteable, not so much for the actual flight itself but the fulfilment of the mountain of paperwork and conditions to get the attempt ratified.

Evidence showing the kit, the build, Several officials had to be nominated, chief witness, timekeepers, video camera operator etc. all having to fill in reports. The record time itself was not great as conditions were not favourable and the aircraft was carrying a payload of video camera, Radio D/T, tracker, strobe light, which inhibited the performance.

The record has been accepted and now, knowing the requirements, Martin is working towards a significant improvement using a larger model.

Editor

Hans van Leeuwen: ED3.46 Hunter

I wonder if you or any of your readers can help me with some information about the English Channel crossing made in 1954 by the Radio Queen fitted with an ED 3.46 Hunter and flown by George Redlich and Syd Allen. I have a copy of the article that featured the crossing from Aeromodeller, November 1954 and the article called Channel Crossing Technicalities from Aeromodeller December 1954, I also have a copy of the Ed 3.46 Hunter engine test featured in the Aeromodeller of April 1950 by L.H. Sparey.

None of these articles give much in the way of technical detail in the way of propeller sizes and things that may be helpful in assessing the performance and fuel economy of the ED 3.46. It states that they used something like 24 ozs of fuel but there is no mention of how long the crossing took. Sparey says that propellers from 9.5"X6" to 11"X 5" are suitable but little else.

I'm particularly interested in some of this sort of info as I'd like to use an ED 3.46 for old timer Texaco and maybe 1938 Antique. I've recently acquired an engine in very good condition but it seems that there is little useful technical info available that I can find. I could spend a lot of time doing my own analysis but that seems a waste of time if such info is available, thus anything helpful from your readership would be welcome.

I'm still working on the Madcap but as that is a "fun" model some of my competition models have priority.

Regards and compliments of the season, ***Hans***

The DBHLibrary (Magazines) - Roy Tiller

Report No. 82. Name not known, continued.

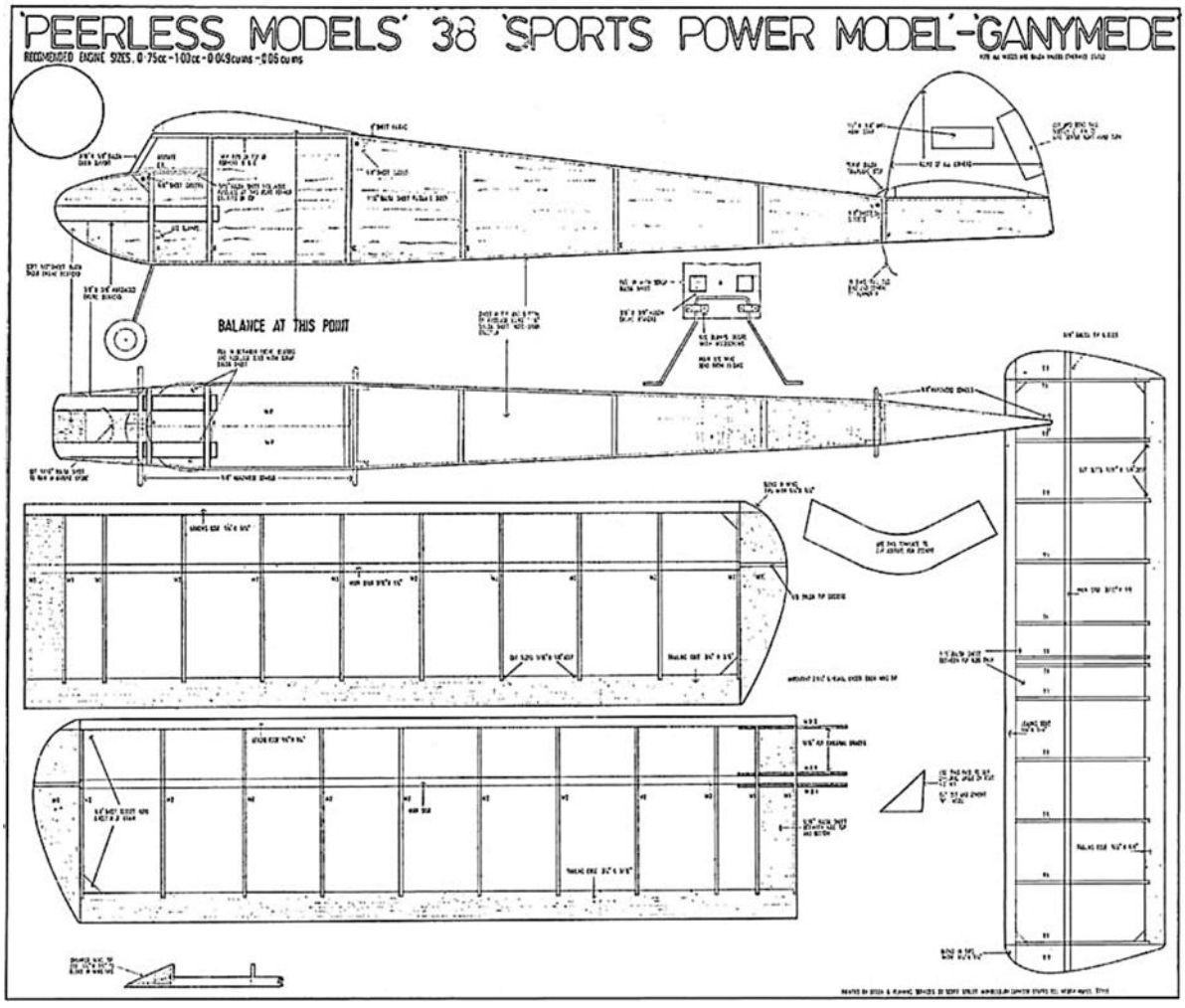
Thank you to David Hill who replied with information on one of last month's "name not known" plans. David identified the low wing power model as the Peerless Marinda, this being the low wing model in a series of three designs, including shoulder wing and high wing models.

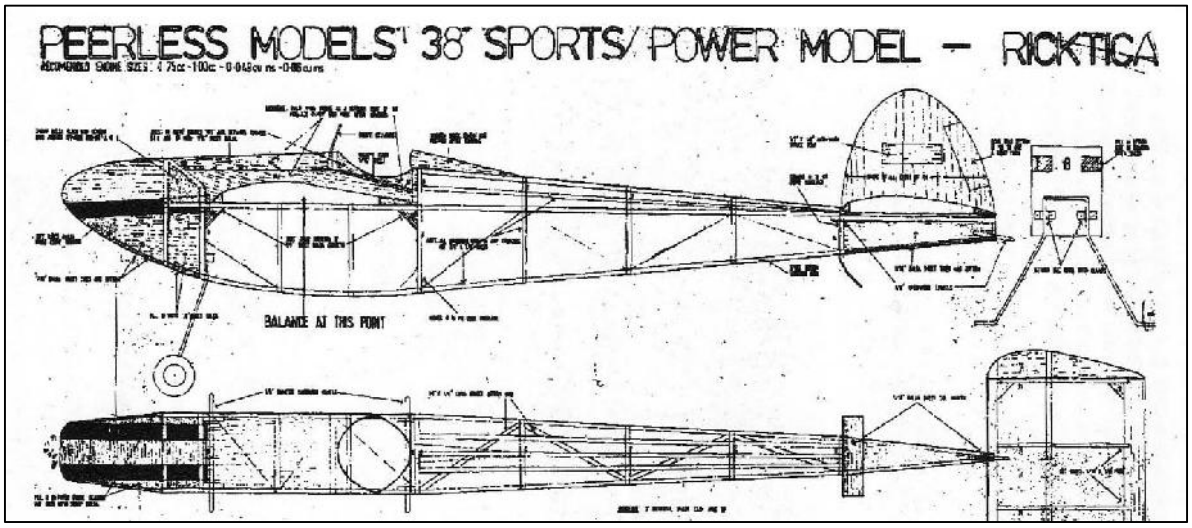
Below is David's picture of the box lids and some extracts from his emails.

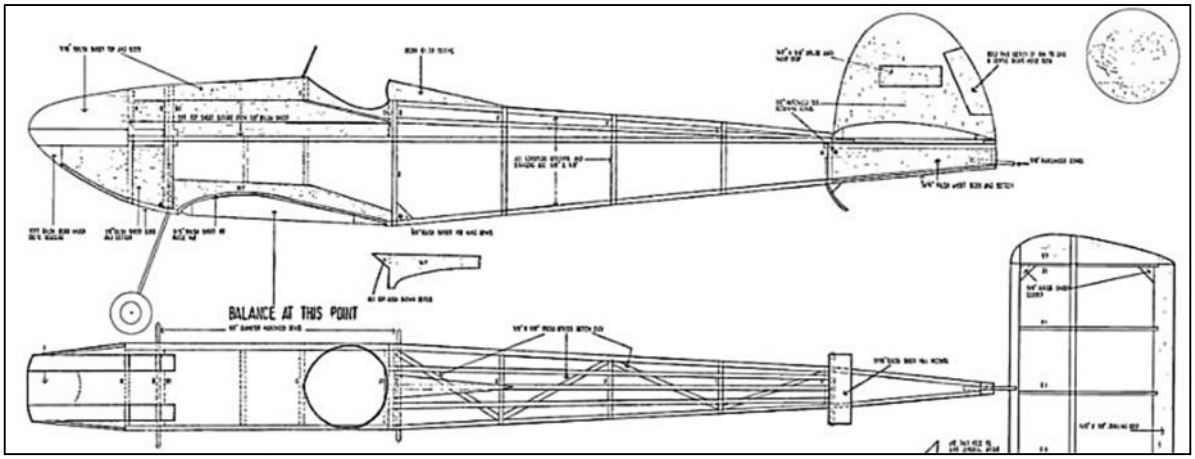
"I have the plans, instructions and box lids for all three. None give an address for Peerless Models or the name of the designer. I had a quick look on the UK Trade Mark website for Peerless, but found nothing relevant. This doesn't mean they didn't exist, because having a registered trade mark, though desirable, is not essential. All that is given on the plans is an address for the printers - Design & Planning Services, 23 Scott St, Wimblebury, Cannock, Staffs. Could this be the same business? - probably not, but it gives a possible clue for the location. The kits were complete but fairly basic - some die-cut parts (a bit rough) and some printed. Wood quality is reasonable.

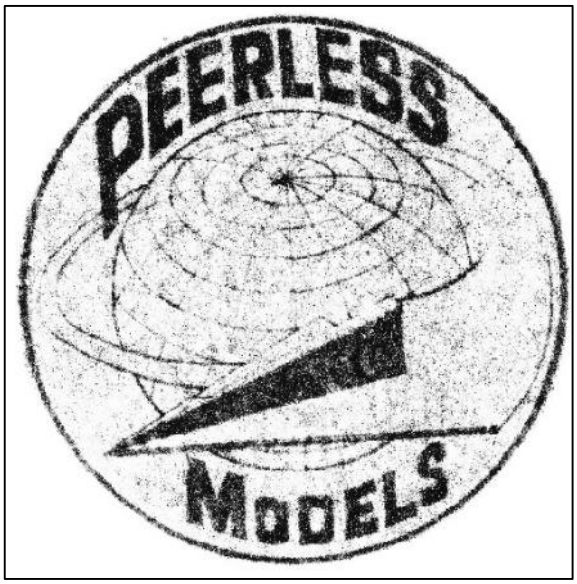
The wings, tailplane and fin are identical on all three models. Ricktica is mid wing and Marinda is low wing - these two have a C of G that is more or less in the usual place and flown best on low power just pottering around (that is how I have flown Ricktica and imagine would also suit Marinda). Ganymede is different as it has a longer moment and the C of G is at around 75% of wing chord - best flown with plenty of power, so that it zooms up to a good height first. My Ganymede model is no more, but I probably used a DC Dart or PAW 55 in it. Ricktica has a Derek Giles Mills type 0.5cc diesel. When I build the Marinda I will use a similar engine and radio assist on rudder only.

The model names have always intrigued me - Ganymede is a character in Greek mythology and the name of the largest moon of Jupiter. Marinda is a female name - apparently a diminutive of Mary. But Ricktica? All I could find were Rick and Tica."
Following is shown a reduced size plan of the Ganymede and for comparison just the fuselage of the Ricktica and the Marinda.

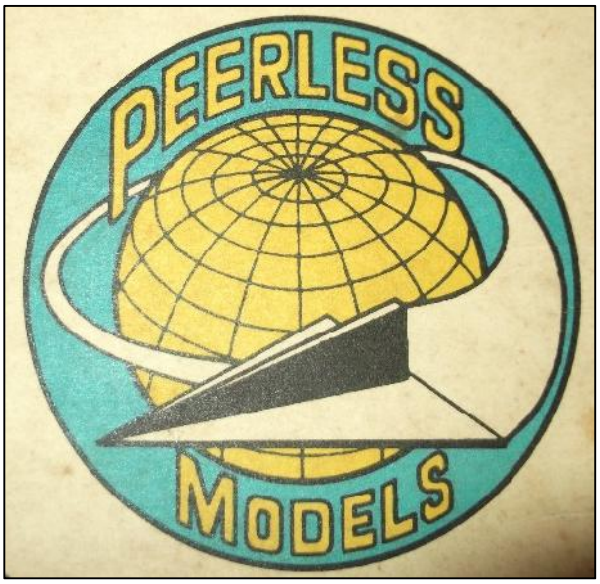








Peerless logo from a plan.



Peerless logo from a box lid.

Full size plans of all three are available from Derick Scott, see his web site at: - www.model-plans.co.uk for these and hundreds (thousands?) of other plans.

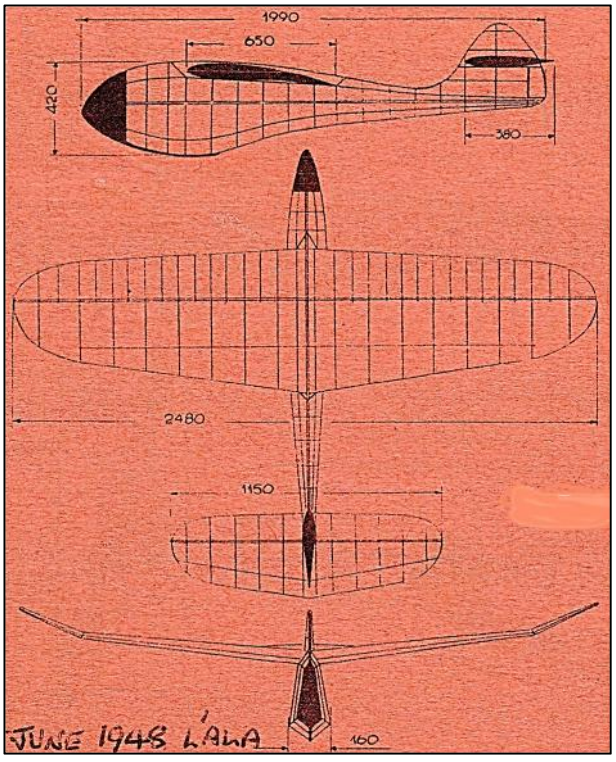
Thank you also to Simon Rogers who emailed with more info on the Peerless power models, mentioned their glider kits and included a photograph of the Peerless Sky Queen 36" wingspan glider box lid. (Again Derick Scott has the plan)
Extract from Simon's email below.

"Hi Roy,
I see in the latest Clarion that you are looking to identify a low wing power model plan that you have. First I have to tell you it's not a vintage model but dates from the 1980s. It was kitted by a British firm called Peerless [not to be confused with the pre-war American firm of the same name] They produced a range of glider kits from simple chuck gliders right up to fully built up jobs, they also produced three power models, the Ganymede a high wing cabin model, the Ricktica a shoulder wing model and Marinda a low wing model. Sadly there's no indication on the plan or kit box to indicate who designed the models."

Can any of our readers offer any answer/clues to the following outstanding questions?
Who was behind the Peerless Models brand?
Where was the office/works?
Did they advertise in the model press or did they just offer kits in local shops?
Are there any other Peerless plans out there?
Who was the designer?
Thank you to Piero Balsi from Italy, who responded concerning the three control line "name not known" plans in the October New Clarion.

"Hi Roy,
The plan on page 84 of Italian control line publication is the "Phoenician" by Clair Sieverling.
I remember the jet style model that is similar to the Rayette of Bob Gialdini.
The first one was probably the only Italian plan of the three, the rudder shape looks like "Spacehound" of the Russian Sirotkin."
So we have further confirmation of the Phoencian, but still only memories of similar models for the other two.

Here is a "name not known" glider from the rear cover of Clarion August 2004 which is marked up as being from the Italian publication L'ALA of June 1948.



Let us hope that one of our Italian readers will recognise it.
What is the name of this model and who was its designer?
Contact- Roy Tiller, tel 01202 511309, email roy.tiller@ntlworld.com

Roy Tiller

Extracted from Aeromodeller Annual 1959-60

INDOOR AND SMALL SPACE RADIO CONTROL FLYING

By KEN WILLARD

WITH growing scarcity of flying fields, particularly in built-up areas, the idea of an indoor radio-controlled model has a lot of appeal. There are plenty of drill halls, gymnasiums, village halls and the like which would be excellent places to fly such models, that is, if you could make an R/C job which could fly safely within the space available.

Until recently, the idea was pretty far-fetched ; then along came the transistor with its lightweight and low drain features, and, suddenly, the lightweight radio was an actuality. Sure there are still some problems to be worked out, but the sets now becoming available are reliable enough and light enough to do some experimenting.

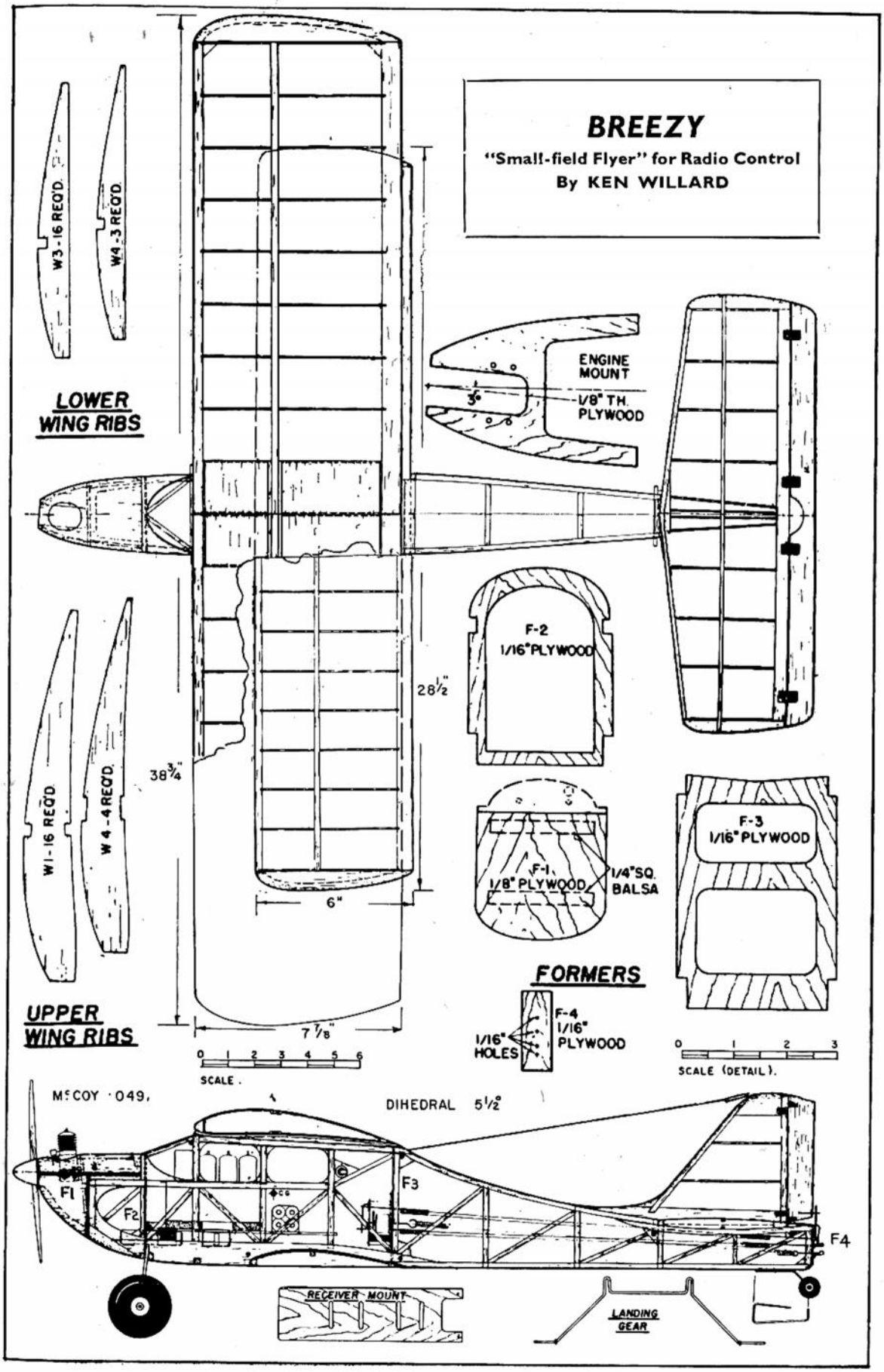
Actually, the indoor R/C job is nothing but a refinement of the small-field R/C model. I have been designing them for quite some time, starting with the little *Breezy* biplane which appeared in *Model Airplane News* a few years back (not to be confused with the commercially produced *Breezy* monoplane which came out a little later). The biplane has the basic characteristics of high manoeuvrability combined with the chance to get a low wing loading and a fairly small model. Therefore, it was logical that my first attempt at an outdoor job would be a biplane.

Since the small-field *Breezy* was designed, several new lightweight radios have appeared. So far, the lightest of the lot is C.G.'s all-transistorised receiver which even uses a power transistor in lieu of a relay. Also, it operates on three volts, and the small wafer cells which C.G. puts out are ample power. The limiting factor on this receiver is that it is designed with the Bonner SN escapement in the circuit, and if you use another escapement, your chances of success are marginal, because the magnetic efficiency and operating characteristics of the Bonner are different. However, this limitation is not serious, since the Bonner SN is very reliable ; the trouble that I have with it is not the escapement—it's my own inability to remember what's coming up. I finally had to give up and go to the Bonner compound—which uses the same coil, but is bigger and heavier. I saved some weight by cutting it down to a minimum size, and it has proven very successful in the indoor biplane. Another thing you have to do is to take receiver out of the case and use only the chassis. Lightweight is paramount, and you can't afford to carry a case around.

(EDITOR'S NOTE : British readers can use the Kraft receiver described on page 25 and following pages on Printed Circuits with the Rising Superlightweight Escapement.)

As for the engine, I tried several ideas. First was a rubber band motor. I gave it up because the motor run is too short. Next I tried an old Campus "B" CO_2 motor, but it didn't have enough poop. I finally settled on Cox's Pee-Wee ·020. It is far too powerful, but you can convert the power into just the right amount of thrust by making a small metal prop. to fit behind the regular prop., but bend it into reverse thrust—just enough to cut the total forward thrust into just what you want. But watch out for your fingers !

Now we've settled on a radio and an engine. What about the airplane ?


BREEZY
"Small-field Flyer" for Radio Control
By KEN WILLARD
W3-16 REQ'D.
W4-3 REQ'D.
LOWER WING RIBS
ENGINE MOUNT
3°
1/8" TH. PLYWOOD
F-2
1/16" PLYWOOD
28½"
38¾"
W1-16 REQ'D.
W4-4 REQ'D.
6"
F-1
1/8" PLYWOOD
1/4" SQ. BALSA
F-3
1/16" PLYWOOD
FORMERS
F-4
1/16" PLYWOOD
1/16" HOLES
UPPER WING RIBS
7⅞"
SCALE.
SCALE (DETAIL).
McCOY ·049.
DIHEDRAL 5½°
F1
F2
F3
F4
CG
RECEIVER MOUNT
LANDING GEAR

It should not only be light and manoeuvrable, it should also fly very slowly, both for ease of control in a limited space, and to keep damage down when you goof on the controls, which you will.

Two factors in wing design help to keep flying speed at a minimum ; one is high aspect ratio, the other is high camber. The former has the drawback of reducing manoeuvrability so a compromise is necessary. But high undercamber has no drawback except perhaps a bad stall characteristic—and we can live with that. Generous dihedral is required so you can rock the model around in tight turns.

To fly at the minimum speed, a high angle of attack is required. This is achieved by using lots of downthrust on the motor together with pretty high angular difference between the wing and the tail. With this arrangement, the engine drags the plane through the air at a speed just above the stall speed associated with the high angle of attack. In fact, when the engine cuts, the plane picks up a little speed ! This is because the glide is achieved at a slightly lower angle of attack.

From all the foregoing considerations, a variation of the *Breezy* biplane was designed. To keep weight down, a long narrow fuselage seemed logical, with the top wing up on cabane struts. The aspect ratio of the wings was increased, and the result was a long, thin biplane. This model flew fine—but it was too fast !

The next design went back to the cabin type fuselage, because of the higher frontal area and bigger drag. I used the same wings and tail, and found a definite improvement. This design, with a 33 in. wing span, weighed in at six ounces, and is still flying. However, it requires an area about 100 feet by 125 feet for safe manoeuvring, and this is still a little large.

While flying the little bipe, which Bob Bowen, editor of the Lark newsletter, christened the *Slo'poke*, I had another idea for a design which held promise. In the first place *Slo'poke* had the prop. out in front, which is a bit of a hazard to people who might be watching. It also had a landing gear, which added weight. How about a new concept—from an old one, of course—with the prop. in back and a skid to land on ? I had also discovered that the Bipe is much stronger than is necessary when you get down to these lightweights—it even flew right into the trunk of my car one day, banging the structure in several places without damage.

Another point ; with a pusher, the engine would be in back and forcing the exhaust back as well—so let's go to a profile job and let everything hang out in the breeze. Finally, let's go really indoor in the design concept, with a single-surface wing.

When the model was finished, I covered the wing with Jap tissue, and then made my mistake. I didn't plasticise the dope enough and when the covering dried after the first coat, the airplane was named *Warpy*. I should have used the same size wood for the leading and trailing edges, but I didn't and the trailing edge really warped up. This gave me a lot of washout—more than I wanted, but I figured it would be all right to experiment with, so I finished up the model, fuel proofed it, and took it out early one morning to test in calm air.

This model proved to be a truly named indoor job. It weighs $3\frac{3}{4}$ ounces, has a 33 in. span, 7 in. chord, and flies slowly enough so that you can run alongside of it. Don't try it, though, unless you've checked your transmitter-receiver

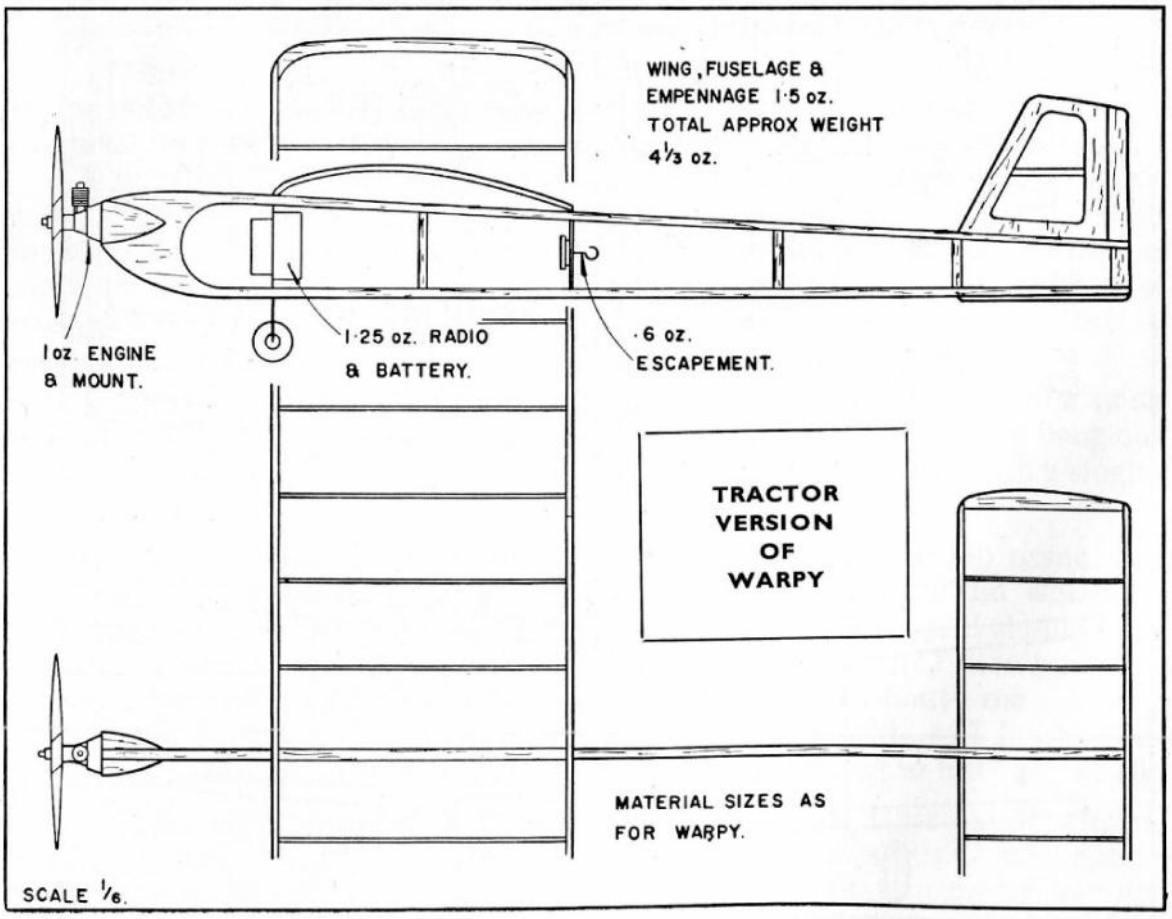
combination to be sure the receiver isn't swamped when the transmitter is too close. The model is adjusted to fly in a 30 ft. circle to the left. By pressing the button on the transmitter once, right rudder pulls the airplane slowly into straight flight and then into a gradual right turn.

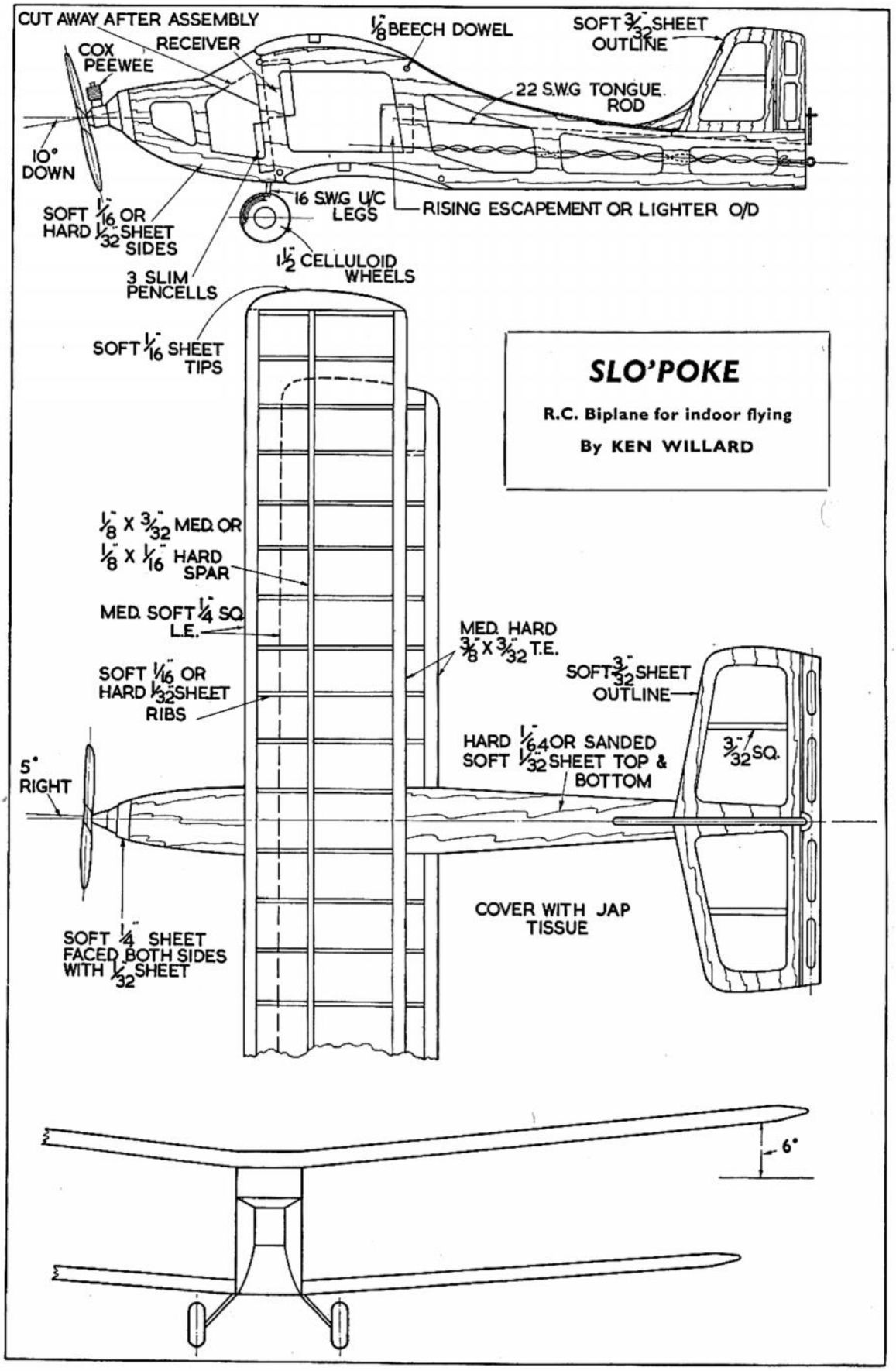
Warpy is what I would call a sort of "laboratory" model. It does the job, but it isn't much to look at. But it does point the way, and for you experimentally-minded modellers, it isn't too hard to make a few refinements to the design and come up with a really attractive indoor R/C job which you can fly in the local high school gymnasium (get the principal's permission first !). For example, make the boom hollow, and run the torque rod through it—maybe close in the cabin area with a light shell of balsa.

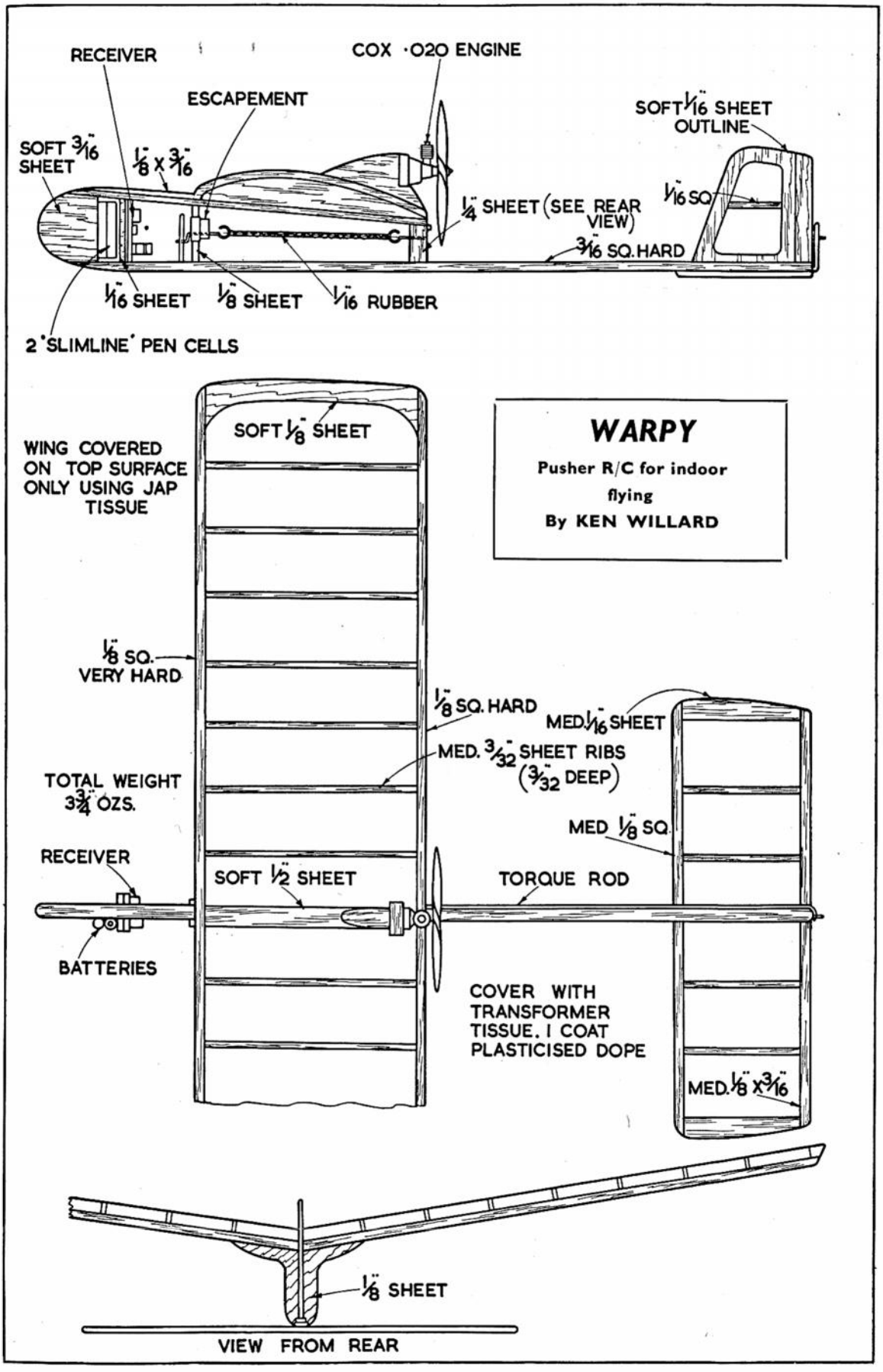
I have given some thought to another design. It's a variation of *Warpy* with tractor engine (easier to adjust for flight). Again, it's a rather ungainly and fragile design but I think it has possibilities. The open framework, single surface wing and lightweight radio are virtually mandatory for very small areas, since slow flight is a must, and that means ultra light wing loading. A couple of transverse balsa or thin plastic baffles (or "windscreen") in front of the radio and escapement will deflect the engine exhaust as well as create drag which is desirable.

You may have trouble equalling the weights which I have indicated. However, a *seven* ounce version of *Warpy*, which a friend of mine made, does a pretty fair job, although faster by about one-third. So there is some leeway.

You probably already have an idea or two of your own, so go to it, and let us hear how you make out.




CUT AWAY AFTER ASSEMBLY
RECEIVER
COX PEEWEE
1/8 BEECH DOWEL
SOFT 3/32 SHEET OUTLINE
22 S.W.G TONGUE ROD
10° DOWN
SOFT 1/16 OR HARD 1/32 SHEET SIDES
16 S.W.G U/C LEGS
RISING ESCAPEMENT OR LIGHTER O/D
1½ CELLULOID WHEELS
3 SLIM PENCELLS
SOFT 1/16 SHEET TIPS
SLO'POKE
R.C. Biplane for indoor flying
By KEN WILLARD
1/8 X 3/32 MED. OR 1/8 X 1/16 HARD SPAR
MED. SOFT 1/4 SQ. L.E.
MED. HARD 3/8 X 3/32 T.E.
SOFT 1/16 OR HARD 1/32 SHEET RIBS
SOFT 3/32 SHEET OUTLINE
HARD 1/64 OR SOFT 1/32 SHEET TOP & BOTTOM
3/32 SQ.
5° RIGHT
COVER WITH JAP TISSUE
SOFT 1/4 SHEET FACED BOTH SIDES WITH 1/32 SHEET
6°



MODEL AIRPLANE NEWS

Ken Willard (USA)

Secretary's Notes for December 2017 - Roger Newman

Quiet month this month on the modelling front other than a very pleasant day at Beaulieu.

Events for next year are now posted on the BMFA website & should appear in the BMFA News when appropriate, so something to look forward to for the new flying season. I did manage one indoor meeting to test the latest Giminie Cricket – other than the inevitable problem of it being too heavy, it did fly! The Keil Kraft Aquarius – mentioned last month, is now ready for covering, a task for the Christmas holiday time. Then it will be the turn of an electric Orion, long overdue, to test the latest Alan Bond electronic gizmo that offers a failsafe option for an RDT failure by providing a settable backup time period to operate the DT servo.

One piece of news caught my eye during the month, maybe others saw it as well. This was the discovery of a complete set of microfiche drawings for (apparently) every mark of De Havilland Mosquito ever constructed.
They were found at the Broughton site of Airbus, when demolishing an old building. Here is the article that was published.

"More than 20,000 technical drawings of a World War Two aircraft have been found at a factory in Flintshire.
Blueprints of the Mosquito were thought to have been lost but were discovered by Airbus in an office it was closing down in Broughton.
The twin-engine bomber was one of the most versatile RAF aircrafts to serve during the war.
The find has boosted plans by a group, the People's Mosquito Project, to rebuild the bomber.
Bill Ramsey, the project's operations director, who served in the RAF for 41 years, said the drawings weighed 67kgs (148 lbs) in total and were going to be thrown into a skip.
"It is actually probably unique in the world in that it's a complete collection of drawings for every mark and modification that was ever made to a Mosquito," he told BBC Radio Wales' Good Morning Wales programme.
"You could actually build any form of Mosquito, including one that never actually flew."

Image copyright The People's Mosquito Project

The drawings were made on micro film aperture cards.
He said it would cost about £7m to rebuild the aircraft, which was largely made from plywood and balsa, with the aid of the plans.
"It sounds like a lot of money but what the drawings do, they're important historically because they're a unique document [and] they have a certain commercial value to us," he said.
"Technically, it means that for some of the pieces of the aeroplane, the slightly more obscure ones, the Civil Aviation Authority will let us use those drawings to remanufacture them."
He added there was "a nostalgia for all things old" and that rebuilding a Mosquito capable of flying would please "lots and lots" of people."

You can visit their website –
www.**peoplesmosquito**.org.uk

where they have a very good explanation of how they plan to build a new Mosquito! The interesting point for us is that they anticipate using balsa from Equador!
The other point is that I recall an Aeromodeller plan from the '50's for a control line version of the Mossie, which brought back memories of seeing various multi-engine control liners by J M Bodey at rallies in the '50's. David (Baker) used to have – I think – a control line model of the Vickers Viscount hanging from his landing wall as a decoration! I wonder if any still exist.

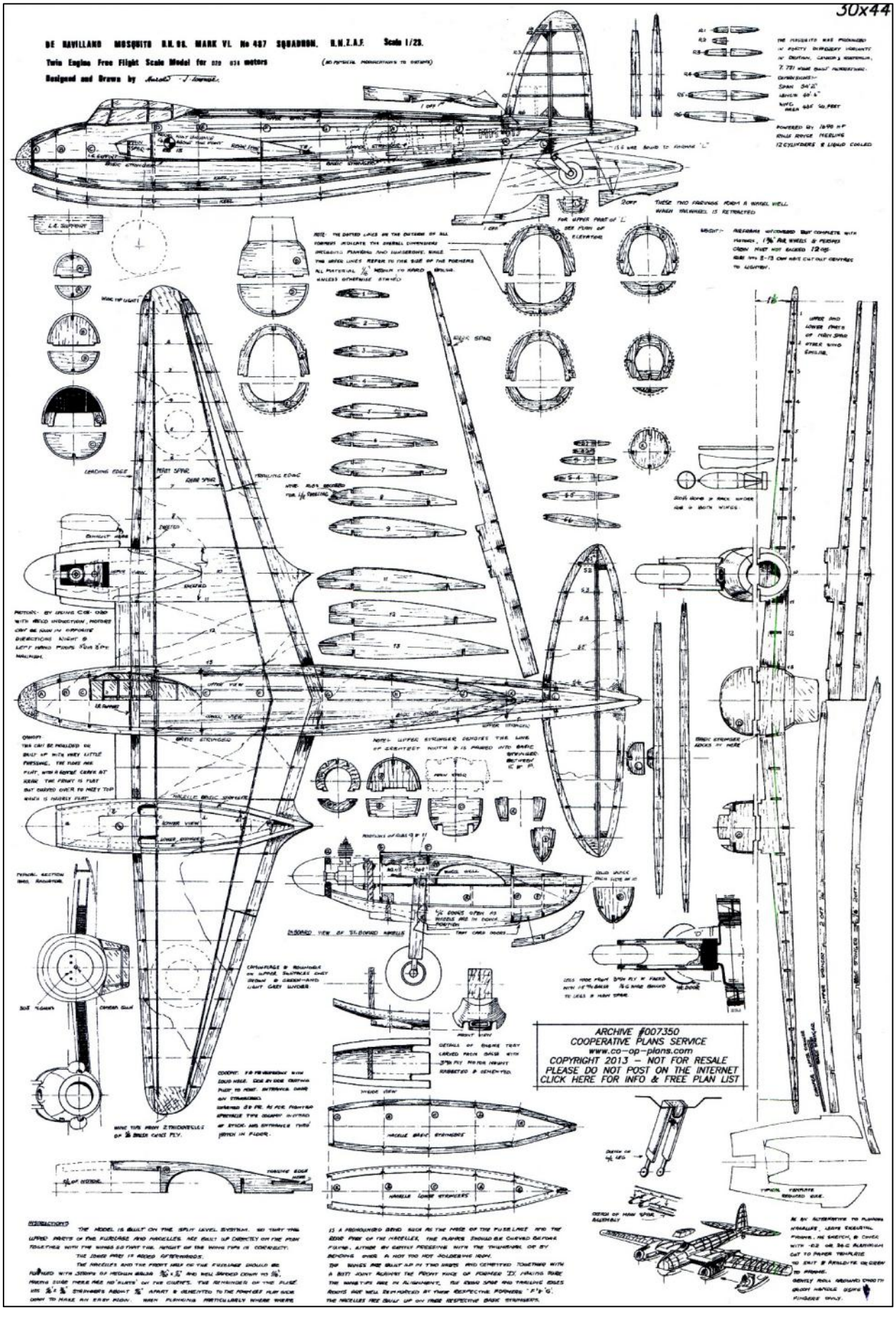
Flying Sites

You may have seen a news item on our website, posted for Brian Yearley, regarding a possible flying site in Essex. Hopefully Brian has received a sufficiently positive response such that he can pursue what is now a rare opportunity for free flight, albeit maybe with certain limitations.

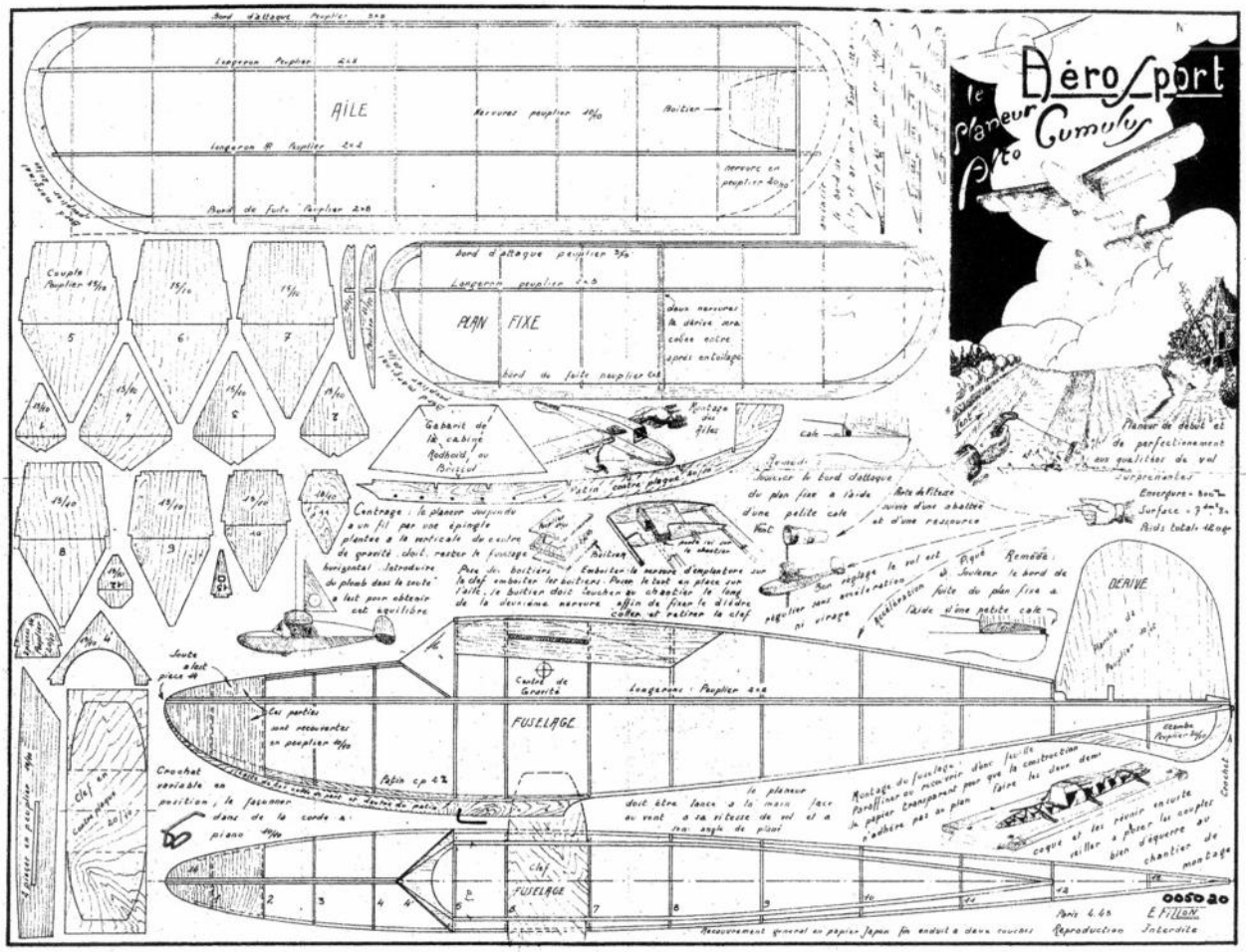
I have been given info of another one in the West Country; details should be available for the next NC. Every little helps. All this mentioned after reading an article written by Martin Dilly in 1987, where he rightly cited the lack of flying sites as a precursor to the ultimate demise of free flight. The only thing he got wrong was a forecast that there would not be any free flight in 30 years time! Here we are still stubbornly carrying on against the odds!

Plans for the month

Power: has to be a DH Mosquito for free flight scale – this one by Harold Towner



Glider: how about a nicely complicated model by M Fillon from 1943 – Alto Cumulus.



Rubber: why not another DH Mosquito – this by Howard Boys.

Instructions for building

THE MOSQUITO P.R. Mk. XVI.

½ inch Scale.

Designed by HOWARD BOYS.

Before commencing construction, STUDY PLANS. A careful study of the plans will save much time later.

You will require a flat board on which to pin the plans and build the model. On this pin the plan and cover with tracing or grease proof paper. This to keep cement off the plan.

First cut out all the fuselage formers and make them up in halves about a vertical centre line. Pin one each of the longerons S1 S2 S3 S4 S5 in place on the side view, cementing them together. On these cement the half formers 1 to 15, MAKING SURE that they are all right way up. Put in the 1/16 stringers. From the nose to the main spar should be planked or intermediate stringers can be put in. The second half should now be built on the OTHER side view, and when this is finished the two halves are carefully cemented together.

The tailwheel should be added next. The fork is made from 20g. wire bent to shape as shown on plan, and is pivoted on a piece of 18g. wire well cemented to fuselage. The fuselage is sheeted all round the tailwheel, and an oval hole made for clearance. The main longeron also need's cutting away at the bottom. The springing is by means of rubber band from the top of the fork to a hook in the top of the fuselage.

The Tailplane and fin are built by placing the outlines first on the plane, holding in place by fine pins and then adding the ribs and spars. Next cement to fuselage but make quite sure that the fin is vertical and the tailplane horizontal.

Cut out the wing ribs and spars and make up the dowel boxes from 1/16 sheet. To ensure an accurate fit, make up the dowels first from 1/32 laminations, wrap with one thickness of tissue to give clearance, and build the boxes round them.

Bind round the boxes with thread for addiitonal strength. Pin the spars upright on the plan add the ribs, leading and trailing edge, wing tips, and the boxes with the laminated dowels in them. See that all is straight and true, add the cross bracings and cement together. A plan view of each wing is given to speed and aid building. NOTE, the laminations of the square dowels are NOT cemented together, as this leaves them springy so that the wing will knock off easily. The two wing ribs D are not cemented together so that the wing comes off for transport and in rough landings. To hold all parts in place, packing can be put under the L.E. and T.E. spars to raise them to proper height. Do not forget to add wing capping strips where required.

The wing is then added to the fuselage from each side the spars being joined in the middle with cover plates of 1/16 balsa. Make sure that the wing is true with the tailplane and not warped in any way, and that it has the correct dihedral, before cementing in place.

Cut out the nacelle formers and build them up, top and bottom parts seperately. Pin the main stringers of 1/8 by 1/16 balsa on the plan view, and build the bottom half of the nacelle upside down. Fill in the front and bottom with 1/32 sheet. If it is desired to fit undercarriage, the shaded parts as shown on the plan are cut away, and if this is done carefully will make the U/C doors. Doors are fixed with thin foil tabs for hinges. The bottom of the nacelles are fitted to the wings by the top parts of formers ND NE and NF. The top front formers and stringers are added and then covered with sheet. The intakes and exhaust outlets are made from solid balso and added after sheeting.

The wing can now be covered with 1/32 sheet from the fuselage to nacelles.

The nose plate NP is not glued on to the nacelles and the square of ply on the back should be an easy fit in former NA. The prop shafts have the hook formed, they are put through the bush, a cup washer threaded on, then through prop spinner. The front is bent and pushed into the sp nner as shown on plan. Keep shaft as short as possible to ensure full length of rubber.

Those seeking utmost duration possible will find a gear unit built up into nose disc, helpful. Details are shown on plan. Remember the extra dowel at rear for rubber if twin drive is decided upon.

Before leaving the nacelles the tailpieces NT and NTF should be fitted and another piece of fairing fitted to smooth the curve of NG to edge of NTF. When glueing the rear and bottom of NT the inside should be tapered a little to make a better joint.

The undercarriage is made from 18g wire, faired with balsa to give correct thickness of leg. Four legs are required and have a loop at the bottom to take axle which is plater soldered in after placing wheel in place. Wheels should be bushed with brass tube. Near the top of legs is a loop to form the pivot and the hook at the top is for rubber band to provide the springing. The pivot is in the correct place for the undercarriage to retract, but to allow this, the rubber motor must be on the slack side. The wheels must be down for flying, or detached, which can be simply done by springing the leg assembly off the pivots. The pivots, made from 18g. wire fixed as strongly as possible to former NDX. 20g. hooks are fixed to NF. to hold rubber bands for u/c springing. The rear struts are just cemented to legs and left free at the top to allow for swinging back.

Rear motor fixing can be hooks or dowels as shown. Cockpit hood and bomb aimers window are transparent mouldings, and the formers should be painted on with black paint. The tail piece of fuselage is solid and fitted before covering is attempted.

The model is covered all over with white tissue, fixed with tissue paste made rather thin. This is best applied with a brush to WOOD parts, not to tissue. The wing is covered in panels, bottom surface first, and the fuselage is best covered in strips. Draw the paper just tight, water spray or steam, and when dry and not before, the model can be clear doped. Colour scheme can be left to choice, and the various roles played by the Mosquito give a great variety of choice to the builder. Perhaps the most popular colour, is the P.R. blue, with the grey green finish a close second.

Roundels are best painted by first doping on a series of tissue circles to guide the brush. When carefully done this method gives a first class job, much more to be commended than using transfers.

Roundels are applied to top of wing, 3" in dia., BLUE outer ring with RED centre $1\frac{1}{4}$" dia. Edge of roundel to wing tip is $5\frac{3}{4}$". Roundels on side of fuselage are 2" dia. Blue outer, with red centre $\frac{7}{8}$" dia. Edge of roundel to rear of wing is 3". A tail flash $1\frac{1}{2}$" wide by $1\frac{3}{4}$" high is applied to fin, a $\frac{3}{8}$" RED strip in front, $\frac{3}{8}$" BLUE at rear, WHITE strip in centre $\frac{1}{4}$" wide. Plane numbers on rear of fuselage are $\frac{3}{8}$" deep, starting $\frac{3}{4}$" from front edge of tail plane.

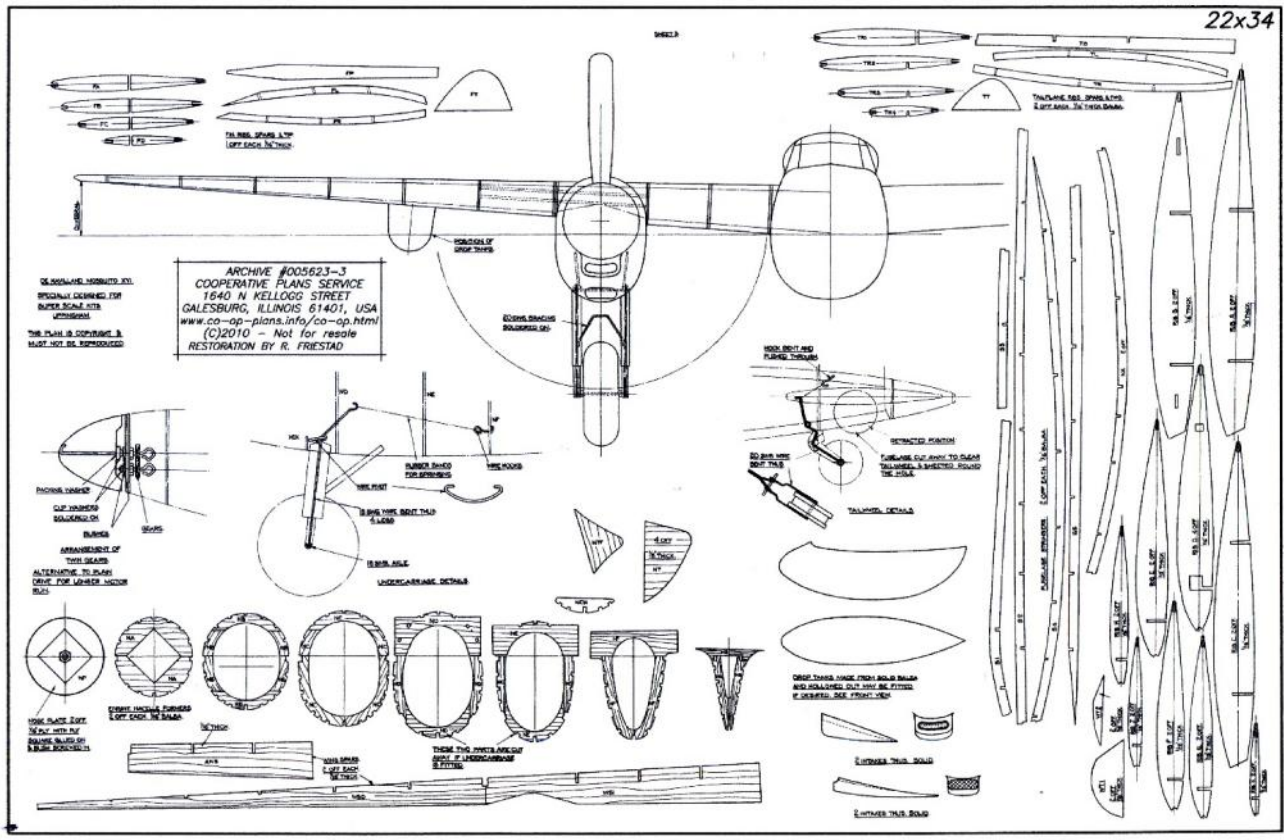
If required for exhibition purposes, drop tanks can be fitted as shown on plan. Pieces of solid balsa are shaped and hollowed out as light as possible.

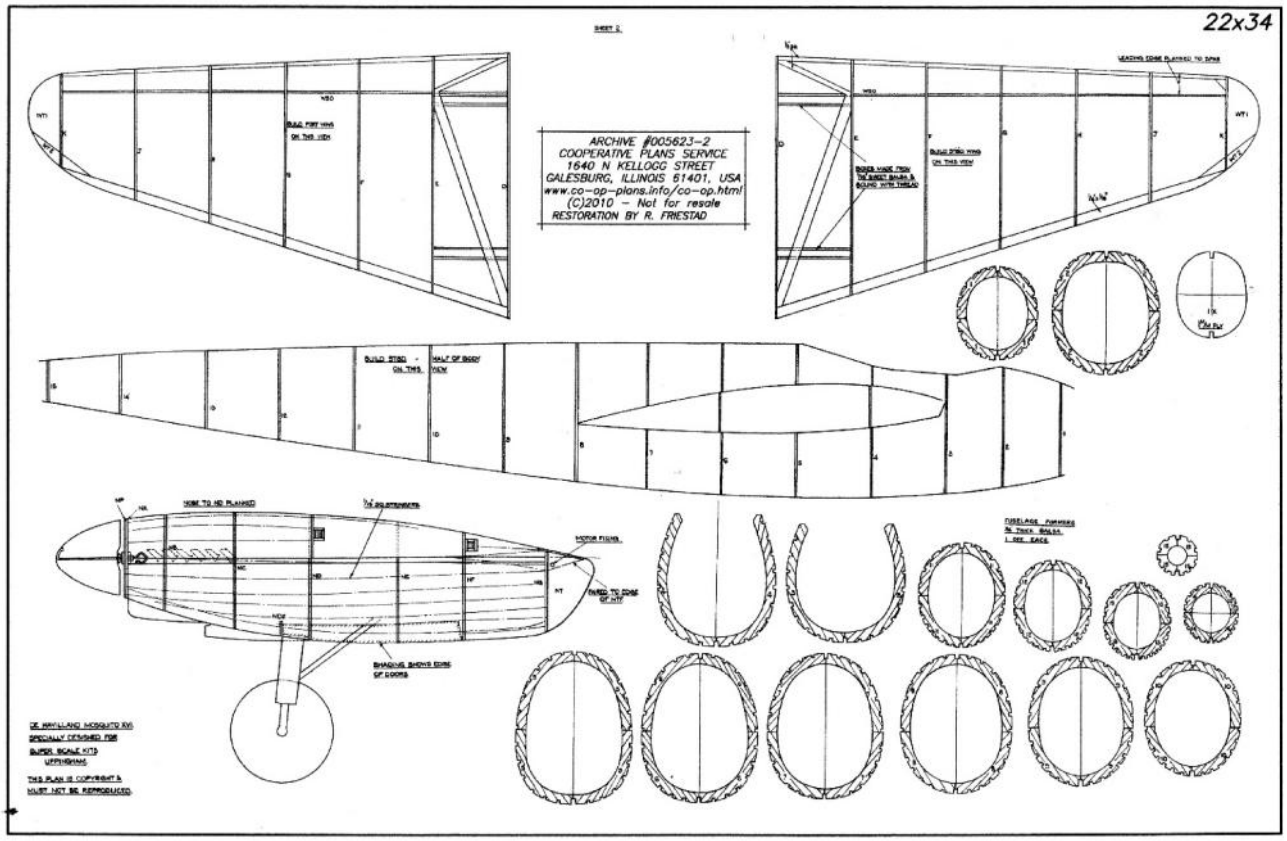
NOTE. Props revolve inwards. The heavy spinner is intentional, and is required to obtain correct trim. If by some chance the model is nose heavy, the spinners can be lightened by drilling at rear, but on test models no lightening has been needed.

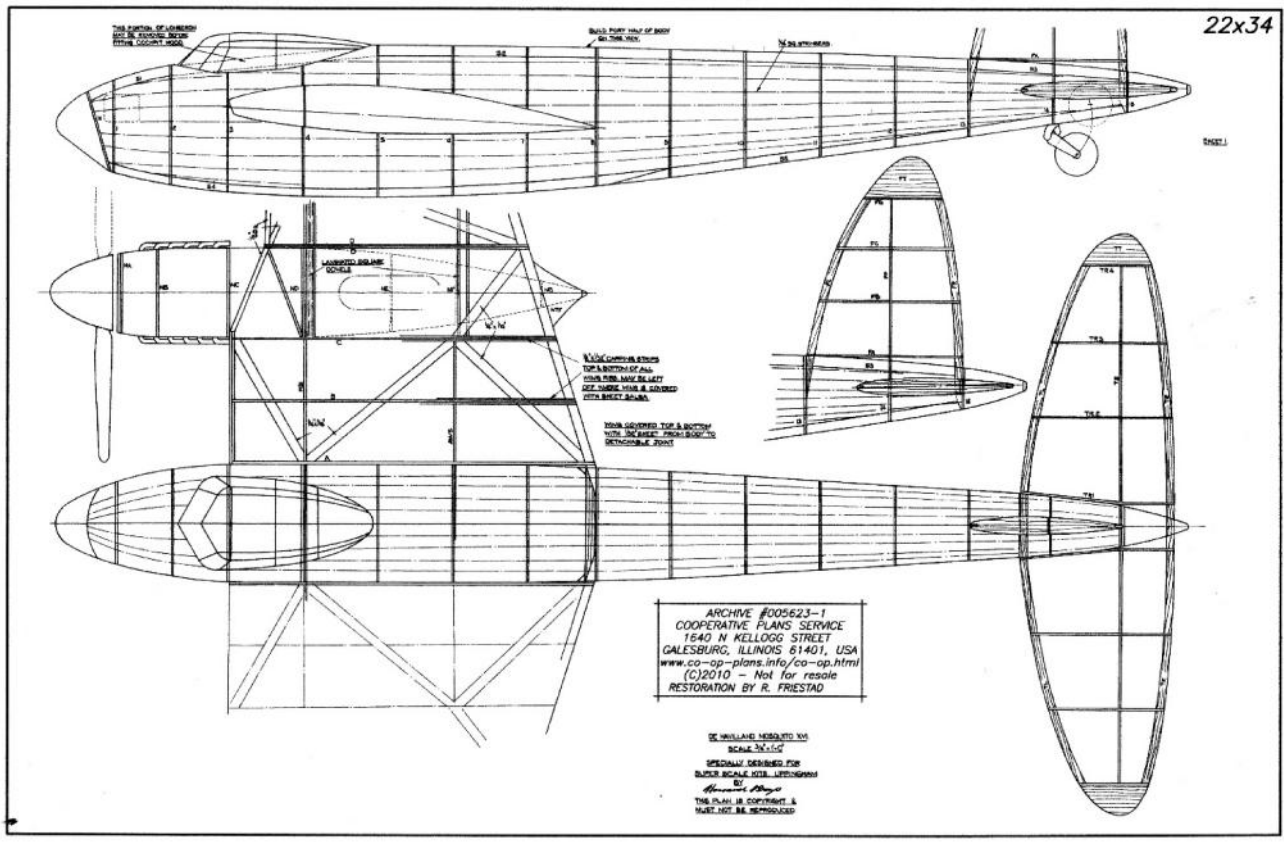
3 loops (6 strands) are required for motor. If duration is required the motor should be made up in one loop about 6ft. long and tensioned by prewinding before inserting in nacelle. This will give a slightly longer motor run and also keep the nose assembly pulled up to the nacelle. Lubricate well before putting on any turns on motor.

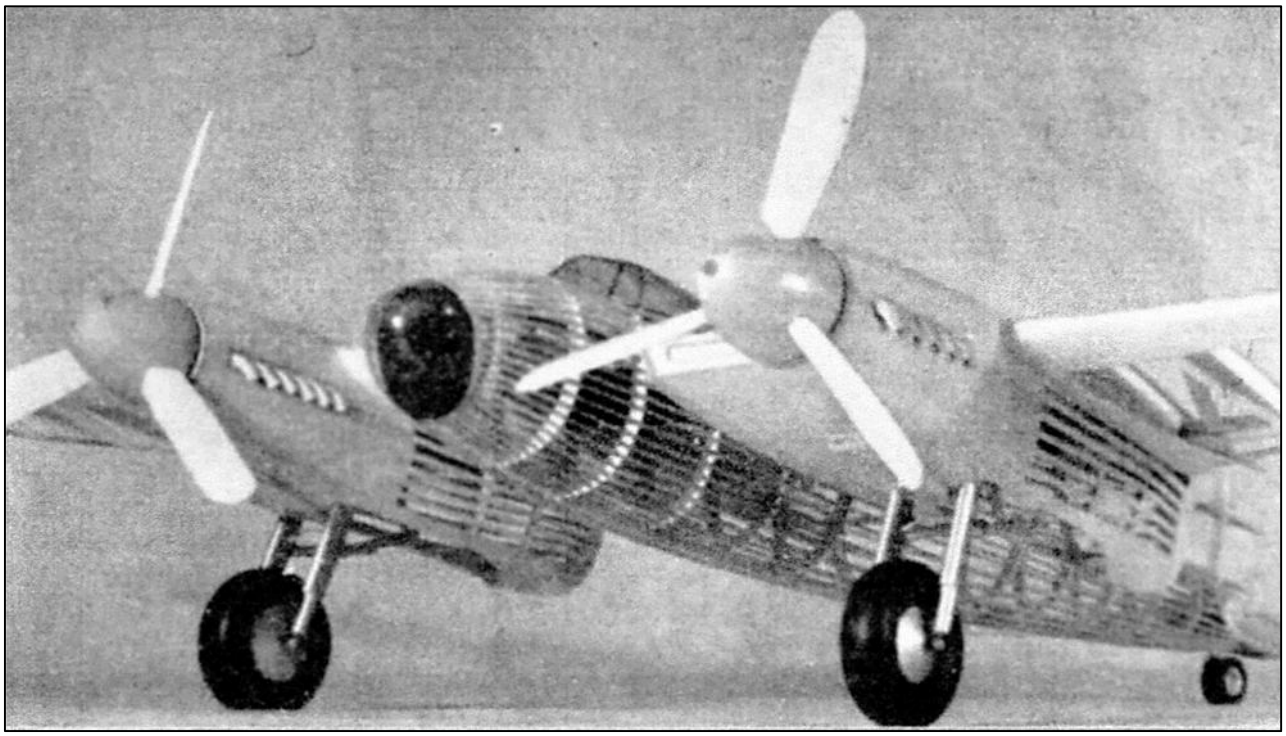
FLYING. Before attempting to fly the model the glide must be right. Unless the model glides well when launched from shoulder height, giving a smart thrust forward, pointing the model down a little, no attempt should be made to fly it. GET THE GLIDE RIGHT FIRST.

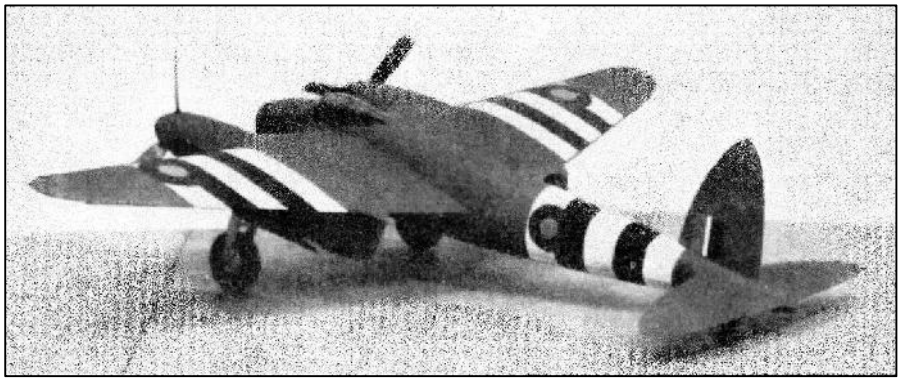
When the model glides well put on about 150 turns and hand launch, choosing a calm day for the first attempts. The motor should stand up to 250 turns if stretched while winding.











Roger Newman

Southern Coupe League - Peter Hall

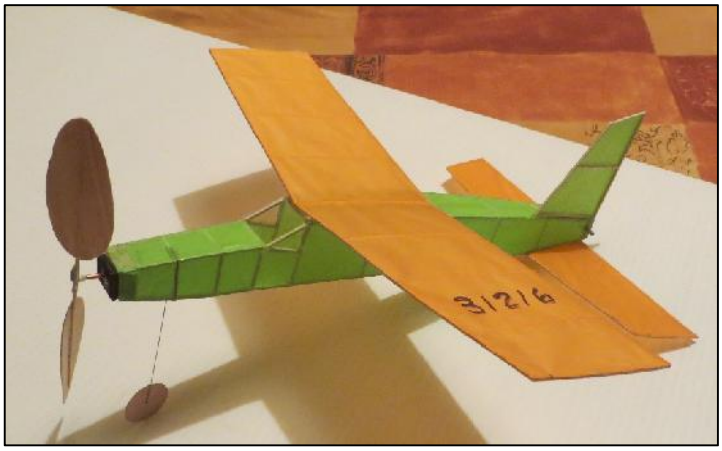
Southern Coupe League Qualifying Events for 2018

The meeting of the Southern Coupe League Organising Group at which the new Expanded Programme of Qualifying Events for the 2018 season was unanimously agreed.
The first event is La Grande Coupe de Birmingham on December 3rd 2017.
Note the addition of the SAM 1066 meet on the 17th June, and the 5th Area on the 24th June making a total of nine events; as usual your highest scoring five will count.
The scoring system remains unchanged, a proposal to take into account the number of competitors flying was withdrawn on the grounds that it would disincentivise bad weather attendance.

Peter Hall

Sneyd Indoor, November - John Andrews

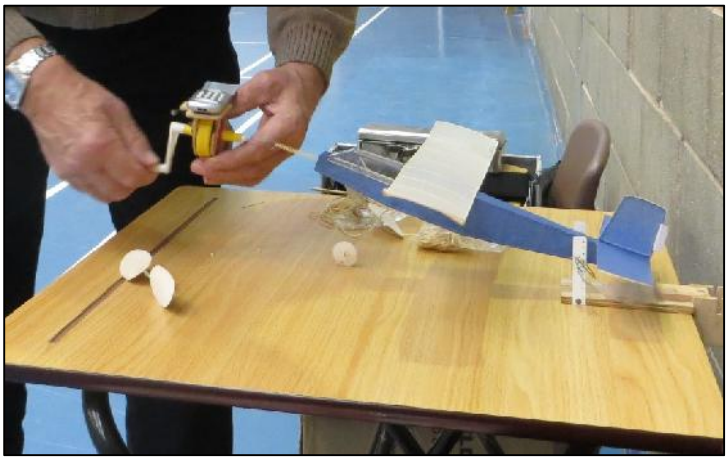
Rachel & I were at the Sneyd Sports Hall in Bloxwich for the Walsall clubs indoor meet ably run by Alan Price. Attendance, as seems usual these days, was a little light but costs are just about defrayed.
I have built another Legal Eagle, a 'Legal Tender' and was embarking on a trimming exercise.



I knew from the very start that things were not going to plan. In spite of massive right rudder offset and right sidethrust the model flew left on the first test launch with about 500 turns on the motor. A check revealed that there was no wash-in on the R/H wing, major boob.

I rely on R/H wash-in to pull the model into right-hand circles but where it had gone I do not know, it was there when I stuck the wing on. First off I set about the nose and cut in some significant right sidethrust. This overcooked it and the flight path was then super tight right circles but without the wash-in the model would not climb. Next was a big trim tab on the fin for left turn and the 'Legal Tender' was now just about flying but with thrust line and trim tab working against each other performance was, to say the least, poor and to cap it all I had run out of tailplane adjustment. With all the fiddling about with the nose I had weakened the structure and next thing I stove in a longeron. Super Glue repair then two broken motors made a bit of a mess of the back end. Upshot, I never cleared a minutes duration. Got to make quite a few changes before next outing, trouble is it all adds weight and it was over 8gm when I started.

The air in the hall was not too great as Colin Shepherd was trimming his latest Legal Eagle and was finding it difficult to get it to perform as well as it had at the last Thorns meeting. He was breaking motors and he had one batch he used for a new motor that was absolutely power less. It took many more turns but the description of feeling like winding chewing gum was quite apt. I believe he did get a flight of well in excess of a minute but not the two minutes that we are all looking for to beat Peter Dalby's 2-20 already registered at Thorns.



Colin Shepherds latest Legal Eagle

Give us a kiss and I'll sell you the plan

Graham Smith was airing one or two of his large polystyrene radio scale models, they do fly very well and seem to hang in the air as they fly by at barely a walking pace.

Looking forward to the next meeting, it's Christmas and mince pies and sherry will be available.

John Andrews

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'.

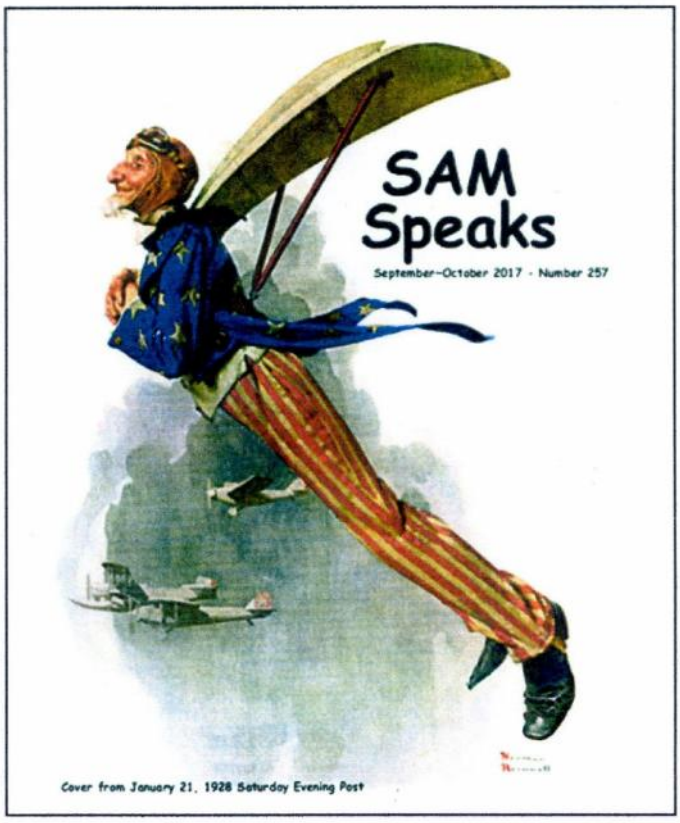
Please do not shoot the messenger.

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

Impington Village College

Indoor flying on 18th March 2018 9 am to 5 pm

We will be using the large (100 x 50 x 28 ft) sports hall at the College. The only restrictions are no radio models in the main hall and no internal combustion engines, jets or catapults anywhere.
Also Round the Pole (4.5 metre lines) and small electric helicopter and fixed wing flying (X twin or Vapour type) in a separate hall (radio or infra-red).

SAMS MODELS will be in attendance to supply all your needs on the day.

Competitions:

There will be two, low key free flight (and one car!) competitions:

1: **A Peanut** event using a simplification of the usual international rules.
Maximum size of model either 13" span or 9" length excluding propeller
A GA drawing, photograph or any other proof that the actual aircraft existed.
A single judge for all entrants to award up to 30 scale points and up to 90 "difficulty bonus points", the purpose being to encourage those flying models of difficult and adventurous prototypes
Any number of flights with a 10 second bonus for ROG.
Total of best two flights plus scale and bonus points to decide final score

2: The usual duration event for **Bostonian** models. There was a healthy increase in Bostonian numbers at our last meeting so let's have even more this time. Any design to the Bostonian formula (If you are unclear about the Bostonian formula rules ring or email the contact below). Min. airframe weight 14 gm and all flights to be ROG. Total score from best 3 flights

For both competitions get your flights timed and reported to control. As many attempts as you like. Awards in each event for overall winner and best junior (under 18). Bostonians to be weighed. No builder of the model requirement in any competition. Build one for your wife (or husband), child or grandchild who just has to wind and launch.

3: We will also feature the **Racing Car event** as usual. This is a fun event for rubber powered cars. We vary the distance to be covered, number of heats etc depending on the entrants on the day!
Ring or email below for any further information and for plans of suitable vehicles.

Exhibition
We would like models of all types in the exhibition and models other than aeroplanes are more than welcome.
Bring whatever you like but please bring something (don't be shy) as this is a feature much enjoyed by our visitors - both flyers and spectators. It is also a good way of showing our kind of modelling to the public.

Seminar
The seminar will be given by Roger Simmonds and his subject will be "Who needs Stringers?". Roger is the power behind small scale rocket model flying, Anyone who saw his beautiful Hawker P1081 at our October 2017 meeting will know hearing how he does it is something not to be missed.

RTP and Small Radio
David and Will Beavor will be bringing their equipment, using 4605 connectors at the model, available from The RTP Hut (www.thertphut.co.uk). As usual RTP will share the 2nd. hall with small R/C helicopters and fixed wing models.

Refreshments
Hot drinks and snacks will be available from the Sports Centre

Web Site
Have a look at our website at **www.impmac.co.uk** for more details of club activities

Cost of admission: Indoor Flyers - Adults **£6.00**, under 18s **£1.50**, Spectators and Chatters - **£3.00**

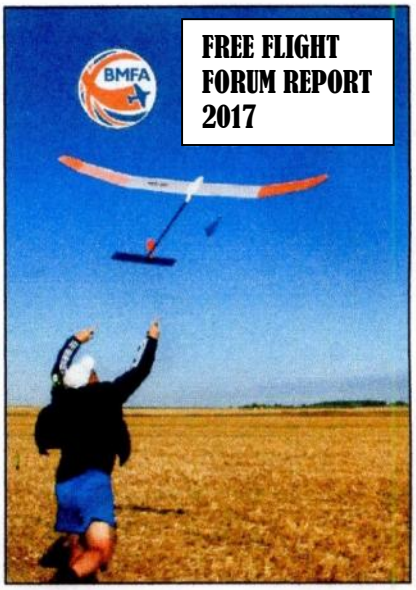
***Directions to Impington Village College*: Post code CB24 9LX**
Leave A14 at the first junction East of M11 J14, signed Cambridge B1049. At the roundabout take B1049 to North signed Cottenham, Histon. In ¾ km at 2nd lights turn right into New Road. Pass hospital entrance on right. Village College is next on right (two entrances, 1/3 and 2/3 km). Entrance to be used and car park will be signed.

Contact:- Chris Strachan Tel no: 01223 860498 Email: chris.strachan@btinternet.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.



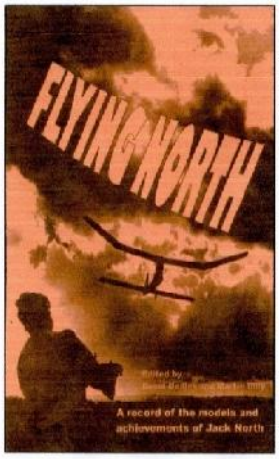
The UK price is £12.00 including postage; to Europe it's £15 and everywhere else £17. Sales of the Forum Reports help to defray the heavy expenses of those representing Great Britain at World and European Free-Flight Championships. Cheques should be payable to 'BMFA F/F Team Support Fund' in pounds sterling,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

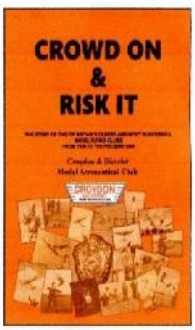


Flying North is a 163 page book covering the model flying career of Jack North, and including 23 previously un-published plans of his aircraft. Access to Jack's drawings and notes dating back to 1938 means that there are a number of designs in the book likely to be tempting to the nostalgia-minded.

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
December 17th	Sunday	BMFA FF Gala, Buckminster

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

MERRY CHRISTMAS once again: Your editor *John Andrews*