


	<h1 style="color: red; text-align: center;">NEW Clarion</h1> <h2 style="color: red; text-align: center;">SAM 1066 Newsletter</h2> <h3 style="color: red; text-align: center;">Happy New Year</h3>	Issue 012915
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Editorial

Here we go, off into 2015 in the hope of many calm days and no further losses of flying fields. SAM1066's use of Middle Wallop is uncertain, 12 days were offered, however there are talks of increased security problems and meetings are not yet confirmed and issue of licences is currently suspended until further notice. Fingers crossed.

I start off this new year with piece recording the end of my outdoor doings of last year, nothing startling, but then there never is. You just wait until I win something.

We have a report from Gavin Manion on the Le Grande Coupe de Birmingham at Luffenham. This event followed the BMFA experimental event innovation of a prize giving with tea, coffee and cakes in the golf clubhouse, much appreciated by all concerned after a very cold day on the airfield.

From the USA there is a trimming tale by Roy Smith analysing the reasons for a spectacular power model crash at the Great Grape Gathering he reported on last issue. The article on the event was forwarded to me by our old friend Jim Moseley (Canada/USA).

I've put in another archive piece by Pylonius and I'd better come clean on my filing system which seems to have gone haywire. I find I have no record, other than the New Clarions themselves, of what articles I have used in the past, so I may be repeating some pieces. I have set up a new record file which will control any future duplication but if you find you've read something before it will be a memory issue on my part.

Peter Hall gives us a run down on the Southern Coupe League fixtures for 2015 and analyses the options in design, I weigh in with pictures at the end of his article to illustrate.

Yet another John Thompson power model experiment, 'Binkie', it all sounds a bit hairy to me.

Stewart Mason recounts his aeromodelling development from childhood to date. I sure many more of our readers could pen a piece on similar lines, Please!

I seem to recall that my early contributions to the old hard copy Clarion started with a many part set of articles concerning my own early days with the 'Rugby Model Engineering Society - Aeronautical Section'. I will have to dig out the copies of the magazine and repeat the exercise in the absence of further pieces from the membership. That's a threat.

We have a 'Letter from America' written by SAM1066's good friend Mike Myers, for those who do not know, Mike is an ex President of SAM USA. I hope that Mike can find time to write again.

New rules for large Bungee Launched Gliders and comments from Tony Shepherd.

Julio Isidro, President of SAM Portugal 74 sends a christmas message to all. Julio and family are frequent attendees at the Nationals and Peterborough Flying Aces meetings.

Ex pat John Richards in Canada fills us in on his activities on the Shearwater Airfield out there.

An email query from Dick Twomey enclosed some pictures of his den/workshop which I reproduce for your delictation.

I report on the final 2014 Thorns Indoor meeting and the years end Xmas competition.

There are of course many other odds and ends not reported in this editorial.

Happy New Year to you all

Editor

I went a bit quiet for the Christmas issue but, although now a bit historic, here goes for the somewhat lack lustre end to my 2014 outdoor season.

North Luffenham 9th November:

First up the BMFA experimental meeting at Luffenham, seems an age ago now. This event was promoted by the BMFA to try out a short max meeting using reduced towlines and engine runs and other restrictions to enable all events to be flown to a two minute maximum. Mini Vintage and P30 were of course not affected.

The turnout was good, helped by good weather and free entry, also the free buffet in the golf club for the prize presentations.



Bill Dennis had made a late call to get some scale fliers for an impromptu 'Kit Scale' Comp and Martin Pike answered the call, staying with us overnight to be there early. Bill had 4 flyers answer his late call so a competition took place in ideal conditions, as he reported in Dec NC. Martin Pike flew his 'Westland Wigeon' in the Kit Scale event and finished in third place whilst Bill himself flew in P30 and finished in third place in the fly-off.



For myself, I flew my old battered 'Hep-Cat' in mini-vintage, as usual we came up short of requirements and it took four motors to do it. I think I will have a lot of scrap rubber when I finish replacing the motors, and I've got my 'Korda' motors to scrap as well.

The prize presentation and social event in the golf club was quite a successful innovation, the buffet being quite overwhelming, tea, coffee, sandwiches and cakes, I'm slimming but Rachel reported the carrot cake was to die for.

Middle Wallop 16th November:

The November Wallop meeting was blessed with excellent flying conditions and as usual these days Rachel and I made our relatively slow start to the day having a leisurely breakfast in the museum café to see us through the day.

I was there to try to add a few more points to my total in the 8oz Wakefield League.



Being good conditions I started with the intention to use my 'Jaguar', so I set about assembling the model using a new smaller cross section motor as my last outing using 18x3/16 rubber resulted in quite a spectacular climb out. I decided on a test flight and wound quite a few turns on to check the glide. When the turns ran out the nose-block fell out, the model d/t'd down and for some reason the propeller broke yet again so I gave up with the Jag.

Digression, if you recall last time the prop broke I said I would replace it if it broke again. Since the meeting I have acquired a superb Spencer Willis replacement, I do not know how he produces them so quickly and at such a bargain price, they are works of art, fibre glassed, bamboo edged and come complete with freewheel catch, shaft and bushes.



Where was I, Ah! Yes, with the Jag out of commission it was out with the old faithful '39Korda'. I had not thought that I would need it but had made up a full weight 100gm motor from good 3/16 rubber to supplement the three old well knotted 80gm 18 x $\frac{1}{4}$ motors from a duff box of rubber I had, thank goodness it's all gone now.

Digression again, Talking motors to Mike Woodhouse he told me that, in his opinion, none of the final production runs of $\frac{1}{4}$ strip had turned out to be top grade and should be avoided if competition performance was required.

Back to 8oz and the 'Korda', it took all three of the old motors to make the first two flights, knotting broken strands galore. I fitted the new 100gm job for the final flight but launched too square into wind and had the loopy climb out followed by the slow roll and helicoptering, but luck prevailed and I just missed the deck to eventually climb away but a max was not to be. I finished up bottom of the pile.

Other fliers were taking advantage of the good weather, Colin Shepherd in addition to coupe trimming gave unconvincing demonstrations of the fizzing smoking rocket type flying.



Colin and right hand man Terry Beese used best part of half a hank of my d/t fuse trying to get the rocket motors going. It was like dynamiting: drilling holes and inserting fuses and standing back, to total silence on more occasions than not. The model did fly well when the motor ignited, but that was not all that often.

John (Isle of Wight) White was operating close by and Rachel could not resist a nose into his box of tricks as John ferreted about for one of his enormous coupes.



There were models galore loosely packed in the box, hangar rash must be a permanent feature of John's modelling. Eventually he produced the enormous coupe above to pose for the camera. He had a quick flight with it and the way it waffled about was a delightful sight to see. This spectacle reminded me of the time it was reported that, at a windy Nationals in the past, he flew his coupe flights in the hanger. On querying this with John he told me that he had re-stranded his motors that day and was producing indoor type performances in the hanger and making maximums to boot. I seem to recall that this caused a real furore at the time and I assume resulted in some rule investigations and revisions. It's really refreshing to hear from someone who thinks outside the box as they say.

For the record the Free Flight rule book currently states:

Rule 3.1.1 a (ii) Outdoor contest flights must take place outdoors.

North Luffenham 7th December:

My final outing was to the Le Grande Coupe de Birmingham at Luffenham, promoted by Gavin Manion and the Birmingham club, a short day and repairing to the golf club for tea, coffee, cakes and the prize presentation. The weather had reverted to abysmal, wind and a spell of rain.

There was quite a reasonable turnout despite the appalling forecast but the wind and turbulence took its toll with many models forced down.

I've not flown coupes, so two weeks before the event I had hurriedly delved into my box of cast off debris and found a 36" wing and a tail-plane which looked useable for a coupe and working away I made myself one. To sort out the motor tube length I just made up a 10x1/8th motor then built a 1 1/4 square fuselage from 1/8thsq. to house it. For the rear end I had an old broken arrow shaft, it was not particularly light being plastic coated metal, but time was not on my side so it was pressed into service. I had a likely looking prop blade in my bits so a single bladed folder was decided upon. Having not built any coupes I had no idea where the CG was

going to be but by mounting the wing straight on top of the fuselage complete with an incidence block and leaving the arrow shaft a sliding fit in the rear fuselage block I had adjustments available to fiddle about with on completion. I used a sheet fin and a fuse d/t, no time for Tomy mounting, and bingo finished.

There was one relatively calm evening during the week before the meeting which enabled me to get out and see if the model flew. I only have a small piece of rough ground but it's good enough to test glide and stick a few hand turns on. I had stuck the boom but the wing was still free to move. It took an extra 3/32 under the wing leading edge and also 3/32 under the tail-plane TE to get it gliding. Then, on launching with a few hand turns and a little side thrust, the model climbed up a bit, prop folded and one circle gliding down. It was dark by then so back to the car. One snag came to mind as I put the model away, on the last glide down the coupe had run into an earth bank and the wing had shot forward. I was not sure where it had been, I had a rough idea but would have to wait for the meeting as no further wind free opportunity presented itself. Still, I had a model to take.



Back to the meeting, we had to make two flights before 12.00 o'clock and after Gavin Manion had been up and down the line geeing us up I thought I'd better start. I could not see a test flight being any use so I just put the wing where I thought it ought to be, wound on 450 turns, lit the fuse and stepped out to make my first attempt. It turned out to be an attempt, I thought the wind was slackening a bit so I raised the model for launch. I'm not sure whether I launched it or the wind just took it out of my hand but up it went and after being blown over the top the model rolled out and flew down in a shallow dive to terra firma. I retired to the rear of the car to rebuild a shattered tail-plane mount. Quite a bit of sticking and gluing got the model ready to go again and this time I put a locating bar where I thought the wing now ought to be. 450 turns, bang broken motor, replace and out I steps again. This time there was a noticeable lull and I launched and the model climbed away and lurched its way across the field to record a very ungainly 44 seconds. Still flight No1 was on the card but not easy to find and time ran out for the second flight.



Resting on my shattered laurels

The third flight, after another broken motor, was an improvement, 55 seconds with the model still cavorting about in the low level turbulence. We had a difficult retrieve and time was beating us but I did get flight No4 recorded, this time 41 seconds then time ran out.

I count myself lucky to have made three flights with a makeshift untrimmed model in rough conditions and still have a model in one piece to take home.

John Andrews

Le Grande Coupe de Birmingham

Gavin Manion

We had a challenging and closely fought "Grande Coupe de Birmingham" on a cold windy day. The day started with a heavy rain shower and around lunch time (not many managed lunch!) we had a brief shower of sleet! Otherwise the day was bright and sunny but felt cold in a strong westerly wind.



Upwind turbulence (and the need to get competitors out of their warm cars and flying!) prompted the contest director Kris Best to set an initial 90seconds max. By round 3 it was clear that this was sufficient to decide the contest and it was maintained at 90seconds to the contest close. This proved a good (and popular) decision on the day and many competitors continued to fly to the end."

Contest - F1G

Entrant	R1	R2	R3	R4	R5	Total	Position
Ball P	74	90	90	90	90	434	1
Davitt I	90	90	51	90	90	411	2
Brown P	85	90	57	87	90	409	3
Dennis W	68	90	90	64	90	402	4
Moorhouse A	90	65	54	90	90	389	5
Marshall M	90	90	6	80	59	325	6
Chavenard D (France)	87	90	90	3	0	270	7
Gibbons P	39	35	43	36	35	188	8
Warburton G	75	36	55	0	0	166	9
Andrews J	44	0	55	41	0	140	10
Mchugh M	75	0	34	28	0	137	11
Tolhurst P	76	55	0	0	0	131	12
Taylor D	90	25	0	0	0	115	13
Adams P	90	0	0	0	0	90	14
Darmon S	52	0	0	0	0	52	15
Elliot R	0	0	0	0	0	0	
Thompson D	0	0	0	0	0	0	



Dennis Davitt in vintage

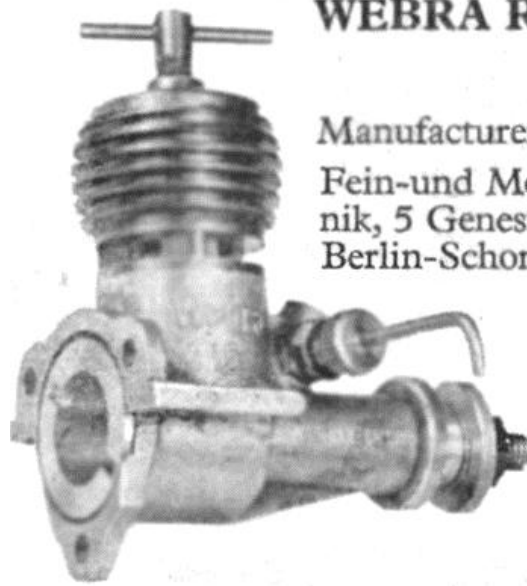
Contest - Vintage Coupe D'hiver

Entrant	R1	R2	R3	Total	Position
Ferer G	90	70	90	250	1
Thompson D	61	67	90	218	2
Tolhurst P	59	90	61	210	3
Davitt D	83	76	48	207	4
Bailey T	36	51	57	144	5
Elliot R	37	0	0	37	6
Darmon S	3	0	0	3	7

Special award for Best result in both events

Peter Tolhurst

Gavin Manion



WEBRA RECORD 1.48 c.c.

Manufacturers:

Fein-und Modelltech-
nik, 5 Genestrassse
Berlin-Schöneberg,
Germany.

Retail price in U.K. for export only 65/-

Displacement: 1.48 c.c. (.09 cu.in.)

Bore: .51 in.

Stroke: .45 in.

Bore/stroke ratio: 1.13

Bare weight: 3 oz.

Max B.H.P.: .133 at 13,800

Max. torque: 12 oz.-in. at 8,600

Power rating: .09 B.H.P. per c.c.

Power/weight ratio: .044 B.H.P. per oz.

Material Specifica-
tion:

Crankcase: Pressure
die-cast light alloy

Cylinder: Steel

Cylinder jacket: Dural
(anodised red)

Contra-piston: Steel

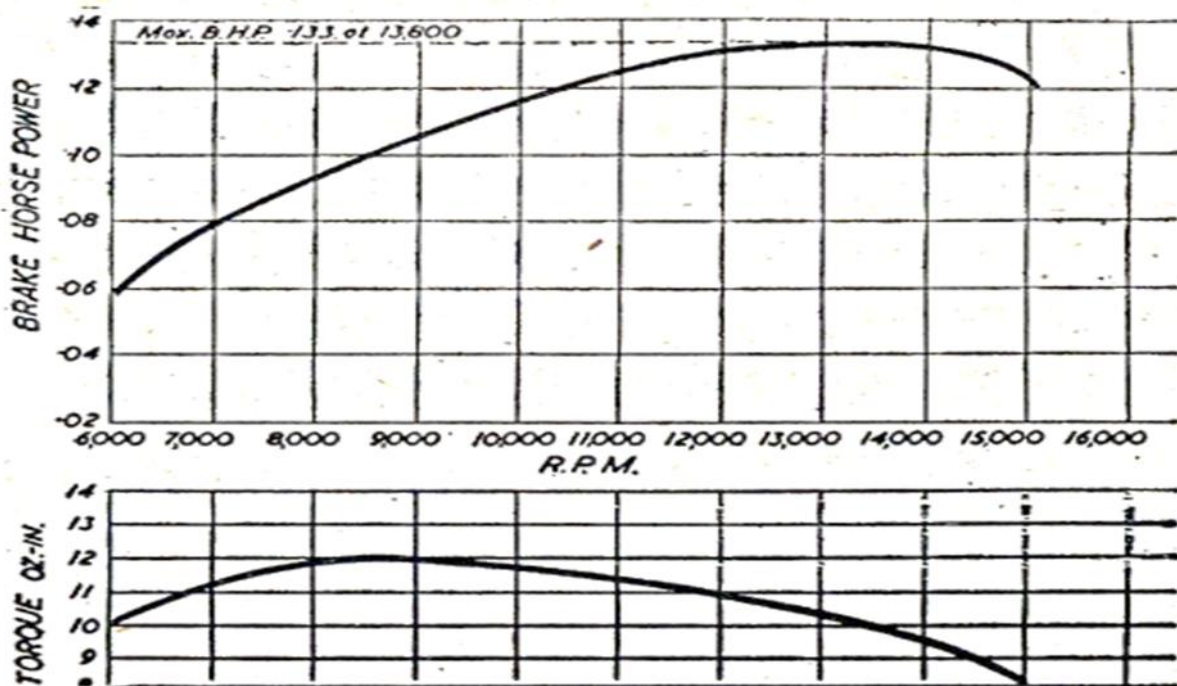
Connecting rod: Dural

Crankshaft: Steel

Crankshaft bearing:
Plain

PROPELLER dia. pitch	R.P.M.
6 × 6 (Stant)	13,000
7 × 6 (Stant)	11,400
7 × 6 (K-K)	10,200
8 × 4 (Stant)	10,000
8 × 6 (Trucut)	8,600
9 × 4 (K-K)	7,900

Fuel: R.M. diesel



There were a few contributions about radio d/t a while back. I experimented with "Orange" miniature receivers and managed about 10 grams for a set up.

The main drawback was their "park flier" limited range. OK for sports models and trimming, but no use for competitions. The fail safe would make it d/t when it had flown out of range. On an averagely good day this could be at about a minute.

I have an "Aeris" system from Italy which I now use in my BMFA rubber and a couple of other models. It is now great, but it is quite expensive.

However, there has been a serious new development. It is the "Lemon" receiver. (I expect the next advance will be the "kiwi fruit".) This is available on eBay for £6.99 including postage.

It is claimed to be full range, and this seems to be confirmed by reviewers. It weighs about 2g, and when combined with a 20mah lipo and a Robotbirds 1.7g digital servo it produces a cheap, full range system for radio d/t, or, if you want it, radio assist. All for about £16.

Of course you need a Spektrum transmitter. I use the DX5 which I have for indoor models. It's bulkier than the Aeris Tx but that isn't really any disadvantage. At £6.99 a unit, even the most miserly could have one in each model. I mention no names!!!

I know some have an aversion to anything "not free flight" but I find radio d/t a real boon.

It's great for aborting an impending crash in the initial trimming stages. That way I have saved a lot of repairs and not had to go home early. It also gives the freedom to watch all stages of the flight and then d/t when satisfied, and restrict the retrieval distance.

As for d/t failures, I suspect there are fewer risks of this. With a larger battery, for an extra couple of grams, the Rx can be left on for the whole flying session, or for several flights. The same as the tracker.

At my last competition I trimmed my E36 electric model and competed with it not fully trimmed. I had set the d/t at 30 seconds and did not see the full glide. I did about a minute in the first round with under elevation. It wouldn't have happened if I had trimmed with radio d/t. I would have watched the glide for longer and d/t'd at a more appropriate time.

Jim Paton

I may be teaching grandparents to suck eggs here.

My computer these days is an iPad. When I receive notice of the latest New Clarion, I open it by holding down on the link in the Sam website.

It then can be opened in a new tab. Most know about this, I guess. However, what I then do is transfer it to "iBooks".

iBooks is a free app. I transfer it by pressing on the top right hand corner of the Clarion's first page. One simply taps on "open in iBooks". The advantage of this is that it never again has to be downloaded. Just open the app and tap on the month that you want to read.

Jim Paton

A Trimming Tale

Roy Smith (USA)

At the Great Grapes Gathering reported in the last issue, some may have witnessed me planting a 'carbon tree' in the afternoon of Sunday – when my "Wanna Bee" (pictured) pulled over into a dive in the power pattern, from a vertical launch, didn't recover sufficiently in the seconds



after the engine quit, and stuck itself firmly into the ground. The last time I flew this aeroplane it was in good trim (at the ESFFC in August). I pondered the reason for this mysterious event afterwards, and some hours later the cause emerged through the mists that enshroud what I optimistically refer to as my brain.

This aeroplane is of my own design (No! That's not the reason for the mishap!), I have been trimming it gradually over the past couple of years and finally began to be reasonably successful when I loaded enough lead in the front to get the CG forward, it then became trimmable. Prior to that, if the power pattern was good the glide had a serious stall and if the glide was good the power pattern became horizontal after a few seconds. No amount of fiddling with other things would compensate for the fact that the CG was in the wrong place. I hasten to add here that I did go through Bob Hanford's process of calculating where the CG should be, but it seems that the thin under-cambered section on this wing means that things are a little different on this machine.

I am not a fan of carrying lead into the air (it slows down the going up and speeds up the coming down, there's an event for that, called Payload, but there are no points awarded for carrying cargo in the open events) so, just after the ESFFC, I brought the model out of the trailer, into the workshop, intending to shim the motor forward in order to be able to remove the offensive heavy metal. When I started weighing and measuring, however, I found that the motor would have to be moved well over an inch forward. This would require major fuselage surgery, not just a small shim, so not something I wanted to tackle with the GGG coming up, so I put the lead back where it was and postponed the surgery for a future day (during the building season). In the examination of the model, however, I took note of the fact that I had made another adjustment during the trimming process – I had shimmed the tail-plane (sorry 'stab') to give it some tilt, which also gives it a little 'down'. I had achieved this, however, by adding small shims on one side of the forward mount. The problem with this was that the tail-plane now rested on a very small area and, over time, this could indent itself into the underside of the leading edge and cause a change of trim. I decided to create a more permanent shim. I measured the thickness of the temporary shim with a micrometre and then made a plywood wedge tapered from zero to the measured thickness over the width of the tail mount and glued it in place instead of the temporary shim. The incidence trim adjustment on that aeroplane is a 2-56 screw, bearing on a hardened steel plate on the bottom surface of the tail-plane. One turn of the screw represents 0.0178", and ¼ of a turn (0.0045", the thickness of human hair) provides a noticeable change in the power pattern. I made a mental note to myself that this model now needed re-trimming because, no matter how careful I was at measuring, there was no way I could glue a piece of tapered plywood in place and duplicate the measured dimension within a few thousandths of an inch. When I took the model out of the trailer at the field, however, all such thoughts had vacated this near-empty head. "This aeroplane was in trim the last time I flew it," I said to myself confidently, "I'll just put it up with a 3-4 second engine run to make sure it's still good." I'm glad to report that, despite this momentary lapse, no-one was hit by the missile and, because the engine run was mercifully short, and also thanks to the incredible properties of carbon fibre, nothing was broken except the propeller. My new shim must have been 10-20 thou' thicker than the temporary one! The ship has a carbon tube fuselage and a moulded carbon/foam D box LE on the wing. I haven't been able to detect any damage, except bruises to my ego. I hope that the OS 25DF will still run as well as usual after this event, it doesn't quite have the sound of Brad's Nelson 21, but it does haul effectively. The moral of this story is that 'mental notes to myself' are no longer good enough (if there was ever a time when they were). Some time ago I put together a 'trimming book', with pages in it for notes on each aeroplane in my stable – the time has come when I have to discipline myself to **make the entries in the book and USE IT**, every time, both in the workshop and in the field, whenever I make changes.

Roy E Smith (USA)



Model Aircraft Feb 1960

Over-ruled

You happy-go-lucky modellers have heard by now something of what Auntie F.A.I. has cooked up for her wayward little chicks next season. Of course, she's too kindly an old body to give you all the grisly details at one go. So far you have only had a hint of the suffering in store, humanely conveyed in the Gosling report. From quite another little bird comes the full story; the stark facts of an amazing document which we dare you to read.

My interpretation might be just a little hazy. For one thing I can't pretend to be the gen boy on speed and other handle waving antics. In fact, I'm the bloke who thought Gadget Gibbs was a new type of toothbrush, but I can only do my clueless best.

Control-Line

First of all, there's some rule about whipping in the team race circle. It's a bit obscure, but I should have thought, resourceful as the engine whippers may be, such a crowded area would restrict their operations. However, I suppose it's possible for some light-fingered customer to infiltrate through the mass of officials and make his haul amid the general confusion.

There is, of course, the other sort of whipping, but I dismissed this after seeing a recent team race. How anyone could whip up any whipping enthusiasm while trying to control a rampant 100 m.p.h. monster with his head painfully wedged between a pair of gyrating knees I am at a loss to know.

Each timekeeper in future shall be equipped with a stop watch and lap counting tachometer. Now, I don't know what fearsome sort of machinery this latter gadget is, but from my experience of the average timekeeper it's as much as he can do to handle a stop watch. Where the watch is of the split hand type at least three are needed; the one with the highest official ranking having the casting vote. This means anything up to six extra bods to handle the lap counting instrument. By this time the area is getting somewhat crowded, and when you allow for the four blokes who trot round to see the piloting arms are in good straight order, the mechanics, the police dog patrol, and the usual flood of armbanded officials, there would hardly be room to swing a cat, let alone a model.

Free Flight

In view of the complexity of rules and restrictions attaching to this type of event, the council discussed the possibility of renaming it. However, owing to the various international interpretations of the term it was decided to defer the issue.

Free-flight finals will now be flown as eliminators. The eliminating process will begin in the small hours of the morning and continue on a systemised scramble basis until all but one of the victims, or rather competitors, are knocked out. At the end of the marathon it is hoped there will be at least one survivor to receive the pot, providing he is strong enough to carry it.

All claims for long distance walking records, made during the event, will be sympathetically received. To suit the new conditions the Recovery Service will be extended. In addition to the usual first aid facilities there will be the provision of pep up pills, foot baths, artificial respiration, and all modern means of resuscitation. After the sixth fly-off bathchairs will be issued at the discretion of the judges. Next year's competitors are strongly advised to participate in the current spate of marching stints as a necessary part of their training.

It is not yet known whether World Championships will be held yearly, two-yearly or five-yearly. Much will depend on whether anyone is prepared to run them, and also how long competitors take to recover from the previous endurance.

Formulae will remain every bit as complicated as before, with the usual grim grms and dim dcms to confuse the sporting British. Give these foreigners an inch. . . .

Personally, I don't see the point of this decimal system, anyway, as the modeller said, taking his 0.294sq.in. Wakefield out of its matchbox.

Pylonius

Here are the dates and venues for the league events for 2015. Notice the perfect spread throughout the year. The B.M.F.A. Technical Committee are allowing the coupe event on May 3rd on Salisbury Plain to run alongside, but distinct from the Stonehenge Cup programme. Hence its name 'Not the Stonehenge Cup'. This gives us eight events, out of which five of your highest scores will count.

8 th	Feb	1st Area,	Ashtdown Forest, Beaulieu, Merryfield, Salisbury Plain.
19 th	April	London Gala,	Salisbury Plain.
3 rd	May	Not the Stonehenge Cup,	Salisbury Plain.
21 st	June	Oxford Rally,	Port Meadow.
18 th	July	Odiham.	
22 nd	August	Southern Gala,	Salisbury Plain.
20 th	September	Crookham Gala,	Salisbury Plain.
15 th	November	Coupe Europa,	Middle Wallop.

The sub-committees and working parties of the Southern League Action Group (S.L.O.G) are always beavering away examining and seeking to improve all aspects of our work in readiness for the new season. I summarize two recent reports.

Scoring Systems.

We have been concerned for some time that our scoring system should properly acknowledge the widely differing challenges the events provide. It cannot be right that you can be awarded twelve points for winning a competition with only three entries, three rounds and a D.T. fly off at Middle Wallop on a nice day, and the same for beating a field of twenty, with five rounds, and a fly-off on a wet and windy day on Salisbury Plain. Our working party has considered all possible variables and appropriate score enhancements and penalties. The proposed new system however has exceeded our present computing capacity and so we have decided to leave things as they are.

Prizes.

Prize-givings are now mostly informal little affairs and distinctions between first, second and third have been eroded. A bottle of wine for each. We occasionally catch a glimpse of aeromodelling's glory days at SAM 1066 champs., for instance. Tables laden with giant silver trophies resplendent with winged victories and draped with swags, tarnished now and unloved, dug out from one attic to be interred in another. For it no longer seems appropriate to carry home such proud memorials of success when only three entered the competition. Has the pendulum swung too far? Surely the awards should distinguish between the three top places. Our working party considered this. They rejected matching the quality of the wine - good, decent and plonk, to the placings, on the grounds of expense, and since most modern reasonably - priced bottles taste the same (to me anyway) no-one would notice the difference. In any case we shouldn't be encouraging drinking. Soft drinks as prizes were considered juvenile and would seem to undervalue even the most modest success. If not drinks, what about food? A shoulder of lamb? Or considering the ecological footprint, a tray of mixed veg. locally sourced? I know what you are thinking, this is getting ridiculous. Well you think of something then.

And finally, what of the new season? What innovations? We may not see much until graphene enhanced structures and 3D printers become realistic prospects. Except of course for electronic developments. Electronic timers for coupes and RDT will spread no doubt. Are we going to see the resurgence of the true free-flight coupe - non -automated, no systems?

Alan Brocklehurst won the league last year with one and has its successor ready for this season. Consider the advantages. Systems malfunction and miss-setting account for a depressingly high number of failures so the simpler the better. Summer boomer - proof D.T. is easy to build in (tip up wing and tail) Why after all, do we use V.I.T. /W.W./ A.R. ? To make best use of the

burst, yes, but using four degrees plus of right side-thrust and some left fin tab will give you the control necessary. Many vintage model fliers use this trim to great effect instead of the more tricky PGI method. You may object that the left glide takes you out of the thermal you've so cleverly launched in.



Peter Tolhurst with vintage



Gavin Manion with modern

I've not noticed any difference with vintage models. Perhaps I'm overselling this. I've always flown auto-coups and maintained their superiority. But I now think any advantage is small and easily eclipsed by systems failures. Better to practice air-picking. That of course is the secret.



Ralph Sparrow's elegant modern auto



Alan Brocklehurst's 2014 league winner, no systems

There you have it, take your choice

Peter Hall

Binkie

-

John Thompson

Something different for the connoisseur of different looking power models. Whilst in Ireland I never saw this model fly, but the Aeromodeller write up shows that the model was quite successful. Maurice Doyle our 1066 control line man in Northern Ireland, who comes from roughly the same neck of the woods as the designer, told me he saw one in the late 50's. However the flyer was unable to stop the model looping. This looked a bit of a challenge to me.

I took the basic design and somewhat simplified the construction, with a flat plate fuselage, also the fin arrangement was altered a bit to allow a tip up tail DT. Not having an Elfin 1.8 available, I decided to use a AME 1cc glow, this engine is much lighter than the diesel, but on 40% nitro with a Nelson head gives, I am certain, more power. On a 6x2 it reaches about 21 k.

This engine proved too powerful for my setup. So I replaced it with an AME 0.8 cc Glow this on the same prop only reaches some 19.5k, again more power than the Elfin, but certainly enough to frighten the horses

June, 1951

339

Aeromodeller



BINKIE MK. IV

A CONTEST - WINNING 42 in.
SPAN POWER DURATION MODEL

BY
W. MCCORMACK

Age 18 ... Student ... Member
Belfast M.F.C. ... keen on
everything with wings ... also
a racing motor-cyclist, and
proud owner of a 250 Benelli.

BINKIE Mk. I was built in 1948 for the Belfast M.F.C.'s first power ratio competition and with a Mk. I Mills in front it finished 2nd, averaging 6.2:1. A larger Elfin powered version was built for the same comp. in 1949 and without any trimming flights whatsoever it won, averaging 7:1 in a half gale. "Gipsy" Drew, captain of the Irish Wakefield team, flew an identical model into 4th place in the International power ratio event at Cranfield. Binkie III, which was the same as Mk. IV except for the u/c and cowling and a few structural points, was flown at the B.M.F.C. annual Rally and finished first with 229 secs. on 17 secs. engine run.

Mk. IV was flown with the dope hardly dry and in a half gale on Sunday, June 4th, 1949, and with two o.o.s. flights clocked 15.76:1 to finish 4th in the M.A.C.I. Northern Area Rally.

Trimmed to the maximum in really good weather conditions Binkie was proved to be capable of 4½ mins., and on 18-20 sec. motor runs.

Construction: Cut out fuse sides and F's 2-5. Lay one side flat on plan and fix formers in positions shown. When dry fix other fuselage side and after chamfering off the insides at the tail end sandwich fin in position. Cement in ½ sq. spacers and tailplane

support. Securely bind and cement u/c to F3 and slot in underbelly keel. Bolt engine to F2 and fit F1 to mainbearing housing. Form cowl with planks of 3/32 x ¼ balsa. Fit dowels etc., and cover with rag tissue or Modelspan.

Assemble both wing spars to conform with dihedral as shown and assemble wings in usual manner, one panel at a time. The ¾ x 5/32 T.E. should be cut from 3/16 in. sheet and sanded down. The completed wing is covered in Modelspan.

Pin down L.E. and T.E. of tailplane and fit lower c/strips in a similar manner to the spacers on a fuselage side. Cement main spar on top and add upper capstrips, holding them in place with pins until dry.

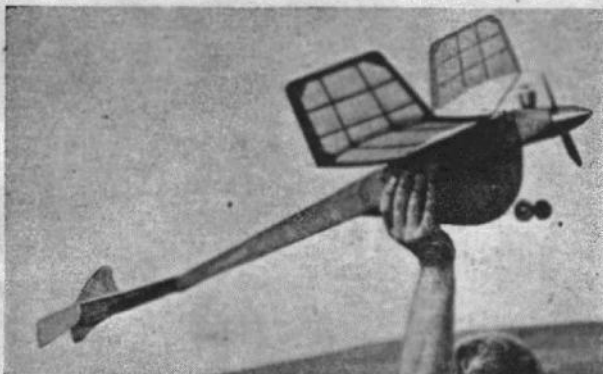
Trimming: Adjust C.G. position with plasticine mixed with lead shot until model balances ½ in. behind main spar.

Adjust prop to stop horizontal on compression and hand launch into wind. The model should have a slow hovering glide with a strong tendency to soar.

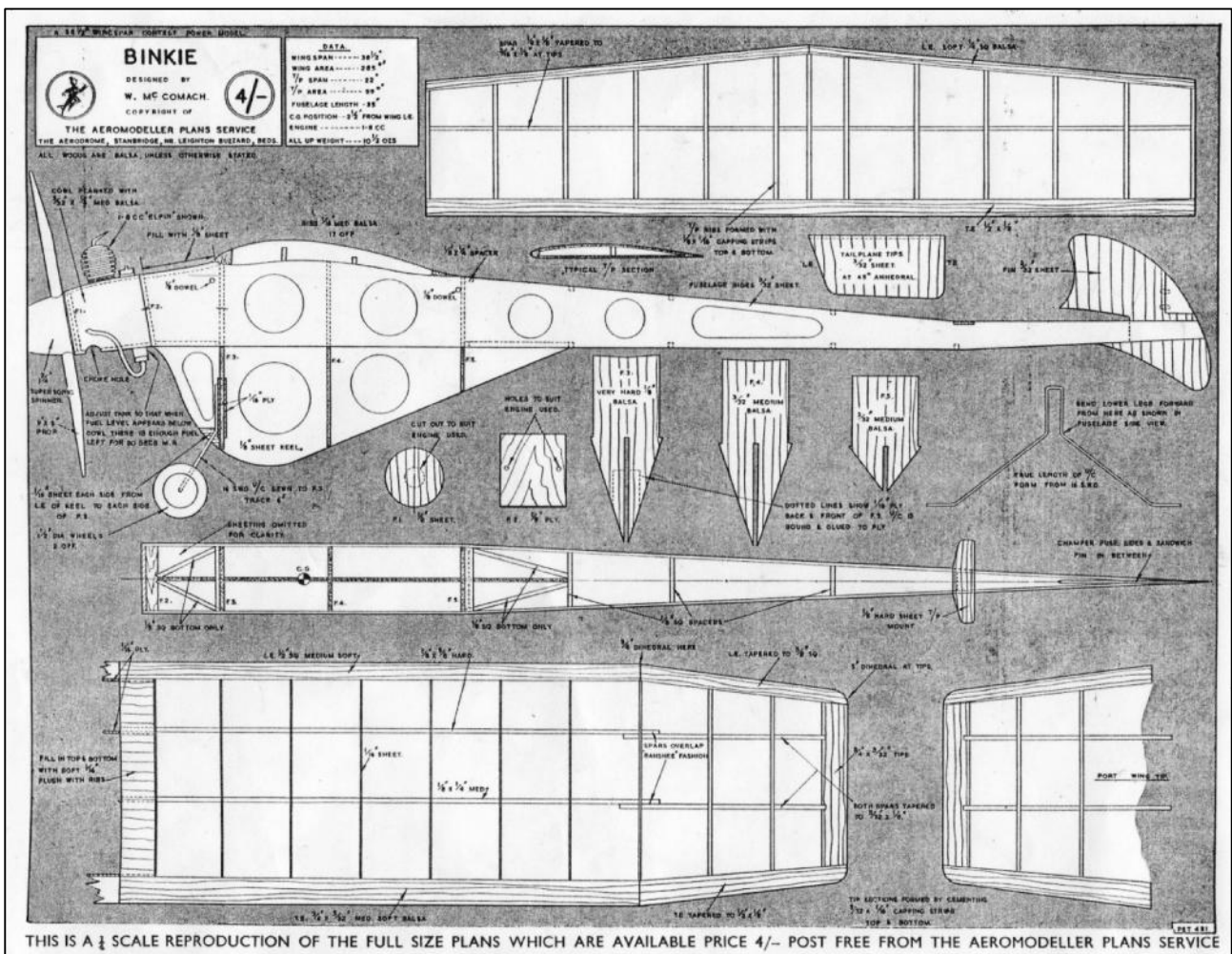
Offset trim tab to give fairly wide left hand circle on the glide. Try first power flights with the engine running as slowly as possible and gradually increase power on successive flights. Any looping tendencies should be corrected by using more downthrust. Do NOT move C.G. back or add positive to tailplane, otherwise all the advantages of this layout will be lost. 10° is the *absolute minimum* amount of downthrust with an Elfin and with hot fuels it is as well to increase this to some 15°.

If the model spins under power, check for warps as the spiral stability is exceptionally good when accurately built.

Once flying on full power, tighten up the left hand circle until the model corkscrews vertically upwards; it will then roll off the top when the engine cuts instead of going into a series of stalls.



One of the most successful low C.L.A. designs of recent years, Binkie presents a functional appearance with its 'drop-snoot' and keel under-belly. The performance should convert many a Pylon fan to shoulder wings and low slung area.



Component weights are : Wing 57 g, Tail/fin 17g, Fuselage 51 g, Engine prop timer etc 96 g giving a Total 221g, about 80 g less than the original.

I had great fun trimming, the model has certain erratic behavioural patterns, which I have not really managed to eradicate. It will loop if launched to steeply. However if launched, not too steeply to the right it may continue upwards in a spiral that way, but if you launch to the left it may well continue that way also. Even more perplexing, as I refined the trim, that if the model hits a spot of turbulence on the way up and it is in a right hand spiral, it will on occasions reset itself in a left hand spiral. All perfectly safely. In general though, aside from certain looping tendencies, it will keep going erratically upwards. As an aside, I suspect in the late 40's that this was acceptable, even for pylon models. I am sure that the more or less perfect patterns that you get nowadays, were very elusive to many modellers in those days.



The model has quite a good glide and I can see that it could easily accomplish 1:10 ratios etc. As for the 4 to 4 1/2 minutes on 18/20 seconds motor run, I think might require a little help from the leprechauns.

My final set up was.

Wing +4 deg; Tail + 1Deg; Down-thrust 15 Deg; Left Thrust 4 deg;
with the CG at 57 % of root chord.

No warps except for 2 deg wash out on each tip plus some right tail tilt.
Something to be recommended for a fun model with say a 0.5 cc diesel.

John Thompson

Letter to the Editor

-

John Russell

Hello John,

In response to the idea for stabilising templates from Mr Mountain in the Nov. newsletter, I too have had the same problem for different reasons (shaky hands in advancing years !!) my cure for keeping things in one place is to push a pin through the template fore and aft allowing the points to project a slightly smaller distance than the thickness of sheet to be cut, fix with a drop of cyano, then cut off the top part of the pin to leave a similar small projection. The template can then be used either way up to fit into your sheet in the most economical way. This is probably not an original idea but I cannot remember where I may have found it.

John Russell, Porlock, Somerset.

Secretary's Notes January 2015

-

Roger Newman

Happy New Year to all our readers & thoughts of good weather to come.

Unfortunately with some not so good news! The day following receipt of the license for MW, I received notification from the Authorities at MW that the license for 2015 is suspended until further notice. It seems that the security threat level has been increased for all Service Personnel, inclusive of operations in & around military bases. A review may be carried out in March, but the overall message is not promising. Rather frustrating as the comp schedule for the year had been sorted out & various journals notified, all of which had to be revoked. We'll have to rely on the "powers that be" & hope that no idiots carry out any stupid actions.

Otherwise, not a lot to report. A severe bout of flu has curtailed all modelling (& other activities) which lasted a lot longer than anticipated. Hopefully, should be ok to get to our local indoor meet on 29th Dec at Wickham.

Roger Newman

Just thought I'd share some of my early experiences of Aeromodelling for the Clarion readers. It's surprising what you remember once you clear away the cobwebs!

I'd always been an air-minded boy, I guess it started when my younger sister was born, and to placate me as I was no longer the centre of attention, my parents gave me a die-cast model of a 'Harrier' to play with (complete with swivelling thrust nozzles!) There followed years of building aeroplanes from Lego, Meccano, and any other medium I could get my hands on, and many a happy hour winding and chasing several North Pacific 'Skeeter' rubber toy aeroplanes.

One day I was given a pile of old Aeromodelling magazines, and that is when the bug bit hard. You know you're a true Aeromodeller when you try to build a full size 'Black Magic' from Lego, using Mums cling-film to cover your wings...

My thoughts eventually turned to Balsa and engines, and I built several DRP 'Chuckie' and 'Winner' gliders, and it was the Winner that gave me my first taste of a thermal, as it cleared the back field, spiralling as it went. These were followed by the DPR 'Rare Bird' but I never managed to get anything approaching flight out of this, as several complete coats of coloured dope will do that to a model...Nevertheless Dad was pressed into service as my launcher, and I did my best to tear down the field holding the towline, only to look round and find I was dragging several ounces of reluctant balsa and tissue along the grass behind me.

My local model shop in those days was in the back of a pet shop. It's long since closed now, but how I would love to travel back in time and browse through the stock once more. It was a proper model shop of the old school, and you could smell 'that smell' as soon as you walked in through the door. Ranks and ranks of kits with wonderful and inviting box art by Keil Kraft, Veron and so on, completed models hanging from the ceiling, piles of balsa, wire and other hardware, and a big glass counter containing lots of beautiful engines, from tiny Cox's in their bubble packs, up to seemingly massive and complex looking four strokes. Paradise!

One Christmas, around the age of 11, I was given a brand New Enya 09 glow engine and a Keil Kraft 'Outlaw' kit for single channel radio. I remember handling the engine very gently that morning in case it started by accident! The kit itself was never fully completed, as I was more interested in getting the engine to run first. My father gave up after several frustrating evenings - he having no more experience than me in such matters, but I persevered on my own in the shed, and after weeks of twiddling and a hugely swollen finger, at one point very nearly giving up and turning my attention to my newly acquired Mamod steam engine (much easier to start, just as messy...) I gave it my all in a last determined bout of flicking, begging, and some very accomplished junior swearing.

This is when the magic happened! I finally managed to coax the damn thing into life! Almost overcome with excitement I ran with it still on my test stand into the kitchen, the thing screaming away and splattering oil and fumes all over as I held it aloft and shouted to my mother over the din 'It works. it works!!'

Mum's frantic shouts to 'Get it out of here before it blows up', did nothing to dampen my enthusiasm, and now the magic formula had been found, every spare minute was spent working my way through a gallon of glow fuel.

An elderly gentleman living nearby heard of my exploits and I was soon the owner of several old control line profile aerobatic models, and so began my short lived career in control line.

Once again my long suffering Dad was pressed into service, it being a team effort as I knew how to start the engine, and he had enough nerve to take the lines and the handle for the first

flight. After a few abortive attempts to hand launch, the model was persuaded to ROG, and having released it I dashed, head down, into the middle of the circle to take over from dad, and having launched with a full tank I was very pleased when the engine cut prematurely and I could sit down and wait for the world to stop spinning!

After receiving some second hand engines for Christmas, I took out the little 09 and fitted a Thunder Tiger 25, all was well and things were happening much more quickly until one of my lines came adrift and the model described a large loop ending up going full chat into the ground, bending my crank and re-kitting the airframe.

Eventually my interest waned with the twin attractions of girls and motorbikes, and all my airframes and engines were sold to fund my first Yamaha '50'. Cut to nearly three decades into the future, and here I am in my early forties, happily back into Aeromodelling, and with the advent of the internet, loads of information, and all the resources and access to transport that goes with being a grown adult, it amazes me how I managed to do what I did back then, pretty much on my own and as green as grass, with no other advice than what I could find in some old magazines and a lot of best guessing. Call it an apprenticeship.

The little field I used for my early flying exploits is still there, although of course it's about to have houses built on it! But how on earth I managed to fly anything in that space defies belief as it has a very busy road on one side, a prison on the other, and the other two sides are trees and more houses! I guess when you're young and daft and know no better and have no other option, anything is possible!

Happy days indeed!

Stewart Mason

Letter from America

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Mike Myers (USA)

John, I thought you might like this photo for the Clarion. Allan Heinrich of Ft. Mojave Arizona was installed as the new SAM USA President at the 2014 SAM Champs in Muncie. Al owned and ran Aerodyne-a great cottage industry model supplier of kits, plans, engines, fuel, and modeling bits and such for 20 plus years. He's now mainly cut back to making and selling model fuel, dopes and lacquers and such.

This photo was taken at this year's SCIFS/SCAMPS Fall Annual at Lost Hills. The weather was threatening for the weekend of November 1 & 2 and attendance was low as a result. There was intermittent rain on both days. Al and his son Daniel like to take

plans from the Nostalgia era (1950's for us here in the States) and scale them up. Al is holding his Pendleton Fault, scaled from an FAI plan in one of the Zaic Yearbooks. He has a Fox .55 on the nose of this Pendleton Fault. The climb-out on this "monster" is majestic and the glide was superb. Sadly on its fourth flight on November 1 the timer malfunctioned and the Pendleton Fault climbed to a great height before the fuel ran out. That superb glide came into play and the model drifted off to the south OOS. Al and his son Daniel were able to keep it in sight



for about 25 minutes (we use chase bikes at Lost Hills) but the model finally got away-one of three lost that day.



On November 2, son Daniel was flying his 1300 square inch Satellite, powered by a big brushless electric motor. The 1300 square inch Satellite is usually flown in a glow powered "Super D" class with a honkin' big (.41 or larger) glow engine running on high nitro fuel. Favorite engines in the class include Jett .65's, Rossi 6Q's, and if you're of a somewhat milder temperament, K&B 7.5 ducted fan engines. It's a go fast and make big noise class. Daniel has a .60 class brushless outrunner in the

nose of this bird, powered by either a 4S or 5S high discharge lipo battery pack. It climbs about as well as the glow powered Super D ships and has a wonderful glide. But it's a big bird, and like all Super D ships, it glides fast--they are not floaters. Daniel got about 5 good flights in before a fast landing wiped out the landing gear.

Mike Myers (USA)

Vintage in Black & White

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Keith Miller Archive



Jack North (CDMAC) ROG's his Arden .199 power model at Fairlop in the late 40's.

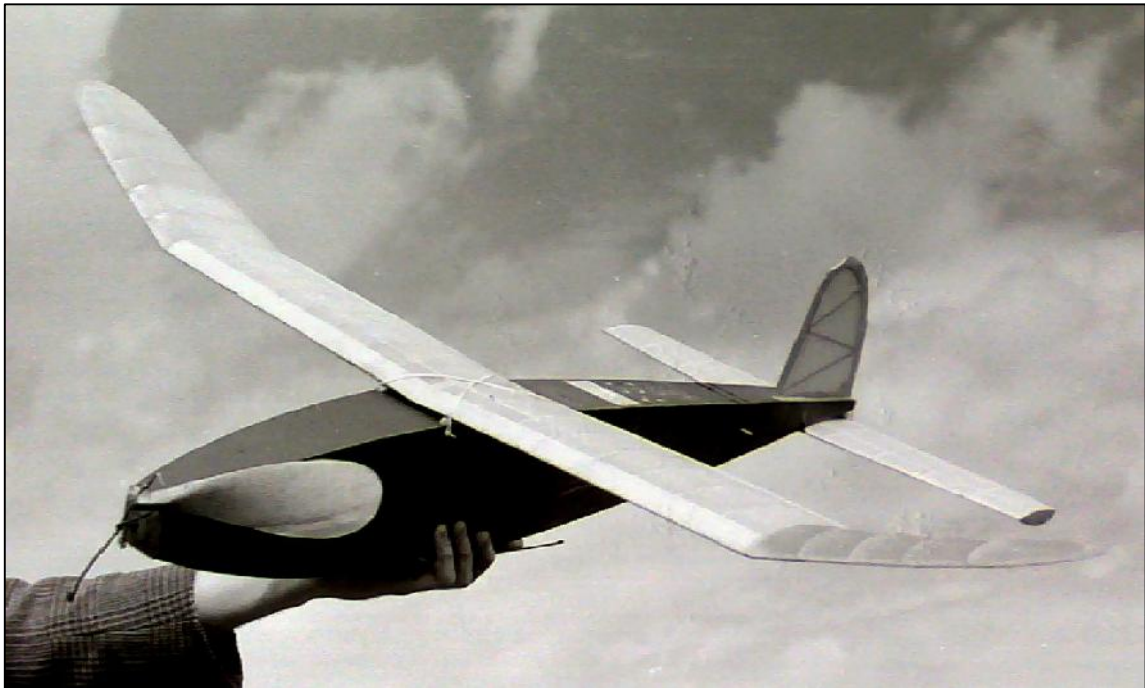


**Denis Gatland launches Bob Gilroy's A2 glider
at Fairlop in the 50's. Both CDMAC**



059 Fairlop

Norman Marcus's (CDMAC) "Hereward" Wakefield model in 1951.



Norman Marcus's (CDMAC) "Hereward" Wakefield model in 1951.



**Ron Ward launches his "'Colossus" (Super Cyclone powered)
at Fairlop in the 50's
watched by Jack North, Ed Bennett and Norman Standing (all CDMAC).**



Editor: a vintage picture of a young version of recently departed Keith Miller on the right hugging an armful of the rare post war commodity, rubber strip.

Keith was working for the Aeromodeller at that time.

The strip, all $\frac{1}{4}$ flat in those far off days, is Possibly Dunlop Black or Catons.

I not certain that Pirelli was available at this time.

Anyone know the identity of other delighted modeller?

Report No. 49. Vol Libre cont.

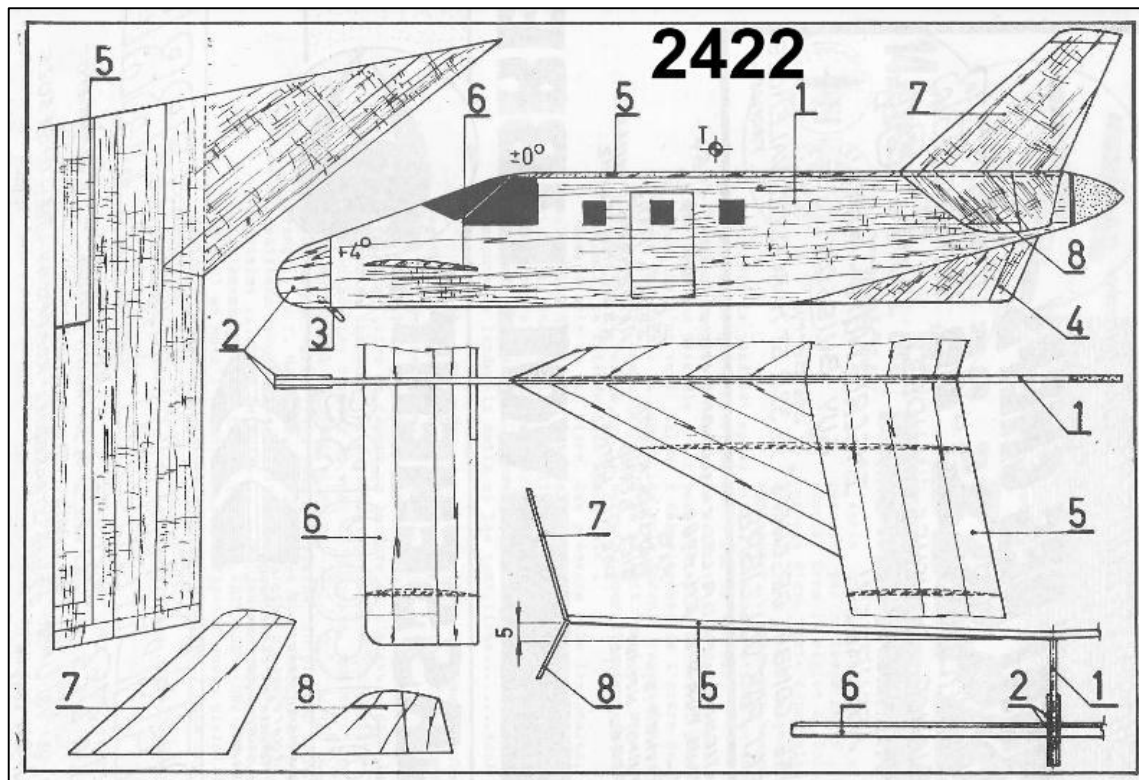
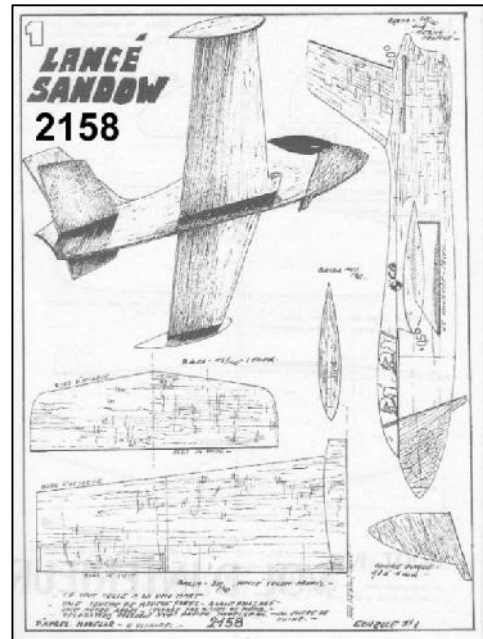
Last month I sought help with identifying two scale profile CLG's featured in Vol Libre. Martin Skinner replied with the answers as below.

Just seen December New Clarion and I can provide some identification for the Aircraft Types.

Plan 2158 is based on the Aer Macchi MB 326 trainer of the 1970s and 80s. Ref in most Observer books of Aircraft throughout the time period. Also Janes World A/C Recognition 5th edition.

Plan 2422 is more complicated but it is based on the OMAC1. OMAC is Old Man's Aircraft Company from the USA and was designed circa 1979/80 although I am not sure if it was built as the OMAC 1 because it became the OMAC Laser 300. This was built and flew in the early 1980s. However, financial troubles stopped development and the sole airframe was broken up, again in the early 80s, the fuselage was retained in a scrap site for a while but has almost certainly gone now. The OMAC 1 was described in Janes All the Worlds Aircraft 79/80 and it carries a photo of a publicity model in the same configuration as the Plan 2422 profiles. I am a SAM 35 man at heart and belong to the Peterborough MFC. I cannot resist reading the excellent New Clarion though. Thanks to all contributors and keep up the good work.

Martin Skinner



Thank you Martin, I hate having those "name not known" in the plans list so it is good to knock these two on the head.

What a fantastic name, "Old Man's Aircraft Company No 1", a 35 year old design complete with tip fins just like a modern airliner.



I know that you will all want to build one, plans as above for the CLG model available by email. Who will be the first in the air with an Old Man Ebenezer?
Photo below found on the web, no details but looks like rubber powered.

Contact Roy Tiller, tel 01202 511309, email roy.tiller@ntlworld.com

Roy Tiller

Bungee Gliders

-

Tony Shepherd

Adjustments and additions to the Bungee Launch Glider class rules

Up to 36" bungee launched glider has been a popular class at Middle Wallop following its recent introduction. The only issue that seems to have arisen concerns the scaling of designs. Scaling down of larger models has been allowed, but on at least two occasions in the past 12 months when I just happened to have popped up to Control, people have come along and asked to enter models that had been scaled UP. The rules as written did not permit this but the team have now had a chat about the situation and can inform you that as of 2015, ANY scaling will be permitted, both up and down, to take your models to 36" wingspans (that's flat span, not projected span).

But that's not all! Also new for 2015, and especially for those of you that have a Nord or a Lulu hanging in the loo and are just bursting to give it a whirl on a bungee, there will be a new class of Up to 50" Hi start (bungee launch) glider in both vintage and classic categories. For ease of management, the rules will be exactly as 36" except for the wingspan, so the towline stays the same with 7.5 metres of unstretched, 1/8" rubber and 22.5 metres of line. Full rules are given below.

For those of you that feel that a 30 metre towline is a bit stingy for the larger models, conversation with Secretary, Roger Newman has revealed that he lost a Caprice off a 30 metre bungee (his fault - didn't set the dt!) and won the BMAS Bungee comp three years in a row with a Lulu off the same length. And to add even more weight to the argument the following notes have been provided by glider Ace, Peter Michel:

QUESTION: *Is the standard, 30 metre bungee man enough for models of 50" span?*

Well, here's a rough-and-ready case study. On a nice afternoon in late November at Epsom Downs I was using a 30 metre bungee (7.5 metre of 1/8" rubber, as per SAM rules) to launch an 80" classic glider, the Sans Egal, and it was getting nicely to the top in a light breeze. Needless to say it required a lot more line tension than for the 36in. jobs - 55 paces in the prevailing conditions - but the 1/8in. rubber was handling it well. I have also successfully launched an 80" Penumbra tailless off the same line in a strong, gusty wind. In this case very little line tension was needed - just two or three steps back - and I very nearly lost the model through DT failure!

So, if 80" models can be launched off the SAM 30 metre bungee, 50" models should be no problem at all.

Incidentally, like several others I've gone over to 1/16" rubber for the 36" gliders.

Peter Michel

The rules are:

Up to 50" Vintage Glider - Hi start (bungee launch)

1. Any model designed as a glider with wingspan up to and including 50", from the Vintage period as described above may be flown
2. Maximum towline length 30 metres comprising 7.5 metres (unstretched) rubber strip up to 1/8" wide and 22.5 metres of line
3. Fixed end of line to be held by an assistant (no stakes to be used)
4. Line to be reeled in immediately after launch to avoid risk of entanglement
5. Models may be scaled up or down from original designs that would otherwise be under or over 50" span. Construction is to follow the form of the original with wood sizes being scaled to agree with the model's scale

Up to 50" Classic Glider – Hi start (bungee launch)

1. Any model designed as a glider with wingspan up to and including 50", from the Classic period as described above may be flown
2. Maximum towline length 30 metres comprising 7.5 metres (unstretched) rubber strip up to 1/8" wide and 22.5 metres of line
3. Fixed end of line to be held by an assistant (no stakes to be used)
4. Line to be reeled in immediately after launch to avoid risk of entanglement
5. Models may be scaled up or down from original designs that would otherwise be under or over 50" span. Construction is to follow the form of the original with wood sizes being scaled to agree with the model's scale

Tony Shepherd



1954



2014

60 YEARS OF A CHRISTMAS DREAM

My friends and fellows,

This Christmas time I wish to share with you the joy and friendship of this special season of the year and also the most wonderful gift this "boy" have ever got in sixty years.

BMFA – British Model Flying Association the most prestigious association of aeromodelling in the world, awarded me with the title of Honorary Member. This means for me a Life Time achievement prize for the work I assumed a long time to promote aeromodelling as a sport of solidarity and high social values.

I want to thank all of the friends I made all along this years, and also BMFA to have included me as a member of the family.

A wonderful Christmas to everybody and the best wishes of high flights to reach a real happiness in your lives.



Your friend

Julio Isidro

President of SAM Portugal74

Shearwater airbase, in Dartmouth Nova Scotia, is now only used for military helicopters and they have their own secured area on the airfield which allows the Shearwater RC club to use the 10000ft main runway. Unfortunately either side of the runway is no longer cut so it is getting very overgrown with trees, bushes and waist high grass.



But is good for F/F especially if the wind direction is up or down the runway from the North or South but is still usable, with short DT's, if wind is across the main runway as there are short runways off the main runway one can use. Best part is that it is only a 15 min drive away.



Our very small group of F/F flyers here in Dartmouth. I am in the middle holding My Upstart vintage rubber model, the one I took to the UK in 2012 and never flew also my E36 Mutt I flew at MW this year. The guy to the left of me is my brother Brian holding his Senator and to the right is John O' Sullivan, with beard, holding his own design E36 Blizzard which has just been published in the NFFS digest this month. He flew with John Thompson during the sixties, the good old days, and like John T has represented Ireland in several World Champs flying power models which we now would call Nostalgia or Vintage.

The Shearwater RC club is a military club, most of the members are based at Shearwater, and is the reason they are allowed to use the airfield. Due to this they are only allowed a certain amount of civilian members but if you are not a member you can pay a \$5 drop in fee to fly each time you go, not a bad deal really.. For R/C they only use the center of the main runway

which allows us to drive to either end, depending on wind the direction, to fly. They have no problem with us flying F/F or even C/L if we wanted, maybe I should try the C/L model I built a couple of years ago, think I would get too giddy now. We have to check in with them, and sign in, before we fly and they give us a two way radio so they can let us know if there are any military helicopters taking off then we are, like them, supposed to land all models until they given the okay to fly again. Easy for them but not sure how we are supposed to bring our F/F models down, maybe we should fit RDT.

Unfortunately John O' Sullivan lost his E36 Blizzard when it drifted and DT'd into the trees and bushes off to one side of the main runway. Even though I searched for it in the trees, bushes and waist high grass, not easy, could not find it and only ended up with legs looking like I had been clawed by a cat, time to fit trackers I think. He is in the process of building another one but is on vacation in Ireland visiting relatives at the moment but I am sure it will get completed when he returns.



John O'Sullivan & E36



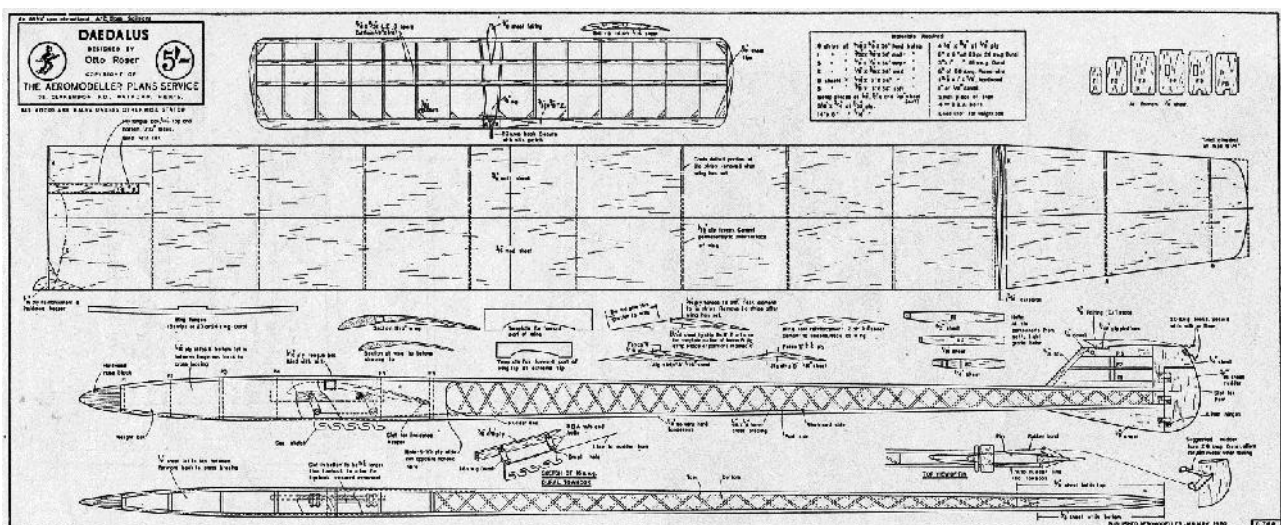
Brian Richards 'Senator' in the stooge

Sorry to have rambled on but I thought you might be interested in who we are and where we fly.

John Richards (Canada)

Plans of the Month

Editor



An interesting sheet wing Continental A2 design flown in the 1959 World Champs in Belgium by Otto Roser of Hungary

The article following outlines the design concept and gives hints on flying this exciting model.



November, 1959

EXPERTS FORUM No. 9

Ace American R/C
Artist Ken Willard
offers . . .

Gasser
top single channel
design of the year

Let me begin this article by telling you quite frankly—if you're a beginner in radio control, put these plans and this article away until you've got a little experience in flying. Or, if you prefer, go ahead and build yourself a Gasser, but get an experienced flyer to check you out before you solo.

You see, the Gasser is deceptively simple to build—as radio jobs go. Also, when you watch it fly, it looks very easy—and it really is, once you get on to it. But—and this is the important point—this airplane isn't called the "Gasser" for nothing. When it gets going, and you give it a down elevator to get up to high speed, you've got a handful of lightning, and it can strike faster than you can see the ground coming up! I know—I've clobbered mine twice just by getting fascinated watching it zip along upside down, then forgetting to pull out in time. Fortunately, it's rugged and repairable. But enough of this warning—you're probably going to go ahead and build it anyway. So let's talk briefly about the idea behind the design.

The Gasser was designed for pylon racing. It is a legal A.M.A. class .09 pylon racer; the wing area figures out right on the button at 386 sq. in. The prototype won first place in the LARKS pylon racing contest early last year. It had a flat bottom wing which gave vicious zoom characteristic when rounding the pylon, so the final design incorporated the semi-symmetric airfoil to reduce this tendency. Also, the tail moment was increased, and the aspect ratio lowered from five to four. Finally, the down-thrust was increased from 5 degrees to 8 degrees to help hold the nose down under power at high speed. This in turn caused a reduction in the right thrust, since the prop, wash now is directed so that it just hits the top of the fin. Right thrust is from 0 degrees to 1 degree, depending on the trim of the model. Bill Glick, John Shearer and I each built one—John did a beautiful job on his, with a detailed cockpit and all, as you can see in the photos. Mine was functional in nature, as was Bill's. But they all do a terrific job of flying. (Test models made from advance plans for British R/C gear are similarly impressive.—ED.)

The A.M.A. only has one class for pylon racing, so it soon became apparent that the multi-channel boys would dominate this event. However, at the LARKS Western Open, we had two classes, so I pointed for that meet. In practice I was making between 27 and 30 miles an hour for the five-lap course, and figured to place pretty high. Occasionally I would tire of practising racing and would grab a little altitude and try a few manoeuvres. This was when I discovered that the racing design has really great potential for precision flying. The manoeuvres are large, but exceptionally smooth for single channel operation. I have my "poor man's multi-control" modified four position Babcock escapement mounted in my Gasser, and with it I found I could do excellent loops, Immelman's, Cuban eights, and a power dive that is frightening.

I went to Bakersfield with the intention of winning the single channel pylon event; but the time allotted for pylon racing was very short, so just for kicks, I also entered precision. I didn't have a motor control installed, for fear it might work when I didn't want it to, during a race, so I had to do the pattern and manoeuvres all at high speed. The entry list was long, but I got in three flights. Then came pylon. I took off, was flying along fine until the third lap, when suddenly my receiver began dropping out*and I lost control. The result was that I never finished the pylon race—but I came in second in the intermediate precision event! Actually, I had used up my batteries in flying precision, and they were too weak to hold a prolonged signal which was required for racing.

So, although the Gasser was originally designed for racing, (and a multi-channel version could probably do all right in coming events) it turns out to be a top flight performer in precision—and that's the event it's competing in now.

FLYING

Now here's where you're going to be a little busy at first. To begin with, let's assume you want to get familiar with the model before you try any fancy manoeuvres. If you start with rudder only, don't do sharp turns near the ground—wait until you've got some altitude to see how your model reacts. If you are using the kick-up elevator, you'll find that sharp turns can be made by starting with rudder, then flipping in elevator just as the nose starts to drop.

Incidentally, the Gasser makes beautiful take-offs. The long tail moment gives it very good ground control, so if you're hesitant to hand launch it on the first flight, try a take-off and be ready to make a turn in case your model may be a little tail-heavy in trim.

After you've had a few familiarisation flights, and you want to try pylon racing, there are several things you can do. The simplest, if you have a Babcock compound, is to reverse the elevator control so that on the third pulse, instead of getting up elevator, you get down elevator. This is the system I used at first, and it was good enough to win. But be careful—don't put in a lot of down—just a little, and then don't fly the pylon pattern too close to the ground, because you don't have any up elevator to pull you out of a nose down attitude on the turns.

A system which is well fitted to the Gasser is the Cobb Hobby escapement-servo set-up. With it you can get both elevator and rudder, and motor control as well.

In any event, no matter what your preference is, you'll find that this job will be a real crowd pleaser, a top competitor, a lot of fun to fly, and in short, as Frank Sinatra would say—"It's a real Gasser!"

Editor/Ken Willard (USA)

Dick Twomey's Den

Dick Twomey (Mauritius)



Dick Twomey (Mauritius)

Saturday 20th December saw the last meeting of 2014 at the Thorns Leisure Centre run by Colin Shepherd and the South Birmingham Club.

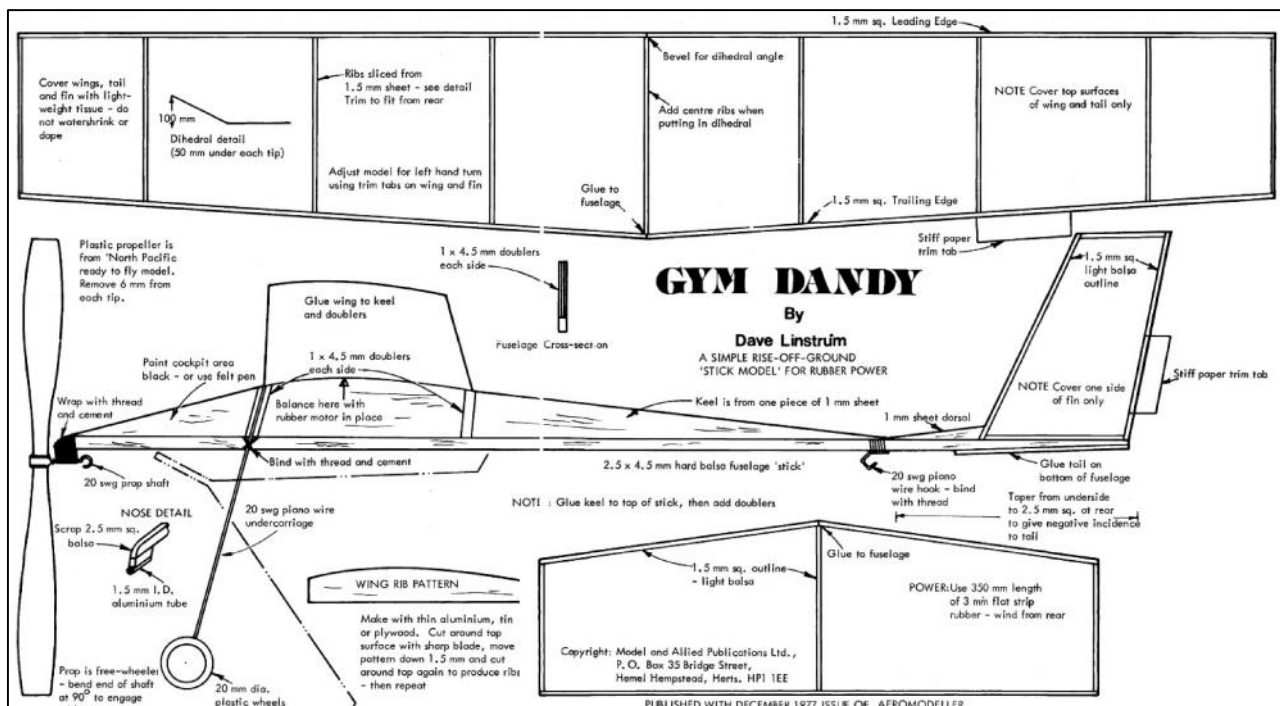
The event was the last opportunity for flights to be made in the 'Gym Dandy' Xmas competition and many Dandys were flying about all afternoon, including yours truly and I was desperate to better my times already recorded. The competition is for the sum of the best two flights made up to Xmas. This was the second year that the Dandy had been the nominated model as last year it was found that most members could get successful flights so it was used again for 2014. Above Pat assists husband Colin checking the competition scores prior to the prize presentation and raffle.



Not all attendees were necessarily there for the flying it would appear.



Picnicking was the order of the day for quite a few apparently
Mike Brown, extreme right does not seem to like the aroma from his cup'o'soup or whatever.



One object on view was a styrofoam and plastic model biplane kit which had been bought from a local bargain store, cost £1.99, unbelievable!! Complete with rubber motor.

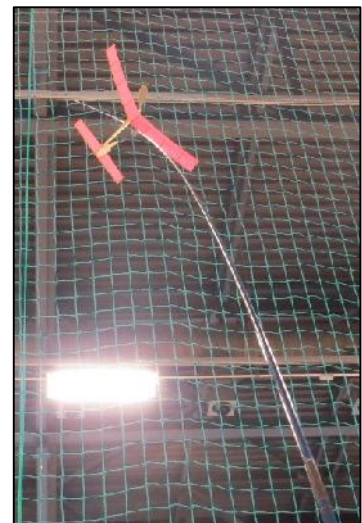


Colin, Mick Chilton and Terry Beese discuss the models merits

Amongst the regular flyers was the scale man David Vaughan flying a delightful scale model, electric powered and flying high in the air which is somewhat unusual for David.



Digression over, back to the 'Gym Dandy' competition.



Terry Beese and Colin tweak the trim tabs on Terry's model

Terry's entry was new this meeting but times recorded got him into 3rd place. Not all flying was without incident, yours truly got fouled up in the netting divider.



Colin prepares for the prize presentation and raffle as flyers begin to gather.



**Steve Newton, Terry Beese, Mick Chilton and yours truly.
The 'Gym Dandy' Competition winners.**



Rachel Andrews, raffle prize winner



The groups appreciation award to Pat and Colin

The end of a good year at Thorns Leisure Centre, enjoyed by all participants and the complimentary mince pies at this final meeting were most welcome.

John Andrews

Our Chairman put me onto this query on the hippocketaeronautics forum and we felt it might be of interest to the vintage community, a bit of head scratching research or just memories. I include this piece to perhaps introduce the uninitiated to the forum.

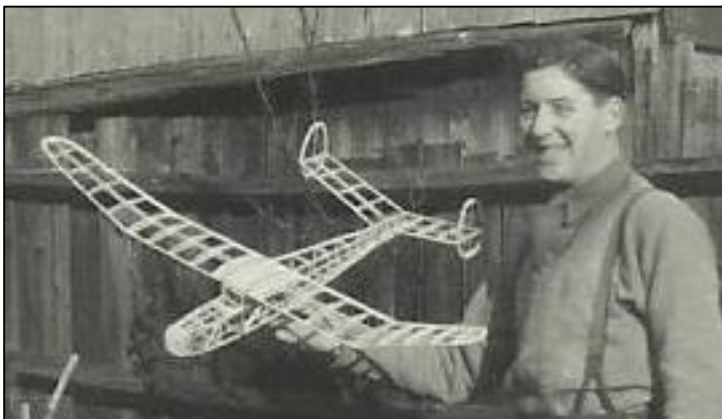
http://www.hippocketaeronautics.com/hpa_forum/index.php?topic=18298.0;topicseen

The query is to identify the models in the photographs.

By the time you read this the answers may well be already on the forum, currently the three rubber models are said to be Frog - 'Jupiter'; 'Stratosphere'; & 'Venus'.

The last glider is identified as a KeilKraft 'Invader or Halfax 'Albatros'

The seaplane is not yet identified nor the twin fin glider?



There you have it, log onto the forum and see what has developed and you might find other topics of interest whilst you're browsing.

Editor

Not-the-Stonehenge-Cup

Sunday 3rd May 2015

Salisbury Plain

Southern Coupe League event.

F1G to be flown in rounds from a line

Contact: - roy.vaughn@btinternet.com

Croydon Wakefield Day

Monday May 4th 2015

Middle Wallop, SO20 8DY 51° 08' 59.18"N, 1° 34' 25.15"W

F1B, for the Thurston Trophy

4oz Vintage Wakefields for the Fairlop Cup

8oz Vintage Wakefields for the Ted Evans Trophy

SAM-eligible models will be allowed.

Marcus Lightweight Challenge,

for the four Marcus lightweight designs

(Raff V, Supa Dupa, Dynamite and Bazooka.)

The start is 10 a.m.

F1B contest will be flown in rounds starting at 10.00.

The airfield is available for free-flight trimming & Fun Fly.


Contact :

Ray Elliott ray.elliott8@btinternet.com

or call 020 8997 7745


David Beales maureenbeales@googlemail.com

or call 01795 530656



OXFORD MODEL FLYING CLUB

FREE FLIGHT RALLY 2015



PORT MEADOW, WOLVERCOTE, OXFORD
SATURDAY 20th JUNE & SUNDAY 21st JUNE 23.

Saturday - starting at 6.30 P.M.
"champagne" fly-offs - FIG, FIH, H.L.G/cata

Sunday - starting at 10.00 a.m.

<p>FIG (CAH) FIH (AI) E30/P30/CO₂ (Comb) VINTAGE RUBBER (34" max span)</p>	}	<p>5 flights, in rounds - flown from line</p>
<p>* VINTAGE/CLASSIC Glider (Comb.) TAIL-LESS (R+G comb.) † Hi-start GLIDER (36" max span) H.L.G/Catapult (Comb - from "box")</p>	}	<p>3 flights - no rounds from line</p>

- 7 flights

ALL TOW LINES 50 Metres

* Vintage gliders 10 sec flight bonus

† Launching line - 30m inc. 7.5m rubber



NO streamers on poles, thermistors, bubbles etc

NO i/c POWERED MODELS TO BE FLOWN

ALL FLIERS MUST BE INSURED

CONTACT: ANDREW CRISP
1 GROVE STREET
SUMMERTOWN
OXFORD OX2 7JT

Telephone ☎
01865 553800

2014 BMFA FREE-FLIGHT FORUM REPORT

The new 2014 BMFA Free-Flight Forum Report has just been published.



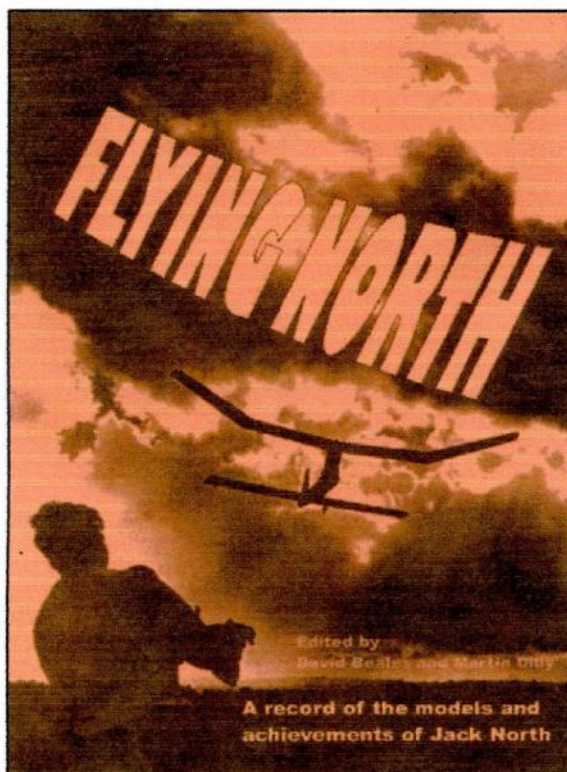
Simple Coupes, by Gavin Manion; BMFA Rubber - Not Just an Over-powered Wake, by Ivan Taylor; In Praise of Simplicity: Tilting at Windmills, by Alan Jack; P-30 - Does Size Matter? by Chris Redrup; What's All the Flap About? by Alan Jack; One Man's Way with F1A, by John Carter; GPS Tracking System, by Ian Kaynes; The Free Flight Programme, Its Future and the FFTC Philosophy, by Mike Woodhouse; E-36 - What Now? by Peter Tolhurst and Tony Shepherd; What Did You Do at the Weekend, Si? by Simon Firth. Additionally there are plans and articles on six of Britain's most successful contest free-flight models: Ivan Taylor's BMFA Rubber model, Steve Barnes's Slow Open Power designs, Chris Strachan's E-36 Ramrod, Steve Brewer's Catapult Glider, Dave Hipperson's T-34 1/2A model and Chris Redrup's P-30.

The UK price is £12.00 including postage; to Europe it's £14 and everywhere else £16. Sales of the Forum Reports help to defray the heavy expenses of those representing Great Britain at World and European Free-Flight Championships. Cheques should be payable to 'BMFA F/F Team Support Fund' in pounds sterling, drawn on a bank with a UK branch; you may also order by credit card, which is a lot easier (and cheaper).

Copies are available from :

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

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



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

Contact: Martin Dilly on
020 8777 5533 or write to:
20, Links road,
West Wickham.

Kent BR4 0QW or e-mail:
martindilly20@gmail.com

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

IMPINGTON VCMAC INDOOR MEETING

Sunday March 15th 2015

at Impington Village College, Cambridge.

9.00am to 5.00pm.

£6.00 Come and fly indoors all day.

RTP and small electric helicopter and radio flying in separate hall.

Competitions for Ray Malmstrom's 'Canard-Air' and Bostonians.

Also rubber powered car race.

Talk by Ivan Taylor on his starting in Free Flight Scale.

Talk on 'Kit Scale' competitions and building.

Flyer with details and free plan contact Chris Strachan

Tel:- 01223 860498 email: chris.strachan@btinternet.com

Bloxwich Indoor Flyers

Free Flight

Sneyd Community School

Vernon Way, Sneyd Lane,

Bloxwich, WS3 2PA

Saturdays 2pm until 5pm

Flyers - £8 Spectators £2

2015

Jan 10th - Jan 31st - Feb 28th

Mar 28th - Apr 25th

Contact:- Allan Price

Tel: 01922 701530 - e-mail: montrose32@btinternet.com

Indoor Flying with the South Birmingham MAC

Free Flight Only

Thorns Leisure Centre.

Stockwell Ave.

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

Saturdays 1pm until 4pm

2014 - 20th Dec.

2015

17th Jan - 14th Feb - 14th Mar

11th Apl - 9th May

Admission - Flyers £5.50 - Spectators £2.00

For further information phone Colin Shepherd 0121 5506132

or e-mail colin@colinwilliam.wanadoo.co.uk

Flitehook

Indoor Free Flight Meetings

Totton Community Centre,

Hazelfarm Road,
Totton,
Southampton,
SO40 8WU.

10.00 a.m. to 4.00 p.m.

Contact Flitehook
Tel. No. 02380 861541

Sundays

12th October 2014 9th November 2014
11th January 2015 8th February 2015
8th March 2015

Bournemouth MAS

Indoor Flying Meetings

at the Allendale Centre,

Hanham Rd,
Wimborne,
Dorset, BH21 1AS,
7.00 p.m. to 10.00 p.m.

Free Flight only.

Competitions including Gyminnie Cricket League.
Flitehook normally in attendance.

Free parking in public car park in Allendale Road.

Contacts John Taylor Tel. No. 01202 232206

Roy Tiller e-mail roy.tiller@ntlworld.com

Tuesdays

23rd September 2014 28th October 2014
25th November 2014
27th January 2015 24th February 2015
24th March 2015 28th April 2015

BMFA South West Indoor Flying

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,

2014
Sunday 9 November
Sunday 14 December

2015
Sunday 18 January
Sunday 15 February
Sunday 8 March

The meeting planned for 16 November
has now been moved to 9 November

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

Admission: Flyers £7 Spectators £3
Contact:

Cornwall - David Powis on 01579 362951
(dave.powis@hotmail.com)

Devon - Roger Bellamy on 01752 257826
(randmbellamy@gmail.com)

L'AQUILONE SAM 2001

TOMBOY RALLY INTERNATIONAL POSTAL CONTEST

01/06/2014 – 31/05/2015

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 alongwith 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" (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 of the structure with respect of the basic outline of the original model are 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 engine cannot be stopped and started again: - 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 with a rubber band; freely assembled admitted batteries: - 450 Mah 2 cell LiPo - separated batteries pack for Rx alimentation 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 engine cannot be stopped and started again: 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 with a rubber band; freely assembled admitted batteries: - 500 Mah 3 cell LiPo - separated batteries pack for Rx alimentation 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 15th June 2015
Curzio Santoni cusanton@tin.it or to Gianfranco Lusso gfl@orange.fr)
Many pleasant flights and happy landings to ALL !!!!

SPECIAL PRIZE VIC SMEED

SAM 2001 have scheduled an extra Diploma that will be awarded to the best flight in 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

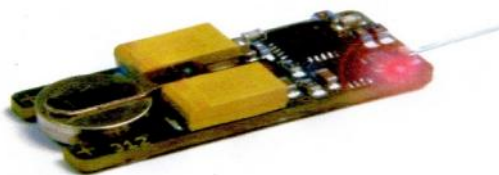
SPECIAL PRIZE DAVID BAKER Free-Flight

The 2012 was the 5° edition of SAM 2001 Tomboy Rally and we have scheduled a special prize for the three best flights obtained with 36" Tomboy F/F. Only engines diesel 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 a 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

BUGS

Free Flight Model Tracker



£50.00 - each including 6 batteries

Ready to use radio tracker

Suitable for most handheld receivers

Powered by one 312 ZincAir hearing aid battery

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

Run time around 10 days

Red LED flashes when transmitting

Available in any frequency from 140MHz to 980MHz

Supplied in protective heatshrink

Very quick delivery, often next day

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

or contact Peter Brown 07871 459291 for options

Michael Woodhouse
mike@freeflightsupplies.co.uk & <http://www.freeflightsupplies.co.uk>

Plans of models designed by Geoff Lefever

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

DBHL Plan Service

The rules for obtaining plans.

If you want a copy of any plan from our library, please read the following:

As from 31st July 2011 only digital files of plans from the DBHL will be available. It is up to the recipient of such files to get them printed, as my local Copy Shop has closed & at present there is no alternative source for me to get plans printed at an economic rate.

The process for obtaining a digital file of a plan is:

Email request to rogerknewman@yahoo.com,
 quoting Plan Name & I.D. number (1st & 2nd Cols respectively in the list).

If the plan has already been digitised, the requester will receive an email with an attachment of the plan in a digital format that can be printed at a local Copy Shop. The easiest ways to do this is either to download the plan from your PC to a memory stick & take the memory stick to your copy shop (but check with them first that they can handle digital files!), or – if your copy shop accepts emails, send them an email with the attachment, asking them to print the attachment. Scaling is automatic.

If the plan has not yet been digitised, a scan of the paper plan has to be done but this could take up to two weeks, sometimes longer if a clean-up is necessary. Once I have received the digitised file back, the requester will receive an email with an attachment of the plan.

This service is provided at no charge.

You are reminded that many more plans are available through our cooperative venture with partners in the USA, New Zealand & Slovakia. The combined list of these plans can be accessed via www.co-op-plans.com. Any plans requested via the Coop incur a small charge – see the web site for details. Exactly the same principle applies in that only digital files of **plans are available**.

MSP PLANS PRESENTS

Vintage, Classic, Sport and other Duration Designs

MSP PLANS drawn by Martyn Pressnell, offer a collection of model aircraft designs selected for their aesthetic qualities or unique origins. 'Popular Plans' are stocked, the more complex 'Collectors Plans' are printed to order including Historic Notes. All drawings are AO size, some as twin plans.

The list below includes Vintage Models generally pre 1951 and Classic Models 1951 to 1961.

Photos of most models can be seen on my website - www.msp-plans.blogspot.com

POPULAR PLANS • £7.00 EACH INCLUDING UK POSTAGE, FOLDED FOR POSTING

MICK FARTHING 1942	The 40 in span Lightweight Contest rubber model with a diamond fuselage.
MICK FARTHING'S THE PAPER BAG'	Mick Farthing's last lightweight rubber model of 1946.
RAFF V 1947	Designed by Norman Marcus who was National Champion in 1946.
ODENUAN'S 1950 NORDIC A2	Swedish Championship glider, placed second in the first World International in 1950.
SENATOR 1950	RUBBER Designed by Albert Hatfull and kitted in 1950. Twin plan with Ace
ACE 1950 RUBBER	Designed by Bill Dean and kitted in 1950. Twin plan with SENATOR .
ENGLISH VIKING 1953 A2 GUDER	Designed by Bill Farrance twice winner of the SAM Radislav Rybach trophy.
CRESTA	A 38 in wingspan low-wing design for small diesel or electric motor installation.
FRED BOXALL'S 1956 OPEN RUBBER MODEL	Twin plan with Boxall's SEAPLANE .
FRED BOXALL'S SEAPLANE (1965)	Twin plan with the 1956 OPEN RUBBER MODEL .
LAST RESORT 1956 CLASSIC RUBBER	Open Rubber Model designed by Jim Baguley, Twin plan with FIRST RESORT .
FIRST RESORT 2006	by Martyn Pressnell for the BMFA Rubber Class. Twin plan with LAST RESORT .
WINDING BOYIII 1956	by Urtan Wannop, 38 in. span, Twin plan with McGILLIVRAY'S LIGHTWEIGHT .
JACKMcGILLIVRAY'S LIGHTWEIGHT 1958	36 in. span lightweight rubber model Twin plan with WINDING BOYII .
CAPRICE 1959 GLIDER	The renowned lightweight glider of 51 in span. Twin plan with GAUCHO .
GAUCHO1960	power duration model for 1.5 cc engines. Designed in 1959 Twin plan with CAPRICE .
VAKUSHNA1959 A2	Designed by Brian Dowling this glider won the 1960 Richer Cup

COLLECTOR'S PLANS - £10.00 EACH FOLDED OR ROLLED, WITH HISTORICAL NOTES

JUDGE 1945 WAKEFIELD	by Bert Judge to the 1945 rules as a direct descendant of his 1936 Wakefield Cup winner,
HERMES MAJOR	A 150% enlargement to 61% in span, of the 1949 HALFAX HERMES
FRANK LOATES' 1949 WAKEFIELD	Canadian Wakefield 5 th in the World Championships at Cranfield, England, in 1949.
BORJE BORJESSON'S 1949 WAKEFIELD	Swedish Wakefield 6 th in the World Championships at Cranfield, in 1949.
GHOST WAKEFIELD 1951	John Gorham's 1951 Wakefield, a successful rubber model from the early 1950's.
RON WARRING'S 1952 WAKEFIELD	The geared geodetic model, developed by Ron Warring for twin motors,
NIGHT TRAIN Mk I 1960	George French's Night Train which pioneered the use of VIT systems in the UK

MSP PLANS PRESENTS NEW PLANS

HI-START GLIDERS 2013 - 36 in span

John Gorham's classic A2
 Neville Willis' classic lightweight glider
 Odenman's.

HI-START GLIDERS 2014 - 36 in span

J Bennett's vintage A2
 Frog's beginner's kit glider
 Brian Dowling's classic A2.

AVENGER 1952
CAPRICE 1959
VINTAGE A2 1950

SATU 1950
PETREL1964
MAD'S DREAM 1959

To order plans for UK delivery please write with cheque (£ sterling) made payable to
Martyn Pressnell, 1 Vitre Gardens, Lymington, Hants, SO41 5NA.

For overseas delivery of Popular Plans send local bank notes equivalent to £10.00.

Enquiries: please write or email martyn.pressnell@btinternet.com

Check my website : www.msp-plans.blogspot.com

This identifies the collection of plans that I have produced for aeromodellers together with the rules for the Bournemouth Club Classic Rubber class. There is also a sample of the publications produced over the years with 'Rubber Motors - Maximum Turns' as the current offering.

I hope you find this a useful website which will be updated with more information from time to time.

Martyn Pressnell

Provisional Events Calendar 2015

With competitions for Vintage and/or Classic models

February 8 th	Sunday	BMFA 1 st Area Competitions
March 1 st	Sunday	BMFA 2 nd Area Competitions
March 22 nd	Sunday	BMFA 3 rd Area Competitions
April 3 rd	Friday	Northern Gala - North Luffenham
April 4 th	Saturday	Middle Wallop - SAM1066 competitions
April 5 th	Sunday	Middle Wallop - SAM1066 competitions
April 6 th	Monday	Middle Wallop - SAM1066 competitions
April 18/19 th	Sat/Sunday	London Gala - Salisbury Plain
May 3 rd	Sunday	Middle Wallop - SAM1066 competitions
May 4 th	Monday	Middle Wallop - SAM1066 competitions
May 23 rd	Saturday	BMFA Free-flight Nats, Barkston
May 24 th	Sunday	BMFA Free-flight Nats, Barkston
May 25 th	Monday	BMFA Free-flight Nats, Barkston
June 7 th	Sunday	BMFA 4 th Area Competitions
June 13 th	Saturday	Middle Wallop - SAM1066 competitions
June 14 th	Sunday	Middle Wallop - SAM1066 competitions
June 28 th	Sunday	BMFA 5 th Area Competitions
July 12 th	Sunday	BMFA 6 th Area Competitions
July 18 th	Saturday	BMFA Southern Area Gala - Odiham
July 25 th /26 th	Saturday/Sunday	East Anglian Gala - Sculthorpe
August 22 nd	Saturday	Southern Gala - Salisbury Plain
August 30 th	Sunday	Middle Wallop - SAM1066 Competitions
August 31 st	Monday	Middle Wallop - SAM1066 Competitions
September 13 th	Sunday	BMFA 7 th Area Competitions
October 3 rd	Saturday	Middle Wallop - SAM1066 Competitions
October 4 th	Sunday	Middle Wallop - SAM1066 competitions
October 18 th	Sunday	BMFA 8 th Area Competitions
October 24 th	Saturday	Midland Gala - North Luffenham
November 15 th	Sunday	Middle Wallop - SAM1066 Competitions & AGM

Note: Flyers using Salisbury Plain Area 8 for BMFA Area competitions

It is essential to contact

Trevor Grey at 21 Claremont Road, Tunbridge Wells, Kent, TN1 1SY,
to pay fees and get on army security list.

and send your email address to: trevorgrey@talktalk.net

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 Middle Wallop check the Website -
Currently issue of licences for Middle Wallop events is suspended pending review in early 2015

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.com
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
John Andrews	-	www.freewebs.com/johnandrewsaeromodeller
Wessex Aeromodellers	-	www.wessexaml.co.uk
US SAM website	-	www.antiquemodeler.org
Peterborough MFC	-	www.peterboroughmfc.co.uk/index-old.htm

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 still 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

I thank all you contributors for your support in 2014 and look forward to your contributions in the coming year.

Your editor John Andrews