NEW Clarion

SAM 1066 Newsletter

Happy New year

Issue 012016

January 2016

Affiliated to SAM 1066 Website: Club No. 2548 www.sam1066.org

Editor:- John Andrews
12 Reynolds Close
Rugby
CV21 4DD

Tel: 01788 562632
Mobile 07929263602
e-mail
johnhandrews@tiscali.co.uk

iPad users: If you are having trouble opening the New Clarion, hold your finger on it to display a menu, then select "open in new tab". You will find the new tab to the right of the SAM1066 tab.

Contents

Editorial

First up is to bring to your attention two vital meetings concerning 1066's future and also the future of free-flight as we know it.

a.) Saturday January 16th 2016 is an Extraordinary General Meeting of SAM1066 at the Wallop Museum.

b.) Sunday January 31st 2016 a BMFA Conference on 'The Future of Free Flight'

Details of these two events are to be found leading the adverts at the end of this magazine.

It is in the interests of us all to attend these meetings if at all possible.

SAM1066 Committee Position Statement regarding the EGM called for 16/01/2016

1. Preamble

Your Committee has previously published two notices regarding free flight at Middle Wallop for 2016. The first being a report on a meeting with the Military Authorities responsible for Middle Wallop Army Aviation airfield activities, where rules for our future operation of flying meetings were made clear. The second being the announcement & the agenda for an extraordinary general meeting to be held on 16th Jan at the Museum, to discuss options for possible ways forward.

The current situation is that SAM 1066 has now been offered seven days for flying on the airfield under the specified rules, which are repeated below for clarity.

i. Flying is restricted to an area bounded by the two runways i.e. when the wind direction is broadly from the West/North West or approx 270º/360º.

ii SAM1066 would be notified shortly after midday on the Friday preceding the meeting date/s of the predicted weather conditions. If the wind direction was deemed to be adverse, no flying would be permitted i.e. the meeting would have to be cancelled at short notice.

Note: the risk then exists of a wind direction change from forecast between Friday notification & the actual meeting. If this changes to be adverse, flying would be cancelled – worst case, on the morning of the event.

iii All models must be flown with an operable DT, set & activated to a time to avoid flights out of the field.

iv Access times to the field would be restricted to 11.00am – 4.00pm, during which time there would be no full size aircraft movements.

v Car parking would be on the hard standing – as it is at present. Fliers would (possibly) have to walk out to a pre-set flight line for launching, dependent on the prevailing wind direction.

vi All model aircraft must be labelled with the name, address & phone number of the flier.

vii Any models that do land outside the airfield boundary during the event must be reported to the Airfield Manager the following Monday.

The dates offered are: 27th/28th March (Easter Sunday & Monday); 23rd/24th April; 4th/5th June; 20th November.

*Note – **no** August Bank Holiday dates.*

It was made clear by the Authorities – should we agree to these conditions & subject to a licence being granted, that the first meeting (27th/28th March) would be a "trial" where we would be judged to be "fit for purpose" for the remainder of the agreed dates.

These conditions, together with the rules set out are distinctly onerous. Nevertheless, general support from the membership indicates a willingness to at least try to comply with them, rather than give up & lose any possibilities of using the field.

2. The position of the Committee

(i) Subject to agreement by the membership who attend the EGM, to carry on with the present Committee members & constitution. Item (iv) (a) of the previously published EGM Agenda refers as follows: *Should the meeting decide on continuation, to agree the election of a new Committee. Continuation, by inference, must accept the new rules for flying on Middle Wallop Airfield for the foreseeable future if the Club wishes to continue flying at this venue*.

(ii) To apply for a licence for the seven days nominated by the Military Authorities with implicit agreement regarding the rules set out for use of the airfield.

(iii) Assuming a successful grant of the licence, to run the first meeting as the "trial" with explicit co-operation by members who attend & fly, as indicated in the stated rules & supplementary notes below.

(iv) Assuming the "trial" meeting is successful, to run the remainder of the meetings on the dates offered, subject to prevailing weather conditions.

(v) To continue to dialogue with Military Authorities with the objective of negotiating more "relaxed" rules for future flying at Middle Wallop.

3. Supplementary Notes

a. ***SAM1066 will email all members notifying them of cancellation on the Friday evening preceding the planned event date should prevailing weather conditions be notified by the Military as being unacceptable. The same email will be posted on the SAM1066 website "Notices" section. It is the responsibility of SAM1066 members & any other attendees to check their emails or the SAM1066 website before setting out for Middle Wallop. SAM1066 accepts no responsibility or liability for any wasted journeys in the event of cancellation by such notification or in the event of the wind direction changing adversely between Military notification & the day of the event.***

b. *Time restrictions regarding field access:* To maximise flying time, people are asked to arrive in good time & "book in" well before 11.00am. Those that do so will be given priority access to the field at 11.00am.

c. *Time restrictions regarding field exit:* All flying **must** cease at 3.15pm, inclusive of any fly-offs. All cars **must** have exited the field by 4.00pm.

d. *Competitions:* Due to the time restrictions allowed for field access, it is intended to run a limited number of comps at the "trial" meeting – probably two rubber & two glider events of three rounds. Subsequent comps for further events will be planned around the success (or otherwise) of the first event.

e. *Sports fliers*: must have models fitted & flown with an operable dethermaliser.

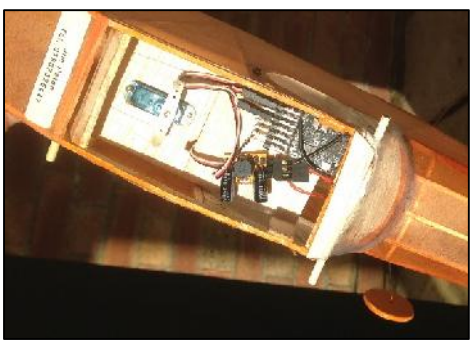
Roger Newman, SAM sec.
18th December 2015

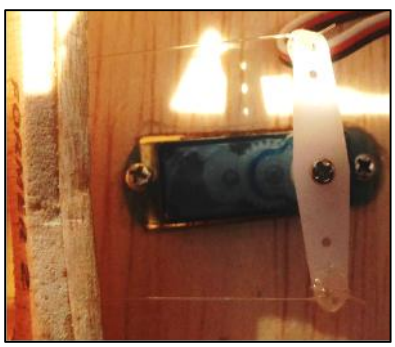
Editor

Thoughts on Wallop - Jim Paton

Having got over the initial disappointment and depression about M. W. Let us think positively. With shorter flying time, what to do?
Let's spend more of it flying and save some of the chatting for relaxation in the restaurant before and after. Let us also dream up some new classes of competition that are sort of free flight, but fit in with the restrictions. We might be old but we don't have to be inflexible.
For starters I suggest the following.
Radio controlled mini vintage rubber. Some of us have RDT in our mini vintage models. It's not such a big step for the two gram servo to work a closed loop to the rudder. The extra weight will reduce the performance, which will help. Mini Vintage models usually have a large fuselage facilitating installation.
So what is it like flying a rubber model under radio control? I have tried it. I have a K. K. Competitor and another model I inherited from the late Dr Stephen Lacey which is unidentifiable but mini vintage size.

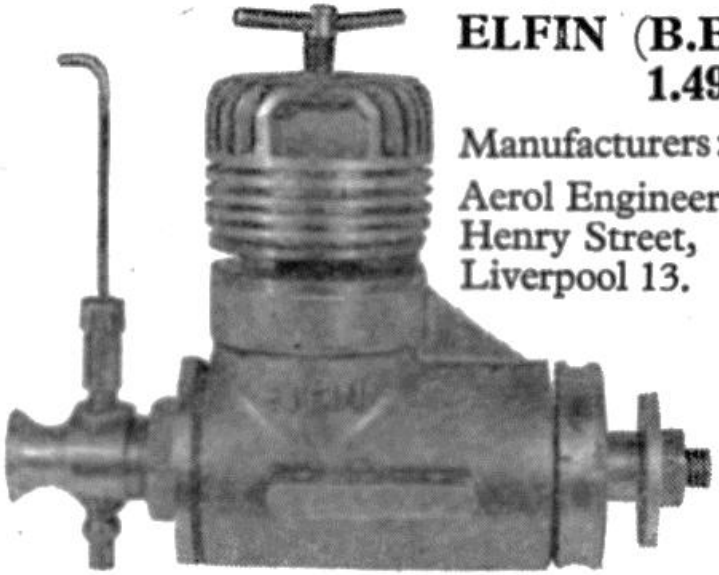
Well it doesn't improve performance and it's easy to set it stalling and it will only bring the model back to you if you fly in flat calm. It's not much help in the initial burst but it can help with in flight trimming, getting out of thermals and pointing the model in the right direction after you have maxed or reached the boundaries of your flying area, which is what we will need. The big concern with flying RC in free flight is that it turns into pure RC with different wing sections for penetration etc. This would not be possible in the vintage classes.
There are videos on YouTube of RC rubber models flying in America in restricted areas, one is a Korda Wakefield. The electric classes, such as E36, lend themselves to RC conversion also. The alternative for me is to fly radio assist sport models. Although my main interest is in pure free flight, I would rather be at MW flying, than being obstinate and staying at home on the Sunday's when it is available.





Jim Paton

Engine Analysis: Elfin 1.49BB - Aero Modeller Annual 1955/56



ELFIN (B.B.) 1.49 c.c.

Manufacturers:
Aerol Engineering,
Henry Street,
Liverpool 13.

Retail price 91/- (including tax)

Displacement: 1.49 c.c. (.091 cu. in.)
Bore: 0.503
Stroke: 0.460
Bore/stroke ratio: 1.075
Bare weight: 4 oz.
Max. B.H.P.: .158 at 13,600 r.p.m.
Max. torque: 14.3 oz.-in. at 7,500 r.p.m.
Power rating: .105 B.H.P. per c.c.
Power/weight ratio: .04 B.P.H. per oz.

Material Specification:
Crankcase: Pressure die-cast
Cylinder: Nickel steel
Cylinder jacket: Dural
Piston: Cast iron
Contra-piston: Cast iron
Connecting rod: Dural
Crankshaft: Nickel steel
Crankshaft bearings: Two Hoffman ball races

PROPELLER dia. pitch	R.P.M.
8 × 6 (Stant)	8,000
7 × 6 (Stant)	11,800
6 × 4 (Stant)	13,700
6 × 9 (Stant)	15,200
8 × 4 (Stant)	11,000
8 × 6 (K-K)	9,300
7 × 6 (K-K)	10,750
8 × 6 (Trucut)	8,250

Fuel: - Allbon Diesel Fuel

Another Mousetrap DT - John O'Sullivan (Nova Scotia)

I've long been a follower of SAM1066 and am a flying buddy of John Richards in Nova Scotia. I was also a fellow team mate of your John Thompson on the Irish team in the Cranfield 1960 World Power Championships.

We have a small group of Free Flighters left here. John and Brian Richards (originally from Coventry) and I are probably the most active. Welshman John Davies, who has a vast collection of Free Flight and Control Line models from the 60's is occasionally active. John has had a number of 1/2 size wakefields and own designed rubber models published in Aeromodeller in the past.

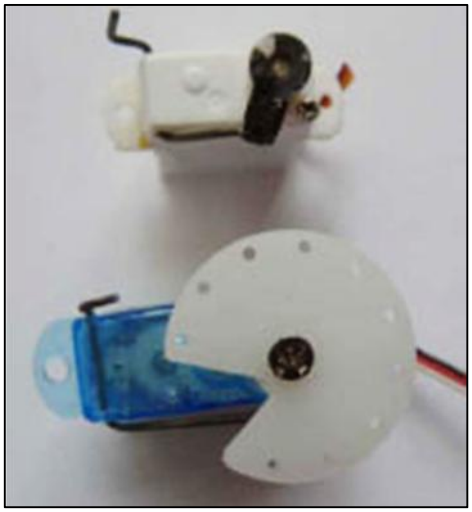
Nowadays, I fly mostly electric and high start RC sailplanes and multicopters also free flight electric and indoor RC.

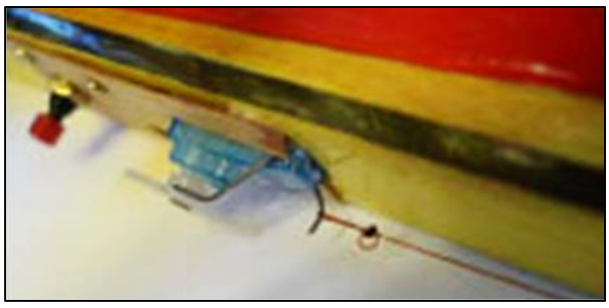
My Blizzard E 36 was published in Sept 2014 NFFS magazine.

Detailed below is my servo DT setup on my Blizzard.

Simpler DT Mousetrap

When fitting the DT servos in my two Blizzard E 36 models it hit me that I could fit the DT release wire into the servo itself rather than have an additional pivot plate, making a much more compact setup. Using a 1/32" drill in a pin vice carefully drill a hole in the upper corner of the servo case on both sides. Make sure that no swarf from the drilling gets inside the case as this could bind the gears. (It would be better to remove the top of the case). Thread the 0.6mm (0.023") wire thro' the drilled holes bending to suit the servo follower and release end. I used a Blue Arrow 3gm servo, but it will also work on a 1.7gm sub micro servo.





It's a pity that the "powers that be" have clamped down on your use of Middle Wallop, and whatever way it pans out, I hope you continue with your SAM 1066 as it is one of the very few inspirational Free Flight sites left.

John O'Sullivan (Nova Scotia)

Extract from Model Aircraft December 1960

Branch of Sport

A model's worst enemy is undoubtedly the bloke who slings it up in the air, but running him a close second is the bit of arborial fungus, known poetically as a tree. If some engineering genius were to devise the most diabolical model trap of which modern science is capable, it could never approach in perfection Nature's own intricate and ingenious device.

Now, since we are told that our balsawood comes from some swamp-bound outgrowth of matronly proportions (sensibly tucked away in the jungle), it is perhaps natural that our models should fly to the embrace of anything that looks like Mother. In fact, this homing instinct is so highly developed that if you happen to see any stick of wood with a fuzz on top lurking anywhere upon the horizon you might as well pack up and go home.

Evolution, too, plays its part in befitting the tree as the perfect model trap. The proof of this is simple. When I was a boy, in a largely model-less world, there was no such thing as an unclimbable tree, but, since the skies became full of the stuff, you can never find a climbable one. If, on our part, evolution had back pedalled a few million years, we might have coped. As it is, when one of our models tucks itself snugly into the inevitable forked branch, we can only gaze hopelessly up the footage of smooth bark. We might sling a despairing twig or two up into the foliage, or drive ourselves frantic with a loop of glider towline, but the outcome is usually to give the cunning old tree best.
But it's a different kettle of fish if, instead of waving a few bobs worth of tissue and balsa goodbye, you are going home to dad without that thirty quids worth of engine and radio equipment. You might then be driven to desperate means.

Just how desperate you might get is illustrated in a recent newspaper story of a radio bod who roosted his expensive piece of machinery in the upper entanglements of an o.o.s. size in model catchers. His way out of the dilemma was to go the whole hog by doing a sort of Humpty Dumpty in reverse. Up came the militia and civil defence to the rescue, but like all the king's horses etc., they retired in frustrated confusion.
Undaunted by this our tenacious friend appealed to the local fire brigade, but they too were suffering from a faulty escapement, and gave him the "Blow you Jack" treatment. However, he found the steeple type of jack to be more co-operative, and all ended well, albeit expensively.

He might have had a cheaper comedown had he been more subtle in his approach to the fire brigade. As it was, I should imagine the phone conversation went like this:

What did you say was up the tree, sir ? "A model plane. "Then it's not a cat?"
"No. I never mentioned anything about a cat." "Pity. We only go out to fires and cats. Now, you're absolutely sure it isn't a cat? "
"No. I've already told you it's a model plane. Hallo. Hallooo!!. . ."

Now, if your hobby is getting cats up trees instead of model planes then you're the fireman's best friend. Nothing gets the old bell clanging along the highway quicker than the pussy in distress. In the space of a cat's whisker up goes the escape and down comes the stranded tom. There's nothing the firemen like better.
From this the lesson is clear. Every modeller should carry a black cat in his model kit. If it doesn't bring you the luck to keep your model out of trouble, then it can always be used to summon the fire brigade to the rescue. A larding of fish paste in the dope solution will ensure Pussy's rapid ascent to the stricken model. Then, when the fire brigade arrives on the scene you casually ask if they would mind bringing down the model while they are about it.

Pylonius

Confessions of a Hoarder - Andy Blackburn

Over the past few years, I have found it very difficult to build models - it didn't matter what sort (power, electric, slope, whatever) it's just been difficult to summon up the motivation. Even the Jet Provost for last year's team build was a bit of a struggle, and it shouldn't have been because it's a nice aeroplane with loads of character. Also, it seemed that because the motivation to build wasn't there, I didn't fly as much as I really wanted to - OK, if it was a really good day I'd make the effort, but I haven't really flown much over the past few years - or at least, not as much as I once did.

All this was a bit baffling until eventually, it dawned on me that I didn't actually want to go in the workshop; Kris noticed it first, I used to spend hours in there even if I wasn't gluing two bits of wood together but these days that just hasn't been happening. I took a good look at the room and realised that it was almost literally packed with stuff, much of which I didn't need - there were piles of bits and pieces (tins of dope, sanding sealer, paints, boxes full of electrical bits, etc.) under the desk, so that my feet would only fit in one position, and the floor was stacked with a sprawl of boxes, chargers, servos, papers and the like so that it was actually very difficult to find a piece of floor to actually walk on.

What it reminded me of was the home of a guy called Edmund Trebus who was featured on a BBC documentary series called "A Life of Grime" about ten or fifteen years ago; his house was so full of Tesco carrier bags (with the original purchases still in situ) that it was all but impossible to open the front door; his house contained 515 cubic yards (that's 4635 cubic feet) of rubbish.

Time to face facts; I'm a Hoarder.

There, I've said it.

The only lasting solution was to start from the basics and tidy/clean everything in the workshop, starting from the top of the room working downwards.

So I got some big cardboard boxes and went through the whole lot; if it hadn't been used in the last two years, it went; for example, I had some car primer dating from 1995 (20 years ago!) that was used to prime the Solartex covering of my first-ever PSS model, a Tornado F.3. I had a vast number of part-used tubes of PVA glue, most of which have failed the test of usefulness on one level or another. I had some cans of spray paint that I'm never going to use, but they'd been kept because they "might be useful". It all had to go, and it wasn't easy.

I also found a whole ecosystem of stuff that I had - frankly - forgotten about, including a significant number (double figures!) of new engines, still in the box, most of which I'd forgotten all about - Super Tigre 35, OS 25 FX, that sort of thing. And a large number of Spektrum receivers, with a lot of servos; what tends to happen is that I start a new project, buy the servos, and then it gets inevitably shelved when interest wanes. Naturally, I forget all about the servos, batteries, switchgear etc. that had been earmarked for the project and move on to the next one, when the process is repeated.

I also got rid of a lot of the small bits of the balsa scrap box; all the smaller pieces tend to gravitate towards the bottom of the box, and they're only really useful if you're going to be able to use them - if in doubt, chuck it out! I have more balsa in stock than the local model shop anyway, so it's not as though I'm about to run out.

The whole process was quite difficult and took about a week, on and off, and was finished at about 4 o'clock on Sunday afternoon. It must have worked because by about 4:30 pm I was installing the engine in a Hanger 9 109F. I'll finish off the latest Tornado F.3 incarnation as soon as the 109 is flight-worthy, followed (I think) by the part-finished Skylark 2 that I have in the loft – it'll only be about 3 years late. Or is it 4?

The difficult bit, I suppose, will be keeping the room tidy. However, one unexpected advantage of having taken all the pain is that after vacuuming up about 20 years (half an inch, in places!) of house-dust, I have stopped sneezing…

Andy Blackburn

The article above was originally published in the Ivinghoe Soaring Association magazine 'The Beacon'. Andy is best known as the designer of the very popular Jet Provost PSS slope soarer but he also dabbles in free flight. Andy's Jet Provost was published by Traplett a few years ago and was the PSS UK group 'team build model of the year' for in 2014.

Event photo: Andy is on the left on the back row with the hat.

http://www.pssaonline.co.uk/events-review/Great%20Orme%20PSSA%20Event%20June%202014.htm

The link is a report of the Jet Provost PSS event at the Great Orme last year.

Jim Wright

Aeromodeller Departed: Dave Greaves

We lost yet another of our number when **Dave Greaves** died on Sunday 13th December 2015.

Dave was well known to free-flighters everywhere, in the UK and on the continent. He was a leading exponent of the high tech rubber model, both wakefields and coupes.

He was a dyed in the wool aeromodeller having started his aeromodelling career as a junior member of the Leamington & District Model-Aircraft Club and winning his first competition on Wellesbourne airfield in 1958 aged 15. He was a Stonemason by trade and had business premises in Rugby for a number of years before moving south.

R.I.P.

SAM2001 1/2A Texaco Postal - Curzio Santoni (Italy)

The Frank Ehling International 1/2A Texaco Postal Challenge 2015
Final Results

Place	Chapter	Club/Location	Country	Score
1	SAM 2001	Fiano Romano, near Rome	ITALY	5287
2	SAM 114	Hummel/Works field-Germantown, SW Ohio	USA	4885
3	SAM 40	Wake Signal-Marin County-California	USA	4858
4	SAM 78/95	Mikulovice Airport, Trebic, Zatcany	CZECH REPUBLIC	4597
5	SAM 1788	Gratton Field, Calvert via Rosewood, Queensland	AUSTRALIA	4034
6	SAM 51	Davis, California	USA	3810
7	SAM 43	Spring Field, Nashville, TN	USA	3623
8	SAM 27	Marin County - California	USA	3228
9	SAM 1953	Baradero Aero Club- Baradero	ARGENTINA	3122
10	SAM 119	Mocenok near Nitra	SLOVAKIA	1072

Greetings to all,

It has been another exciting year for SAM 2001 and for the Frank Ehling Challenge since we received ten entries from worldwide SAM Chapter, including two new entries from Czech Republic (SAM 78&95) and Slovakia (SAM 119) to whom we want to give a warm welcome in Frank Ehling Challenge, with the hope to find their teams in the next edition too. Welcome. Surely SAM 2001 Team would have never imagined to win another time the challenge. The SAM2001 Team was composed of ten modelers, but two of them, the most skilled ones, crashed their models during the first take-off because of a radio failure. The majority of the Teams enjoyed good weather and thermal conditions. All the Teams had very beautiful models. Paolo Montesi, SAM 2001 President, thinks, and hopes, that the funniest part of this challenge is to get together and enjoy each other's company. Following are results in order of placements.

Best Wishes and good thermals in 2016.

Santoni Curzio L'AQUILONE SAM 2001

First place – L'AQUILONE SAM 2001 (Italy)

Contestant	Model	Area (Sq In)	Weight (Oz)	Flight 1	Flight 2	Flight 3	Best 2 of 3	Team Score
Eros Cavallaro	Tomboy	217	16	900	900	0	1800	1800
Curzio Santoni	Sinè 1946	347	20	644	862	900	1762	1762
Silvano Lustrati	AL.MO 7	355	22	825	0	900	1725	1725
Massimo Pompei	Kerswapp	290	19	521	900	730	1630	
Antonio Riccardelli	Kerswapp	290	19	425	390	405	830	
Mario Maesano	Mini Mercury			370	375	310	745	
Maurizio Sagnotti	M.G. 2			305	255	0	560	
G.C. Wessely	D.Demon			202	214		416	
SAM 2001							Team Score	5287
Date	Oct 25,2015							
Location	A.PALLINI Field - Fiano Romano - near Rome							
Conditions	Sunny, 22° temperature.Light wind from north. Good thermals arond 11 p.m.							
Team Manager	Curzio Santoni - SAM 2001							

Second place SAM 114- U.S.A.

Contestant	Model	Area	Weight	Flight 1	Flight 2	Flight 3	Best 2 of 3	Team
		(Sq in)	(Oz)					Score
Tom Boice	Bomber	315	17,6	900	900		1800	1800
Michael Bluestein	Ranger	310	17,9	900	659	638	1559	1559
George Lamb	Racer	288	16,1	900	626	349	1526	1526
Dennis Sedlock	Bomber	288	17,1	464	436	518	982	
Tom Pratt	Cloudster	300	21,5	192	260		452	
Richard Pratt	Airborne	254	14,1	295			295	
Walt Reuszer	Bomber	330	19				DNF	

SAM 114		**Team Score**	**4885**
Date	Oct 8,2015		
Location	Hummel/ Works field, Germantown, SW Ohio		
Conditions	Partly cloudy,high cirrus,Temp 76 deg, wind 8-10 mph from South, few strong thermals		
Team Manager	George Lamb SAM 114		

""Dear Curzio,
We had a good turn out for our Texaco Challenge. The weather was pleasant with good thermals early in the day. The wind increased to about 13 mph later; causing problems in getting the models to altitude and keeping them over the field. We enjoyed the day and celebrated by going for ice cream after the flying was completed. I hope your team has a nice day also and we get a lot of entries in the competition.
Cheers, George Lamb SAM 114""

Third place – SAM 40 - U.S.A.

Contestant	Model	Area	Weight	Flight 1	Flight 2	Flight 3	Best 2 of 3	Team
		(Sq in)	(Oz)					Score
John Harder	Baby Playboy	288	19,4	881	387	900	1781	1781
Charlie Hannula	Lanzo	287	16,2	722	900	257	1622	1622
Gene Navoy	MG Cabin	288	16,02	699	756	0	1455	1455
Mike Kosmider	Lanzo	287	20	261	518	825	1343	
Ron Kuyoth	Dallaire	300	18,6	309	506	300	815	

SAM 40		**Team Score**	**4858**
Date	Oct. 10, 2015		
Location	Toledo- Wake Signal		
Conditions	Blue sky, Cirrus clouds, 60° wind, 6 to 12 m.p.h.		
Team Manager	Charlie Hannula		

""Hello Santoni; Hopefully you will receive two attachments with this email. The entry form and the group picture. We had a low turn out this year, but we had fun flying, it started out cold but warmed up to 60 degrees by the time we were done. Thanks, charlie.""

Fourth place SAM 78/95 – CZECH REPUBLIC

Contestant	Model	Area (Sq In)	Weight (Oz)	Flight 1	Flight 2	Flight 3	Best 2 of 3	Team Score
Zdenek Sykora	Mura	341	19,4	547	900	706	1606	1606
Miroslav Dvoracek	Kerswap	288	16,23	900	568	688	1588	1588
Zdenek Hanacek	Gnat	285	16,16	738	600	665	1403	1403
Karel Osmera	Kerswap	288	16,23	625	602	735	1360	

SAM 78&95		Team Score	4597
Date	Oct. 4, 2015		
Location	Mikulovice Airport, Trebic, Zatcany		
Conditions	Blue sky, Cirrus clouds, 60° wind, 6 to 12 m.p.h.		
Team Manager	Zdenek Hanacek		

Fifth place SAM 1788 – AUSTRALIA

Contestant	Model	Area (Sq In)	Weight (Oz)	Flight 1	Flight 2	Flight 3	Best 2 of 3	Team Score
Brad Turner	Lanzo Bomber	344	19,1	900	877	537	1777	1777
Jim Hardy	Little Diamond	286	16	749	326	438	1187	1187
Mick Walsh	Stardust Special	300	6,7	318	752	275	1070	1070
Trevor Carey	Little Diamond	286,4	16	0	0	0	0	

SAM 1788		Team Score	4034
Date	Oct. 18, 2015		
Location	Gratton Field, Calvert via Rosewood, Queensland		
Conditions	Partial cloud, moderate thermal activity. Wind, slight Easterly max 5 mph, 25 c°		
Team Manager	Kim Turner		

""Hi Santoni, Attached please find the very ordinary results of our efforts in the 1/2A postal challenge. The missing information is: we are members of SAM 1788 flying in South East Queensland a thousand kilometers from 1788 headquarters; the contest director was Kim Turner AUS # 22690.
We plan to establish a new chapter in the new year based on our home field at Calvert and to continue participating in the 1/2A challenge on an annual basis.
Thank you for taking the effort effort to organise the event and good luck with the postal charges.
Regards Jim Hardy Secretary Calvert Radio Aero Modellers Society Inc SAM #3092""

Sixth place SAM 51 – U.S.A.

Contestant	Model	Area (Sq in)	Weight (Oz)	Flight 1	Flight 2	Flight 3	Best 2 of 3	Team Score
Doug Barton	Dallaire	300	17	561	279	741	1302	1302
Bob Grice	Ms.Phyladelphia	310	18,5	407	859	3335	1266	1266
John Eaton	Commando	380	18	681	561	373	1242	1242
Monty Pate	Dallaire	300	17	796	381	368	1177	
Sheldon Berkowitz	Dallaire	300	17	428	0	0	428	
Craig Barton	Airborne	300	17	155	214		369	

SAM 51		Team Score	3810
Date	Oct 12, 2015		
Location	Davis, California		
Conditions	Skies were clear with North winds of 5 to 7 m.p.h. Temperature were in the low eighties		
	Lift was spotty and irregular		
Team Manager	Bob Grice SAM 51		

Seventh place SAM 43 – U.S.A.

Contestant	Model	Area (Sq in)	Weight (Oz)	Flight 1	Flight 2	Flight 3	Best 2 of 3	Team Score
Jerry Nanny	Dallaire	300	18	205	485	900	1385	1385
Jimmy Edwards	Dallaire	300	18	806	354	365	1171	1171
Bob Metzger	Airborn	300	18	251	670	397	1067	1067
Don Hudgins	Dallaire	300	19	615	298	54	913	
Tim Evans	Airborn	300	18	366	355	330	721	
Jeff Elliott	Aerobo	265	18	362	313	275	675	
Randal Krystosek	Strato Streak	265	18	362	313	275	655	
Mike Denton	Airborn	300	18	77	191	dnf	268	

SAM 43		Team Score	3623
Date	Oct. 7, 2015		
Location	Spring Field, Nashville, TN		
Conditions	Clear, light winds&fair thermals		
Team Manager	Bob Metzger		

""Hi Santoni Attached is our report for SAM 43 Tennessee Valley Group for this year. We are a spread out group and weather was good for all the areas that day - luckily! Hope all goes well for the other competitors. Sincerely,Bob Metzger SAM 43 Cookeville, TN USA""

Eighth place SAM 27 – U.S.A.

Contestant	Model	Area (Sq In)	Weight (Oz)	Flight 1	Flight 2	Flight 3	Best 2 of 3	Team Score
Dick Irwin	Rekord Hound	289	16	627	505	575	1202	1202
Ed Hamler	Playboy	288	16	622	463	334	1085	1085
Loren Kramer	Airborn	297	17	395	296	546	941	941
Tom Moore	Miss America	310	17	489	421	386	910	
Mike Clancy	Kerswap	288	18	325	289	266	614	

SAM 27		Team Score	3228
Date	Sept. 24, 2015		
Location	Marin County - California		
Conditions	Scattered clouds, warm, lite wind, no thermals		
Team Manager	Mike Clancy SAM 27		

Bonjorno Santoni,
Attached are the results of SAM 27 Half A Texaco Postal contest. Also attached is a photo of our team. Thank you for hosting the contest. Ciao,
Mike Clancy SAM 27 Team Manager

Ninth place SAM 1953 - ARGENTINA

Contestant	Model	Area (Sq In)	Weight (Oz)	Flight 1	Flight 2	Flight 3	Best 2 of 3	Team Score
Rodolfo Muñoz	Rambler	288	16,1	349	788	333	1137	1137
Diego Cirulli	RC-1	295	16,4	235	225	900	1135	1135
J.Carlos Ishkanian	Rambler	312	17,7	502	258	348	850	850
Ascanio Contigiani	Dallaire Sportster	281	17,5	257	325	274	599	
Roberto Grassi	Rambler	288	16,1	234	270	229	504	
R.Dario Rivarola	PB-2	296	16,6	255	102	244	499	

SAM 1953		Team Score	3122
Date	Sept. 27, 2015		
Location	Baradero Aero Club- Baradero		
Conditions	Fine weather, temperature 25 C°, wind 6 o 14 km/h		
Team Manager	Ruben Dario Rivarola		

“”Entrants flyers gathering at Baradero City local Aero Club the day before event for making flight test. We enjoyed a fine weather with low altitude cumulus helping to mark thermals. Event day Sunday 27 we had similar weather, but without cumulus for helping flyers. The temperature rounded 25 ºC with really low wing around 6 Km/h with gust around 14 Km/h, but changing direction permanently complicating the thermals hunting. Al last time of the event, some flyers were helped by a few cumulus that helped to make the best flying times Best wishes. Alfredo Herbón SAM 1953 Comisión Técnica””

Tenth place SAM 119 – SLOVAKIA

Contestant	Model	Area	Weight	Flight 1	Flight 2	Flight 3	Best 2 of 3	Team
		(Sq In)	(Oz)					Score
Pavel Rabek	Meteor			334	270	340	674	674
Ludovit Pec	Cabinette			200	198	164	398	398

SAM 119		Team Score	1072
Date	Oct. 18 2015		
Location	Mocenok near Nitra		
Conditions	Overcast, temperature 13°		
Team Manager	Bob Metzger		

""Hello! I send greetings from Slovakia. Today 10/18 We flew with Models Cabinette and Meteor. Palo Rábek""

Curzio Santoni (SAM2001 Italy)

Memory Lane - Ken Bates

John Thompson's article about his trials and tribulations with his model of Stan Hill's "Vector Director" took me a long way back down Memory Lane. In the mid/late sixties, whilst in the RAF, I was undergoing type conversion from casual control line to competition Free Flight. I had started with a Contest Kits "Calypso" but did away with the pylon leaving it shoulder wing. No joy! I believe someone later converted it to a glider. Then a posting back to N. Ireland and marriage intervened for a couple of days and I built a "Slicker Mite" for practice. I still hankered after a more potent model and casting around I came across the "Vector Director". Start small I decided and built a version for my Cox TD 010. You can see the madness setting in. Much to my surprise and that of some of the Belfast flyers who I flew with on Bishops Court Airfield, it flew. Nice straight climb and a glide that wasn't too bad. I fitted a patent (refused) fuel cut off system which basically left you to guess what was in the tank. It caught the requisite thermal and disappeared. A week later it turned up at my local hostelry having been found by one of my wife's relations who farmed land out there. He rightly surmised that I was probably the only person who was daft enough to be playing with toy aeroplanes and returned it. This encouraged me to design a second version still with the 010 but this didn't get built as I went completely mad and set out to design THE GREATEST 1/2A MODEL EVER!! Still after the VD style but with lots of THOUGHT. The main design was drawn up while working nights at Ulster Radar in the tote room. High thrustline was a must mounting the first of many TD 051's, numerous books and articles were perused and the airfoils chosen were the Shoaf 4738 DF for the wing and a thinned Connover section on the tailplane. Both with convex tips. The wing was set at zero and the tailplane ended up about minus 2 degrees. I had decided that the wing would be as large as possible with the ribs set warren girder style with exponential spacing, which meant that I had to plot each individual rib station separately for each rib. My logarithm book got well used. Fin and side areas were carefully calculated to cancel each other and all the aerodynamics were calculated using Beuermann's theory from an Aeromodeller Annual. Disaster struck when, nearing completion my 2 year old son found that doped tissue made a very satisfying sound when struck with a finger. He then decided that the wing was too long and shortened it with a nearby saw. Luckily he only cut through the I spar so repair wasn't too difficult. The model showed real promise on hand glides doing an almost complete 10ft circle from shoulder height. I called it QDM. A QDM is a Q code for a magnetic course to steer which I thought was quite appropriate being in Air Traffic myself, it was what you would get from a Vector Director. First flights were put on hold as I left the Air Force and settled in my new job in England and it was about three years later after a move to North Lincolnshire that I finally took it to Barkston Heath. Nice day, little wind (yes I'm sure it was Barkston) System checks were all go. Fire up the 051 and let go. Ten seconds later it was apparent that the engine was still running and it continued to do so as the model disappeared upwards. Lovely climb a slow spiral around a truly vertical line. Needless to say it never came home. I should have built another but I was onto my next design by then, a thin flat bottom wing section and symmetrical tailplane section, TD 051 on pressure, Pylon mounted wing, Glass fibre boom with motor epoxied to it. Glide good first flight power fast but OK, glide marginal, A teeny turn on the glide vernier, fire up, let go, - utter mayhem. A superfast slow roll into the tarmac. I was fast running out of TD's.
Back home I looked up the requirements for an A2 glider.

Ken Bates

Vintage in Black & White - Keith Miller Archive

John Knight winds his Wakefield held by his father at Chobham and launches, in the 50's. Both NK Nomads.

Unknown at Chobham in the 50's
(Roy Chesterton?)

Keith Miller (CDMAC) ROG's his O/D Wakefield at Chobham in the 50's.
Photo by Ron Martin (CDMAC).

Norman Marcus (CDMAC) & his "Jaded Maid"
Elfin 2.49 powered model

Jack North (CDMAC)
Arden .199 powered model

Both at a Lasham Gala in the early 50's.

Keith Miller Archive

Bits and Bobs - Editor

As the title suggests, there follows items gleaned from email communications with various modellers, not enough content in some for articles but interesting never the less.

First up **Dick Twomey:**

THE FUTURE OF SAM1066 AT STAKE

Recent news from military headquarters on the future availability of Middle Wallop (and, so we understand, many other active airfields) is - to put it mildly - gloomy, and the SAM1066 Committee has very wisely called an Extraordinary Meeting in January to discuss the consequences for our club, for 2016 and beyond.

The SAM 1066 Constitution rules out proxy voting, which is a great pity, for in the discussion of the survival of 1066, many members will be affected but few are likely to be in a position to attend the EGM personally. Reasons for this go way beyond disinterest or downright laziness. We are vintage ourselves and less physically active than in earlier days; we live far from the Wallops; and the weather and the road conditions in January may well be atrocious. Our Chairman and his Committee Members will be there, God bless them, with a few stalwarts to whom the rest of us can only say a heartfelt "Thank you!"

I therefore address this letter primarily to John, Roger, Mike, Ed, and Lindsey, who have born the "burdens and the heat of the day" for all the years since "founding father" David left us. Your presence at the EGM and (I sincerely hope) your willingness to continue in office a bit longer, will for sure be the determinant as to whether 1066 keeps going or disappears from the aeromodelling scene, (perhaps even merging with SAM35!) In so doing I support entirely the views of David Parker, Jim Paton, John Warman, Nick Peppiett, Stewart Mason, and Mike Parker and Chairman John Thompson themselves: "Let us keep 1066 alive!" It is NOT an exaggeration to state that our get-togethers mark high points in our lives, and that the monthly publication of the New Clarion (which needs these happy occasions in order that you, Mr Editor, can report them) is an event that we would not want to live without.

There remains another way forward to buy time and to obtain a larger consensus: At an EGM (or an AGM) changes to a Society's Constitution can be proposed and voted. I for one would be willing to propose allowing Proxy Voting on any Resolution involving the potential dissolution of the Club. The idea makes a lot of sense, and would I am sure be welcomed by our varied membership, consisting as it does of both competition and sports fliers.

Would John T and Roger be willing to put this on the Agenda as an item to be voted before any discussion and voting takes place on the vital question of "Continuation or not"?

Thanks again and again to the 1066 Committee.

Best regards (from too far away) Dick Twomey.

John Thompson: *Reply to Dicks request*

Dick . Thank you for your note and kind thoughts. However as we have stated we are an E - based organisation, and hence the reason why we do not deal with any other correspondence that demands administration chores .We have no means (or wish) of dealing with such matters, hence the requirement that any changes to the Constitution are to be made only by personal representation. I am sure you will understand the position, as none of the committee would want to handle such admin matters. It is bad enough John A getting pestered by people saying the NC is too long and therefore costly to print off. I think 1066 would not exist if we went any other way than the Club is run now.

Further information will be forthcoming as to how we will propose to handle the days at MW next year, it will then be up to the members as to whether they wish to attend or not such days, with the new tighter regulation. If the latter there is no future for 1066.
Regards, John Thompson

Dick Twomey: *To Editor*
I enjoyed your BITSA story, and it makes me think that we should have a **Bitsa-Tall-Tales** Competition in New Clarion, why not? You and I would be surprised if there wasn't a tsunami of responses, because surely every SAMer will remember an occasion when he/she had a remarkable thermal flyaway of something literally thrown together!
My contribution would be to report that the model which qualified me for acceptance by Wilmot Mansour into the first Jetex ICI Trophy Comp of 1949 was a small "Ace of Diamonds" rubber model with rubber motor removed and a Jetex 200 attached on top of the wings: As in your tale, it caught a thermal at very low level after the fizz had expired, and flew on for almost 6 minutes.
(Then I could get on with designing a "proper" Jetex model for the comp finals at Fairlop). Which goes to prove that, while an aerodynamically superb model is required if you wish for consistent flight performance, ANYTHING has the potential to give you that "wow-ee" flyaway record-breaker, if only a thermal comes along and is strong enough!
No prizes for the **Bitsa-Tale** winner. Only Fame in the SAM Hall of Memories!
Dick Twomey

Kathy Wingate: *re John Wingate's passing.*
I should like to thank all the aeromodellers who sent me cards of condolence and sympathy.
In case word hasn't got around yet John passed away quietly in his sleep on 13th October this year. As Stephen our son was in the Philippines until 14th November we had the cremation on 16th November 2015.
Quite a few of you came to pay your respects and we had tea and cakes afterwards at the Naval club in Connah's Quay. Donations were given to me for Macmillan nurses, Hospice care at home and Cancer research.
The coffin was carried into the crematorium by our son, Stephen, grandsons David and Peter and son-in-law Simon. One of John's models was placed on top of the coffin with the flowers. Don't ask me which one it was. I am sure Gerry/John A can identify it.
Watch out for me at the nationals 2016. I will be wearing a pair of Binoculars and a stopwatch acting as a spare timekeeper. Regards Kathy Wingate

Martin Dilley: *Salisbury Plain*
Nil desperandum, for heaven's sake! The biggest free-flight site in the country's only about ten miles away.
Area 8 on Salisbury Plain. Sure, there isn't a nice peri track to drive round on and it's not flat like a billiard table, but lots of Vintage flyers fly there and the same number drive off that drive on; the longer grass on the plateau area that's normally used is a lot more forgiving on heavy arrivals than Wallop's green baize too. As an aside, the £15 per annum, giving you almost every weekend is a lot cheaper than Wallop's £6 a go, or whatever it is now. I'm not a SAM member but don't wimp out just because you can't fly all day long on a nice flat field. Come on pussies, let's have a bit of backbone here!!'
Area 8's really not hard to access; we're all (mostly..?) big boys now and if I can get on and off it with a normal car then most people can, unless their egos require them to drive some sort of lowered Poserwagen with minute ground clearance. I get the impression it's a bit of a case of

"I don't like it; I've never eaten it." Flying on Area 8 is certainly a heap better than giving up because we have impractical access to Middle Wallop.
Lets hope, we have a rather happier New Year than it looks like at present. Martin Dilley.

Roy Smith (Canada): *Info on the Great Grapes Gathering & Dixielanders*
Jim Moseley sent me the link to your excellent SAM1066 Newsletter - I was very interested to see the reprint of my GGG Report there. Thank you for doing that. As Jim mentioned, I am not from the USA. I am actually an ex-patriot Brit, living in Canada for the last fifty years (well, it will be in 4 weeks' time) and having dual citizenship (British and Canadian). My early modelling activities were at the Enfield and District Model Aero Club, between about 1950 and 1957. Jim Moseley was a member concurrently and he was extremely helpful in getting my rather doubtful creations to fly. The GGG, which I manage and Jim CD's, used to be a Canadian contest but when we lost the only reasonable field that we had in Ontario, some years ago, we had to move it to a venue just South of us in NY State. The move has actually been a successful one - providing a real hands-across-the-border flavour as our American friends pitch in with the operation as well. Ontario covers a land mass six times the area of Great Britain and we do not have a field to hold a contest on - go figure!
I was at the Dixielander Celebration at Middle Wallop in 2009, I don't recall whether we met on that occasion.
I had a quick look at some past Clarions - I'll have to get back and read them thoroughly when I have more time. One thing I did notice, though was the ad for the 2014 Free Flight Forum - with a Dixielander on the cover. The Dixielander is my favourite power model - I have built innumerable copies and currently have them in all sizes (1/4A, 2 x 1/2A, 3 x A, B and C).

The Model Aeronautics Association of Canada (MAAC - the rough equivalent of the BMFA) sends out a 'patch' each year to those who get their dues in early, I designed one for 2016 and it was accepted - carrying a likeness of the Dixielander. I attach a photo of mine, sewn onto my flying jacket. 2016 is the 60th anniversary of the appearance of the Dixielander (2009 was the 50th Anniversary of the date it was kitted). I am pleased to say that I won the 1/4A and the A Nostalgia classes at the US Outdoor Championships in Muncie, Indiana this year, flying Dixielanders. In Nostalgia classes we are allowed to scale designs so for 1/4A I scaled to 160 sq in with a Cox TD020 and for the A I scaled to 550 sq in with an OS Max III 19 (19's being allowed in class A in the USA). Thermals, Roy Smith.

Mike Myers (USA):
Allan Laycock built these two 36 inch electric replica ships in Australia and brought them to the SAM Champs here in USA. Dave Harding holds the 36 inch Coast Models Crusader (originally a 42 inch model designed and kitted in 1942 at 42 inch wingspan) and Allan holds his Le Timide, a French model of late 1940's provenance. In the event, it was a bit windy to fly the models at the SAM Champs in Nevada last week—but they flew beautifully on the Rose Bowl lawn this week.

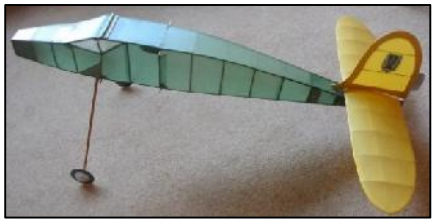
Allan's effort with Le Timide has inspired me to try building a Bikini—a French model a lot like the Timide (thin slab fuselage—albeit with wire struts bracing the wings). Peter sent me the Bikini plan years ago. I'll have to try it.
Mike Myers.

Karl Geis (USA): *Mike Myers' Bungee Glider Tether*
Mike Myers designed & built super deluxe glider catapult launch. Thanks to Mike for taking me out and explaining everything to me at the recent SAM CHAMPS.
I am going to build one of these but think I can substitute some PVC from Ace Hardware. The disk will be made most likely from marine plywood. My brother is an excellent carpenter and will help me with making it. Please give me any ideas on this, viability etc. I think my base will have holes in to drive long nails through. I could always guy it if needed. Some grades of PVC are real rigid and fairly inexpensive. Mike's is a masterpiece. Cheers.




Karl Geis (USA)

Spencer Willis: *model id in Dec. Sec's. notes*
Hello John, Hope all's well with you. I'm pretty sure the model is a Korda Conquerer, a dual purpose model with 2 fuselages, cabin and stick. I've built both versions. It has a 30" span with a 10" freewheeling prop.
Regards, Spencer



Editor: *I think you all missed Roy Tiller's caption challenge.*

"Madam, I said Dive not Jive"

You're gonna get stuck with a pin

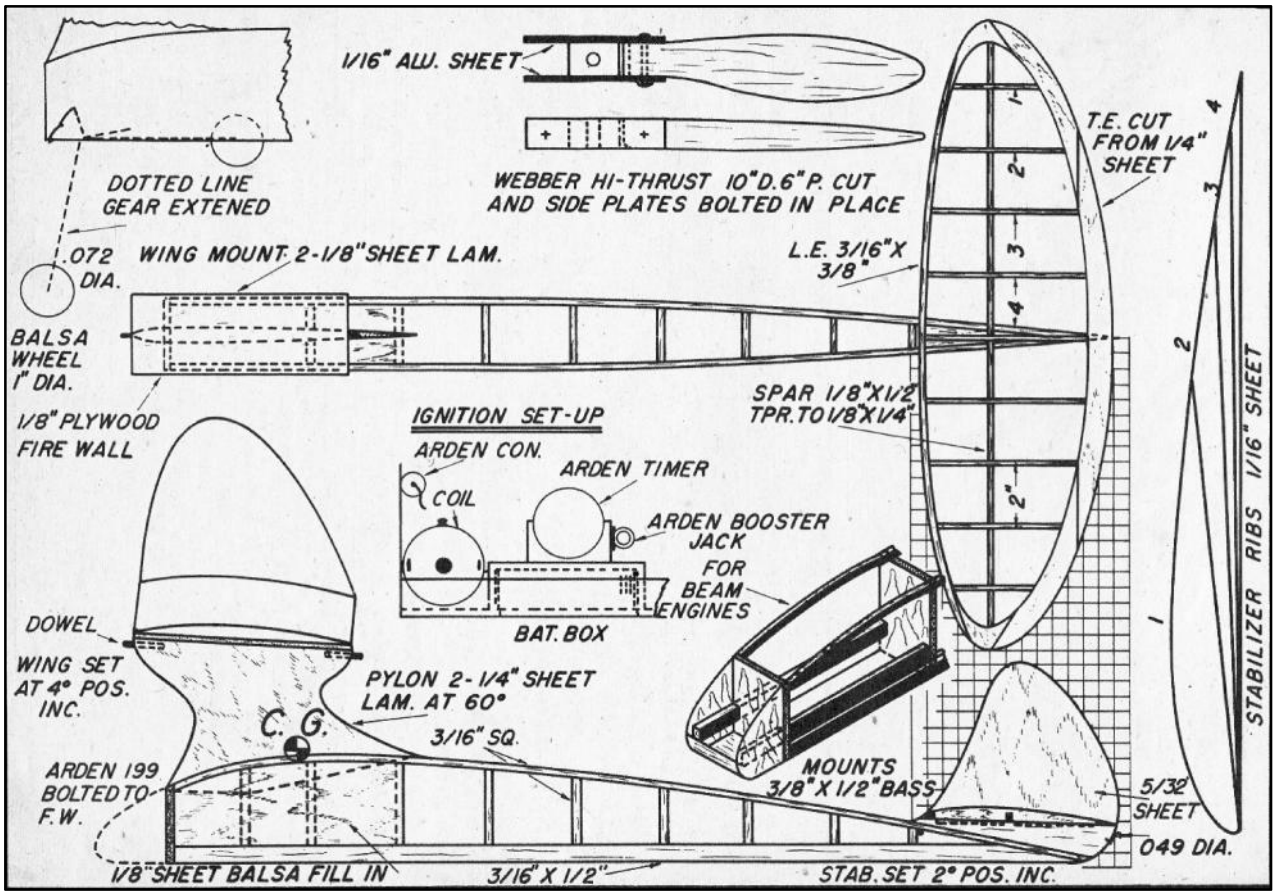
The Phoenix - John Thompson

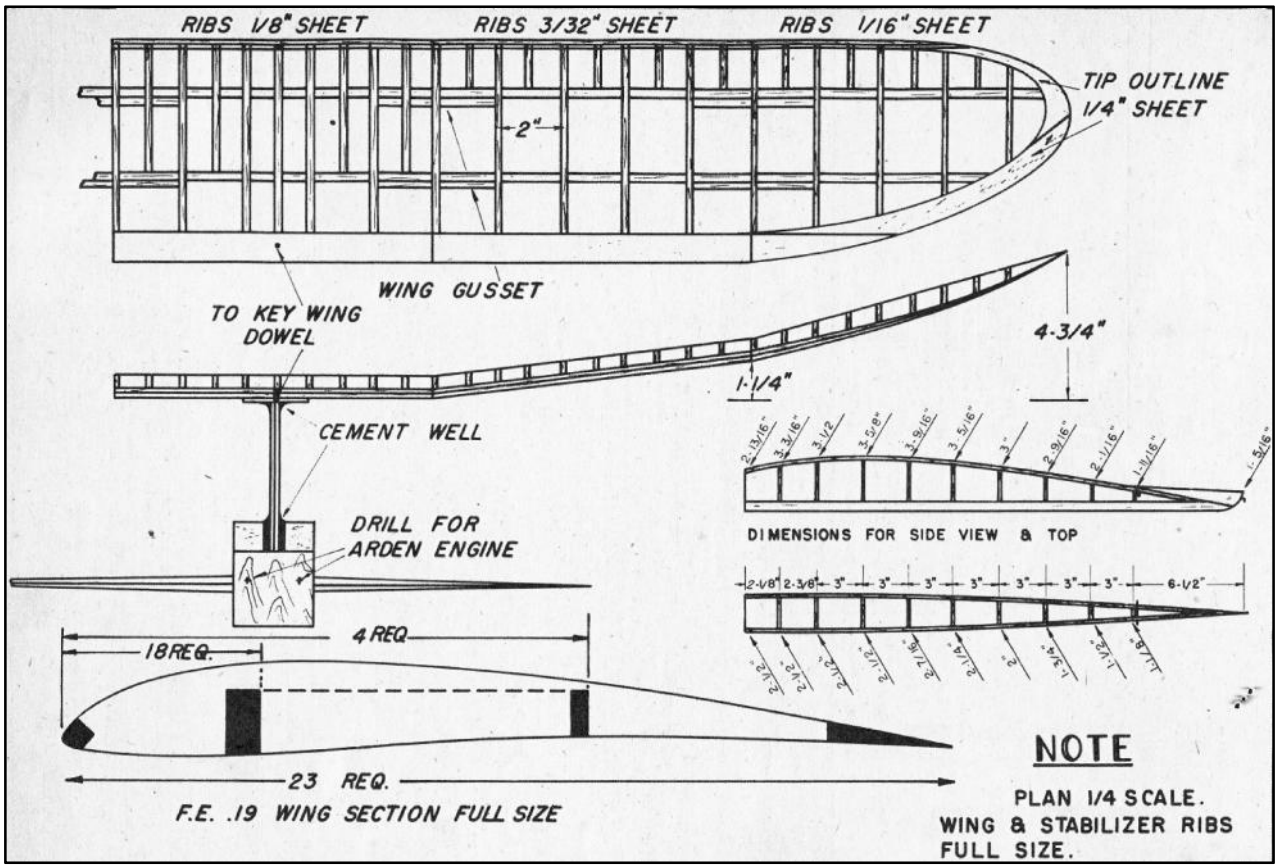
Phoenix.

Most power flyers have heard of the "Super Phoenix"(1949) by Frank Ehling, but it's predecessor the "Phoenix" (1946) has been little mentioned. I suspect the reason for this is that the Phoenix is a slightly more complicated build and that the Super has a flat bottomed airfoil, always easier to build and trim. There again it may have been that more modellers were around in 1949 and went with the latest designs?
One day I may get around to building the "Super". The original though intrigued me with its airfoil section, very LDA looking in today's parlance?
I modified the construction, the tail with multispars and the wing with an I spar. The original construction of the large solid wing spars demands good straight wood to avoid warps also the rear spar leaves little of the rib at the top, a sure recipe for warps and breakage. Such structures were very common in those days. I have no idea why.
I dislike open fuselages, (but maintained it on my build) as flying at Chobham, results in too many holes from the gorse.

I powered the model with a reproduction Elfin radial 2.49. An excellent engine, which turns a Bolly 8.5 x 4 at 12.8k on d1000 fuel. So almost, with this engine, a complete vintage model.
I decided with the smallish 30 % tail and short moment arm to put the CG at 60% of the root chord. This of course required downthrust, I started with 8 degs but finished with 14 degs.

Trimming turned out to be quite straight forward with no problems once I had altered the downthrust. Launched vertically the model climbs in an excellent right hand spiral with a grand transition into a right glide. The glide turn is adjusted with a drag flap on the right wing.





The model, on the altimeter, reaches 631 feet in 12.5 seconds, this with the permitted 18sec competition run would result in around a 900 feet height, surely enough for 2.30 max ? Altogether a pretty good model, that even if flown as a SLOP with a 12sec run would be quite competitive. Although a pretty ugly looking model, it is well worth building.

Model details.

Wing 68g, Tail/Fin 21g, Fuselage 113g (box 86 pylon 27),

Engine /Prop/tank etc 162 g, Timer 27g.

Total 390g or 13.8 ounces.

Wing +4.8 deg, Tail +2.2 deg, CG60%, Thrustline 14deg down 2deg left.

wing, 2deg washout each tip, no other warps.

Now where is that plan of the Super Phoenix?

John Thompson

The Phoenix - Frank Ehling

Air World May 1947

by Frank Ehling

Meet the gassie that placed first in the Mirror's Class "A" free flight event in Beth Page, L. I. Light as a feather in the breeze. Has folding prop. Rises straight off its tail to take first honors.

IN DESIGNING the Phoenix, my primary aim was to get a ship that would not only have speed but be able to climb straight up at as steep an angle as possible. This was the state of my reasoning after attending many model meets. I was convinced that a steep climb would not only keep a speed job from flying O.S.S. but would also give it better gliding opportunities. This meant building as much lift as possible into the design of an airplane—a feat I accomplished by using a pylon to get the wing high plus a generous amount of dihedral. But that wasn't all that was needed. It takes plenty of power, in addition to design, to send a plane zooming like a homesick angel and I selected the Arden .199 to supply it. Then, in order to get the ship to climb steeply and not loop, I incorporated a lifting tail.

When I finally took the Phoenix out for tests, she lived up to my

THE PHOENIX

(Continued from page 37)

highest expectations. Over and over again she demonstrated, in a spectacular manner, her ability to climb. She virtually zoomed vertically when set on the rudder and released, and would continue to climb in the same direction as if as if jet propelled.

Now, if you want to build a contest winning Phoenix for yourself —follow the plans on the succeeding pages. Start first by enlarging them to the dimensions as shown. One side may be built atop the other to insure perfect duplication. While the sides are drying, your pylon can be constructed by securely cementing two sheets of 1/4" stock at an approximate 60° difference from each other. This is the best way to obtain greatest strength from a given amount of wood. Be sure, however, that the cement has dried thoroughly before removing from jig otherwise the pylon will warp. When absolutely dry, the pylon can be cemented into place. Here again, care must be taken to insure perfect pylon alignment. The top of the pylon should be cemented in place making sure that it is set perpendicular to pylon in T formation.

In cutting the wing ribs from the plan, note that their thickness changes. This is done for greater wing rigidity. Cut out wing tips and cement together. Then add wing ribs along with the spars and at same time cement gussets in place to maintain dihedral.

The stabilizer is made in the same manner as the wing, except that there is no dihedral. The two center ribs are used to fasten the rudder which is cut from a sheet —shaped and cemented in place.

Ignition is now installed. Set it up as illustrated on plan and check to determine that center of gravity will fall as shown. Install landing gear. Here we use the conventional rubber band method for retracting the gear. The section of the fuselage around the ignition unit is now filled in with sheet.

After this is done, the entire model should be sanded to remove all rough spots at which time it may be necessary to recement any uncemented joints. Cover the entire ship with a good quality covering. Make sure to thin the dope with 50% thinner in order to obtain best results. While doping, constantly check the wing and stabilizer for warps and if a warp does occur, redope the section and hold in position desired until dry.

When test flying, the ship is glided until a flat glide is obtained. Using the set up shown, you should encounter no difficulty. If the ship is balanced as shown, the wing set at a positive 4° incidence and the stabilizer at a positive 2° incidence, the ship will fly with full power and glide well. A turn can be accomplished with aid of the folding prop by keeping one blade semi-rigid and other free to fold. END

Frank Ehling

Vintage in Sweden - Editor

I've had this link to a Swedish pictorial website in my Clarion folder for some time and I don't know the source of the information but I thought I would print a few. All the text is in Swedish and I've translated best I can. http://modellflygnytt.se/opublicerat/sm90/index.htm Photographs taken by Evert Andersson

Martti Bogdanoff

Lars Andersson cranks. Karin Andersson & Lennart Hansson look on.

Unidentified

Anders Håkansson & Sune Stark

Bertil Dahlqvist with"Tip-Top"

Thomas Leijon with"Gladiator" in OT-RC-Performance

Look like scans of photographs, could date back to the 90's *Editor*

The BMFA Annual Dinner - John Andrews

On Saturday November 21st the Hinckley Island Hotel in Leicestershire was the venue for the BMFA 2015 Annual Dinner & Prize presentation. I was in attendance in best bib and tucker with Rachel on my arm to receive an award. In response to a glowing recommendation from our secretary Roger, the awards committee had seen fit to bestow on your embarrassed editor the 'Ray Malmstrom Award' for services to Model Flying outside the framework of the association. The award being in recognition of my production of our monthly epistle 'The New Clarion'.
The heading picture shows, in the far distance, yours truly accepting the award from the BMFA President Air Chief Marshal Sir Michael Alcock.
The dinner itself was a very pleasant meal in good company. Rachel and I were fortunate enough to be seated with Bob Bailey, Ted Challis, Ivan Taylor, Steve Philpott and their female companions. In turn each of us gents made the walk to the stage, to receive our awards, accompanied by the Master of Ceremonies announcing our achievements to the audience. A daunting affair for this editor.
The ceremony took quite a while to complete as there were many certificates of merit to be awarded, as well as the pots etc. from the well laden trophy table below.

John Andrews

Coupe d'Brum. & Southern Coupe Lg. - Stuart Darmon/Peter Hall

Le Grand Coupe De Birmingham, North Luffenham, Dec 6th 2015

The second December Coupe hosted by Birmingham MAC was preceded by several weeks of exceptionally wet and windy weather, and a few days prior to the event, winds of 40 plus MPH were forecast for Sunday.

By Thursday, however, predictions began to suggest that the wind would drop during the afternoon. Such is the accuracy of modern meteorology that the fourteen entrants who made the leap of faith- including Didier Chevenard from France- were rewarded with very flyable conditions after lunch. CD Kris Best, aided by Bill Colledge, decided to fly only one round of F1G before midday instead of the scheduled two, and set the max at 60 seconds, which all but two achieved in the surprisingly smooth, if still breezy, conditions. There followed two 90 second rounds, and finally a full two minute max, clearly correctly judged as just one entrant achieved a full score. Lift was evident all day, with some flights looking comfortable from the word go, and others less so. Last year's winner Phil Ball looked for a while as though he would land with the prop running in round 4, but in the end dropped only 21 seconds. The contest was won quite literally in the last minute when Gavin Manion, who had broken three motors on the trot, launched into a lovely patch fifty seconds from the final hooter to win the AeroModeller trophy, two seconds ahead of Roy Vaughn.

Winner Gavion Manion gives it the old Heave Ho
(Pictured at Wallop in September 2014)

Vintage attracted only two scoring entries, no doubt because flying F1G in such conditions is quite enough work for one day. Dave Taylor, however, gave it his undivided attention and did it properly, with a full house from his Etienvre.

Prize giving was a convivial affair held in the Luffenham golf club with suitable refreshments, and again AeroModeller Editor Andrew Boddington was on hand to present the AM trophy on its fortieth anniversary, as well as books and framed prints donated by ADH Publishing.

Birmingham MAC thanks everyone who took part on a far from ideal day, and we have every intention of repeating the event- but hopefully not the weather- in 2016.

A few observations in closing; First, flying in rounds may not be universally popular in the UK, but with a *competent* CD a meaningful contest can be held in adverse conditions without scattering models across the countryside- surely better than some of the alternatives we may be asked to accept. Second, F1G remains a class where a simple, reliable aeroplane flown well can win at the highest level. Finally, this year's entry hailed almost entirely from the South. Perhaps this is because the weather was worse up North, perhaps because the event now counts toward the Southern Coupe League. It would be great to see some of the Luminaries from Northern Area next year.

Results F1G

Entrant	R1	R2	R3	R4	Total	Position
Gavin Manion	60	90	90	120	360	1
Roy Vaughn	60	88	90	120	358	2
Peter Tolhurst	58	90	90	83	321	3
Andrew Moorhouse	60	90	90	80	320	4
Phil Ball	60	90	61	99	310	5
Didier Chavenard (France)	60	68	90	86	304	6
Mike Marshall	60	88	80	61	289	7
Chris Redrup	60	0	90	120	270	8
Bill Dennis	60	79	55	75	269	9
John Wheeler	46	61	58	71	236	10
Dave Greaves	60	90	0	35	185	11
Terry Bailey	60	5	90	0	155	12
M Mchugh	60	0	0	0	60	13

Results Vintage Coupe

Entrant	R1	R2	R3	Total	Position
Dave Taylor	60	60	60	180	1
Terry Bailey	45	50		95	2
Pete Tolhurst				0	
Chris Redrup				0	
Bill Dennis				0	

Special Awards

Best result in both events -	Terry Bailey
Top placed Etienvre -	Dave Taylor

Stuart Darmon

Southern Coupe League 2016 Season

Peter Hall

In case you hadn't noticed the Southern Coupe League 2016 season began in 2015 with the Grand Coupe de Birmingham at North Luffenham on December 6th. In spite of the conditions fourteen flew. Gavin Manion won and so now heads the new league table with sixteen points' (see Stuart Darmon's report) The provisional calendar for 2016 lists eight events, many still to be confirmed: your best five scores will count.

Le Grand Coupe de Birmingham	6 Dec 2015	N Luffenham
1st Area	14 Feb 2016	Beaulieu/Ashdown/Merryfield/N Luffenham
London Gala	24 Apr 2016	Salisbury Plain
Oxford Gala	June	Port Meadow
Odiham	July	RAF Odiham
Southern Gala	20 Aug 2016	Salisbury Plain
Crookham Gala	18 Sept 2016	Salisbury Plain
Coupe Europa	tba	tba

Current League Standings

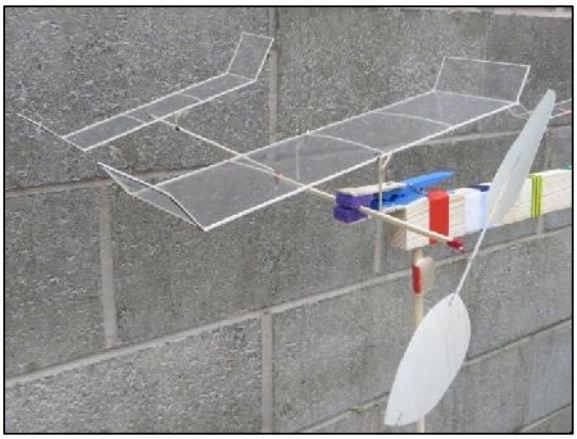
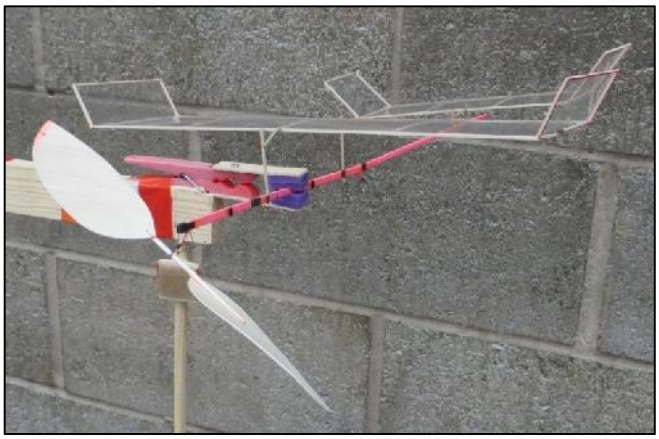
Place	Entrant	Club	Points
1	G. Manion	Birmingham	16
2	R. Vaughn	Crookham	12
3	P. Tolhurst	Crookham	10
=	A. Moorhouse	Vikings	10
5	P. Ball	Grantham	8
6	D. Chevanard	Beaujolais	7
7	C. Redrup	Crookham	6
8	M. Marshall	Vikings	5
9	B. Dennis	Grantham	3
10	D. Greaves	B&W	2
=	T. Bailey	Coventry	2
12	J. Wheeler	C/M	1
=	M. McHugh	Peterborough	1

Peter Hall

Bloxwich Indoors - John Andrews

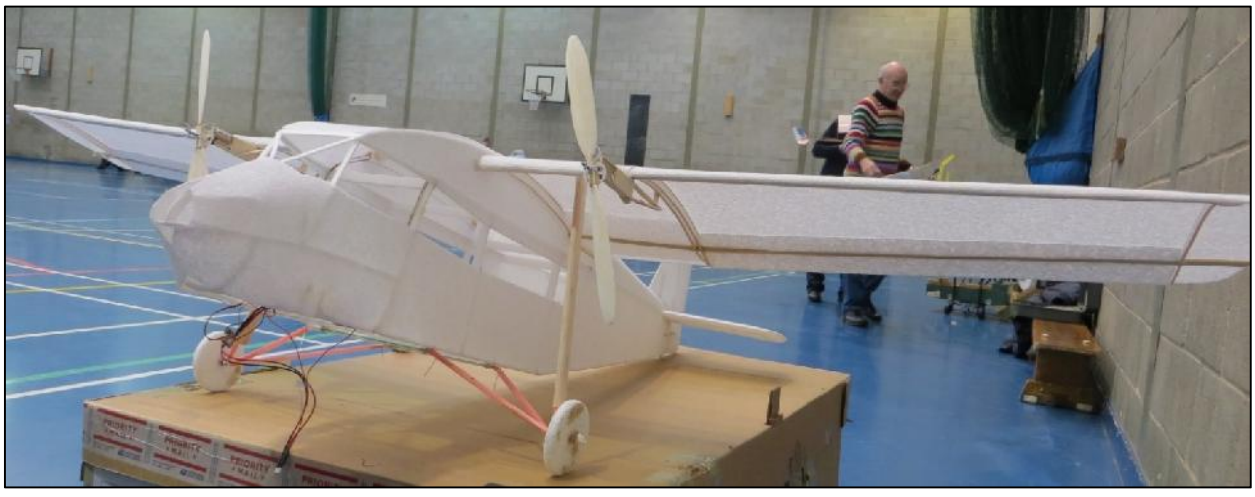
Saturday December 5th saw yours truly, in festive spirit at the Sneyd sports hall in Bloxwich for Alan Price's Walsall club final indoor meeting of 2015.
For me the day kicked off with free sherry and mince pies followed by a trimming session with my newly built Kit Cricket NoIII.
I had the feeling that my flight times for the xmas competition at the Thorns indoor meetings needed a little improvement if I am going to top the pole this year. Having seen some light looking tissue on Mick Chiltons model at the last Thorns meeting I had visited our local shop 'The Range' and acquired a pack of craft tissue, 20 large sheets of assorted colours for a pound or so and I knocked up my third Kit Cricket using a delicate pale salmon pink and lime green colour scheme.

It is marginally lighter than my others, but not really significantly, I did not use my indoor scales but just the larger kitchen ones which only weigh to the nearest gram. I found a slightly smaller prop with higher pitch and this new cricket now flys on thinner rubber and early signs are that I may be able to put a few more seconds on my flight times.
Trimming started off poorly with the cricket diving into the floor on very few turns. In an attempt to get the nose up I finished up with a pea sized wad of plastcine on the tail, not good for duration. However the model now flew after a fashion and the penny finally dropped, the turn was far too tight, so a trim tab was stuck to the fin. In fitting the tab I managed to cyno my fingers to the model and the tab and it took intervention by Pete Thompson to tear me free, thankfully without damage to the model. Finally I had the model flying without rear ballast and, with .080" wide strip, an 18" loop and 1,800 turns, recorded a 1-28. Should be able to better this at Thorns with more turns and the extra 4ft altitude to the lights.
I manage to get a couple of pictures of the lightweight indoor models that Pete Thompson is building, the standard model weighs in at around 2.2gm and 4 minutes plus flight times are the norm under Sneyd's 25ft ceiling. He has a couple of his own that are down to 1.7gm and his Dads model has done around 7 mins odd. It looks like 8 minutes is on the cards which is the maximum I have seen and personally achieved in sports halls.

Peter Thompsons lightweights

Graham Smith was testing the bare bones of his latest scale RC model, a Short Scion.

The model flew as well as any of his that I have seen before, taking off easily and flying as high as he cared to. The slow flying speed for a model of its size has to be seen to be believed and he made some real greaser landings.

Of course the light weight of this unfinished model is advantageous and it remains to be seen how much the addition of Grahams finishing touches, of which there will be many, will effect its performance. I look forward to photographing the finished product.

John Andrews

Report No. 60.
Plans from kits, British made, excluding scale, cont.

A look at two British kit brands this month:
one **AVION**, from near the front of the alphabet
one **WORCRAFT**, from near the end of the alphabet.

What ties them together?
Kits from both brands were advertised for sale by the same sole distributor, J.A.S.Aikman of 1 Barstow Square, Wakefield.

Worcraft Products Ltd. were, according to their first advert, based at 11 Robinson Street, Dewsbury, then according later advertisements at 6 Westgate, Dewsbury. Google maps does not currently show a Robinson Street in Dewsbury, was it flattened for a car park or a ring road thereby forcing a move on Worcraft Products Ltd?

Avion Products Ltd., also operated from 6 Westgate, Dewsbury, so that is the tie up, both in the same premises and both using the same sole distributer. Really just one operation with two brands?

The list below shows the Avion & Worcraft vintage era kits in sequence of earliest advertisement found. SAM1066 has plans for two of the models and a further five appear as reduced plans in SAM 35 Speaks or SAM Year Books. A Phantom, 30" span rubber model, appeared in a 1946 advert as the Avion Phantom and in 1948 as the Worcraft Phantom. The same model? Probably, but not proved.
Some of the designer's names were stated in the advertisements, some were not, and who were "Workfolk"?
If you can add a designer's name or a plan source to the list please get in touch.

Magazine	Kit Brand	MODEL	DESIGNER	SPAN	TYPE	PLAN
AM4507	WORCRAFT	WONDER	WORFOLK	12	Glider	S35S Mar 99
AM4601	WORCRAFT	ROVA		24	Rubber	
AM4602	AVION	EAGLE WING		83	Glider	
AM4602	AVION	ROC		40	Glider	
AM4605	AVION	ADMIRAL		24	Glider	
AM4607	AVION	PHANTOM	SAUNDERS C H	30	Rubber	
AM4607	WORCRAFT	STAR	WORFOLK	13	Glider	S35S Dec 02
AM4607	WORCRAFT	WARRIOR	SAUNDERS C H	30	Glider	
AM4612	AVION	AEROBAT		12	Glider	
AM4703	WORCRAFT	WINNER	DURRANS E D	20	Rubber	S35S Jun 11
AM4805	WORCRAFT	MERCURY	HATFULL A E	36	Rubber	SAM 1066
AM4807	WORCRAFT	MONARCH	DURRANS E D	26	C/L	S35S Jul 95
AM4808	WORCRAFT	PHANTOM		30	Rubber	
AM4809	WORCRAFT	JET COMET			CO2jet	
AM4812	WORCRAFT	SCARAB	HATFULL A E	35	Power	SAM 1066
AM4812	WORCRAFT	Whip-it-quick (aka Skylarker)		16	whip	
AM4907	WORCRAFT	MENACE	DURRANS E D	26	C/L	Sam Year Bk 10
AM4912	WORCRAFT	CYCLONE		18	C/L	

The Avion "Phantom"

A super streamlined Duration model specially designed by C. H. Saunders. An ideal plane for winning your Club Competitions in the coming season. Kit contains all materials for building and includes natural strip rubber motor.

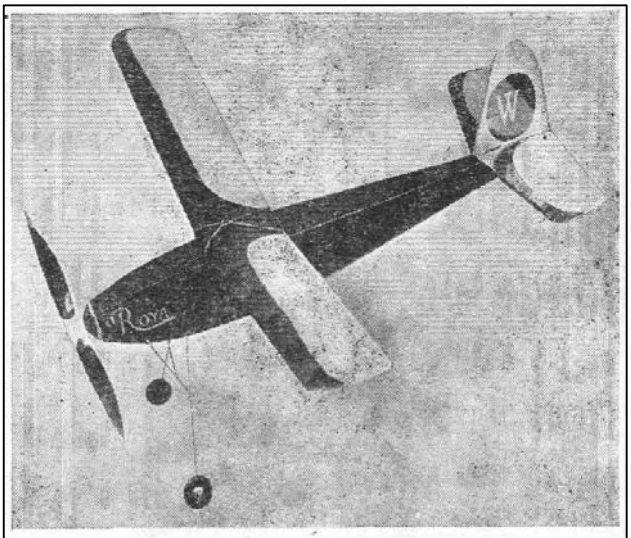
Kit price **10/-** *Postage 6d.*

The Avion Roc

A 39½ in. span modern streamlined Glider with a high performance. Easy to build and fly.

Kit price **7/6** *Postage 6d.*

J. A. S. AIKMAN, 1, BARSTOW SQ., WAKEFIELD, YORKS.



Worcraft ROVA PRICE 4/11

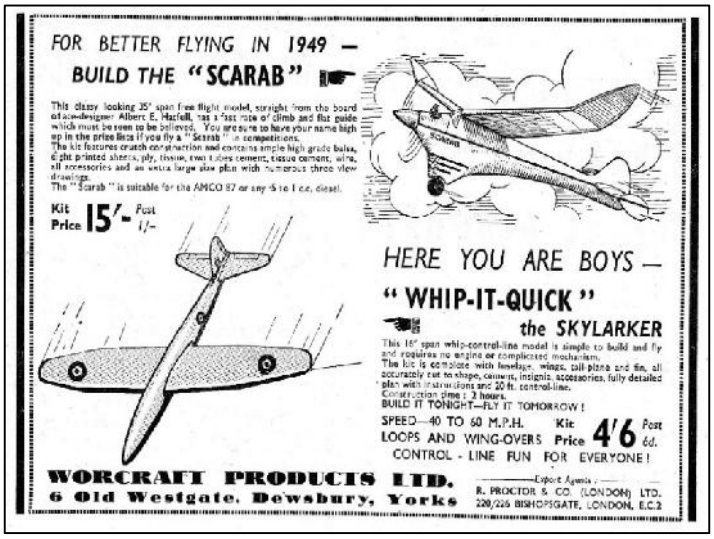
24 in. WING SPAN DURATION MODEL

COMPLETE KIT OF PARTS, INCLUDING FULLY DETAILED PLAN, BUILDING INSTRUCTIONS, DOPE, TISSUE, CEMENT, WIRE, BRASS TUBING, TISSUE PASTE, STRIP AND SHEET BALSA, RUBBER AND PROPELLER BLANK, etc.

PREFABRICATED

The "CYCLONE" 18" SPAN C/L STUNT MODEL

DESIGNED FOR E.D. BEE AND SIMILAR ENGINES.



FOR BETTER FLYING IN 1949 —

BUILD THE "SCARAB"

This classy looking 35" span free flight model, straight from the board of aero-designer Albert E. Hatfell, has a fast rate of climb and flat glide which must be seen to be believed. You are sure to have your name high up in the prize lists if you fly a "Scarab" in competitions.

The kit features crutch construction and contains ample high grade balsa, eight printed sheets, ply, tissue, two tubes cement, tissue cement, wire, all accessories and an extra large plan with numerous three view drawings.

The "Scarab" is suitable for the AMCO 87 or any similar c.c. diesel.

Kit Price **15/-** Post 1/-

HERE YOU ARE BOYS —

"WHIP-IT-QUICK"

the SKYLARKER

This 15" span whip-control-line model is simple to build and fly and requires no engine or complicated mechanism.

The kit is complete with fuselage, wings, tail plane and fin, all accurately cut to shape, cement, insignia, accessories, fully detailed plan with instructions and 20 ft. control-line.

Construction time : 2 hours.

BUILD IT TONIGHT—FLY IT TOMORROW!

SPEED—40 TO 60 M.P.H. Kit Price **4/6** Post 6d.

LOOPS AND WING-OVERS

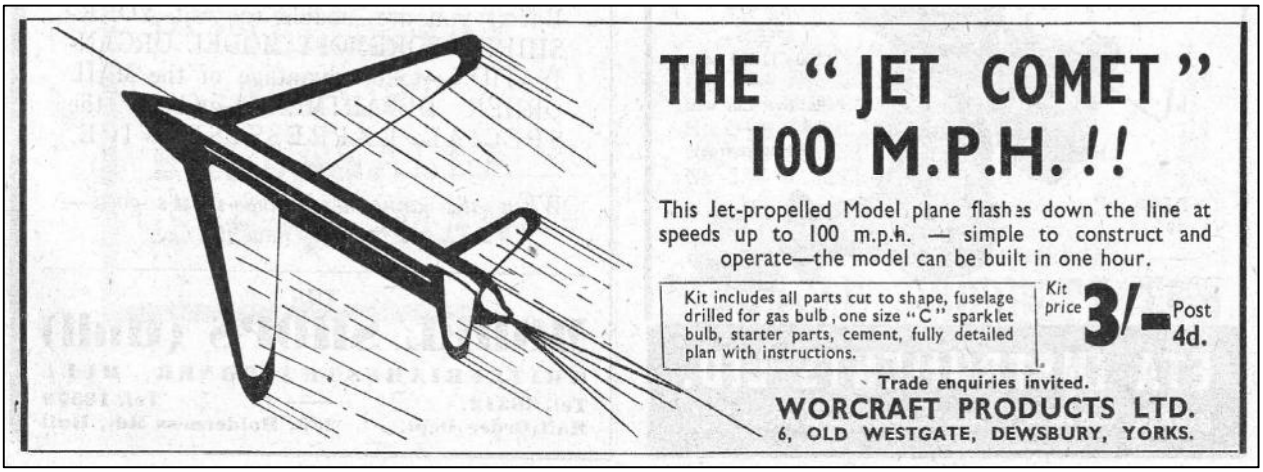
CONTROL - LINE FUN FOR EVERYONE!

WORCRAFT PRODUCTS LTD.

6 Old Westgate, Dewsbury, Yorks

Export Agents :

R. PROCTOR & CO. (LONDON) LTD. 220/226 BISHOPSGATE, LONDON, E.C.2



THE "JET COMET" 100 M.P.H. !!

This Jet-propelled Model plane flashes down the line at speeds up to 100 m.p.h. — simple to construct and operate—the model can be built in one hour.

Kit includes all parts cut to shape, fuselage drilled for gas bulb, one size "C" sparklet bulb, starter parts, cement, fully detailed plan with instructions.

Kit price **3/-** Post 4d.

Trade enquiries invited.

WORCRAFT PRODUCTS LTD.

6, OLD WESTGATE, DEWSBURY, YORKS.

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

Roy Tiller

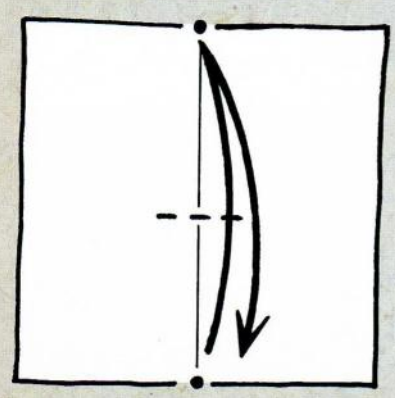
Paper Airplane: Fly Dart - Nick Robinson

FLY DART

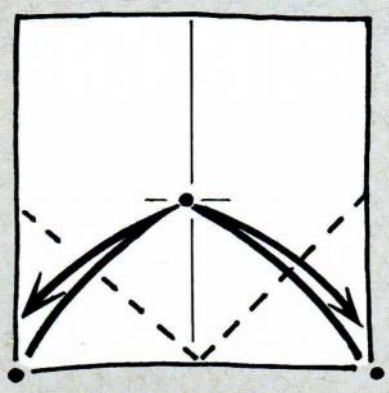
NICK ROBINSON

Paper insects that fly are hard to create. Insects are usually made of rounded shapes with thin legs, neither of which help paper versions to fly. It is possible, however, to combine some features of insects within designs that are more suited to flying. This design incorporates the head of a fly. Although the body is too long for realism, the effect is undoubtedly "fly-like".

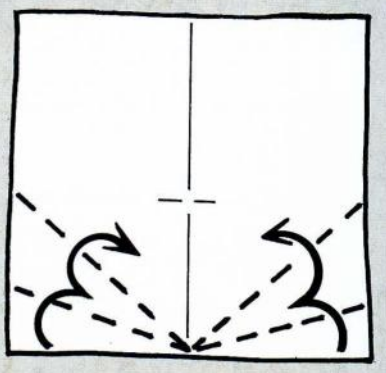
Start with a square, coloured side down and crease along the vertical centre.



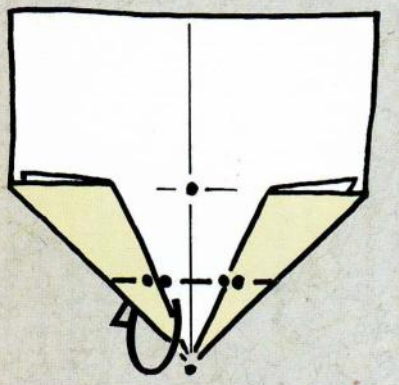
1 Fold in half, gently pinching the centre-point.



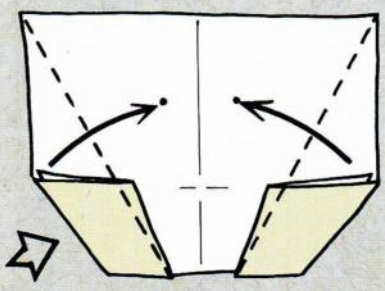
2 Take the two lower corners to the centre and back in the familiar way.



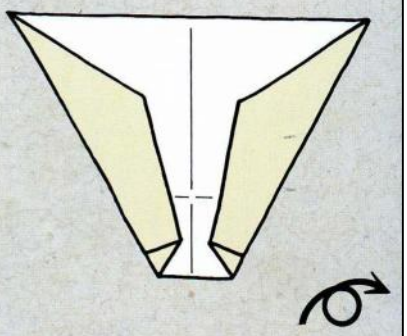
3 Fold each half of the lower edge to meet the 45-degree creases made in the last step, then over again *on* those creases.



4 Mountain fold the lower corner behind to meet the centre of the paper (located by the pinch mark in step 1).

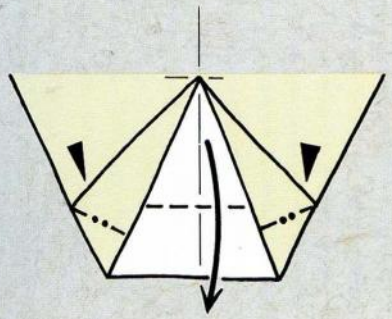


5 Noting the location points carefully, fold each side in. Check the next diagram to help.

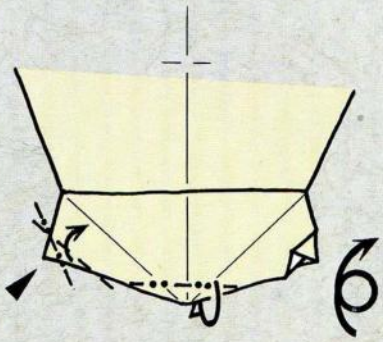


6 This is the result. Turn the paper over.

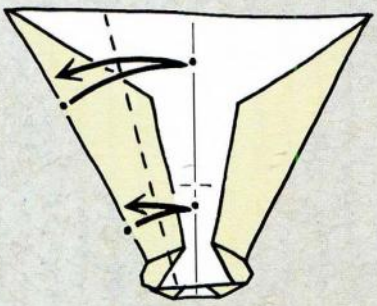
FLY DART



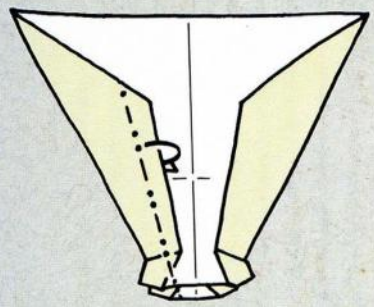
7 This is an enlarged view of the nose section. Put your thumbs underneath the triangular flaps and fold the upper corner downwards as far as it will go. The flaps open out and squash in a new position, forming the mountain creases shown . . .



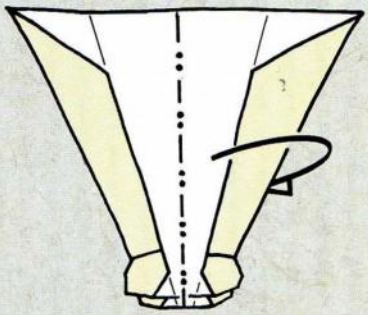
8 . . . like this. Fold the tip underneath, then form the eyes by folding the outer corners over and squashing the tips to the position on the right-hand side. Turn back over.



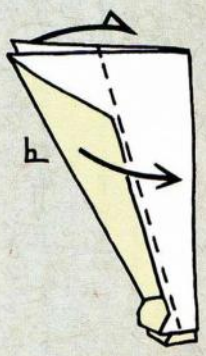
9 Fold the outer edge to the vertical centre, crease firmly and return.



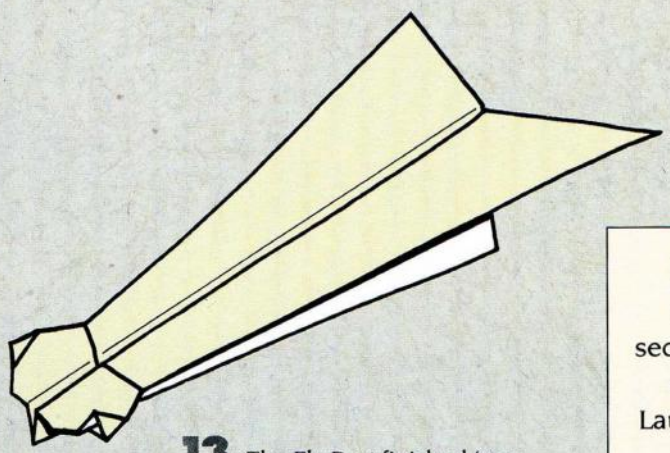
10 Turn the valley into a mountain and tuck the small flap underneath. Repeat steps 9 and 10 on the right-hand side.



11 Fold the right-hand side behind on the centre crease.



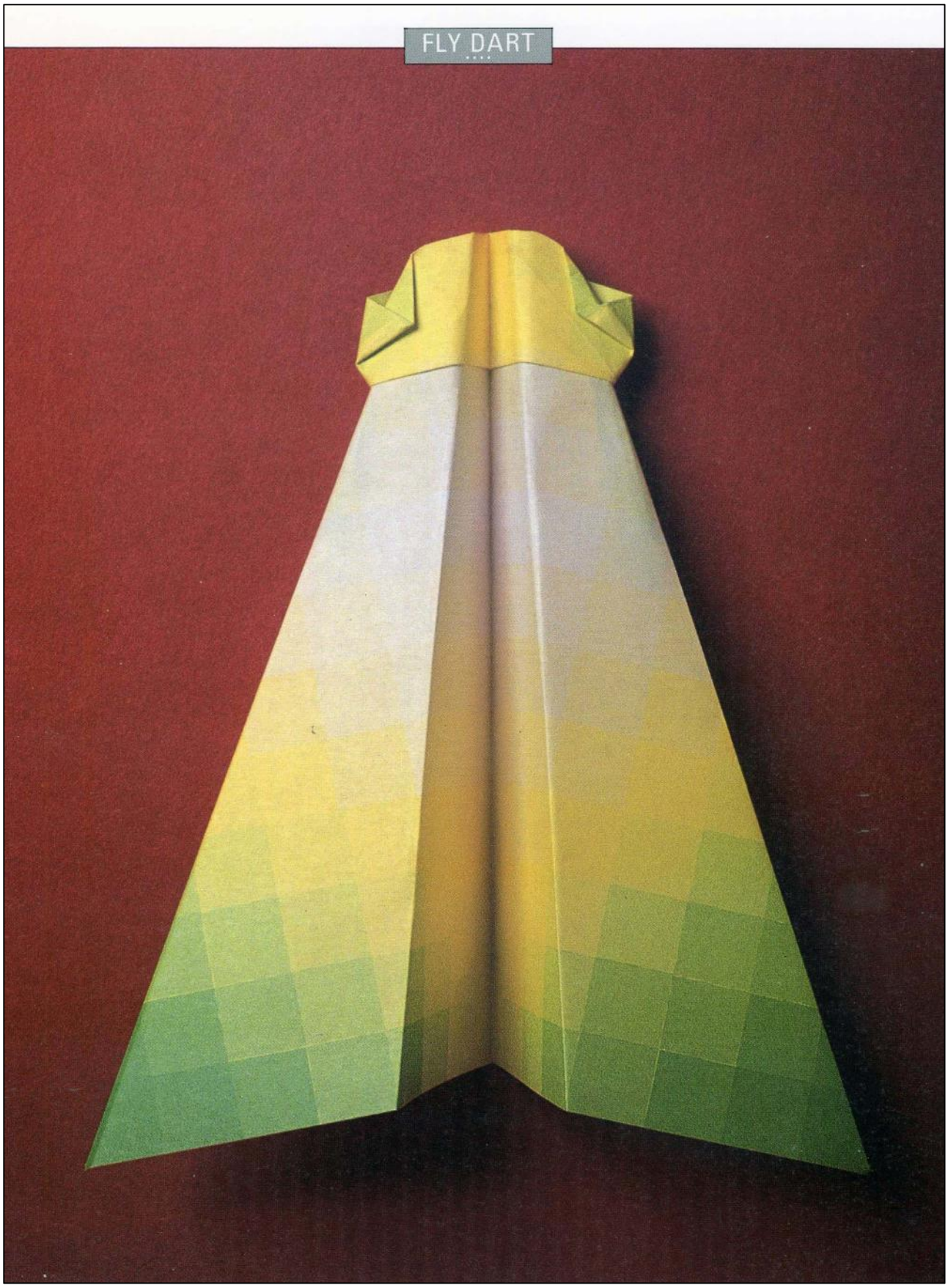
12 Using established creases, open out the wings to 90 degrees.



13 The Fly Dart finished (see photo overleaf).

FLYING HINTS

Gently bend the eye sections at a slightly higher angle than the wings. Launch slightly upwards at a moderate speed.



From the book ‘Paper Airplanes’ by Nick Robinson

Secretary's Notes for January 2016 - Roger Newman

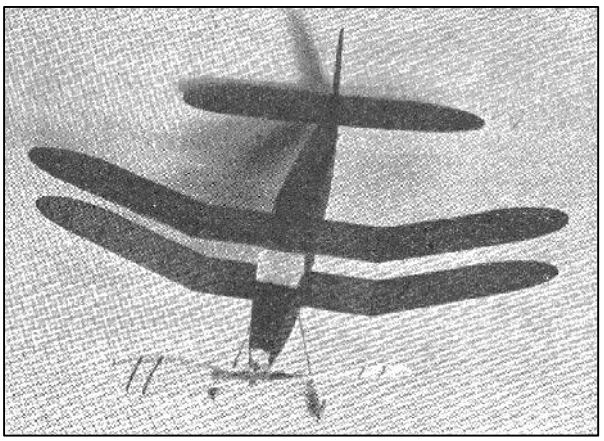
There have been reports that 2015 has been the windiest year on record. Certainly, the number of days I managed to get to Beaulieu has been much reduced, although I missed a few good days. However, in spite of a somewhat retrospective gloomy commentary on flying – a happy New Year to all our members, notwithstanding the current difficulties we face on the future of free flight at Middle Wallop & elsewhere.
The position of your Committee regarding the EGM has been set out & appears elsewhere in this edition as a reminder additional to the general notice sent out before Christmas.
The lunatics have finally been let out of the asylum in the USA with the FAA & Dept of Transport recently mandating that all unmanned air vehicles over 250 grams in weight have to be registered in a national data base by the "user" or flyer, both retrospectively & newly purchased. The mandate applies to all radio controlled models & implicitly to free flight models, in spite of protestations by the AMA. Obviously aimed on the burgeoning drone market & rushed through in anticipation of Christmas purchases, it appears to be a bureaucratic ill thought response to a problem that cannot be readily policed by the Authorities. One can only hope that similar "solutions" are not applied in the UK. For those of us who enjoy free flight, there seems to be nobody in authority who is prepared to speak out to the powers that be and fight our corner, but that could possibly change if the forthcoming FFTC forum on the future of free flight can evolve as a positive & vocal voice within & beyond the BMFA. So – folks – enjoy yourselves whilst you can, there may not be too much time or not be too many facilities left to do so.

Which leads to my personal view (& I do stress personal) on the future of free flight in advance of next month's forum. If one looks dispassionately, there are probably four headings to consider: People; Materials & models; Representation & Clubs; Flying Sites. Take each of these in turn.
There is an aging population of modellers who actively fly free flight – maybe between 200 & 500 in the UK. In this total, there are two categories, those who are competitive fliers & those who are sports fliers. Of the former group, there are probably around 50 or so who fly at International level, another 50/100 who fly "not so serious" comps at Area & "major" meetings e.g. Nationals, Middle Wallop etc. The latter group comprises the remainder – maybe 200/300 who build & fly at "major" meetings & in local fields. These guys fly for fun & treat "major" meetings as part social occasions. The numbers indicate we are a minority activity & as such, more than likely to be ignored unless our profile is considerably raised.
Model shops that sell stuff for free flight have virtually disappeared. Reliance is mostly on people such as Mike Woodhouse, John Hook & a few specialist suppliers e.g. Balsa Cabin, Belair Kits etc. The market is limited & distribution/availability of materials is fraught with difficulties. Fortunately plans & information availability – thanks to modern technology, is still good, e.g. sites such as Outerzone, DBHL Library, Derick Scotts plans etc. Notwithstanding these difficulties, modellers still build & fly a variety of free flight models wherever & whenever they can, which speaks volumes for the resilience of those who do so.
Representation – at Club level, there are probably no more than 20 or so clubs that fully support free flight – Plugge Cup entries are evidence of this number. At a different level, SAM1066 & SAM35 (to a much lesser extent) organise a number of meetings through the years, manfully supported by Club rallies - for example, the Crookham Gala, the Croydon Wakefield & Coupe Days & the Southern Area Rally. At National level, the BMFA still organise Area meetings & the Free Flight Nationals through the efforts of the FFTC. However, at a national level, the FFTC is (I suspect) a voice in the wilderness relative to BMFA RC activities. One can argue –

reasonably so, as the latter represents the vast majority of current modelling activities, but it doesn't help us as free flight enthusiasts. The situation will only get worse with BMFA on-going active support of "drones". Nevertheless, the fact is that we appear to be under-represented in making our case for flying sites.
With regard to flying sites, it indicates (to me) that free flight does not get a good hearing – particularly military flying sites on which so much free flight, particularly competitive flying activity has depended. This is important, as those who are notionally "empowered" – particularly in the military, to make decisions affecting whether to allow flying, & in particular free flight, on military airfields do not understand & have not been educated about free flight as a long standing hobby & a recognised sport. Unless & until this is rectified, we shall continue to be under threat with an ever reducing number of sites at which we can fly & with increasingly arduous rules applied when permission is granted at the limited number of sites remaining.
Hopefully the forum on 31st Jan will address these issues. For even with the innovative use of radio "control" for guidance & radio dethermalisers, it seems that availability of major flying sites – other than Salisbury Plain, will continue to decline & free flight – as we presently know & love it, will become a local activity for the limited number of modellers who are fortunate enough to have an area where they can fly real free flight models without fear or hindrance. This for both "competitive" & sports fliers. I would like to think that I am wrong but I fear not.

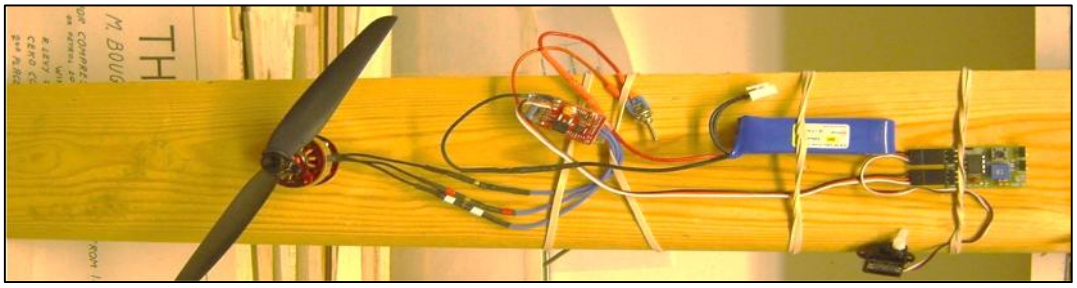
Ramblings for the month

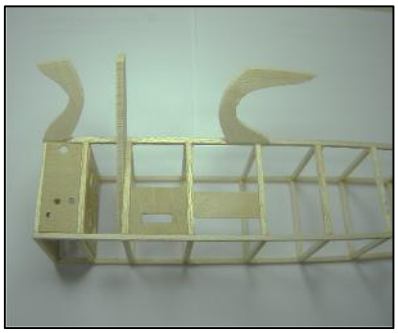
The unknown model from last month – once again Nick Peppiatt comes to the rescue, identifying it as a Daedelus by G Searle published in Aeromodeller of September 1942, having built one last year. I now have two wings to make as it's a biplane! Roy (Tiller) kindly scanned & copied the relevant article & plan that can be scaled up to avoid a redraw.



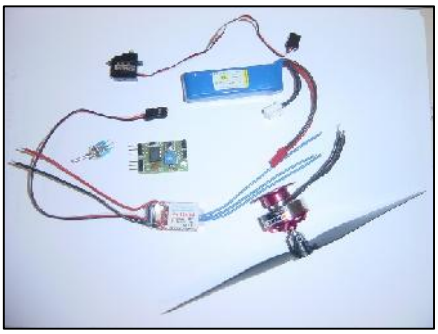
A Daedelus from 1942

A complete collection of electric bits has now been assembled, inclusive of an RDT transmitter module & 5 receiver modules from Hong Kong – brilliant service.
One set of electric bits is in the course of being shoehorned into the Baby Burd, which I confess is proving to be a bit of an improvisation job. The fuselage of this model has a bit more space than the Slicker Mite, which has been sidelined whilst I learn (bit more fiddly).
Before installation commenced, as an act of faith everything was "lashed" together on the bench & tested – to my surprise it all worked. The timer (Dens Model) was set up, activated & the motor ran for the correct duration followed by the dt servo moving, so enough confidence was gained to get all the bits in the fuselage. Hopefully to be finished over the holiday period.

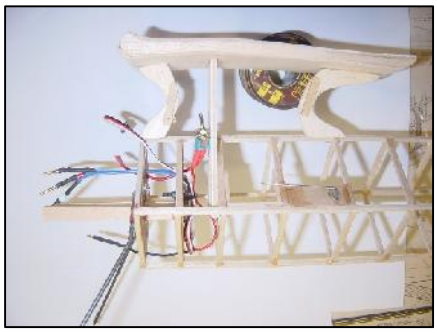




Ready (almost) to go



The bits



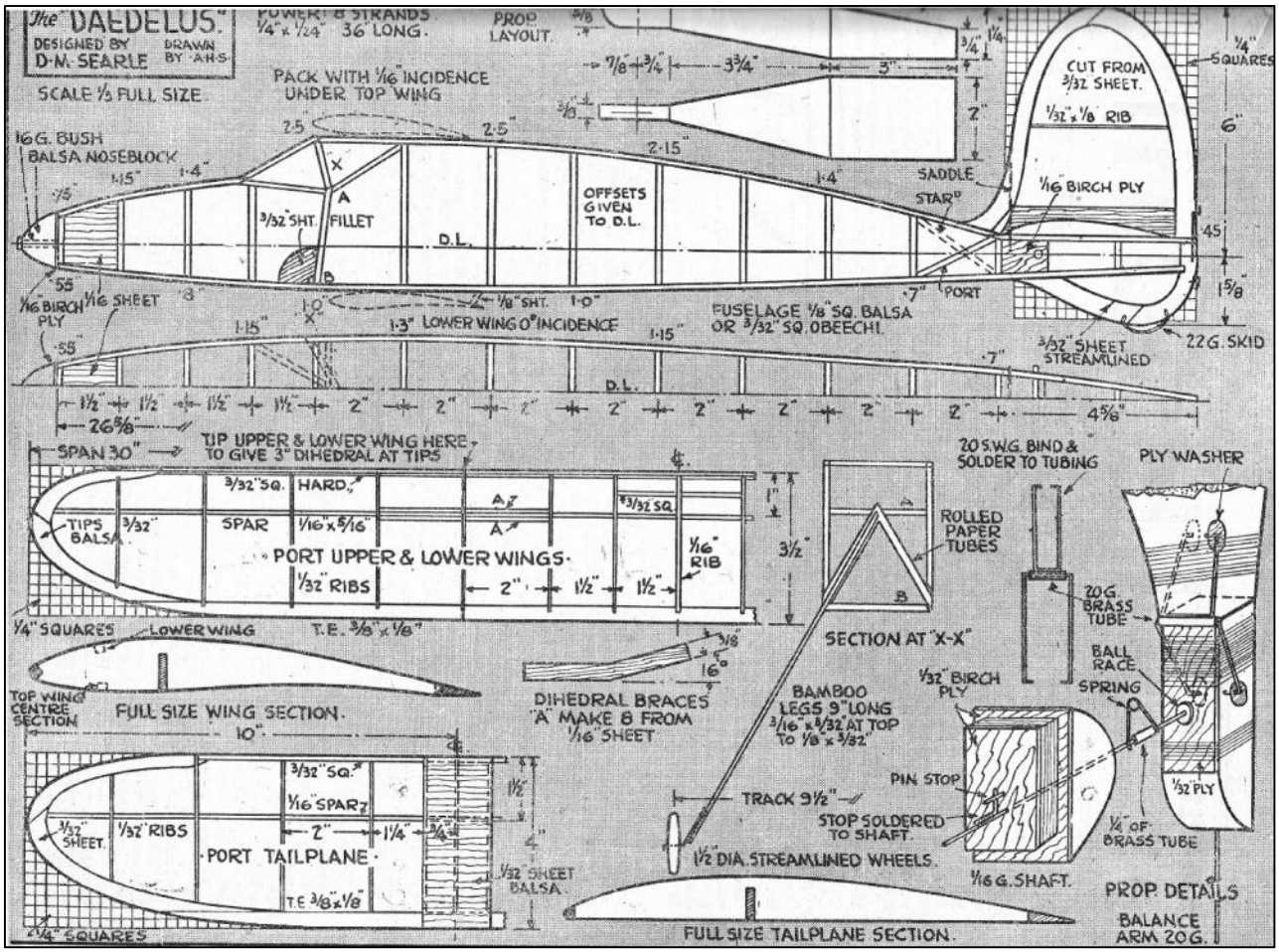
Work in progress

Likewise, construction of Le Kid is complete, awaiting covering & the fitting of its RDT unit which I have to assemble after completing the transmitter - to be powered by an AM15. More on all of this in the next NC.

Has everyone sorted out their winter build list? In addition to what is now in progress, I've added an Inch Worm (Belair kit) & Swiss Miss (Bob Holman kit from California). Both are models that I have long thought of building as they go back to my youth when such models were unaffordable & (more likely) unachievable - their availability as laser cut short kits finally persuaded me. Should keep me busy until at least Easter! Both are planned to have RDT as will my venerable old Corsair, which should be a pretty simple conversion task from a fuse dt. That leaves one receiver module unassigned!

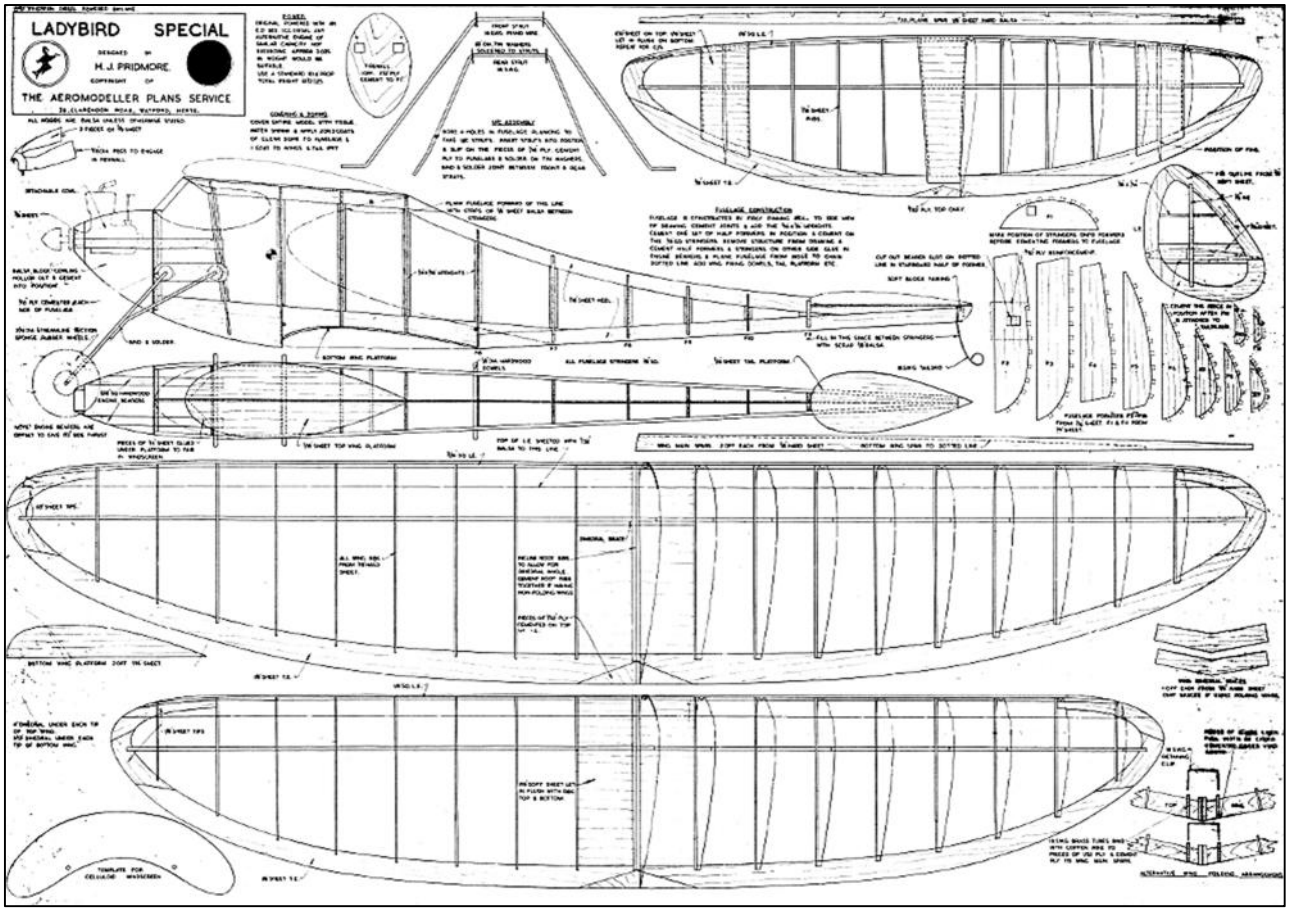
Plans for the month

Rubber: Has to be the Daedelus!

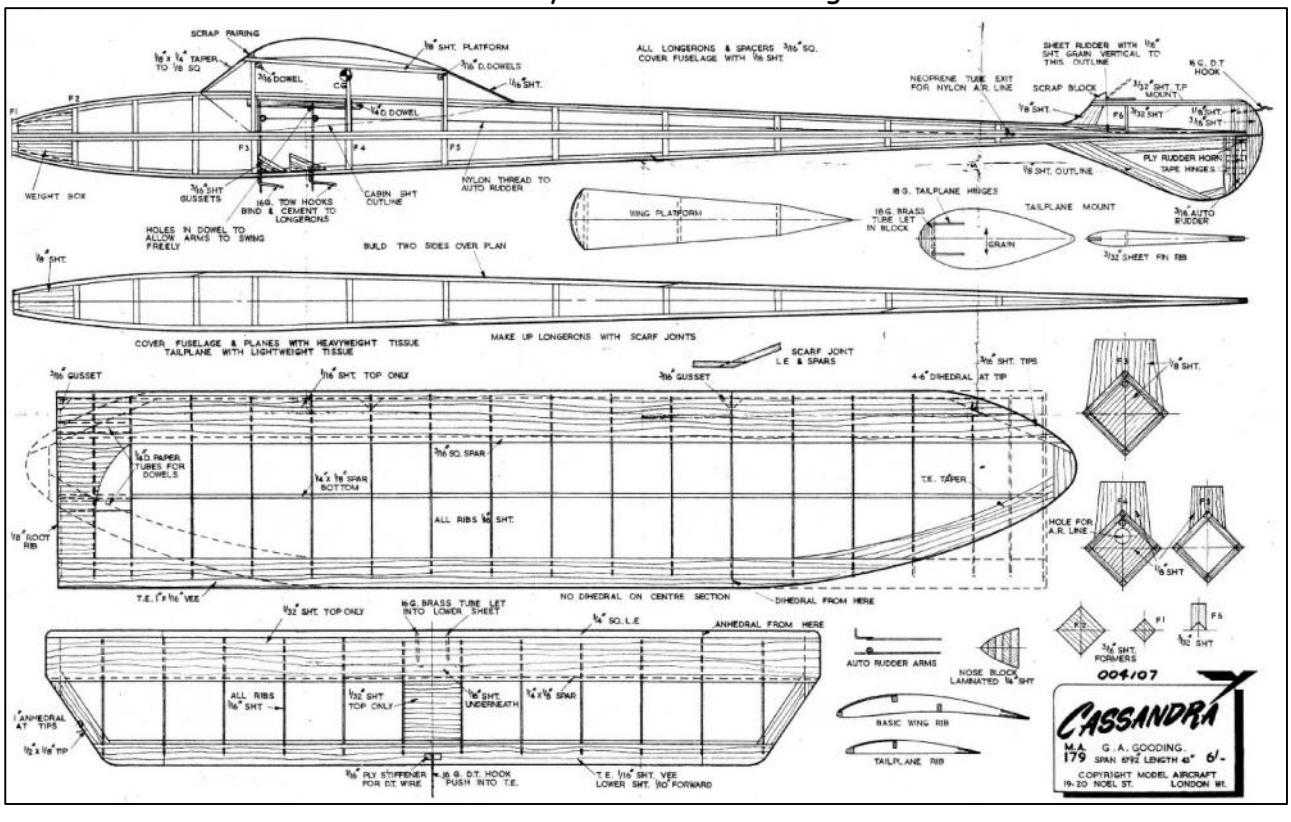


Power: Stick with another biplane

Ladybird Special for an ED Bee by H J Pridmore. Very pretty, seen at MW a few times.



Glider: Cassandra from an early Model Aircraft mag. Bit like Veron Vortex.



Roger Newman

Thorns Indoors - John Andrews

Saturday 19th December and Rachel and I were at the South Birmingham Club's final indoor meeting of the year at the Thorns community college sports hall. We arrived early in order that I would have as much time as possible to get flights for the xmas comp recorded with my new Kit Gyminnie Cricket NoIII which I trimmed at Bloxwich a couple of weeks earlier. I had two flights already on record, 1-37 and 1-28, but felt I needed to better them as there seemed to be a few other flyers with models going quite well.

Once again feeding the face seemed a priority, but mince pies were on offer.

I got stuck in with my new model and was soon hitting the girders and or walls. This new model did not recover well from hits on the lights and would dive down about halfway before recovery which of course did not produce high times. After quite a few attempts I managed a 1-34 on a .08strip x 18"loop motor with 1.900 turns, then with a desperate final effort, a scant minute or so before the three o'clock dead-line, using a new motor of the same size and number of turns, I recorded a 1-45. The flight had one light scrape on the lights and a really good let down. This final fling was good enough for me to top the results. One up for John boy.

Yours truly in festive garb with my Cricket Squadron

I had a small diversion during one of the 15 minute lightweight radio slots when Eric Hawthorn turned me loose with his 'Micro Stik' indoor RC model. Now I have not flown RC for a number

of years and the model was 'mode 2', opposite to my past experience but I made quite a good showing until by my old 'mode 1' instinct cut in and I shut down the motor when I thought I gave up elevator using the left hand stick. I quickly returned the Tx to Eric even though the model was down the far end against the wall.

Looking at the pictures above I have only just realised that the model had elevator control, I was flying using rudder only and regulating height with the throttle. I ought to take more notice of what I'm playing with. I think I might buy one of these, they are absolute masterpieces.
I imagine flying one will eventually get boring the same as outdoor RC did for me before, but it should be fun for a while.

Meeting organiser Colin Shepherd competed this year and did a spot of light fishing as well

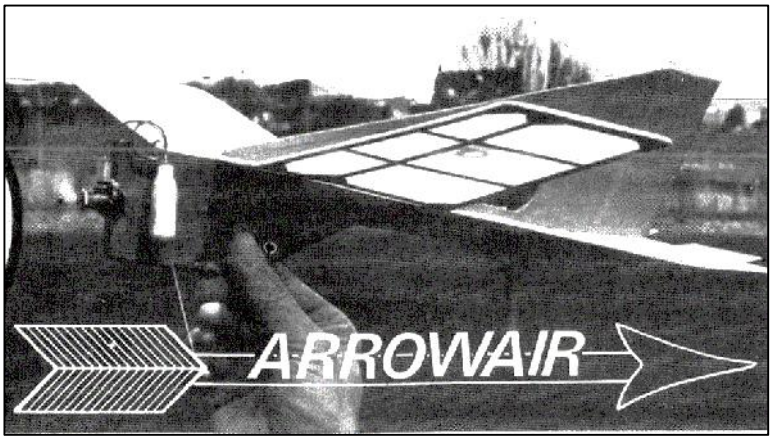
Pictured above: some of the flyers gather for the prize presentation and raffle; then the xmas 'Cricket' competition prizes; and finally John boy accepting the 'Thorns Challenge Trophy'.

It has been a pretty good year at Thorns with reasonable numbers in attendance and the club has managed to keep costs low. Inevitably, I feel, costs will have to rise and I think flyers would not rebel against a small increase which should keep the meetings viable and insulate against any increase in hire charges.

John Andrews

Ray Malmstrom's Model of the Month - Chris Strachan

Build this unusual CO2 powered sports model from the book 'Ray Malmstrom's 60yrs of IVCMAC'



If building and flying a model which is just that bit different from the rest, yet possesses plenty of "flyability", is what turns you on (as it does us) let's get together, grab some balsa, open a tube of cement, and have fun building "Arrowair"

Fuselage

Cut out the basic fuselage and nose doublers (1/8th sheet). Cement doublers to fuselage as shown. Add the 1/8th strips to fuselage sides, and tailplane support. Sand lower fuselage to section and cover cut-out with lightweight tissue. Give fuselage one coat of clear dope. Cut engine mount from 1/16in. ply and drill engine holes. Chamfer the engine mount cut-out. Cement mount in position. Off-set it before cement dries, using the off-set jig, see sketch. Reinforce with strips cut from an old linen handkerchief by smearing cement on the under-surface, position, and rub cement on top. Cut 1/16in. ply filler nozzle mounting pieces and cement in place. Form tail skid from 20 s.w.g. wire, insert in fuselage and secure with cloth patch. Form undercarriage from 20 s.w.g. wire, bind tightly to rectangular piece of 1/16in. ply. Cement into undercarriage slot. Use lightweight 3/4in. dia. plastic (or carved balsa) wheels. Retain with tight fitting electrical tubing, or tiny blob of solder.

Fitting the engine

Bolt a CO2 engine in place — we used the Telco unit. Coil the tube from the engine to tank holding in position with a cloth patch, cementing as detailed above. Take the other tube (with filler nozzle) through slot in fuselage top and down through lower slot. Bolt filler nozzle to ply mounts. See side and front views on plan. The stiff notepaper cowling is optional, but it "perks up" appearance — and hides the plumbing!

Wings, tailplane and fin

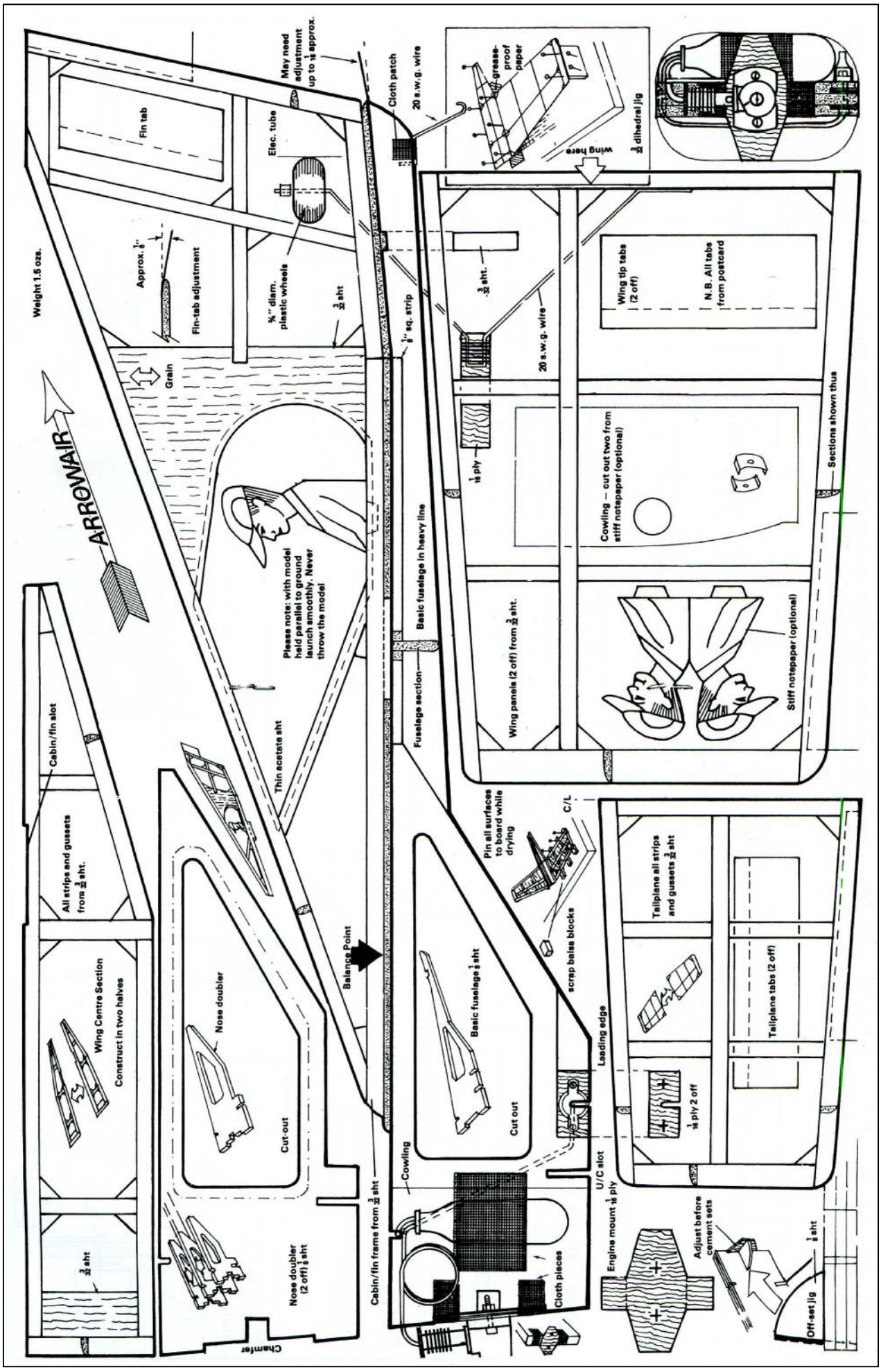
Cut all strips for centre-section, wing panels, tailplane and cabin/fin assemblies to widths as shown from 3/32in sheet. Build frames over plan, rubbing a candle over plan to prevent sticking. Join halves of centre section and tailplane, sand edges to section shown. Cover with lightweight tissue both sides. Assemble the wing panels to centre section, chamfering the inner edges of the panels slightly. The wing panels are tilted upwards (dihedral) using the 1/32 sheet dihedral jig. See sketch. Cover wing with lightweight tissue both sides. Water shrink, pinning sections separately to board, raised on scrap balsa blocks as shown, while drying. Brush water on the tailplane tissue and shrink in the same way. Construct cabin/fin using thin acetate sheet for cabin. Cover with tissue both sides and shrink. "Dan the driver" is optional, but looks good! Trace -onto stiff notepaper, decorate 'nattily' with felt-tipped pens and cement into slot. If you fit Dan, do so before covering the cabin. The wing, tailplane, cabin/fin assemblies are now doped with one coat of dope, thinned 50/50, dope and thinner. Please do not use full-strength dope — it could warp the framework — and pin frames down as for the water-shrinking above. Firmly cement wing assembly and tailplane to fuselage and finally cabin/fin unit, using a set square, and checking at each stage for accuracy. Add the trim tabs cut from postcard. Finally, dope 3 or 4, 1/2in. wide strips of tissue over the joins between the centre section and the wing panels, top and bottom, to strengthen the joins. Decorate with tissue trim

Flying

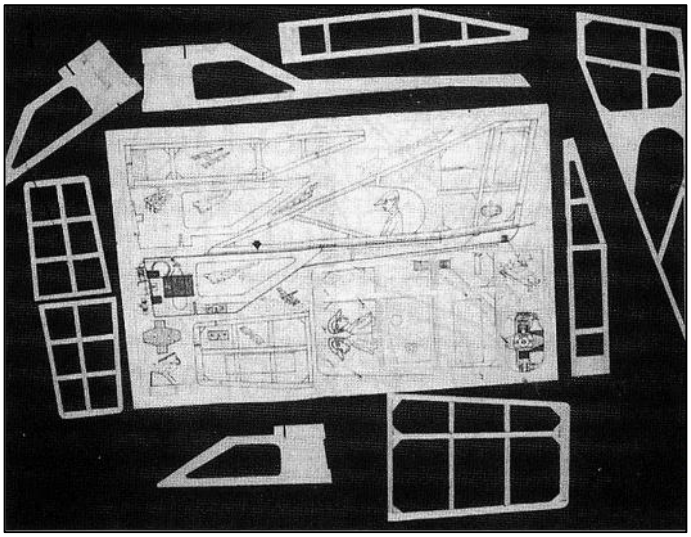
Balance "Arrowair" by pushing a pin attached to a length of thread into the balance point. It should hang level. A tiny amount of Plasticine added to nose or tail may be needed. Our model balanced without any. For test flying, be patient! — and wait for a calm day. Test glide (and fly) over long grass. From a shoulder-high launch, "Arrowair" should touch down about 25 ft. ahead. Try and avoid adjusting any of the control-tabs at this stage. Under power our model tended to turn rather steeply to the right, so the fin tab was bent 1/8in. to the left, and the right wing-tip tab was bent very slightly down (model viewed from the rear). Very satisfactory flights resulted and we advise this trim — at least until you and "Arrowair" get really acquainted.

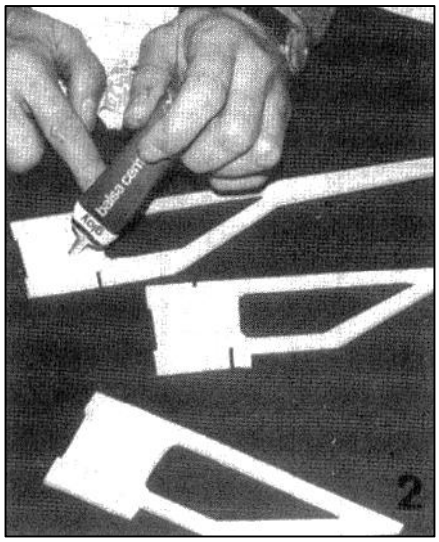
Notes

A last word. When charging up your Telco C02 motor, try and ensure a full charge (approx. 3 from each sparklet bulb). After three flights, the gas remaining in the sparklet bulb will only give very short power runs anyway, and as"Arrowair" climbs away fairly steeply, this can result in the engine stopping during the critical moments of climb-out a "hairy" business both for models *and* the real thingl). Better than risking it, run off the residual gas with a few static runs (model held in one hand) and then put a new bulb in the charging gun.
It's been great building "Arrowair" with you; have fun — and Happy Landings!

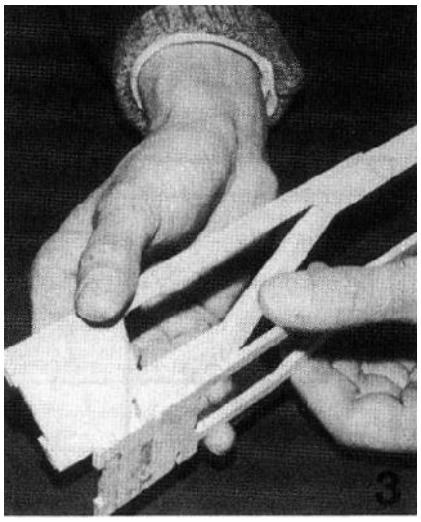

ARROWAIR
Weight 1.5 ozs.
Fin tab
Elec. tube
May need adjustment up to ⅛ approx.
Cloth patch
20 s.w.g. wire
greaseproof paper
wing here
1/32 dihedral jig
Approx. ⅛"
Fin-tab adjustment
Grain
¾" diam. plastic wheels
3/32 sht
⅛" sq. strip
3/32 sht.
20 s.w.g. wire
Wing tip tabs (2 off)
N.B. All tabs from postcard
Please note: with model held parallel to ground launch smoothly. Never throw the model
Basic fuselage in heavy line
⅛ ply
Cowling — cut out two from stiff notepaper (optional)
Sections shown thus
Thin acetate sht
Fuselage section
Wing panels (2 off) from 3/32 sht.
Stiff notepaper (optional)
Cabin/fin slot
All strips and gussets from 3/32 sht.
Wing Centre Section
Construct in two halves
Balance Point
Nose doubler
Cut-out
Basic fuselage 3/32 sht
Cut out
Pin all surfaces to board while drying
C/L
scrap balsa blocks
Tailplane all strips and gussets 3/32 sht
Tailplane tabs (2 off)
Leading edge
⅛ ply 2 off
3/32 sht
Cowling
U/C slot
Engine mount ⅛ ply
Adjust before cement sets
Off-set jig
Nose doubler (2 off) 3/32 sht
Cabin/fin frame from 3/32 sht
Cloth pieces
Chamfer

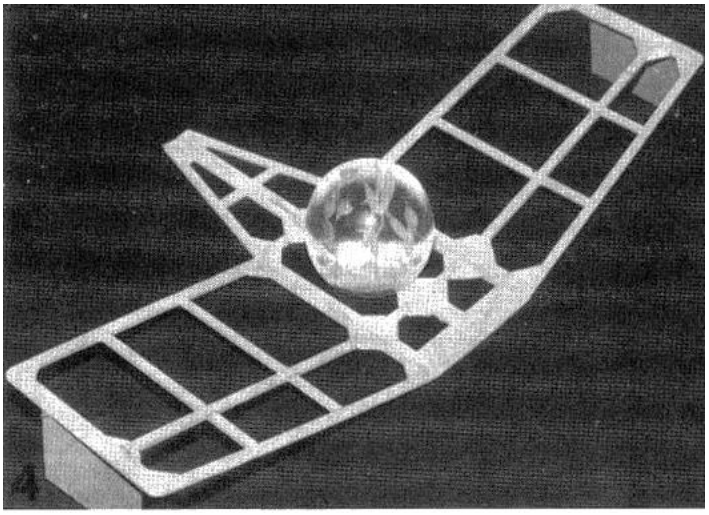
Enlarge plan to 14in wingspan, ie 7in half span on plan



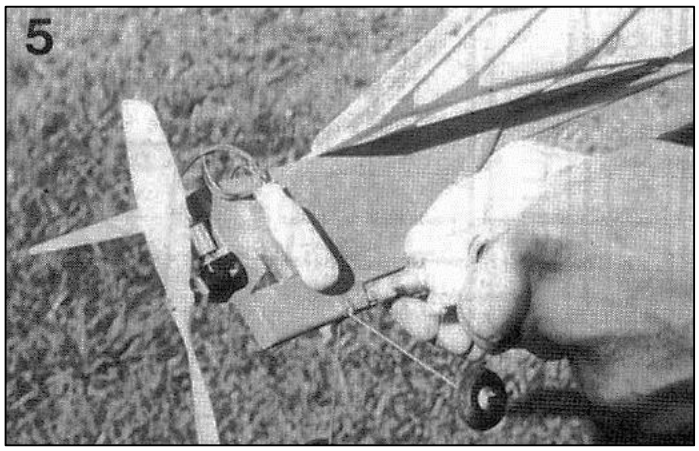


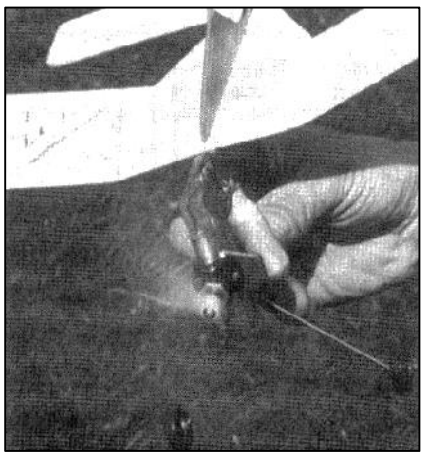
Mark out the fuselage by pricking through the plan onto the sheet balsa. The first half of the wing is made over the plan using pins to hold the structure firm while cement sets. Make the second half directly on top of the first before removing from the plan.
Put a liberal amount of cement on one surface, then slide doublet back and forth to spread the cement evenly.





Setting the correct dihedral. Place a weight in the centre of the wing, and use card supports at each wing tip. Note: to make good butt joints, pre cement both surfaces, allow to dry then re-cement and bring into contact.





When filling with CO place one finger behind the filler nozzle to give support, as a considerable pressure is required to avoid gas escaping. Like diesel and glow motors, it's possible for these little units to run backwards, so always check you have forward thrust before you launch.*

The CO_2 sparklet bulbs give about three good flights. It is safer after the third flight to reduce the power of the motor to avoid a stall at low altitude. "Arrowair" is reasonably strong but, just like a real aircraft, power failure on "climbout" can be disastrous.

Chris Strachan

Notice of Extraordinary General Meeting

The meeting will take place on Saturday 16th January 2016, in the Conference Room at the Museum of Army Flying, Middle Wallop & timed to commence at 2.00pm. The business to be placed before the meeting is: to hear reports from Committee members to the 2015 AGM Agenda as in this Notice:

1. Welcome to members old and new for the season 2015/16
2. Apologies for absences
3. Chairman's report
4. Secretary's report
5. Membership secretary's report
6. Treasurer's report and accounts
7. Report on the David Baker Heritage Library

(ii) to consider, discuss & agree the future of SAM1066 in view of the new rules under which the Club is allowed to fly on Middle Wallop Airfield. The options are (a) dissolution or (b) continuation.

(iii) Should the meeting decide on dissolution, then to agree (a) the finalisation of Club Accounts; (b) to the dispersal of net funds remaining; (c) to the disposition of Club Assets inclusive of the David Baker Heritage Library.

(iv) Should the meeting decide on continuation, to agree the election of a new Committee. Continuation, by inference, must accept the new rules for flying on Middle Wallop Airfield for the foreseeable future if the Club wishes to continue flying at this venue.

(a) Election of Officers
- Chairman
- Secretary
- Treasurer
- Other Committee Members

(b) Events & rules pertaining for 2016
(c) Annual subscriptions & charges for 2016
(d) Any other business

The Future of Free Flight

The Free Flight Technical Committee (FFTC) of the BMFA is holding a conference on the Future of Free Flight at Husbands Bosworth airfield – the headquarters of the Coventry gliding club, about 10 miles South East of Leicester, on January 31st 2016.

Recent changes in the requirements for military land use will have radical implications on the future use for Free Flight. These changes will also impact on civilian land use.

The FFTC realises that these changes will alter the way that Free Flight is organised and operated and is evolving a plan to ensure the continuance of Free Flight in the UK.

At the conference the FFTC will outline its proposals. The FFTC wants input from the free flight community with respect to this future planning. If you have thoughts and ideas be there and make your voice heard.

For more details and to book your place at the conference (there is no charge to attend) contact the FFTC Chairman Mike Woodhouse
at
MichaelWoodhouse1942@gmail.com or 01603 457754

South Birmingham MFC

2016 Clubman Mini Speed competition

Sunday Apr 10th at Cofton Park
B31 2BQ

A) Two classes of engine, to be run in their original mode and on suction fuel feed only.
(1) Diesels
(2) Glow plug engines.
Both engine types, max capacity O.8cc or .049 Cubic inches.
It is permissible to replace burnt out glow heads with units utilising standard 1/4" UNF glow plugs. The use of Nelson, Glowbee and similar aftermarket plugs are forbidden. The PAW .55 and .8cc single ball race engines are allowed but **No** twin ball raced engines, only plain bearing units allowed. Examples are Cox tee Dee 049 and DC Merlin etc.

B) The contest will be timed run of 12 laps (1/2Mile) with the time to start from the pilots hand signal (raised Hand). The time recorded will be divided by 2 and read off a speed chart in MPH. The pilot must keep the flying handle on their chest during the timed part of the run. Approxmately head height during the run. No high flying. There is a total time limit of 7 minutes for the attempt.

C) Five runs can be recorded with the fastest to count. One re-run will be allowed per attempt if the timed run is less than two laps. Incomplete attempts over two laps will score zero points.

D) Steel lines with a minimum diameter of 0.010 inch. Length from centre of model to handle 35.00 feet. No minus tolerance but up to 6 inches over length allowed. Line groupers not allowed.

E) Only the Tom Jolley designed **"Burp"** Jan 1969 Aeromodeller
or the Chris Coote **"Meece III"** Oct 1970 Aeromodeller allowed.

F) The model can be fitted with either beam or radial mount engines.

G) Propellers must be commercially available. They can be made from Wood, Nylon or plastic (Cox propellers) No Glass fibre or Carbon fibre items allowed. Diameter may be trimmed but only one blade can be reworked to balance the prop.

H) Glow fuel will be supplied by S.B.M.F.C. with 15% nitro content total oil should be 20% castor/synthetic blend.
Diesel operators can use their own fuel mixes.

I) Proxy pilots are allowed. 'Builder Of Model' rule will not apply The entrants. BMFA membership number must be visible on the top surface of the wing.

J) Undercarriage optional

Details: contact Eric Hawthorn tel: 01384423547 email: erichaw33@hotmail.co.uk

OXFORD MODEL FLYING CLUB

FREE FLIGHT RALLY

11 & 12 JUNE 2016

Venue: Port Meadow, Wolvercote, Oxford

Sat. 11 June '16, from 6:30 p.m. "CHAMPAGNE" fly-offs.
F1G, F1H & HLG/Cata (combined)

Sun 12 June '16, from 10 a.m

Max decided on the day

F1G
F1H
E30/P30/CO_2 (comb.) } 5 flights in ROUNDS

MINI-VINTAGE RUBBER (max span 34")
VINTAGE + CLASSIC GLIDER (comb.)
HI-START GLIDER (any design, 36" max span)
TAIL-LESS R+G (comb.) } 3 flights NO ROUNDS
H.L.G/Cata (comb) 7x1 min max

ALL TOWLINES 50m. HI-START 30m. TOTAL inc. 7.5m. rubber
NO I/C POWER MODELS TO BE FLOWN
NO bubbles, thermistors, streamer poles etc.
ALL FLIERS MUST BE INSURED!

contact: ANDREW CRISP
4 GROVE STREET
OXFORD OX2 7JT
tel: 01865 553800

Impington Village College - Cambridge

Indoor flying on 20th March 2016

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:

An **Indigo duration** competition for the late Clive King's model which was featured as a free plan in the November 2015 edition of Aeromodeller and is also the subject of a postal competition which is being promoted by Aeromodeller, administered by IVCMAC and will run for 12 calendar months. On this occasion we will run a special competition on the day and will also have an experienced indoor duration flyer on hand to help and advise those who are using Indigo as Clive intended – as an introduction to higher performance indoor duration flying. For more details of Indigo please look at our new website at **www.impmac.co.uk**. Please note the minimum airframe weight of 3.5 gm

A **Bostonian duration** event any design to the Bostonian formula (If you are unclear about the Bostonian formula rules ring or email the contact below). Minimum airframe weight 14 gm and all flights to be ROG.

Both competitions will be for the total of best three flights. 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). All models 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.

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 feature a talk by Roger Simmonds and Rob Smith on their use of computer graphics to produce paper patterns which are then applied to Depron or balsa models. The results, which many of you will have seen at Old Warden and elsewhere, are most impressive and their talk should encourage more of us to try this interesting technique. Two examples are shown overleaf.

Round the Pole and Small Radio Models:

David and Will Beavor will be bringing their equipment, using Ballard's 4605 connectors at the model and will share the second 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 new website at **www.impmac.co.uk** for more details of club activities and the Indigo competition

Cost of admission:

Indoor Flyers - Adults £6.00, under 18s £1.50, Spectators and Chatters - £3.00

***Directions to Impington Village College*: Post code CB25 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

24th WorldWide Postal Contest 2015/2016

Flights may be made outdoors between **July 1st. 2015** and **June 30th. 2016** inclusive; it is not required that all flights in any event be made upon the same day but each is to be pre-nominated as 'official'.

A full report will be published in "Endless Lift" after the scores are received and compiled. To enhance the same, a brief account of weather, site, flying anecdotes, photographs, etc. would be appreciated when scores are submitted. Please ensure that all scores are posted there in **Comments**, under the **Leave a Reply** heading, below, by July 15th 2016; earlier submissions would be most gratefully received! Please provide clear notice as to which class/event they should be posted to. Reporting scores all along should stimulate participation. I welcome any comments regarding amendment to any event rules that might make same more attractive, or suggestions for other classes that might be considered of general interest in any future Contest.

For list of event classes see September New Clarion

http://www.endlesslift.com/24th-worldwide-postal-competition-2015-2016/

GOOD FLYING - GOOD LUCK - and ... above all ... HAVE FUN! · Gary Hinze

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,

2015	2016
Sunday 27 September	Sunday 17 January
Sunday 25 October	Sunday 14 February
Sunday 22 November	Sunday 6 March
Sunday 13 December	

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

Admission:
Flyers £10 **Spectators £3**

Contact:
Cornwall - David Powis on tel: 01579 362951
Email: dave_powis@hotmail.com
Devon - Roger Bellamy on tel: 01752 257826
Email: randmbellamy@gmail.com

Flitehook
Indoor Free Flight Meetings

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

11th Oct 2015, 8th Nov 2015
27th Dec 2015,
7th Feb 2016, 6th Mar 2016

Sundays 10.00a.m. to 4.00p.m.
Flyers **£6**, Spectators **£2**
Café on Site
Contact Flitehook
E-mail flitehook@talktalk.net
Tel. No. 02380 861541

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

2015 Tuesdays
27th Jan - 24th Feb - 31st Mar - 28th Apr
22nd Sept - 27th Oct - 24th Nov

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

Jan 9th – Feb 6th – Mar 5th – Apl 2nd – May 7th

Admission - Flyers £5.50 - Spectators £2.00
Ultra-light R/C models may be flown for the first 15mins of each hour
(quad copters or heavy fast flying models not accepted)
For further information phone Colin Shepherd 0121 5506132
or e-mail colin@colinwilliam.wanadoo.co.uk

Bloxwich Indoor Flyers
Free Flight
Sneyd Community School

Vernon Way, Sneyd Lane,
Bloxwich, WS3 2PA
Saturdays 2pm until 5pm
Flyers - £8 Spectators £2

Jan 23rd–Feb 20th–Mar 19th–Apl 16th

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

HOT OFF THE PRESS

THE 2015 FREE FLIGHT FORUM REPORT

For thirty one years the BMFA Free Flight Forum Reports have provided information on new developments in a wide range of free-flight activities.
This year is no exception, as the following contents list shows.

Recent F1D Developments - Tony Hebb;
Electronic Timers for F1B - Mike Woodhouse;
Personal Observations on Classic Power - John Thompson;
The F1Q Mystery - Trevor Grey;
Experiences with Electronic Timers – Roy Vaughn;
Free Flight, Flying Sites & the BMFA - Dave Phipps;
The Cursed S - Why Won't It Keep Going Up? - Alan Jack ;
Rubber- Powered Kit Scale Competition - Andy Hewitt;
New Ideas for the F1 Rules - Mike Woodhouse;
Revisiting Rubber Scale 55 Years On - Ivan Taylor;
Some Interesting & Successful Models from 2014,
which include includes Andy Hewitt's Fokker D-VII Nats Rubber Kit Scale winner, Ed Bennett's Thin Man Classic Rubber model, Frank Rushby's 1/2A Mini Creep, Chris Redrup's BMFA Rubber model; Andy Crisp's Blue Note F1A for BMFA Glider and Trevor Grey's Kaon E-36.

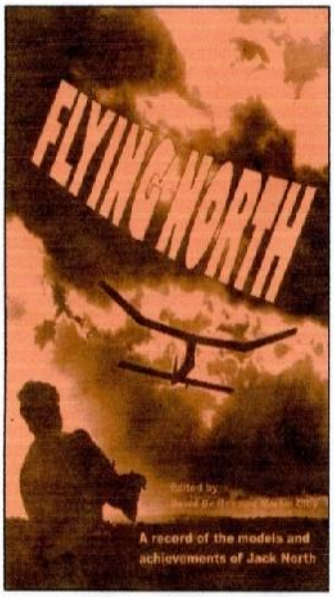
The UK price is £12.00 including postage; to Europe it's £15 and everywhere else £17.

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).

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

L'AQUILONE SAM 2001
TOMBOY RALLY INTERNATIONAL POSTAL CONTEST
01/06/2015 – 31/05/2016

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"** (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" WNGSPAN - 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 theflight.

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

Provisional Events Calendar 2016

With competitions for Vintage and/or Classic models

February 14th	Sunday	BMFA 1st Area Competitions
March 6th	Sunday	BMFA 2nd Area Competitions
March 25th	Friday	Northern Gala, North Luffenham
March 27th	Sunday	Middle Wallop, SAM1066 Competitions
March 28th	Monday	Middle Wallop, SAM1066 Competitions
April 10th	Sunday	BMFA 3rd Area Competitions
April 23rd	Saturday	Middle Wallop, SAM1066 Competitions
April 24th	Sunday	Middle Wallop, SAM1066 Competitions
April 23/24th	Sat/Sunday	London Gala & Space, Salisbury Plain
May 15th	Sunday	BMFA 4th Area Competitions
May 28th	Saturday	BMFA Free-flight Nats, Barkston
May 29th	Sunday	BMFA Free-flight Nats, Barkston
May 30th	Monday	BMFA Free-flight Nats, Barkston
June 4th	Saturday	Middle Wallop, SAM1066 Competitions
June 5th	Sunday	Middle Wallop, SAM1066 Competitions
June 25th	Sunday	BMFA 5th Area Competitions
July 24th	Sunday	BMFA 6th Area Competitions
July 30th/31st	Saturday/Sunday	East Anglian Gala, Sculthorpe
August 20th	Saturday	Southern Gala, Salisbury Plain
September 11th	Sunday	BMFA 7th Area Competitions
October 16th	Sunday	BMFA 8th Area Competitions
October 29th	Saturday	Midland Gala, North Luffenham
November 20th	Sunday	Middle Wallop, SAM1066 Competitions

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 – **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
Wessex Aeromodellers -	www.wessexaml.co.uk
US SAM website -	www.antiquemodeler.org
Peterborough MFC -	www.peterboroughmfc.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

Happy New Year

Your editor John Andrews