



NEW Clarion

SAM 1066 Newsletter

Happy New Year

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

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

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Editorial

I hope you all had a merry Christmas and I wish you all a very happy new year.

We start this new year with the news that the BMFA having acquired a lease hold on a piece of land on which the long awaited Visitor Centre and Flying site is to be built. Work has already started and soon flying should be possible. I accompanied Ian Lever's party on a site visit and am optimistic for the future and have reported on my findings and also have featured Ian's own views on the site.

I thought this issue might be a little short on topics but articles seem to appear from somewhere. This issue, some are somewhat lengthier so magazine size is still the 50 + pages I normally aim at.

The final outdoor event of the last year is now behind us and we look forward to the 1st area event of 2017, I hope to do better as I guess we all do. I believe it has a coupe competition so I will have to complete repairs on my old one and perhaps make a start on a more competitive new one.

The indoor scene is now in full swing and I really would appreciate someone writing a few words about meetings other than the ones that I attend.

I flew in the Brabazon Hanger at Filton in December and unfortunately it is likely that that was the last time it will be available to us as the hangers have been sold.

Martin Pike is sticking his neck out and running an indoor meeting at Bethesda in N Wales, I expect to attend and Martin is whipping up some of his friends. If any indoor modellers or spectators are within reach please make an effort to attend and it could turn into a regular event. Details are in the adds at the end.

Nick Peppiatt presses on with his Cougar indoor model build, he is covering every detail so his articles should be a mine of information for indoor scale buffs and useful for all indoor modellers in general.

There is a set of pictures from the Cornwall Vintage Modellers indoor meets and they indicate to me a very enthusiastic group of versatile builders.

Our Chairman John Thompson writes on yet another of his vast collection of models, it's the Mercury Mallard this time. I was intending to build one a few years back and borrowed a kit off David Baker to copy the sheet wood parts, never got around to building it but still have files for the sheet bits on my computer.

Roy Tiller, our archivist continues his wade through the MOVO catalogue with his 72nd monthly report, that's 6years of writing for us, thanks Roy.

Checking through my 'Clarion Fodder' file I came across the article on the 'Pterodactyl' full size flying wing. The article is from a 1931 Flight magazine but I have no idea where I got it from.

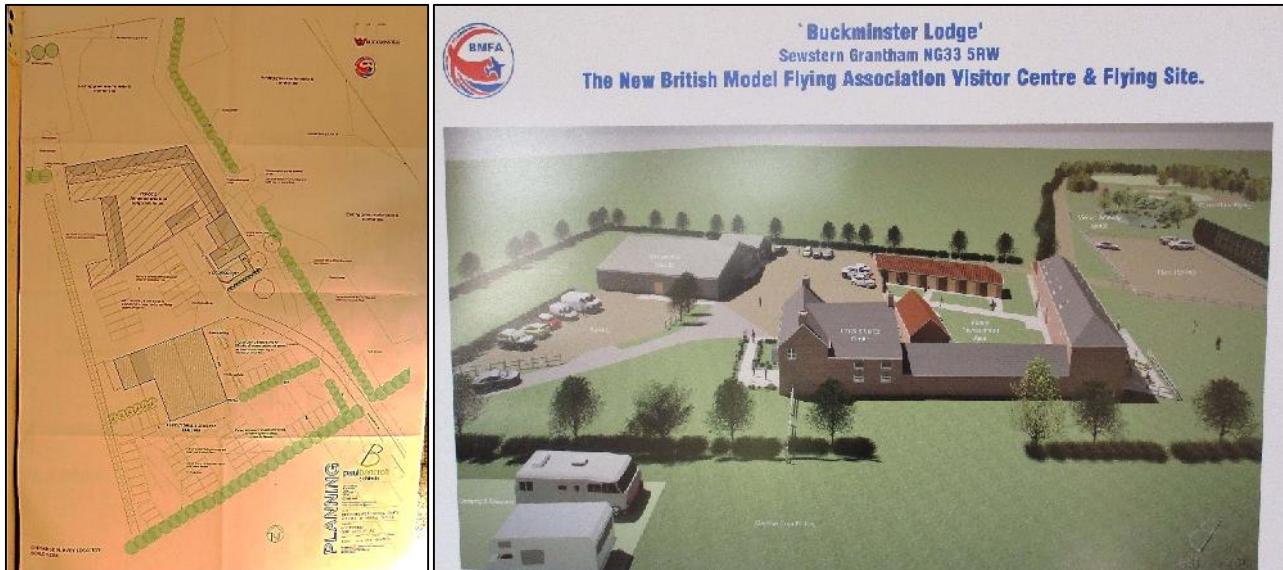
Finally, John Ashmole, SAM35 FF Sec, has written an article explaining in detail the initiatives that he is putting in place to promote Free-Flight in 2017 and as a free-flight organisation ourselves I hope that we in SAM1066 will make every effort to bring John's hopes to fulfilment.

Editor

BMFA National Visitor Centre & Flying Site

- Editor

The long awaited BMFA National Visitor Centre and Flying Site, to give it its current title, is now a reality. A 35year lease has been signed on a 43acre site near Sewstern, 7 miles to the East of Melton Mowbray and about 5 miles west of the A1. Work has already started on preparing two large grass runways for RC flying and general improvements to the flying area.



SAM35's Ian Lever organised a visit to the site on Wed 30th Nov 2016 and Rachel & I were invited as 1066's representatives. We attended in lieu of our chairman John Thompson & sec Roger Newman as John was unwell and we were relatively local to the venue.

BMFA Development Officer Manny Williamson was on hand, supported by Jim Wright, and together with pictorial display boards he gave us a detailed run down on the site and the development plans for the future.

The site is leased from the 'Buckminster Estate' who own and manage thousands of acres of land surrounding the site. The lease is already signed and is for 35years with 4yr reviews and get-out clauses and a conditional option to renew after the 35 yrs.

The site comprises of 43 acres (similar in size to Old Warden) and is surrounded by open farmland with few obstructions and the farm manager is happy with excursions onto his land for the purpose of model retrieval subject to sensible precautions. (ie. Stick to field edges and if necessary to enter crops using tractor wheel paths etc.)

There are a number of run-down buildings on the site, having been part of an equestrian centre and these are to be structurally renovated to the BMFA's requirements. To this end the 'Estate' is making £150,000 available for the site improvements and refurbishments. Of course internal furnishings to the BMFA's requirements will be the responsibility of the association.

The intention is to have a member of BMFA staff on-site for the majority of the time, this role will be shared by Manny and the other two senior BMFA staff. The aim is to supplement this with locally employed part-time staff plus a group of volunteers (friends of Buckminster Lodge) who will take on a range of support roles both on an ad-hoc basis and as part of a regular rota arrangement. The intention is to run the facility on a commercial basis with appropriate fees for various types of site usage, from individual flying sessions to large public flying displays, including corporate days and alternative sports, tethered cars on the control-line circles and the like.

I have reservations with regard to site access by the public on large event days as the roads leading to the site are very narrow minor roads and I find it difficult to imagine how they would

accommodate large numbers of spectators. I spoke to Jim Wright who informed me that the subject had been raised with the local council who felt suitable controls could be put in place.



The visiting party inspect the site, taking advantage of a sizeable viewing mound which has now been levelled



Views of the open farmland external to the site, the nearest housing is over 1 mile away.



Artist's Impression of the main house after refurbishment as a reception and office and as it is now
The pictures above should give some idea of the flavour of the site at this point in time.

There is a phased plan of refurbishment and improvements over time, with the priority to use the flying site, refurbish the main house as a reception/visitor centre and office with a meeting room. The square barn will also be fully refurbished in the first phase of development to be an events area for multiple uses. Obviously many years work ahead before the BMFA's final vision can be realised but it is planned to have the main site open for use in late spring 2017 but of course very much dependent on the weather over the winter 2016-17. Some flying groups have already reserved dates for their 2017 competitions.

The BMFA must be congratulated on an excellent initiative that is far more advanced than I imagined.

Further detailed information has now been published on the BMFA Website at
<https://bmfa.org/News/News-Page/ArticleID/2429/National-Flying-Centre-an-update-what's-next-And-some-questions-answered>



Artist impressions of the buildings area after full site refurbishment. The long barn on the right, adjacent buildings and courtyard are for later refurbishment subject to the availability of sufficient funds.



Artist's impressions of the BMFA's vision for the future



Aerial view shows the site before any work was started (flying area is to the right of this view)

From SAM1066's point of view, being a vintage free-flight organisation, the 43 acre site will be more than adequate for our sport flying membership who are in the majority in our organisation.

I would visualise Rally type events with a large social content, Bar-B Q's and the like. The competition element could be accommodated as we are shrinking in numbers due to Anno Domini, aging legs etc. Our current low competition entry numbers and the friendly off-site farmland should enable events to be run but they must, I believe, be configured in some way for the majority of the flights to stay on-site and keep farmland excursions to a minimum. Although I hesitate to suggest it, the day of the target D/T contest flights may well be upon us.

My major concern is that a large number of SAM1066's membership live way down south and this is likely to impact on event attendances but there will be on-site camping for tents and caravans but fairly basic at first. However, there is plenty of local B&B and hotel accommodation in the area.

It would seem to me that for SAM1066 to make effective use of the site for all our membership, then events should be multiple days, perhaps in the future leading up to an aeromodelling week on site. Perhaps that's a little pie in the sky and I doubt that I would have any models left in one piece by mid-week.

The overall objective is to make the National Centre and Flying Site an enjoyable place to visit for sport and competition flyers and their families.

Editor

BMFA field visit report

I think that there was general agreement that the facility had great potential as future base for the BMFA. Manny did a good job of setting out the plan for both the short medium and long term future for the site.

It is clearly a facility which could be used by SAM members for all kinds of flying. I am told it is around the same size as Old Warden but is a better shape. There will be grass runways suitable for radio models one concrete circle for C/L and as many grass circles as need can be mowed.

The site is big enough for large RC models and Free Flight but probably not at the same time. There is no problem about retrieving FF models outside the current site boundaries, the farm manager is relaxed about retrieval from his crops.

We could run everything we currently run at OW with the opportunity to fly, in my estimation, larger RTM type models eg Junior sixty size and style models.

Bill Dennis attended the meeting and would be keen to run Scale events there but could not muster enough entrants to run a scale event on his own.

The BMFA are keen to get maximum usage of the site and are developing a charging structure to enable people to make use of the site on a casual basis as well as having a calendar of events where an organisation can have exclusive use of the site.

They want maximum use by Model Flyers but are also talking to model car clubs and others about their potential use of the site. They are very happy to see tethered cars on the site and talked about the potential for corporate sponsorship and the use of the site for corporate events. (Company team away days where teams build and fly models)

The BMFA see SAM as potential users of the site. They are putting together a calendar of events for next year and are inviting us to bid for dates to run events.

The site will be ready to use by late Spring (May)

The final charging structure has yet to be agreed but is being structured in the same way that the BMFA work with the MOD . There will be a fee rate to rent the site for a day. This will give a number of free passes to the organisers, perhaps a dozen. In addition, there will also be a daily charge rate per user.

Rates are not yet fixed but Manny quoted to me:
a site day rental rate of £250 and a user rate of £5.

To break even (just on the site costs) an event would have to attract 50 Flyers paying £10 per day. Obviously there will be other costs involved in running an event.

My question for you to consider is this. Should we (SAM35) bid to run events next year.? If so how many taking into account events already in the calendar?

When? Who with eg. Scale?

Are we prepared to risk having to subsidise the event from SAM35 reserves to make it/ them happen.

Ian Lever (SAM35)



Everything Under Control

You could say that, now a free flight model has been controlled by Radio, we have lost the last Freedom. But not to worry, the only reason a free flight model is called such is to distinguish it from the various types of acrobatic specimen which thresh about the sky, either on a loop of steel wire or the live end of a radio pulse.

As a matter of fact, the idea of a Wakefield or Glider doing its stuff within the confines of the airfield has a strong appeal to those lacking the vigour and agility to negotiate that assault course known as the English countryside. One chastening thought, though, if we do manage, by the magic of electronics, to contain ourselves in the airfield environs, what a waste of all these strategically concealed ditches arid defensive barriers of barbed wire.

Uncultivated Types

In case you think that vandals spend all their time wrecking telephone kiosks, I am asked to remind you that the tribal versatility knows no bounds, not even the distant farmland fences, where the infiltrators, heavily disguised as model flyers, strike deep into the cabbagey heart of the countryside. Not unnaturally, this complaint of a fifth column in our midst comes from a farming type, himself a model flyer. Apparently, he sneaks out for a quick flip or two between raids, picking his way carefully through the squashed turnips, mashed potatoes, suspiring livestock, contemplating the while the possibility of erecting a few diversionary kiosks along the hedgerows.

But, seriously, this business of model flying hooligans is something that the movement can do very little about. Before you could possibly identify and discipline the miscreants they have gone to fresh pasture in other guises, and their next appearance on the delinquent scene might be as gun toting sportsmen or ten course picnickers.

No doubt, though, we have in our midst crop bashers of veteran experience who have, in a long and extinguishing career, devastated huge tracts of life-giving fodder, broken countless fences and fed many a hapless ruminant a fatal dose of polythene wrapping. But fortunately, such beings are rare, or so we like to think; usually, the farmer's enemy is a one-season man, who takes up the healthy sport of model flying as a means of recuperating from long spells of wrecking duty in cramped and stuffy kiosks.

Bon Viveur

A few words *apropos to cannibalism*. *inspired appropriately* enough by a plasticator who wrote to the Air Britain Digest. But before you get any gory ideas about feasting out of tins of real Chappie let me point out that the cannibalism, or rather cannibalisation, refers to the very unchewable contents of plastic kits, and the ransacking of same for those choice bits and pieces that will build your basic two bob outlay into a coveted 'special'.

A harmless enough pursuit, but one which can quickly get out of hand and become a feverish addiction, with the advanced re-creator mating up all sorts of improbable oddments. He may start off innocently enough boggling the unsuspecting eye with a Messerschmitt 110 empennage grafted onto a Mark I Spitfire, but as the mania takes hold he casts a deviationist eye towards the plastic 'Monster' shelf. Yippee, he says, as the full significance of a Frankenstein Bomber/Fighter begins to formulate in his plasticated pre-conscious. Or what about a Henry Mark VIII? And a Dracula Jet opens up all sorts of exciting possibilities, with a re-heat blood transfuser and inverted landing gear. In quieter vein he could bring about some marvellous transformations with Santa Marias and Cutty Sarks coming to terms with old Farmans and Bleriot Monoplanes.

Fortunately, before he gets to the plastic Adam shelf, to ponder the airworthy scope offered by the assortment of human innards, he is flat broke.

Well, that's how the chap who wrote the letter to Air Britain tells us he finished up, although it would seem that his experience has given him a missionary urge. There are constant references in his letter to such Congo sounding places as Gloomsville and Crisisville. Let us hope, though, that the cannibals don't catch up with him and make him a 'Kookie'.

Pylonius

This epistle will be a kaleidoscope of my recent forays indoors and out, just to bring you all up to date and to help fill this newsletter by recounting yet more of my less than meritorious efforts in following this hobby of ours. Got a bit carried away with the intro there did I not?

First up, the South Brum November meeting at Thorns. I had spent some time trying to re-jig my Xmas Criminnie Gickets (as the design has been named) to get them all flying in Right Hand circles. It is my belief that all indoor models, other than real lightweight duration models, should fly Right, don't know why.

In my hurried building frenzy, I had one going left, one going right and one that could not make its mind up. The indecisive one was a real beauty, crabbing Left on launch, then straightening before climbing Right as torque lessened. I must have been in some sort of daze when building as the pylon should be on the right side of the fuselage with the wing mounted on the right side of the pylon giving slightly more wing area on right side, but no, I had pylon on one side wing on the other and tail tilt in the wrong direction.

Back to the meeting, my 1st model CRI performed to plan but duration was not overly impressive, the hall was cold and air was not conducive to good flight times, that's my excuse and I'm sticking to it.

CRII, was the wandering one and although now set up correctly to my view still had a tendency to fly straight from launch for a short period, but as long as it was launched down the length of the hall it would drop into its turn before the end, but not always.

CRIII, which has the more curved Hanger Rat aerofoil profile wing, performed well enough but no better than CRI.

The biggest problem is that the small Ikara Butterfly propeller spins turns off too quickly and unless a model is very light and capable of flying on thin rubber the motor run will not last more than 2.15 or so. A model needs to weigh well under 4gm I believe.

Some enterprising members, pushing the rules on use of plastic props, had made their own large diameter versions and there were rumours around that 3min flights were in the offing.



With a little espionage my spy Rachel managed to get the deviant models on film, well digitally recorded to be absolutely correct.

Martin Pike and family were also at the meeting having travelled down from Bethesda in Wales to stay with us overnight prior to our Sunday excursion to Old Warden for the Guinness World record building attempt. They all enjoyed the experience, probably of their first full blown sports hall indoor meeting.



Catlin Pike on the winder under brother Rory's watchful eye



Dr Martin Pike with all aluminium PP or so it appears



The family helicopter made a few spirited attempts to get through the roof



There were a few other Crimminie's about, Terry Beese, Eric Hawthorn and a large prop protagonist.

A few more pictures to finish, Rachel fired off quite a few during the course of the afternoon.



Yours truly with CRI in hand



Mick Chilton & electric Mossy



Mike Brown & 1/2 scale Competitor I think

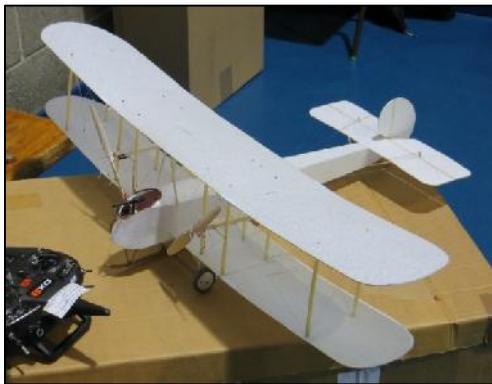
So much for November at Thorns

Now December at Sneyd:

A couple of weeks later, 3rd December, we were at Sneyd Hall in Bloxwich for Alan Price's Walsall club Xmas meeting. Mince pies and a tot of sherry to get one in the right spirit started the afternoon and I was in good spirits at the start. Did not last.

I had made a couple of larger diameter props for Crimminies' CRI & CRII from yogurt pots and square plastic tubing and for CRIII I had fitted a 12" Ikara prop. My good mood was soon dispersed as, as I had suspected, all the props were too heavy and none of the aircraft flew well at all. I gave up and played with a light-weight I had thoughtfully thrown in the box before leaving home. After a few 3min + flights I felt a lot better and took a picture or two of another of Graham Smiths polystyrene wonders. Incidentally he also flew his 'Shorts Scion II' (identified for me by Martin Skinner).

Grahams latest is a WW1 Vickers EFB8 I think, which was a prototype WWI fighter but, although faster than its contemporary's, it was felt not to be manoeuvrable enough for a fighter and was not put into production.



Graham also had his Boeing P26 'Peashooter', I did not see it flying on the day but have in the past. Interesting point for modellers is that the covering material is cling film.



Graham Smith's Boeing P26 Peashooter

A few odd pictures taken on my trip around the hall to finish this section.



Yours truly in festive attire



Ray Thompson flying son Peter's 'Plank'



Colin Shepherd with RC 'Vapour'

That's Sneyd over, on to Luffenham

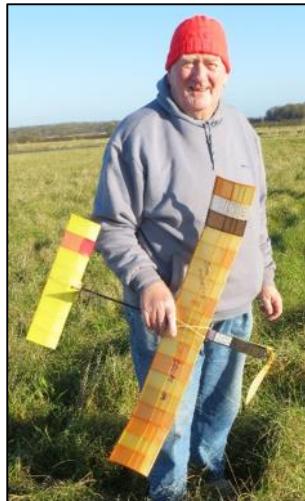


The last outdoor event for us was the Birmingham Coupe do next day at North Luffenham. All I had to fly was my old experimental coupe that had spent a few nights out up a tree at Odiham. Looking at the debris I saw the fuselage was OK with only wing mount split and the fin detached. The Tailplane had only minor tissue damage but the wing was well warped with some broken spars and tissue split all over the place. I had been intending to build another wing but that had not happened so a few days before the event I set about repair. I reset the RH tip dihedral, cut all the split tissue from the wing, sprayed it with water and pinned it down for two days. Before lifting I repaired all spar breaks which were all top surface. Real aeromodellers look away now, my repairs are in the style of Heath Robinson. I just replace all breaks with super glue butt jointed bits, no gussets no nothing. (*I do support leading and trailing edge breaks but there were none*). Upshot, I had an untrimmed model ready for Luffenham and the day before I made up 7 new rubber motors so I was as ready as I was going to be.

We had a pleasant surprise en route when we saw that the Wheatsheaf pub had re-opened after the fire last year, it's our normal watering hole after Luffenham events.

There was a pretty good turnout and, a well wrapped up against the cold, event CD Kris Best was offering free mince pies on the house.

We set up on the peri-track, my one and only winding jig tent peg was all that was stuck in the grass, I wound on the tarmac. I still intend to make a winding attachment to fit the back of the car, but at the moment it's just good intentions.



From the pictures above it may look as though the day went well but no such luck. Having made significant repairs it was necessary to have a couple of test flights, first one flew straight down into the grass, no damage. Back to base and packing under the tail for next try. As picture above shows, a text book launch for second test flight but the flight flattened out, still just underelevated and off goes Coupe 1a like a pylon racer, all along the flight line to finally wrap itself around a streamer pole. Wing leading edge stove in at dihedral break, probably repairable but I had had my fill at home with wing repairs and it was damned cold on the airfield so I quit before starting. On the plus side I had not broken any motors, unlike Phil Ball who, whilst we peddled side by side behind the abandoned army tracked vehicle, admitted that he broke 6 motors before making his first flight, all no where near full turns, shows what cold weather will do. Took a few more pictures to fill in time before we gave it best and went home. We missed the prize presentation and buffet in the golf club, which is a well received feature of this Birmingham club meeting.



CD Kris Best mans? control and dishes out mince pies

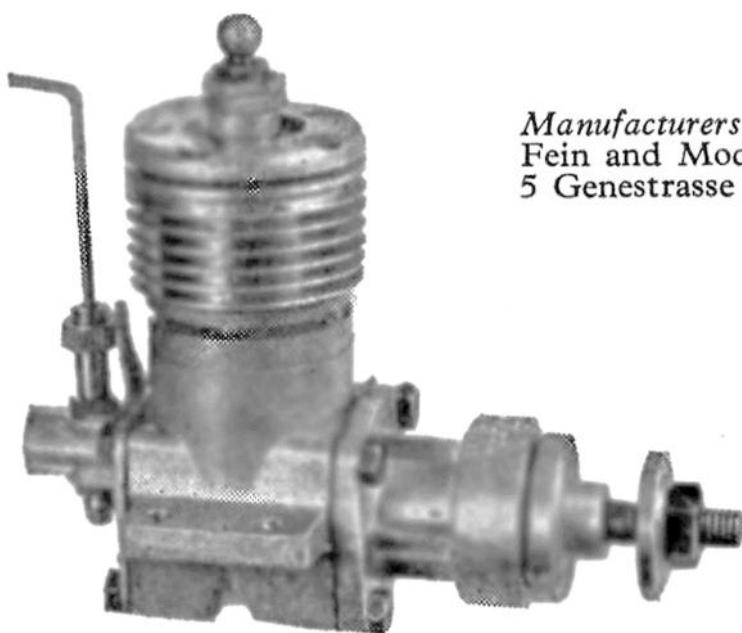
Spencer Willis extracts his blast tube from a Buki?

It was a good bright day for flying with a light wind but inexplicable turbulence down-wind ruining many good looking flights.

John Andrews

Engine Analysis: Webra 2.5R (Glow)

- Aeromodeller Annual 1958/59



WEBRA 2.5R (Glow)

Manufacturers:
Fein and Modelltechnik,
5 Genestrasse Berlin—Schonberg.

Price:
(Germany)
DM.49.50
(£4/5/0)

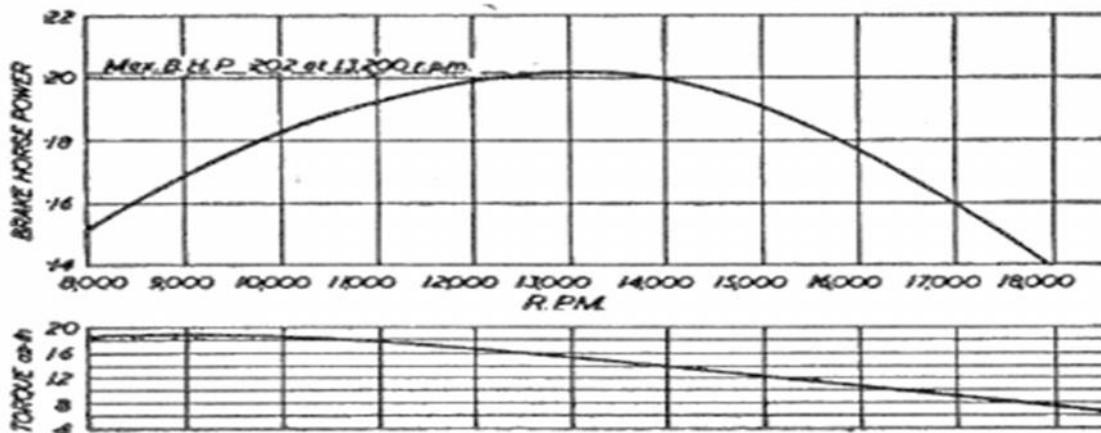
Specification

Displacement: 2.47 c.c. (·15 cu. in.).
Bore: ·612 in. (15.5 mm.).
Stroke: ·513 in. (13 mm.).
Bore/stroke ratio: 1·2
Bare weight 4½ ounces.
Max. B.H.P.: 202 at 13,200 r.p.m.
Max. torque : 19 ounce-inches at 9,000 r.p.m.
Power output: ·082 B.H.P. per c.c.
Power/weight ratio: ·0436 B.H.P. per ounce.

PROPELLER—R.P.M. FIGURES

Propeller dia. \times pitch	r.p.m.
10 \times 9 (Stant)	9,600
9 \times 9 (Stant)	10,300
8 \times 9 (Stant)	12,500
7 \times 9 (Stant)	14,000
6 \times 9 (Stant)	16,200
7 \times 6 (Stant)	12,800
6 \times 6 (Stant)	14,400
9 \times 3 (Tiger)	11,900
8 \times 3½ (Tiger)	14,200
8 \times 4 (Tiger)	13,000

Fuel used: methanol 40 per cent; nithromethane 25 per cent; Castrol M 35 per cent.



Before our AGM I mentioned that there have been some changes to the EASA prototype Rules, that have been trailed as being significant, particularly by the BMFA.

I have read the amendment, and also a number of other sources. Personally the amendment seems trivial, in that the situation for all us model fliers seems to potentially to be disastrous. One aspect that again we touched on, that the club has to date been reluctant to publish to the public or the BMFA our precise address for the purposes of flying. This may become mandatory, if we wish to continue flying, irrespective of other aspects of the EASA proposals. I will continue to liaise with Ian Warman on this issue.

To ensure that club members have some idea of the situation as it develops I will endeavour to keep the membership informed of developments. In addition, I will continue to attend the regional BMFA meetings as the club representative. To date no useful additional information has been available from these meetings.

Below is a transcript as circulated by the BMFA for your further reading.

At a meeting on 10th November, the Transport & Tourism Committee (TRAN) of the European Parliament backed plans for the European Aviation Safety Agency (EASA) to be granted the competence to regulate unmanned aircraft below 150Kg, including model aircraft.

The TRAN Committee also backed plans requiring some form of mandatory registration and identification for all unmanned aircraft above 250 grams.

Further details of their plans can be found here:

<http://www.europarl.europa.eu/news/en/news-room/20161107IPR50386/aviation-safety-transport-measures-back-draft-eu-rules-on-drones-and-emerging-risks>

Europe Air Sports had proposed some amendments to the EASA Basic Regulation which would have removed model flying from EASA's remit, but these were not adopted. However, following strong representation from Europe Air Sports to key MEP's on the TRAN Committee, they agreed a compromise amendment which was adopted. Whilst this amendment would not remove model flying from the regulations, it does provide some reassurance for the model flying community:

Recital 20 b new

Model aircraft in particular those operated within an association or a club have enjoyed a good level of safety since decades. These associations and clubs are well structured and have put in place a very good safety culture. Whilst it is recognized that model aircraft are unmanned aircraft used primarily for leisure which fall under this Basic Regulation, provisions must be included in the implementing rules or delegated acts so that model aircraft should continue to operate as they do today where under the various national systems. The implementing or delegated acts adopted under this Regulation should allow for a seamless transition from the different national systems, and should take into account existing best practices in the Member States.

The European Parliament and Council will now engage in further negotiations and it seems certain that EASA will be formally granted the competence to regulate unmanned aircraft sometime during 2017.

The feedback period for the EASA prototype rules closed on the 15th October and at a Stakeholder Meeting held on 24th October, EASA reported that a 'significant' number of responses had been submitted by the model flying community and that 'not all of them were polite'. They also announced at the Stakeholder Meeting that they would be forming a small

'Expert Group' to work with them on reviewing, amending and developing the text of the Prototype Rules.

The constitution of the 'Expert Group' was confirmed on 16th November and includes representation from the model flying community, with Dave Phipps attending on behalf of Europe Air Sports and Bruno Delor attending on behalf of Fédération Aéronautique Internationale (FAI).

The first of four proposed meetings of the 'Expert Group' took place at EASA's headquarters in Cologne on Monday 21st November, during which EASA tabled for discussion the amendment to Article 15 of the Prototype Rules which had been submitted by Europe Air Sports & FAI. For further details please see :

<http://www.fai.org/news/42436-eas-fai-response-easa-unmanned-aircraft>

The amendment to Article 15 proposed by Europe Air Sports & FAI would allow Competent Authorities greater flexibility in defining the conditions, limitations and deviations applied to model flying at National level making it easier for them to minimise the effect of the rules on established model flying activities. The proposal appeared to be positively received.

EASA is now working towards preparing and releasing rules for formal consultation by the end of March 2017 (rather than by then end of 2016 as originally intended) with a target for the rules being implemented in 2018.

At the 'Expert Group' meeting there was also considerable discussion on the Open Category, in particular the merits of using mass versus A.I.S. (Abbreviated Injury Scale) and training versus technical limitations to control risk. There was also discussion on where the boundary should fall between the Open and Specific Categories.

European Model Flying Union

Representatives of model flying associations from 11 member states met in Friedrichshafen on 28th October and agreed to proceed with plans to establish the European Model Flying Union (EMFU), principally to co-ordinate efforts to defend model flyers throughout Europe from the threat of disproportionate regulation.

Dave Phipps

Best Regards and a Happy Christmas

Carl Brotherton, sec Timperley & DMAC

Plugge Trophy Winners

Trevor Grey

Crookham: Runners up for a number of years but now winners for the first time since 1997. Some of the characters are the same with less hair or none now !



Finishing the airframe

Acknowledgement:

Before starting this episode, I must express my indebtedness to my old mentor and friend, the late Butch (Clive) Hadland who, apart from his fine example to us all in his willingness to share his vast fund of hard-won aeromodelling knowledge, took the time to personally show me his techniques for airbrushing and finishing small flying scale models. He must have done a good job, as in 1991 (gosh, was that really a quarter of a century ago?) I won the Badger Airbrush Trophy as well as a silver medal for my rubber powered DH Puss Moth (Fig 1). Let's hope I can get close to similar standards with this Nesmith Cougar Peanut.

I should also point out that Butch's son Mike is currently the UK's top Peanut Scale builder and flier.

Tools:

-]/ Airbrush (single acting) and compressor
-]/ Face mask
-]/ Good quality paint brushes
-]/ Cutting mat for paint masks
-]/ Sharp knife (scalpel or similar}

Consumables:

-]/ Suitable paint and thinners
-]/ Low tack masking tape (eg Betto tape)
-]/ Cellulose thinners for cleaning airbrush
-]/ Waterslide decal sheet
-]/ Tracing paper



Fig 1. 1/18 scale DH Puss Moth with Model Engineer Exhibition trophies



Fig 2. My weapon of choice - the Badger 200 EX airbrush. The wooden block with a hole keeps it upright in case the spray hose is caught

Airbrushing

I started out using colour dopes many years ago, but these are now not so widely available so I use Tamiya acrylic paint, which can be readily obtained. This requires thinning 10 to 20% with Tamiya thinners or isopropyl alcohol.

I really don't use an airbrush that often and my trusty Badger 200 EX single acting airbrush (Fig 2) has stood me in good stead over the years. It has a nice size paint jar. I use cellulose thinners for cleaning and a good tip is to finally put a drop of thin oil in the paint feed pipe and suck this through before putting the airbrush away. A blast of thinners to clear the oil before

re-use will usually have it working perfectly, once again. This particular airbrush is no longer available, but later models with interchangeable components are.

An airbrush requires some practice to start with, particularly to get a reasonably even spread of colour, but I found it was like learning to ride a bicycle. Once the technique is learnt it does not go away. The airbrush should be kept parallel to the surface to be sprayed and should be moving steadily before pressing the paint trigger, whilst spraying and after releasing the trigger. I have fitted a foot operated switch to my compressor, leaving hands available to hold components and the airbrush.

A few safety concerns are in order - I certainly had my issues with the health and safety police during my working life, but it is common sense to use a face mask and work in a well ventilated area.

The golden rules which I follow are to: -

-]) Spray light colours first
-]) Decorate the separate parts as much as possible before final assembly of the model

Nesmith Cougar registration N75282 is predominantly yellow with black fuselage top, lettering and trim. The components were lightly airbrushed with acrylic paint. The objective here is not to have a completely solid colour, but to intensify the colour of the tissue. This was achieved with several light passes of the airbrush over the appropriate areas of the airframe. The black top of the nose was masked off with a small piece of newspaper taped on with low-tack masking (Betto) tape. During the airbrushing of the flying surfaces do not forget to spray their leading and trailing edges. The yellow airbrushed model is shown in Fig 4. I find that airbrushing on the Tamiya acrylic paint has a slight beneficial shrinking effect - wrinkles in the covering become smaller or disappear.

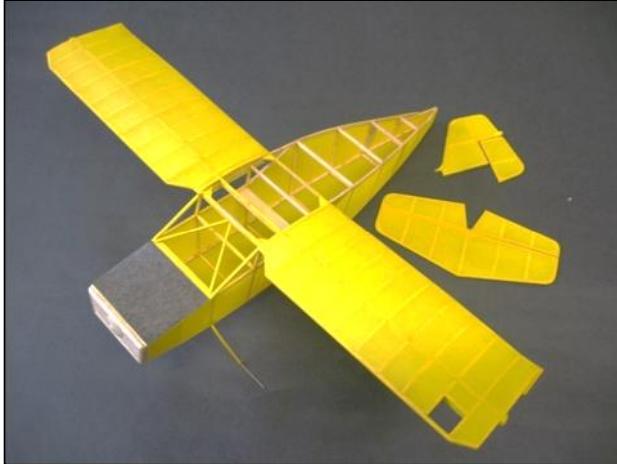


Fig 3. Cougar components with a light airbrushed coat of acrylic paint. The wing has still not yet been attached.

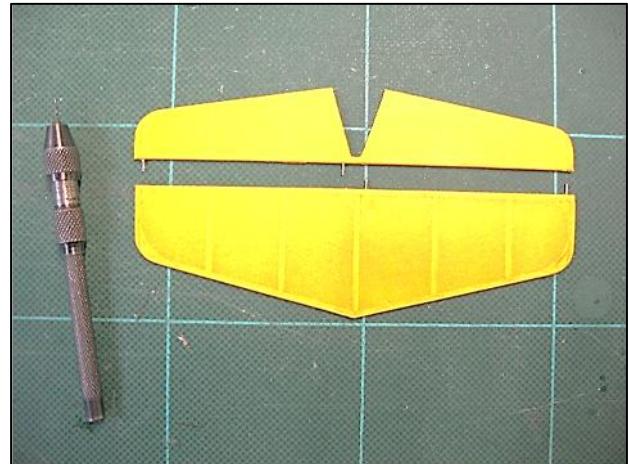


Fig 4. 15amp fuse wire hinges fitted to stabiliser and elevator.

Attaching the stabiliser

I decided to do this next, as I wanted to check the fit of the fin before cutting and applying the decals (see below). It is also one of the necessary steps to take before attaching the top covering. As mentioned in an earlier article (IIFE4) the elevator and rudder are hinged. I cut four pieces of 15amp fuse wire to about 6mm in length to act as stiff hinges. I then drilled holes for these hinges using a 0.5mm drill in a pin vice, and used Super Phatic adhesive to hold them in place (Fig 4). I have not tried this glue for this application before, but was encouraged to do so by John Bristow's 'How To' article in the August 2016 AeroModeller. The tissue covering was slit in the stabiliser location and I was able to make a small fold outwards using straightedges to allow it to be fitted. The stabiliser was attached using spots of aliphatic resin where the leading edges crossed the fuselage members and the sternpost, carefully checking

its alignment both by eye and measurement. The outward folded tissue was attached to the top of the stab by applying thin dope from the inside by the line of the fold. This answered a question raised at the start of the previous article.

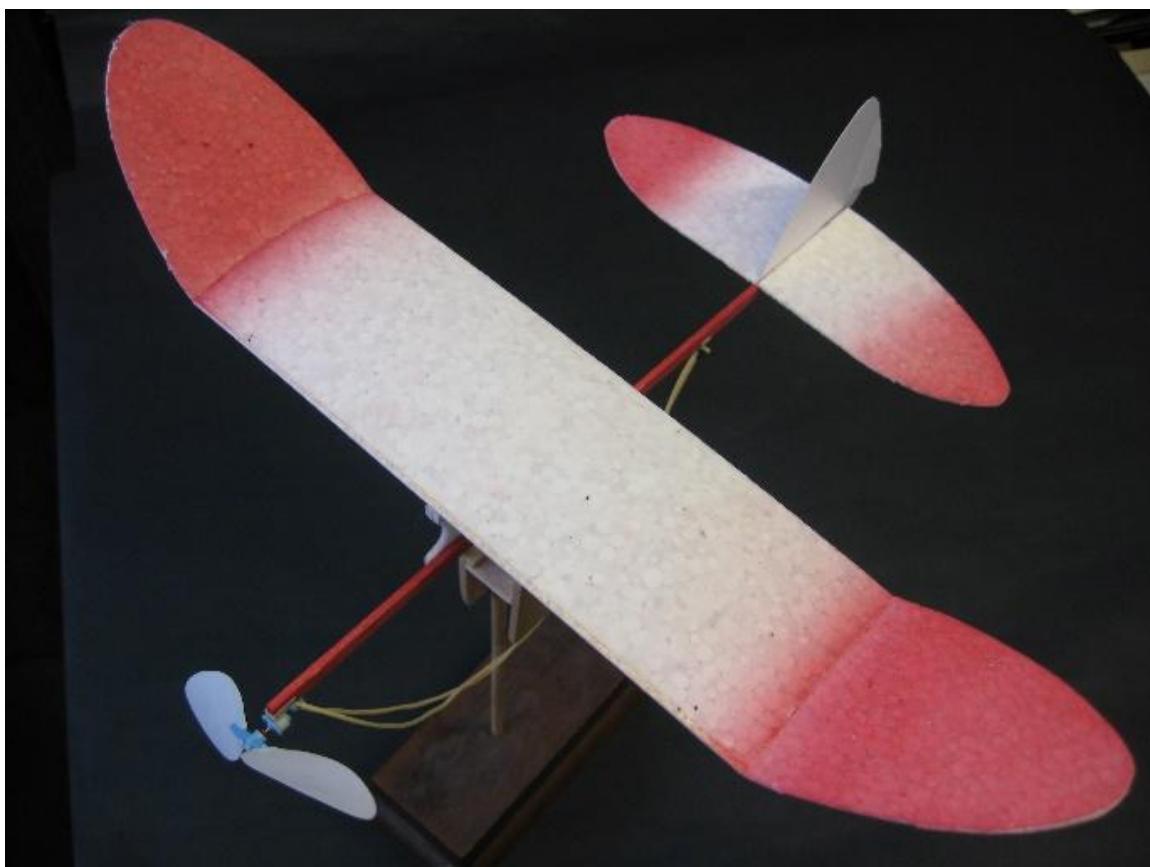
Lettering

I will do the wing lettering by spraying black paint through a traditional mask cut with a scalpel. The fin lettering is too small for me to use this approach, so I am going to try a black transfer printed on clear decal film. When cut to shape and attached to the yellow painted fin this will give the required yellow lettering through the black trim. The image was created with the help of a computer (Fig 6).

I created the image of the lettering using some free software, GIMP (GNU Image Manipulation Program) and printed the image to PDF. Although the letter font chosen is not quite as the original, I think it will be close enough. A suitable snapshot was taken with Adobe Acrobat and pasted into a Word document, sized and printed onto paper to test and then to clear transfer film using an inkjet printer. I obtained the transfer film from www.craftycomputerpaper.co.uk. Following the instructions provided with the sheet, the decal was fixed by applying several coats of clear lacquer. I had to make several attempts before I was happy with the coverage of the black on the transfer film.

More on the finishing of the model next time.

Serene



I mentioned John Thompson choice of Richard Preston's Serene for a one model competition in the last article, and an excellent small hall flier it has turned out to be. Mine flew straight from the board, only requiring some adjustment of the rudder and optimising the rubber motor size. The Crookham AGM saw seven or eight of them flying quite happily. Good choice, John.

Nick Peppiatt

Aurikel 1953 A2 Winner

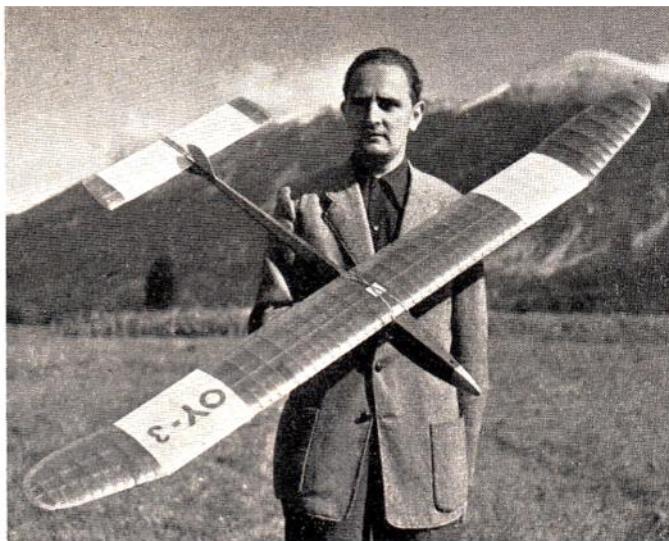
Bill Dean

Aurikel

The 1953 A.2 World
Championship Winner

designed by Hans Hansen

Photographed, described and
drawn by BILL DEAN



HANS HANSEN'S A.2 Championships Winner is a typical example of the gliders favoured by builders in the Nordic countries—the construction consisting mainly of spruce and ply, in contrast to the usual all-balsa British and American types. Material dimensions on the designer's original drawings were in millimetres, so these have been converted to the nearest fractional sizes. By referring to the ringed letters (A to N), which are given after most of the material sizes, the original metric dimensions and suggestions for a "balsa version" may be obtained from the panels at the foot of the plan. The model flown at the '53 contest weighed 16 oz., but an all-balsa version should work out at about the allowed minimum of 14.46 oz.

Construction is fairly conventional, so we shall confine the building notes to the essentials only. Four foot lengths of strip will be needed for the wing L.E., spars, T.E. and fuselage crutch. If you build a balsa version, pick hard strip for these members. The original wing is in one piece, but a two-piece type would be straightforward.

Begin the fuselage by making the crutch flat over the top view. When set, unpin from the building board and install the formers (1-15). Follow with the rear upper longeron, the lower $\frac{1}{8}$ -in. sq. strip and the

ply under-fin. Now install the ply keel, the twin upper longerons and the $\frac{1}{8}$ -in. nose stringers.

Make the adjustable towhook "sleeve" from thin tin and solder ends together after bending round the keel. Well solder the tow hook to the bottom of this sleeve. A pin is later used to lock the towhook in the required position. After attaching the rudder horn, a piece of $\frac{1}{16}$ -in. dia. aluminium tube is taped and cemented to the L.E. of the auto-rudder. Install the auto-rudder with a wire hinge and fill in the space between the fuselage and fin (from former 15 to auto-rudder) with scrap balsa.

Now glue the hardwood nose stiffener in place, fill in space between strip members (from former 1 to 2) with $\frac{1}{16}$ -in. ply—and sheet cover the nose, starting off with the sides. Glue profile-shaped noseblock halves together, after cutting slots to take nose stiffener. Glue to fuselage and carve to shape when dry. Drill holes for wing dowels and make a small hole in top sheeting aft of former 1, for access to weight box. Finally, add D/T hold down wire, tailplane platforms, pin and ply auto-rudder stops and upper fin (after streamlining latter).

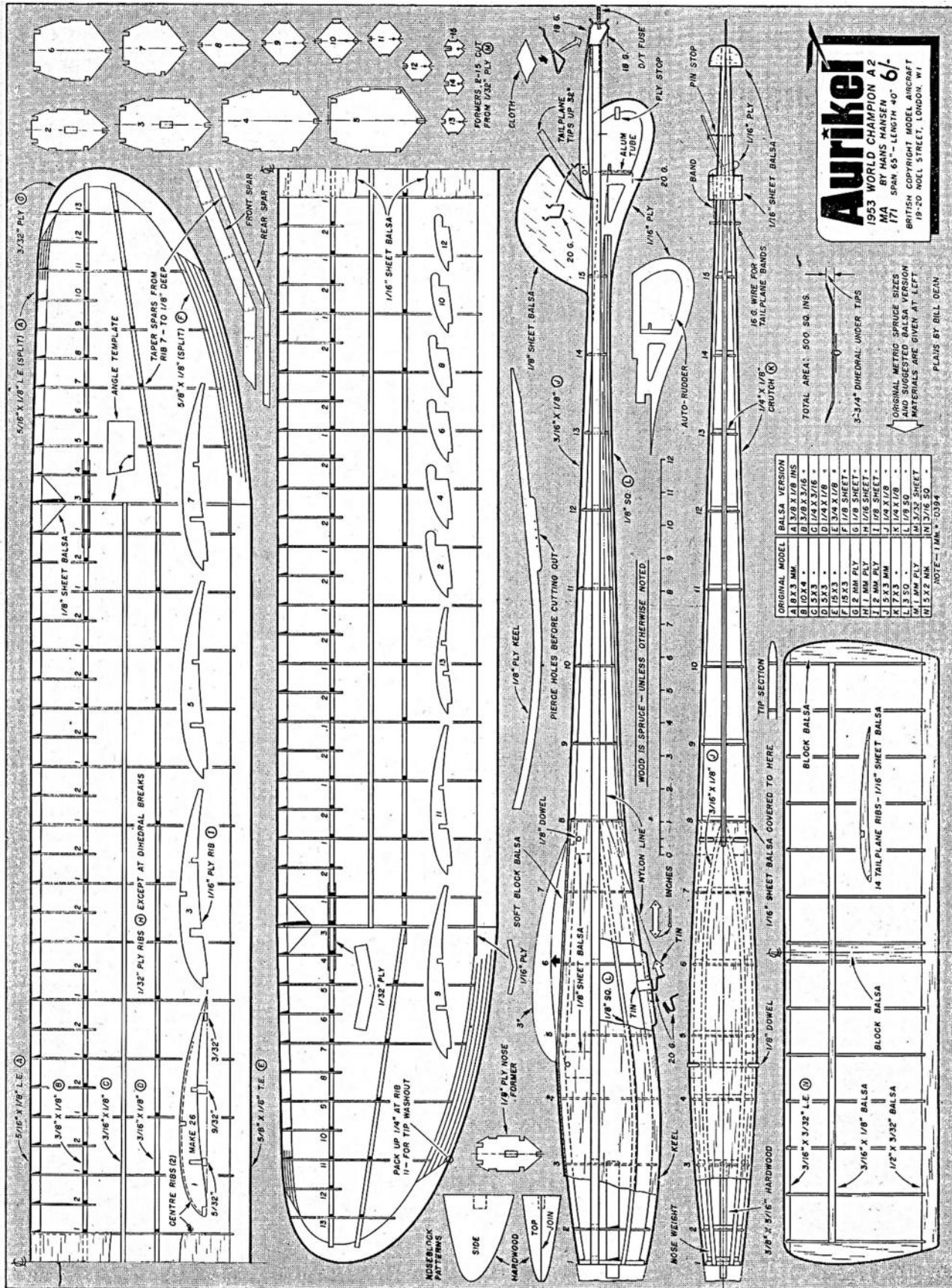
Tie a length of nylon line to the arrow shaped auto-rudder release and then thread through the holes in formers 8-15. Fasten free end of line to auto-rudder horn and tension on other side with a small, lightly stretched, rubber band.

Build the centre panel of the wing first, packing up the L.E., spars (trimming ends as indicated) and T.E. Tilt the number 3 ribs to allow for the dihedral. When dry, take up from the plan and tackle the tips. Make the outlines over the plan, splitting (or slicing) the inner strip L.E. and T.E.'s to enable them to be bent. When dry, unpin and add spars and ribs—after packing up the T.E.'s $\frac{1}{8}$ in. at rib 11 for the tip washout (see plan). Pin the centre panel to the building board again, before joining on the tips at the correct dihedral.

Covering on the original model was silk for the fuselage and tissue for the flying surfaces—all parts being given four coats of clear dope. Add lead shot to the nose weight box until the model balances level at the point marked (large black arrow under wing). Test glide from rising ground before trying a tow launch—and adjust the auto-rudder to give a medium size circle to the right.



At the contest in Yugoslavia, the previous winner, Bora Gunic, (left) congratulates Denmark's Hans Hansen.

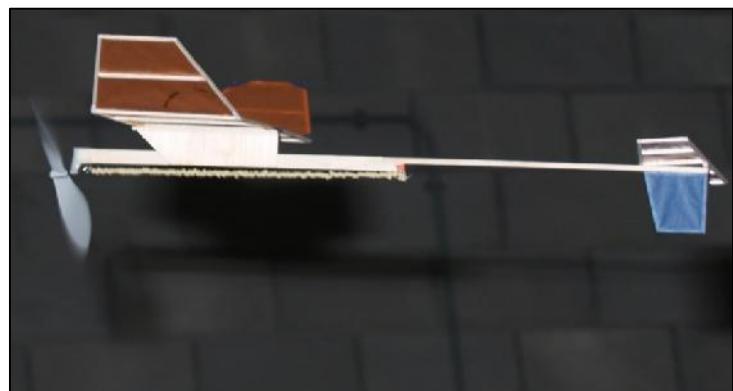
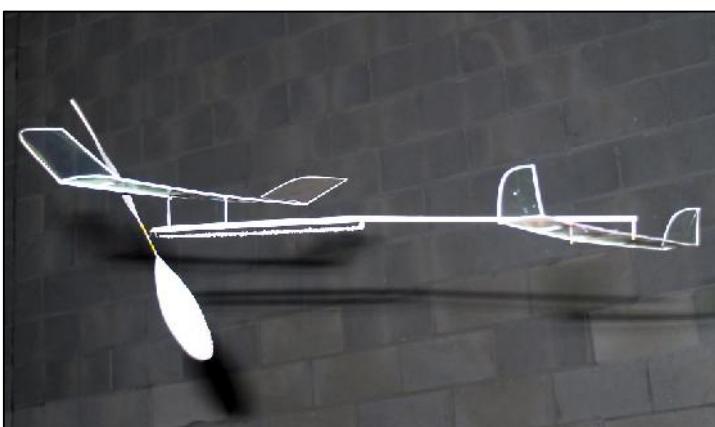
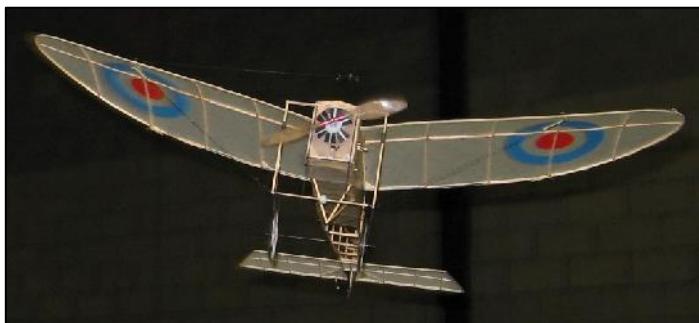


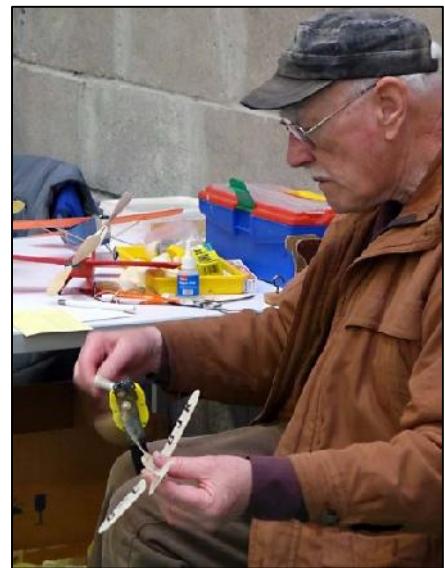
Extracted from Model Aircraft

Bill Dean

Cornwall Vintage Aeromodellers

(Editor: These are a collection of pictures from the Cornwall Vintage Aeromodellers' indoor meetings. I have no idea what the models are or who the photographers were. They were supplied to me by John Ralph via Pete Ash from Walsall, John is one of Peter's many 'buddies'.)



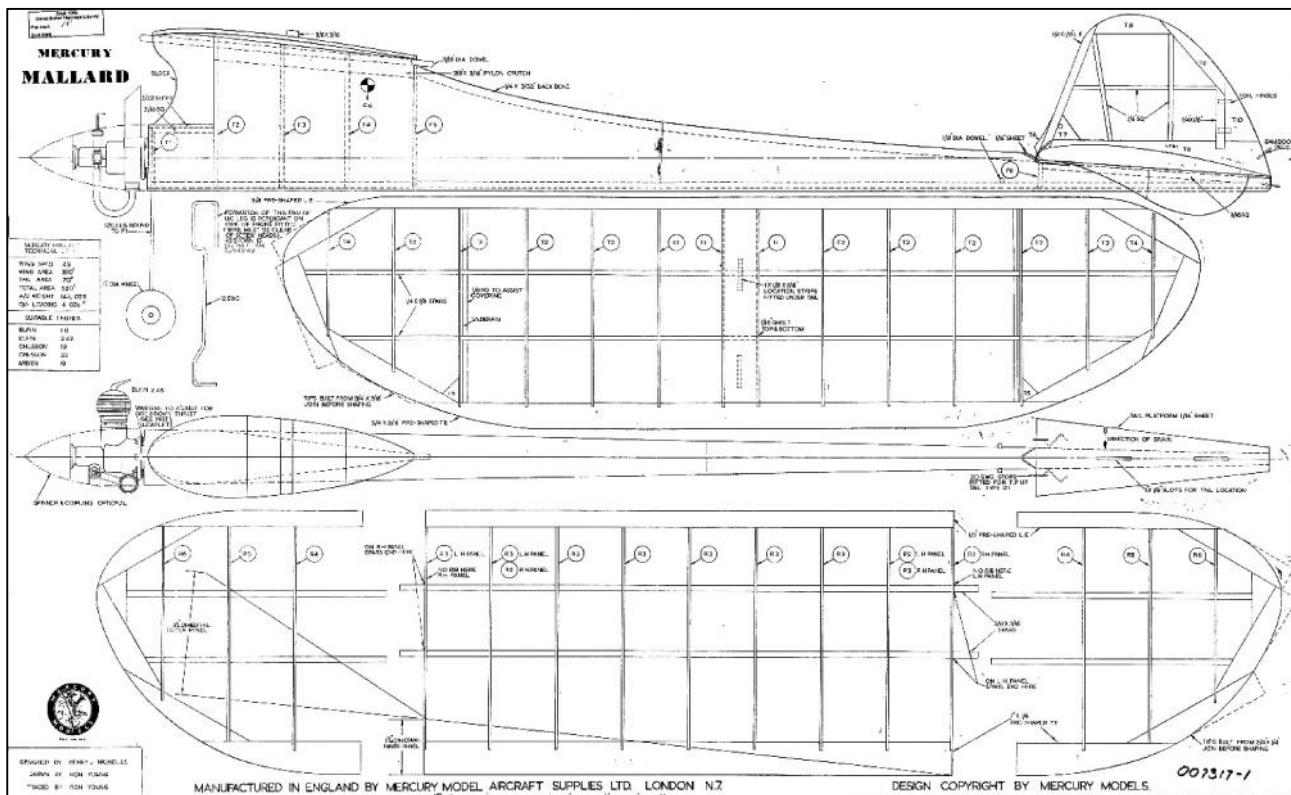


(Editor: Although there are no identities of models or modellers that I know, with the exception of a Gyminnie Cricket and Ron Marking, the pictures are of interest and well worth reproducing. It appears that the far South West of our island is not lacking in keen indoor aeromodellers, I wish one or two would pen us a few words on one of their meetings.)

Pictures from John Ralph

The Mercury Mallard

A British vintage power model designed by Henry J Nicholls, he of 308 fame, for Mercury, an enterprise which he owned. I hold this model in some affection as it was the second power model that I built. I believe I used an ED246. It must have flown reasonably well, as I recall it cost me 10 shillings (a fortune in those days) for someone to get it back from a corn field that the farmer refused to let us enter. Some youngster went in at night I believe for the ten bob. Another part of the affection for the model is that Geoff Woodworth a fellow member of the Irish Team at the 1953 F1C world championships at Cranfield placed 7th, with a slightly modified Mallard (squared tips). However, he used the then exotic Oliver Tiger for power, this was game a changer (it was also very expensive but Geoff had finished his architectural studies and was earning decent money). At the end of the contest Henry J offered to buy the model, but Geoff declined. How history might have changed if he had accepted?



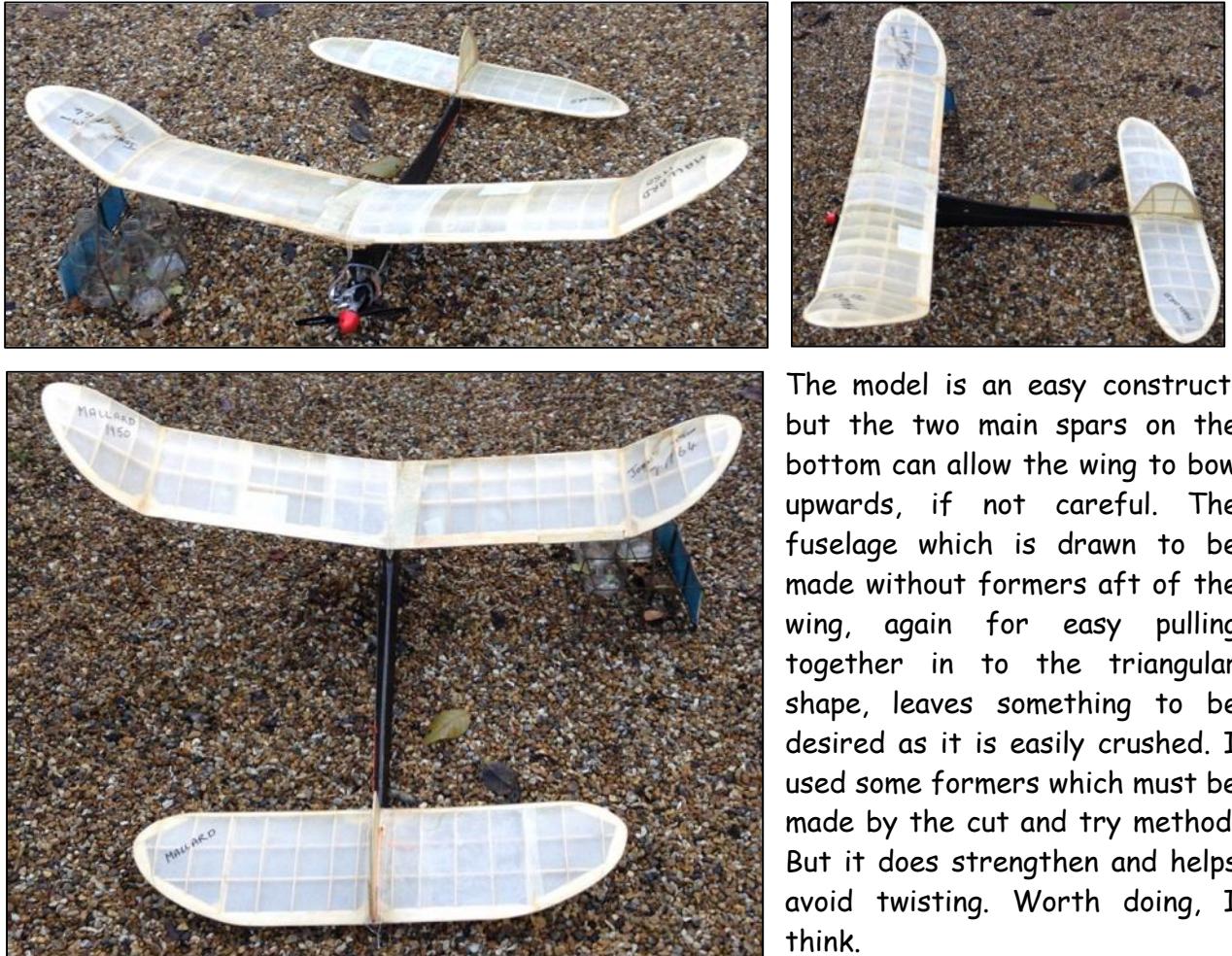
Note: Editor has file copies of printed wood parts

Some years ago, I thought I would build another, got the plan from the late Keith Harris (It is now obtainable from Phil Smith's son Colin, complete with photocopies of the printed balsa sheets.)

I initially installed an OS 10 with Nelson head. This proved very unsuccessful. I used small props (APC7x4 etc. 17.3k) and the model did not respond well. I just could not get a reliable spiral climb. Eventually I installed an AM2.5cc Black head on D1000 it turned a Master 8x4 at 12.5k. The engine was worn and a touch erratic.



The model trimmed out into a nice right hand spiral climb with excellent transition. In the old days, I suspect this would have been considered a hot well-trimmed model, with its consistency. Earlier this year I thought I would have another go with the OS10. However, this time I used a Master 8x3 about 16.5/17k on high nitro. With this bigger lower pitch prop the model trimmed out into a pretty roly-polly spiral climb, very old fashioned, but very satisfying to see it whirl its way up. Gets quite high, much higher than with the AM, with a not bad glide. I have mentioned before that in many cases old fashioned locked up models perform better with larger diameter props, this again was proven with the Mallard. I think it has something to do with more tail in the prop blast and the fact that the model accelerates quickly and then remains at the same speed all the way up the climb.



The model is an easy construct, but the two main spars on the bottom can allow the wing to bow upwards, if not careful. The fuselage which is drawn to be made without formers aft of the wing, again for easy pulling together in to the triangular shape, leaves something to be desired as it is easily crushed. I used some formers which must be made by the cut and try method. But it does strengthen and helps avoid twisting. Worth doing, I think.

The model has a rearward CG with a large 50% tail, this following the American trends at the time, the late 40's. It was quite successful in its day mainly because, with the power available in those days the model trimmed out easily and was consistent. Just what was required to get a lot of people hooked in those days. Maybe it could do the same again?

Model Data:

Wing +5 deg. Tail +3 deg. CG 80%. Thrust line, 5 deg. down and 3 deg' left.
Wing tips washed out 2 deg.

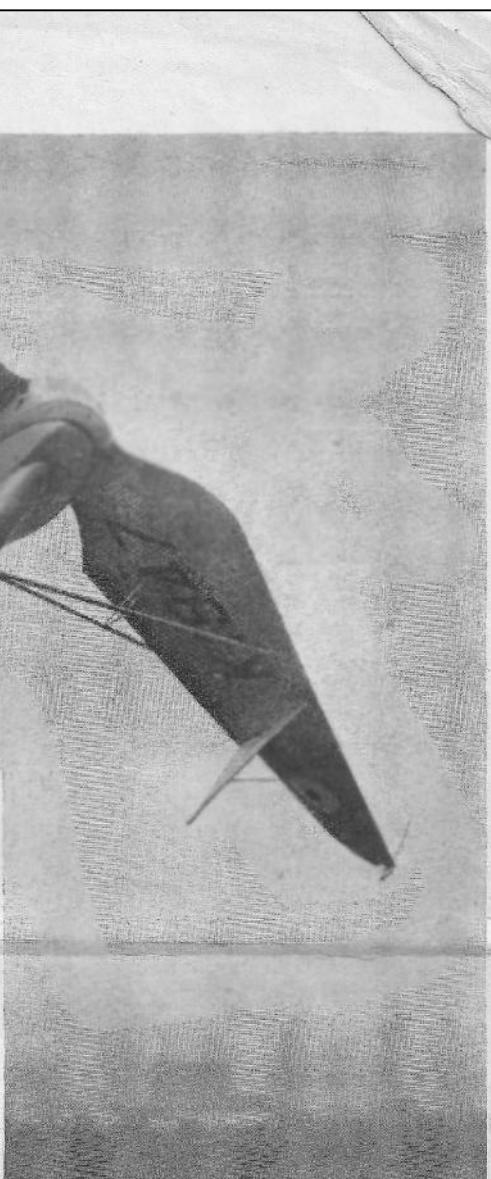
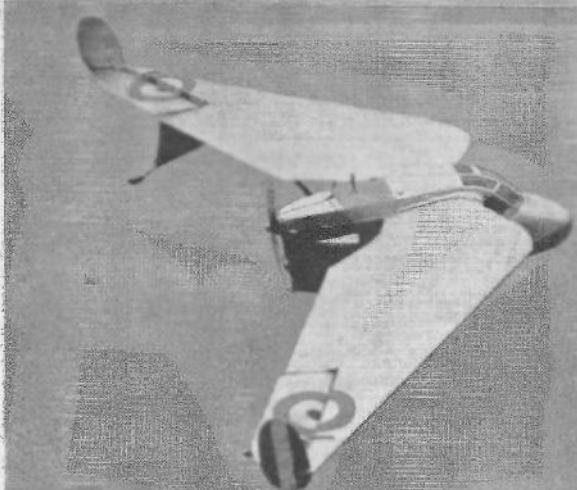
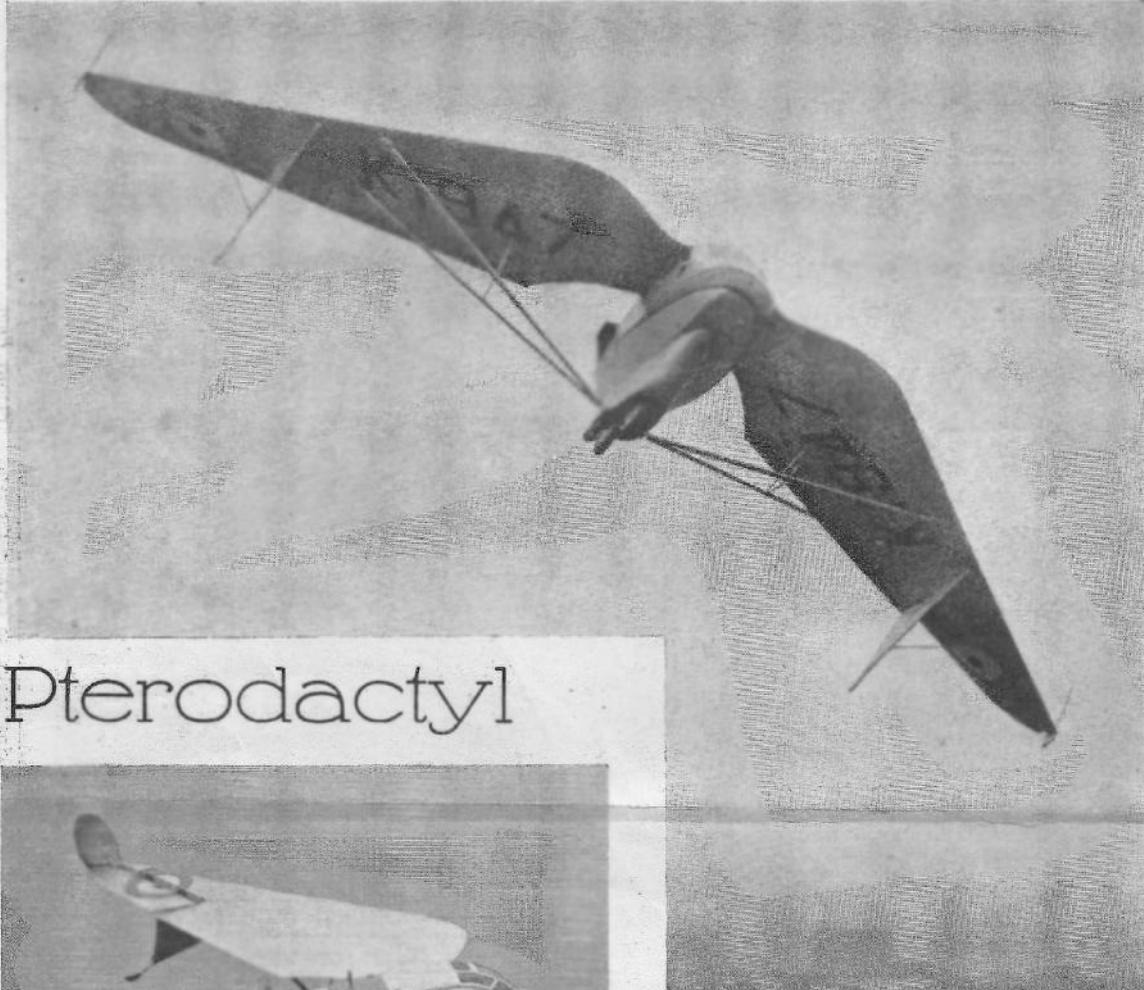
A small gurney down flap 2 inches long is cut into the right centre pane trailing edge to give a little wash in.

Weights:

Fuselage 312 g. wing 98g. Tail/fin 43 g. **Total 433 g ie. 16 ounces.**
The model could be built much lighter with care.

John Thompson

FLIGHT, DECEMBER 18, 1931



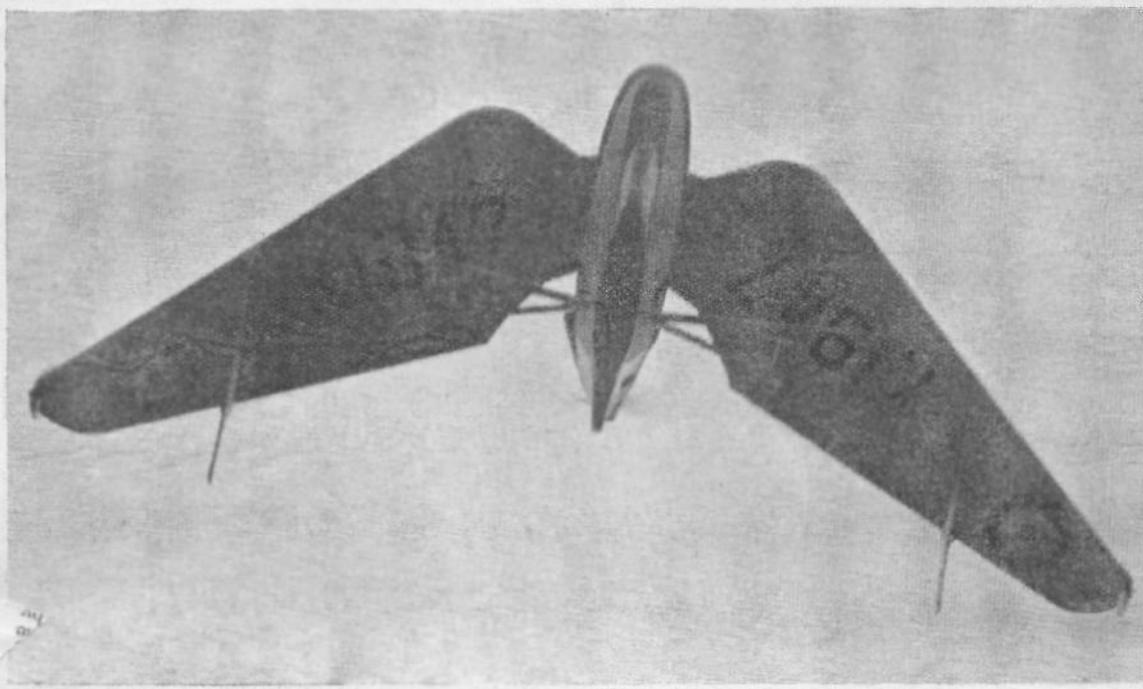
(FLIGHT Photos.)

THE quest for safety in the air goes on. Broadly speaking, there are, as we have previously pointed out, three ways of avoiding the spin following a stall—the "tail-first," the Cierva Autogiro, and the "tailless" aeroplane. (We are not here concerned with such spin-preventers as Handley Page slots on normal aircraft.) We have recently dealt with the Focke-Wulf "Ente" tailless machine and with the new Autogiros. This week we give a selection of photographs of the Westland-Hill "Pterodactyl," which made its first public appearance at the last Royal Air Force display at Hendon.

The "Pterodactyl" shown in the pictures is



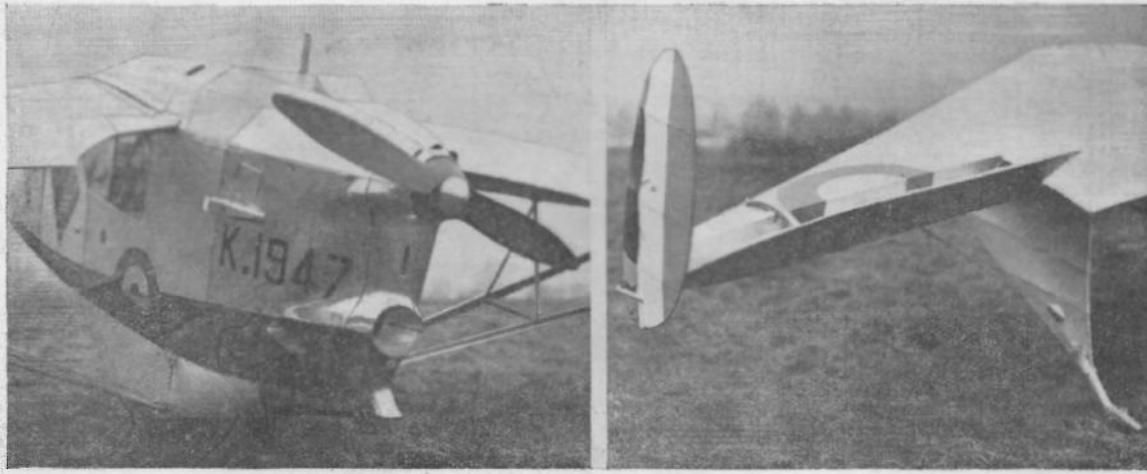
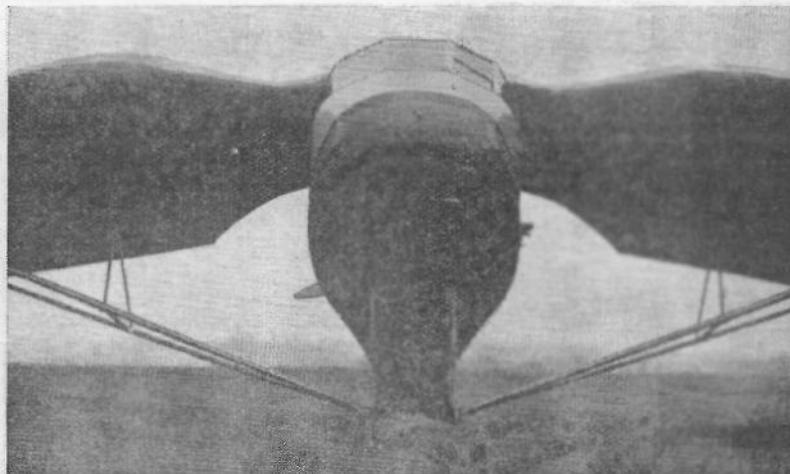
FLIGHT, DECEMBER 18, 1931



fitted with an inverted Gipsy III engine, which drives a pusher airscrew. The exhaust is taken out through the large opening in the stern, a gauze being fitted to prevent soot, etc., from getting on to the propeller blades.

Piloted by Mr. Brunton, the "Pterodactyl" has now been stunted considerably, one of the evolutions being a number of loops, all performed in a perfectly normal manner. The machine was originally designed for its non-stalling and non-spinning qualities, and the present version is a civil machine, but it would appear that the tailless feature might be very useful in a two-seater fighter if the engine were put in front and a gunner at the back.

In the pictures the "Pterodactyl" is piloted by Mr. Penrose.



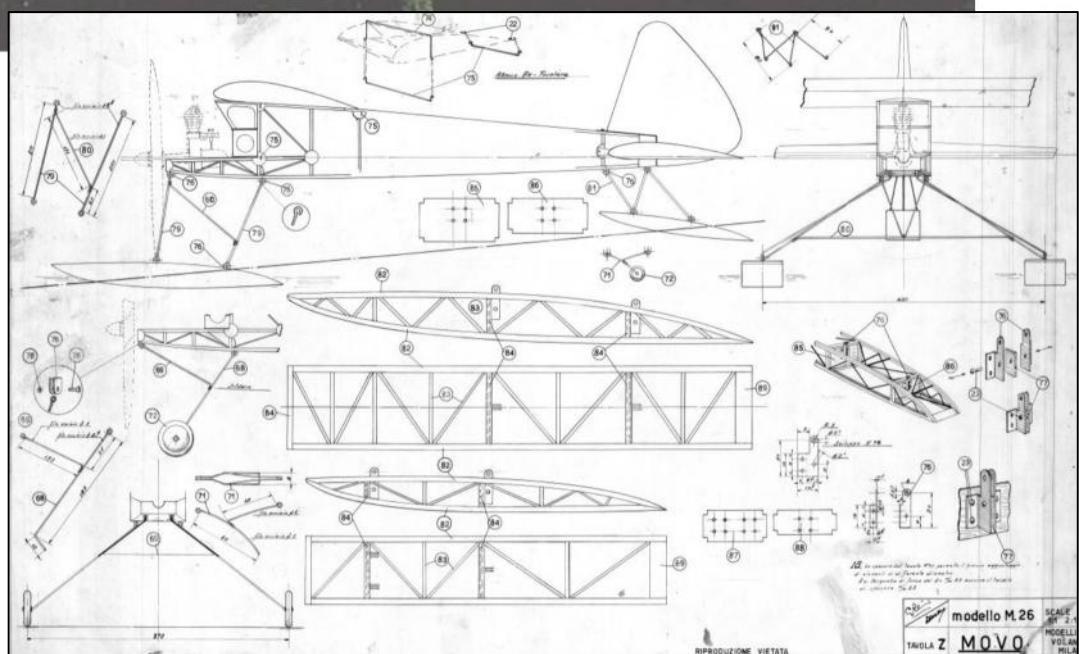
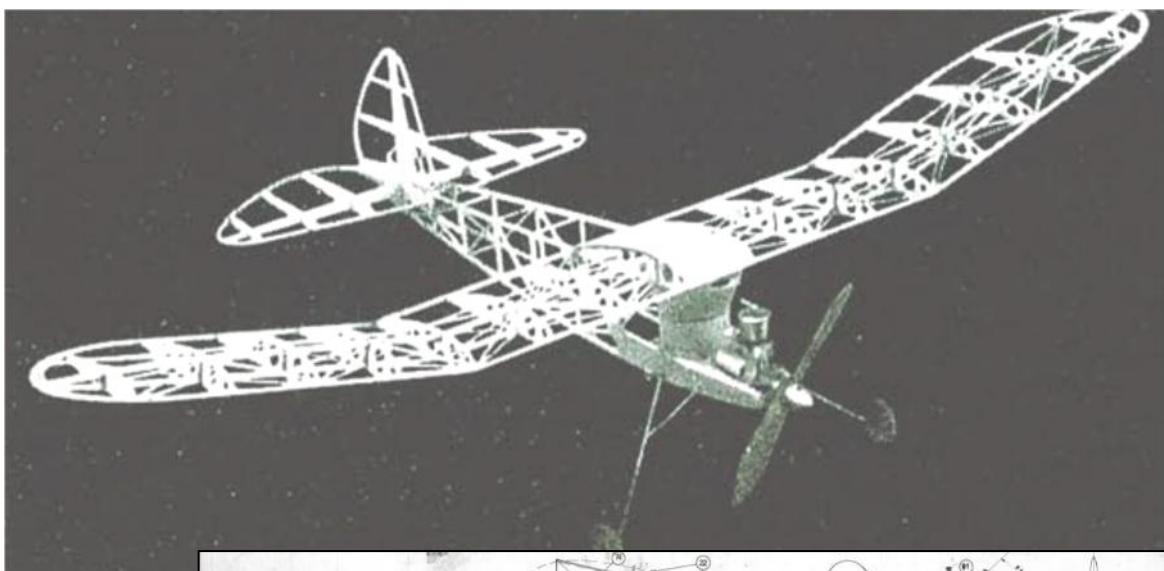
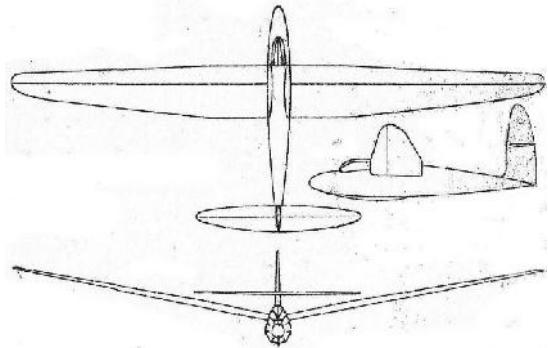
Editor

Report No. 72. MOVO, Milan, Italy, continued.

This month's report continues the look at the MOVO catalogue of 1945, but firstly, in December's report I left you with a question. The MOVO M27 glider looks somehow familiar, but familiar to what? The sole reply came from John O'Donnell who suggested the Beau-glider, a drawing of which can be seen in SAM 35 Speaks May 2002. The fuselage is certainly similar but the Beau-glider does not have the very high fin and the inverted section tailplane seen in this rather poor G/A drawing of the M27. Any other thoughts or am I just imagining this?

Now to the new power models in the MOVO catalogue of 1945. Firstly the MOVO M26, a 50inch wingspan "Motomodello Terrestre ed Idro" i.e. power model with optional floats. Shown here is a photo of the landplane version and sheet 2 of the drawing showing the floats.

Plans available by e-mail.



Then came the MOVO M28 a 51inch wingspan parasol power model, winner of the "Coppa Alatla".

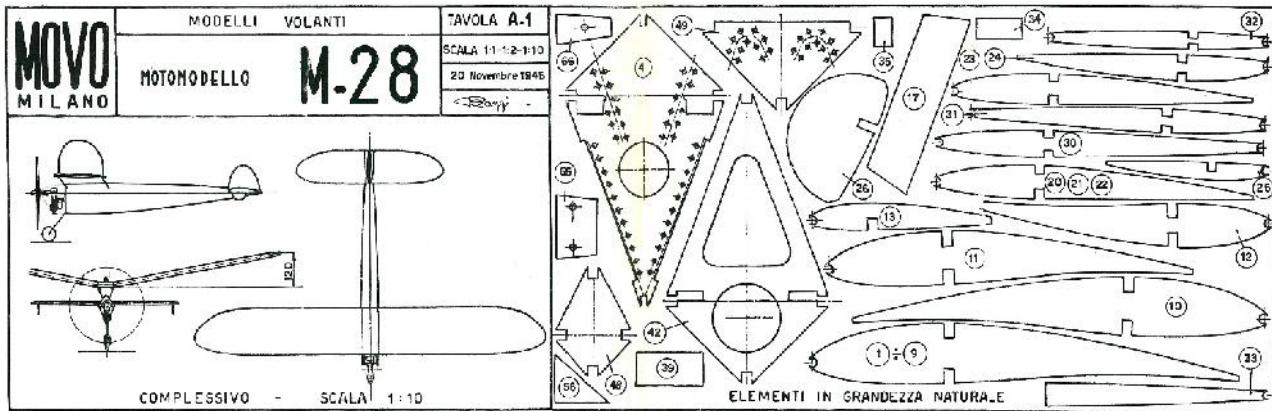
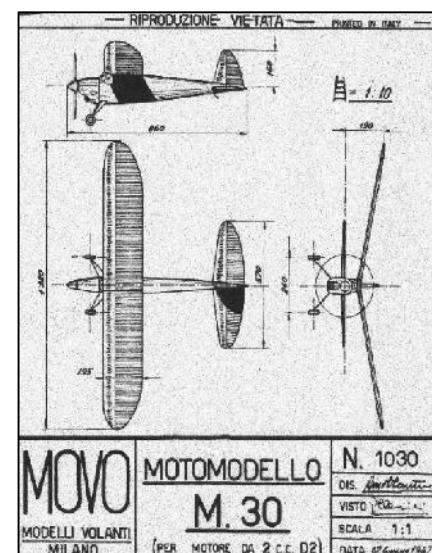
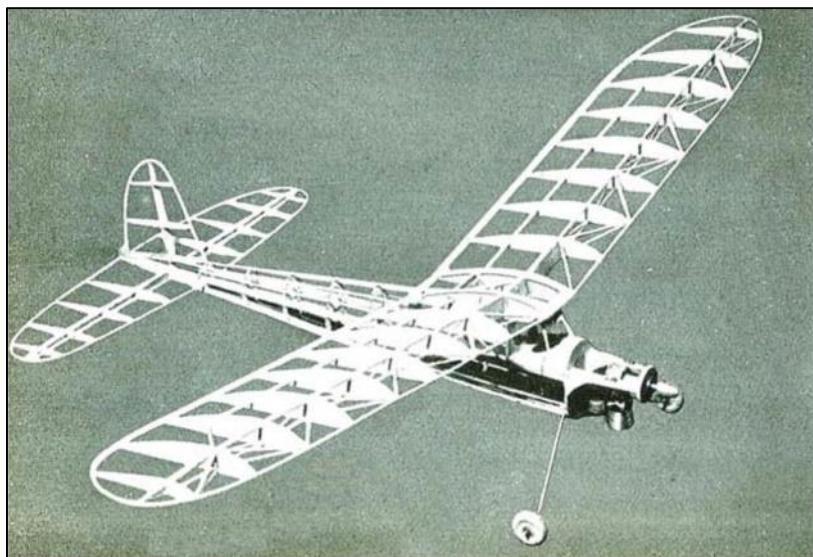


Photo and general arrangement drawing shown here, full plan available by e-mail.

Next is the MOVO M30 a 52inch wingspan power model of "Grande Ribsita" i.e. Great Success. Photo and G/A drawing shown here. The G/A drawing was taken from the corner of a full size plan and I see that it is dated 1947, so presumably an

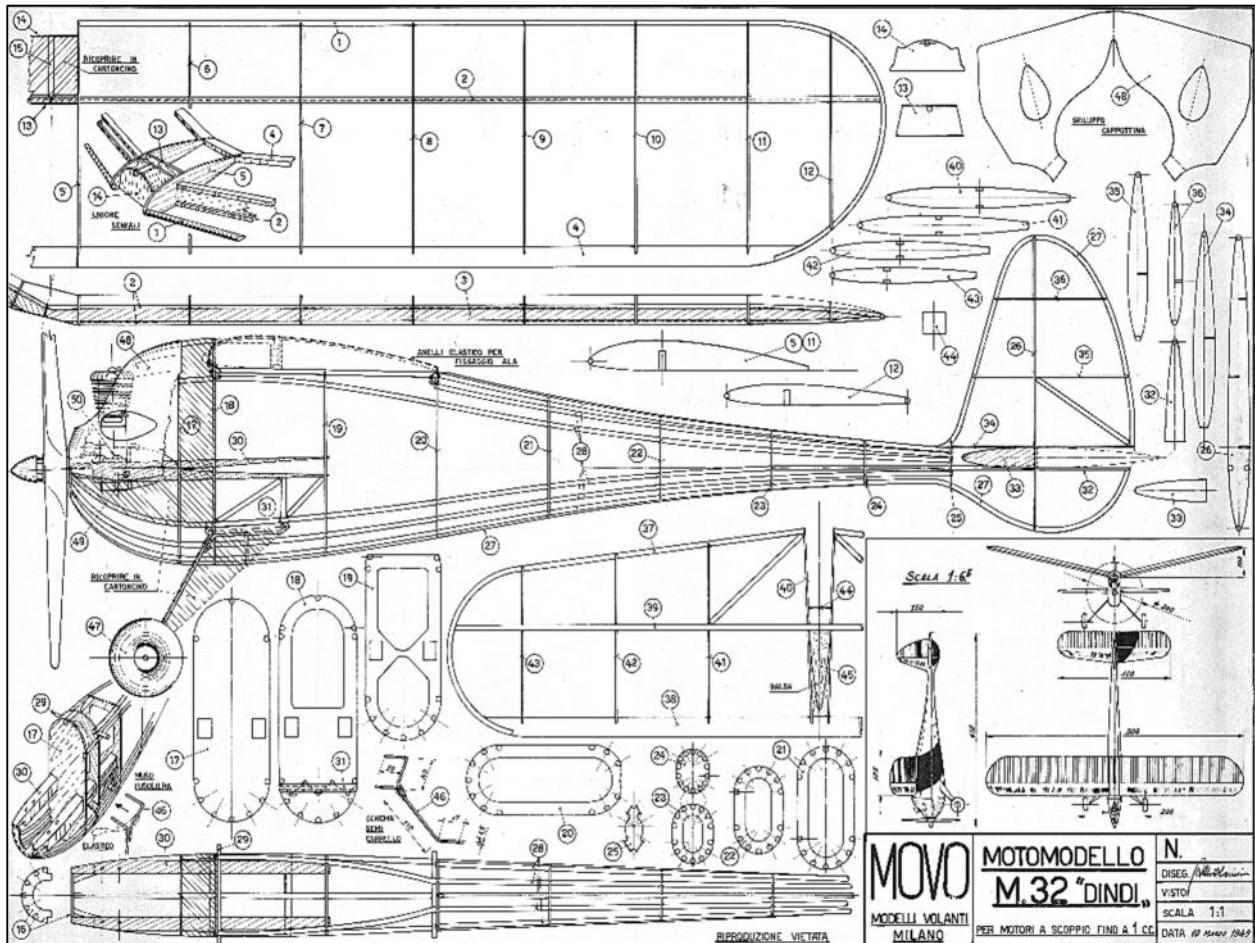
update of the original catalogue version. Full plan available by e-mail.



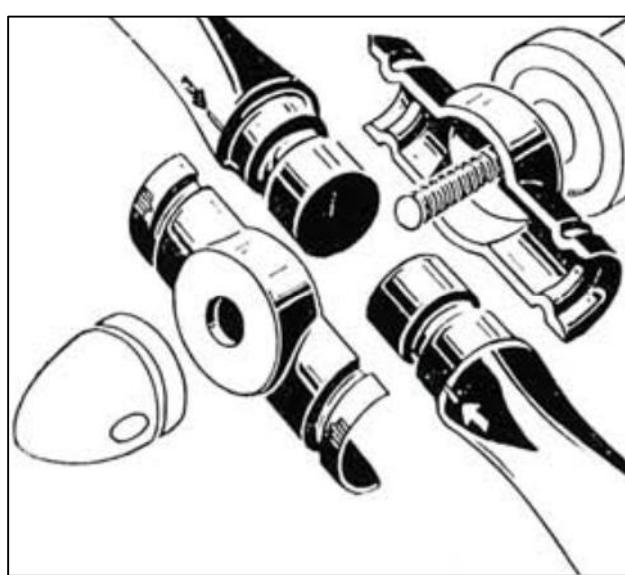
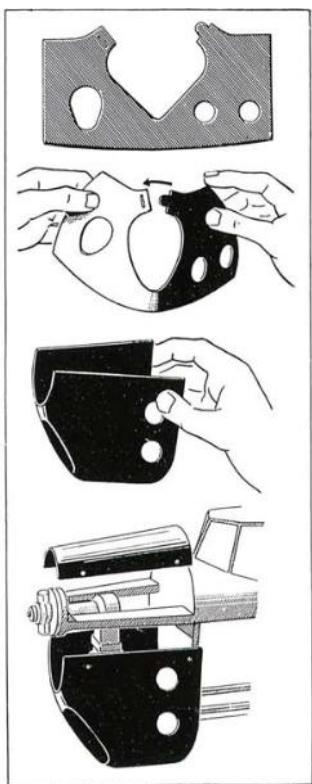
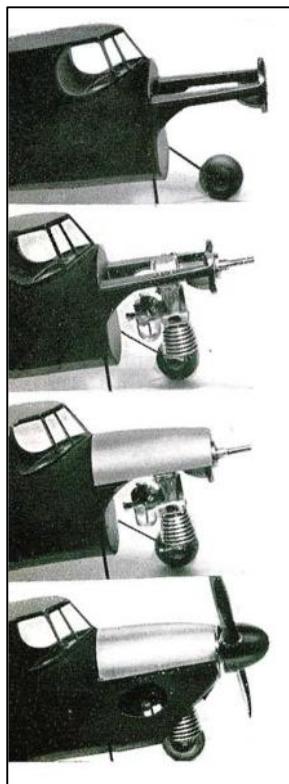
The last power free flight model in this catalogue is the MOVO M32 Dindi, (Turkey) a very fine looking 36inch wingspan model.

Photo and plan shown here. Plan available by e-mail





A couple of other things from the catalogue, a variable pitch prop and a suggested method of making an engine cowling.



That has filled my usual three pages, so the promised MOVO control line models will appear next time. Roy Tiller, tel 01202 511309, email roy.tiller@ntlworld.com

roy.tiller@ntlworld.com

Roy Tiller

Quiet December so far - no building or flying due mostly to a spell of poor health, so indoors for most of the time. Could be worse!

Not much movement on the EASA/BMFA front. There is an update on the BMFA website & more in the latest BMFA News, which informs us that Euro politicians rejected the proposal outlined by Dave Phipps on behalf of Air Sports Europe, which would have taken model aircraft out of these ill thought EASA proposals. Negotiations (I guess) continue but it seems now that all drones & models over 250 grams will have to be registered & some weasel words documented regarding model aircraft within the regulation. Needless to say, there are no available details of the registration process or any likely costs. One way or another, it looks as if some form of legislation will be imposed on us, regardless of whether it can be policed or not. March 2017 is now suggested as a likely date for first release of a regulatory document. In the meantime, a lengthy document has been released by SESAR (Single European Sky) - entitled SESAR Drones Outlook Study, which is a very upbeat forecast of the drone landscape in 2050 and how new markets will unfold between now & then. Makes for very interesting but possibly indigestible reading, inclusive of cross connections to the work being carried out by EASA. It is easy to see how gullible Eurocrat politicians are potentially beguiled by optimistic visions of the future & the need to legislate.

http://www.sesarju.eu/sites/default/files/documents/reports/European_Drones_Outlook_Study_2016.pdf

A couple of comments from EASA in late November: (i) "prototype regulations" because EASA doesn't have the legal power to issue them. The regulation presents a worked out example on how to implement the operation centric concept (don't ask what this means?). They are actually not regulations. Feedback has been requested from Stakeholders and the prototype regulation will evolve into a Notice of Proposed Amendment (NPA) for the open and specific categories to be published end of March 2017. Prototype means also that they will be further developed and improved having undergone the test of comments (Around 600?). (ii) the adoption by the Commission of EASA UAS rules depends first of the adoption by the European Parliament and Council of the changes to the Basic Regulation. This adoption should occur in 2017 and therefore our rules could be adopted in 2018. These comments were made by the *Principal Advisor to the Certification Director for New Technologies at EASA*, so there you have the timescale spelt out for implementation. The bureaucracy ploughs on regardless but will things change if BREXIT is ratified? I doubt it.

Better news on the BMFA National Centre front - our Editor has provided a very well documented report. Unfortunately our Chairman & I could not make it to the gathering & we are most grateful to John for doing so. Downside for anyone living south of the M4 is that a one day visit is impractical, so an overnight stay & possibly a two day meeting would make more sense. SAM 35 are in the early stages of deciding on the pros & cons of organising a meeting. A date of 1st October has been floated but we shall have to wait & see what transpires. There is also a comprehensive report from Manny Williamson in the latest BMFA News, which very clearly sets out progress & future plans.

Ramblings

First on the agenda - a "Collectors" auction will be held in Sherborne, Dorset on 20th January. Amongst the items to go under the hammer are about 60 lots from the late John Oliver's estate, comprising quite a few engines including some rare prototypes, some tethered cars & a

low number of models. Also - apparently in the schedule is his MG with a unique radiator cap - an Oliver Tiger! The Auction is in the hands of:

Charterhouse Auctions - www.charterhouse-auction.com

They inform me that an on-line catalogue should be posted during the first week of January. Viewing is on the previous two days & it should be an interesting sale.

Christmas & the New Year is traditionally a time for a bit of reading, here is a list of electronic books concerned mostly with modelling & aviation from long ago. If anyone would like a copy, drop me an email. I can put it/them on a CD, as some may be too large to send as an email attachment. They will also be sent to Outerzone for posting on their section of the website that hosts similar things.

Aeroplanes: 1915 - 10Mb

Airships past & present: 1907 - 31Mb

Applied Aeronautics: 1918 - 9 Mb

Aviation Engines: 1917 - 18 Mb

Boys Book of Model Aeroplanes: 1910 - 8 Mb

Golden Age Reproductions: 1975 27Mb

Harpers Aircraft Book: 1913 - 25Mb

Model Aeroplanes & their motors: 1916 - 18Mb

Monoplane & Biplane design & construction: 1911 - 50Mb

Practical Aviation: 1918 - 20 Mb

The Second Book of Boys Model Aeroplanes: 1911 - 11mB

The Theory & Practice of Model Aeroplaneing: 1910 - 22Mb

Wood in Aircraft Construction: circa 1920 - 27Mb

Zeppelin: Story of a great achievement: 1922 - 19Mb

London Model Engineering Exhibition

The show will be held at Alexandra Palace 20th - 22nd January. As usual the BMFA will have a stand, manned by London Area & Southern Area Committee members, including yours truly. Probably around 20 or more models on display, combining vintage & modern aeromodelling. Well worth a visit if you require any supplies or tools or just fancy a good day out.

Take a look at <http://www.londonmodelengineering.co.uk/> for more details.

Plan Library update etc

A full update has now been finished to create a "clean" set of files for Outerzone, who will kindly archive & add the digital scans we have amassed to their own collection for on line downloading. A start has also been made on the paper plans from John Wingate in that all the boxes have been sorted & checked against the "clean" set of files. There is now a pile of plans approx 3' high waiting to be added to the Excel master file before being scanned & probably twice that amount of duplicates in a box awaiting disposal - hopefully to Roy (T) for onward sale. That leaves a similar volume of plans on multiple rolls to be tackled after doing the Excel file update.

Dialogue with the National Aerospace Library has hit the buffers on two fronts: (i) they don't have sufficient space at Farnborough to accommodate the amount of magazines that Roy has collected over the years; (ii) worse still, their lease on the premises in Farnborough is due to expire in the not too distant future & with a rent hike in the offing, plans are being made to move elsewhere - possibly to the Royal Aero Club in Central London, where space appears to be even more of a premium. So it is likely we will have to rethink our long term strategy for the future of the magazine library.

Reminiscences

A few old photos have come to light, the captions are mostly self explanatory.



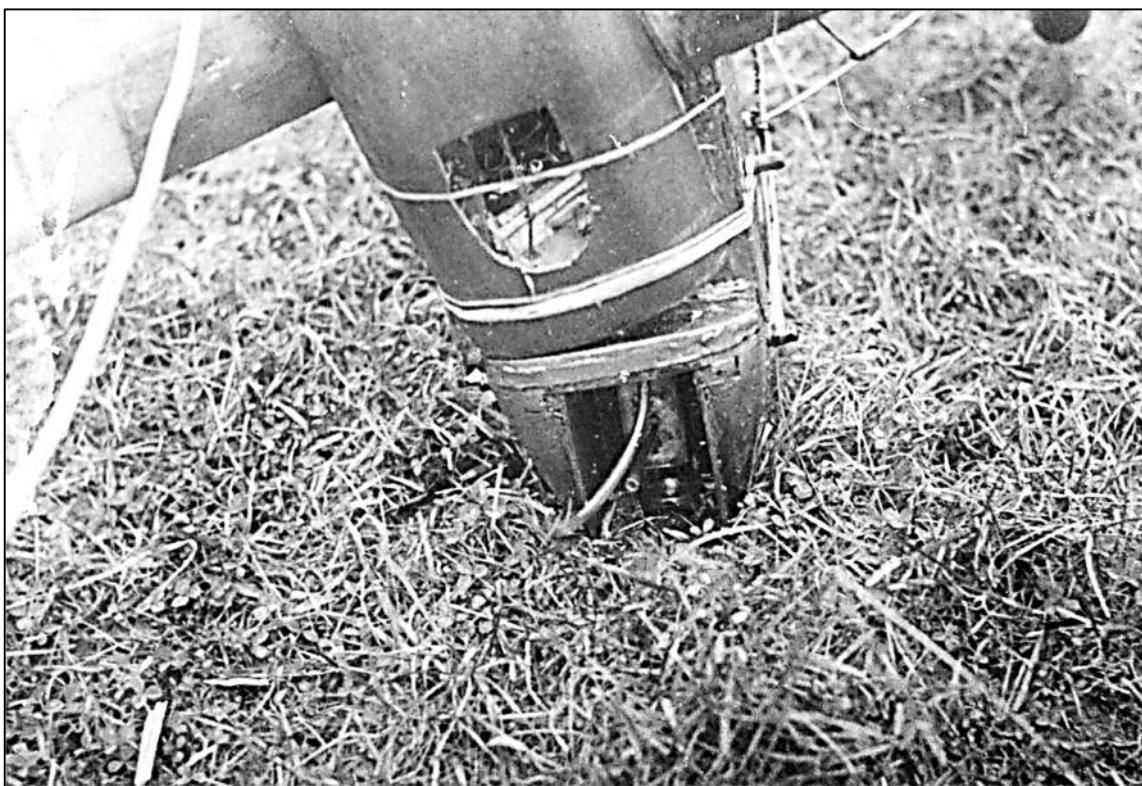
Which way does it go? Where did David manage to dig out plans for models - this one is not in the library & I've never seen it in a mag?



A well stocked but unidentified model shop - maybe someone recognises it?



Perhaps a flying session on Biggleswade Common long ago?



Identified by Eric Fearnley as an AM35 buried to back of its crankcase,



Mishaps happen to the best of us!



Caption on the back of the print tells of Luton Model Shop in 1951 with Ron Hinks (proprietor) & sons looking on as one G Fuller discusses the finer points of something with Roy Clements.

Pete Shelton recently lent me a book on Bassett-Lowke who originated in & were based in Northampton from the turn of the last century. This brought back a few memories. During the

early '50s, we used to cycle from Wolverton to Northampton to go swimming - the nearest indoor pool & only about 18 miles away. The route into Northampton took us up Bridge Street, where Bassett-Lowke had a double fronted shop, invariably stocked with a vast amount of models - mostly steam locos & boats. Always a reason to stop & window gaze for a few minutes before the last stretch up the hill to Derngate. After a couple of hours or so of swimming, if we had enough energy left, we would then traverse across to Wellingborough Road (or was it Abingdon Road?) & do the same at Ted Evan's model shop. Never ever had enough money to go inside & buy anything or the courage to have a conversation! Then we faced the ride home.

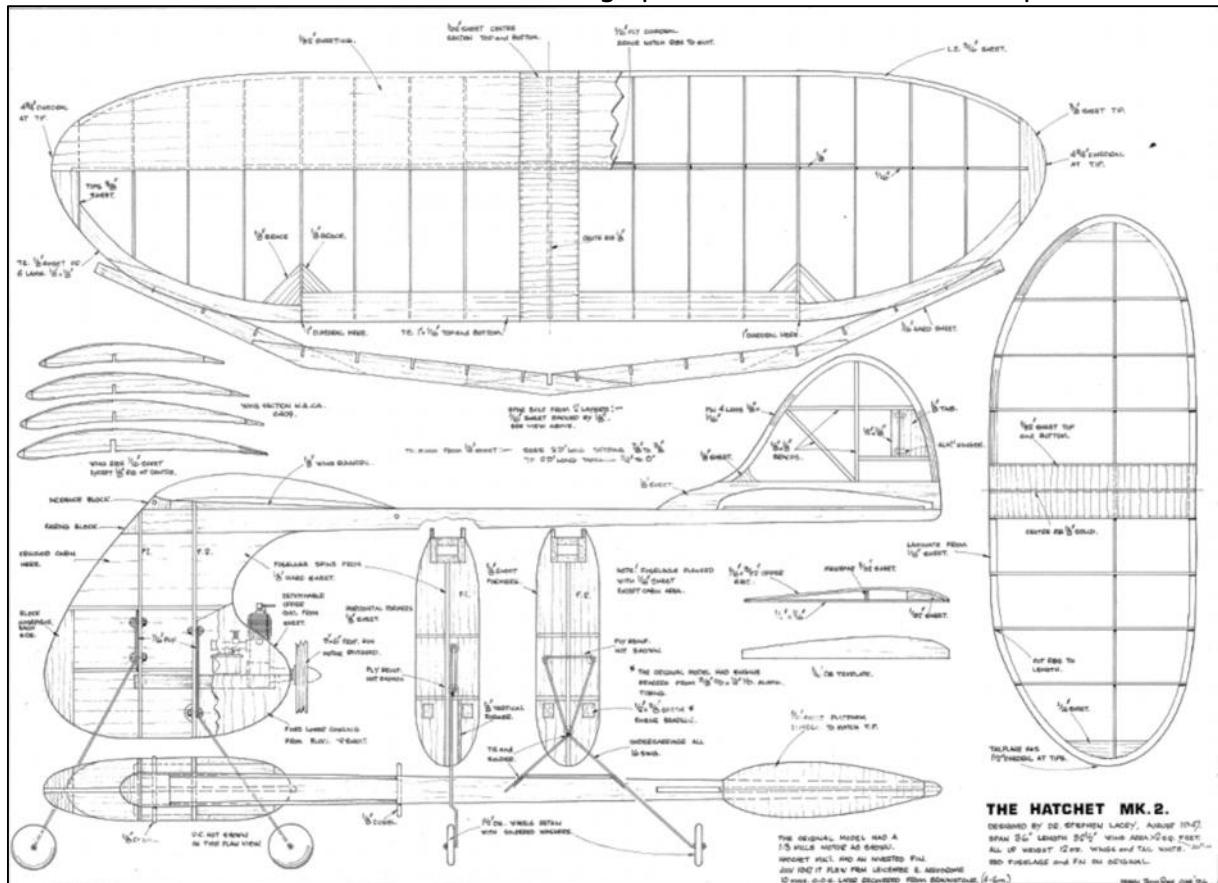
Following last month's NC, I had two calls from Peter Carter & Mike Parker in Anlaby (of SAM Speaks power column fame) - both of whom offered me some 3/8" dowel for the fuselage boom of the Penny Rocket, as both have built & flown this model. Equally both said a dt was a definite pre-requisite as it flies exceedingly well! Sounds good. All I've managed this month is to build the fuselage crutch & cut out the formers before being struck down. Hopefully some catching up can be done over the Christmas period.

Also following last month's NC & the photo of Col Bowden's fuselage collection, whilst browsing through some old SAM Speaks what should turn up but the same photo on the cover of the Jan 1985 edition & inside a very complete article by Phil Smith on the background to the photo.

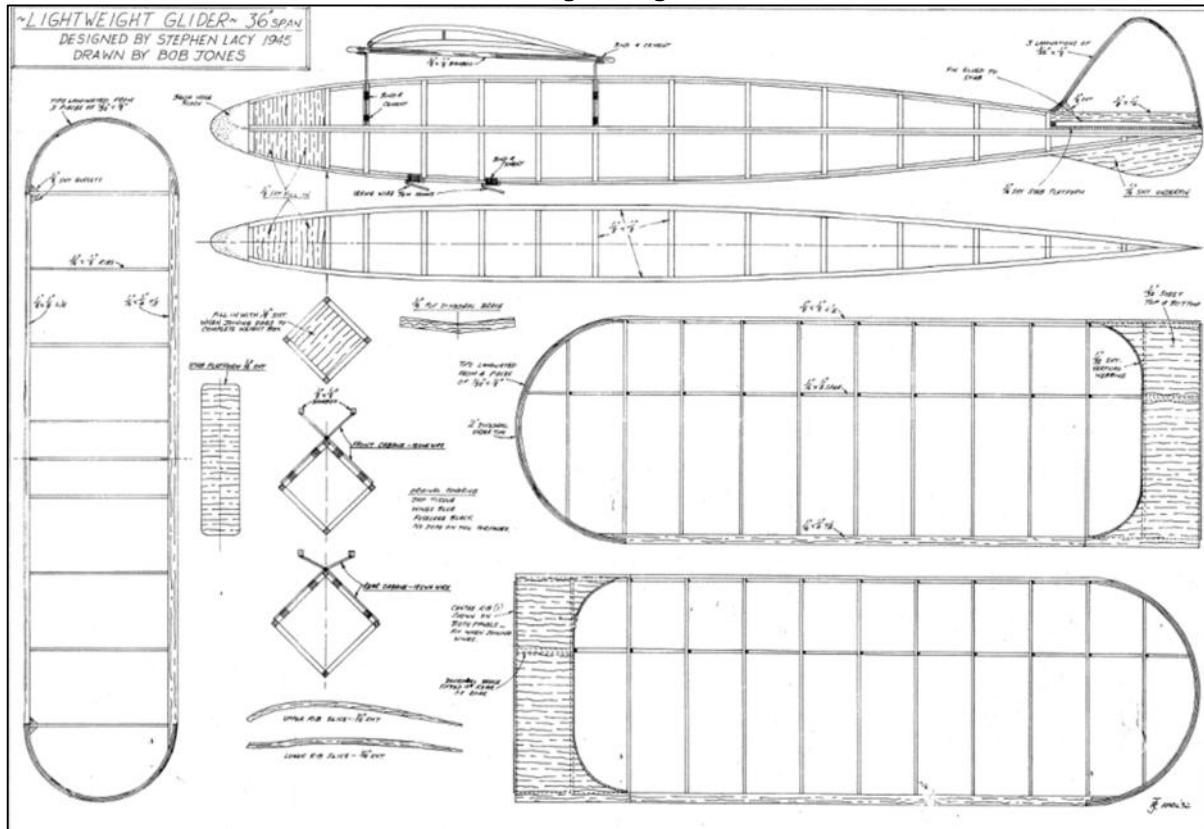
Plans for the month

For this month, a couple of plans of models designed by the late Dr Stephen Lacey. We had the pleasure of calling on him a few years ago as we worked our way south from places north. He insisted on feeding us home-made chocolate cake & tea! A very kind & generous gentleman. The Hatchet is his power model & he still had the original fuselage, complete with Mills 1.3. His lightweight glider - at 36" span, must be a contender for bungee comps but of necessity a "fair weather" design. Both could easily figure on my ever growing "to build" list!

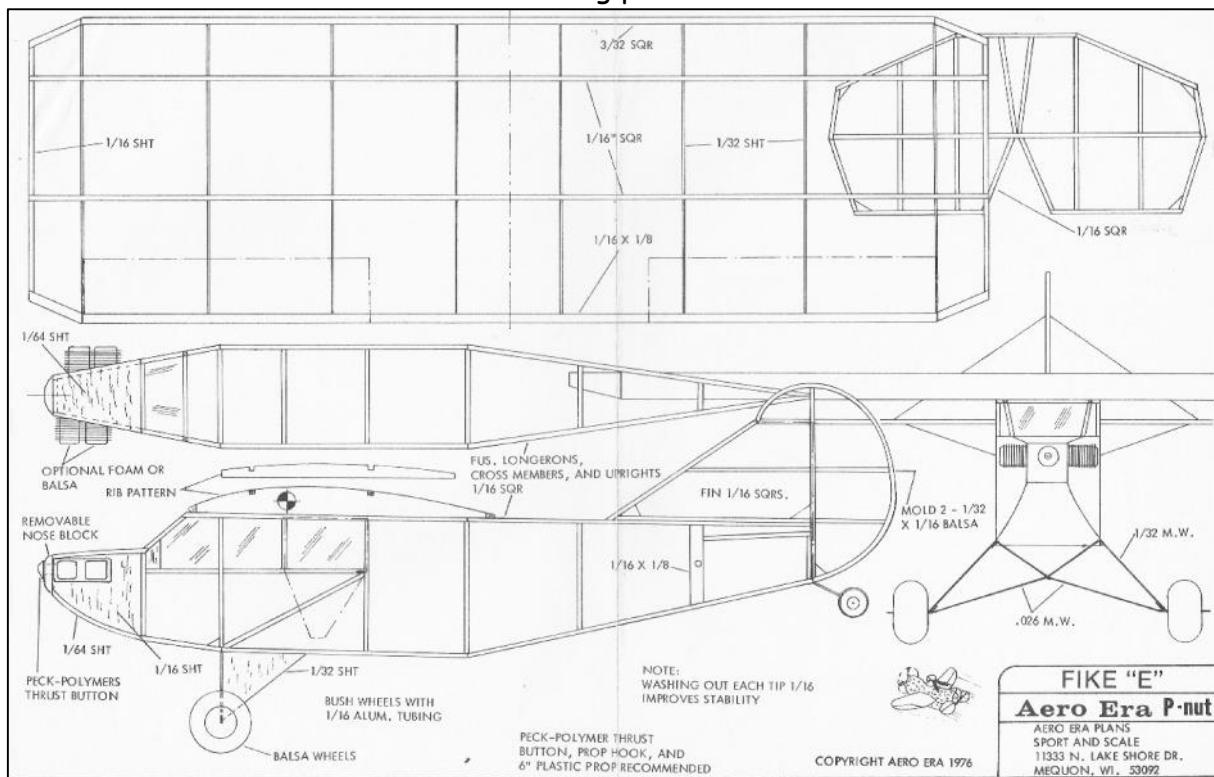
Power: The Hatchet - a not too large pusher well suited for Mills power.



Glider: Lightweight Glider



Rubber: something peanut - a Fike "E".



To quote from Wikipedia - "The Fike Model E was a light aircraft built in the USA in the early 1970s. It was a conventional high-wing wide chord monoplane with seating for one or two people in an enclosed cabin." Wide chord it certainly is!

Roger Newman

Southern Coupe League Rd.1

- Peter Hall/Roy Vaughan

Always ahead of the game, the S.C.L. 2017 opened in December '16 with La Grande Coupe de Birmingham, a very successful event with nineteen flying F1G. The fine weather was deceptive, the turbulence upsetting several notable coupe exponents including Gavin Manion, league champion for 2016.

Results Coupe de Brum

Place	Entrant	Club	Maxes	Score
1	P.Ball	Grantham	3	15
2	B.Dennis	Grantham	1	10
3	A.Moorhouse	Vikings	0	8
4	S.Willis	Vikings	2	9
5	W.Beales		1	7
6	S.Philpott		1	6
7	T.Winter		1	5
8	M.McHugh	Peterborough	1	4
9	R.Elliott	Croydon	1	2
10	R.Vaughn	Crookham	1	1
11	A.Crisp		0	0
12	T.Bailey	Coventry	0	0
13	M.Marshall	Vikings	0	0
14	S.Darmon	Birmingham	1	1
15	P.Gibbons		0	0
16	P.Jellis	Croydon	1	1
17	G.Ferrer	Timperley	1	1
18	G.Manion	Birmingham	0	0
19	D.Taylor	E. Grinstead	0	0



The 2017 calendar is now complete except for Odham where John Thompson is battling to keep the event going. As you see the next event is the First Area on Feb.19th. and as usual the best five out of eight scores will count.

February 19th.

First Area, at Ashdown Forest, Beaulieu, North Luffenham, Merryfield, Salisbury Plain and Sculthorpe.

April 30th.

London Gala at Salisbury Plain.

June 11th.

Oxford Rally at Portmeadow Oxford.

August 19th

Southern Gala at Salisbury Plain.

September ?

Odham?

September 24th.

Crookham Gala at Salisbury Plain.

September 30th.

Coupe Europa at Salisbury Plain.

Peter Hall/Roy Vaughan

Free Flight: Plans for 2017

It is around a year now since the Conference on the Future of Free Flight took place amid an atmosphere of great uncertainty regarding the future of our cherished sport in Britain. Clearly something had to be done, and although it is not possible nor appropriate for us to make recommendations for the flyers of International or Open class models, I can report that progress has been made in what we may regard as the "lower formulae".

As a member both of SAM 1066 and 35, I have been looking at ways of involving as many members as possible in a series of events, most of which will be open to other BMFA members, without having to travel long distances on every occasion.

Sports flyers must also be made welcome, as for every modeller who takes part in a contest, there are many more who just want to turn up and fly for fun. Consequently, where our contests are organised, non-competitive flyers are more than welcome. I have tried to choose categories that seem to be popular with flyers at present, but would be willing to add to or alter the selection of classes on future occasions as demand changes.

Let's begin with a couple of **postal events**, which allow flyers to choose both date and location of their actual contest flights. The first, for 2017, will be for a class which has proved recently to be popular, Under 25" Vintage Rubber. I am hoping to receive a good number of entries for this to get our new programme of events started as my criterion of success will be defined by the numbers who take part.

Just send me £3 (juniors and overseas entries free) and contact details, and I shall forward a scorecard. Dates are from 29th April to 28th May, which is the Sunday of the Nationals. Fuller details are on the SAM 35 website. (I should mention that all fees will be spent on trophies, apart for a little on postage, so the more competitors, the better the rewards.)

The second Postal of the year will be for standard size Lulus: perhaps a bit of a risk with regard to numbers of participants, but I should like to provide Lulu owners with another chance to continue the Lulu tradition. We will have two classes, one for conventional tow (50 metres) and one for bungee. More details will surface later, but the dates will be from 17th Sept to 15th October. If numbers are low, Lulus may become a "class" within a more popular glider event.

With regard to postals, I shall require that the timekeeper be a paid-up member of a recognised club. Oh, and I should have mentioned that, unlike other contests I am planning, postals are open only to SAM 1066 and SAM 35 members worldwide.

The idea of **Area Postals** may appear a new innovation, but there is very little that is original. Once again the intention is that flyers can come together in competition without having to travel too far. Most people are familiar with their nearest Area Free Flight venue, and if not, the information should be available from Chacksfield House. Some folk have found the idea of attending an Area event on a remote airfield location to be initially daunting, but the fact is that sports flyers are always welcome, and once one becomes acquainted with the access arrangements (if any) a good day's flying among like-minded enthusiasts will follow. Normally the "sports flying" fee for use of the field is £5, but I understand that some areas don't charge. So, what do we do? Well, you will notice on the 2017 SAM Calendar that I have allowed two dates for each "Area Postal" event. That's because some Sundays can simply be wiped out by bad weather, and also because many of us have other calls upon our time. So, choosing which day to fly on, with due regard to weather forecasts, is all part of the event.

I am hoping that these will become major events on the F/F calendar, and will make alterations in future based on experience, as necessary.

For 2017 they are: The "March Wynde." 5/3 and 26/3. This is for Lightweight Rubber (SAM Rules, of course.) There will be a class for best Senator, also for "Anything But a Senator." Also runner up prizes depending upon the number of entries. Send me £3 and contact details, and I will forward a scorecard, as for the postals.

Later in the year will be the "Summervlide" (25/6 and 16/7) for under 50" gliders, both Classic and Vintage. Line length to be announced, but taking into account the general condition of most of us, and the likely length of grass on some airfields, it is likely to be 50 metres.

Finally, the "Autumn Trophy." This will be just for the contemporary P30 class, which has become very popular. Although not a Vintage category, I suspect that a lot of us have one of these in our hangar.

If that is not enough, we also have to consider the **F/F Nationals**, and current planning is assuming that Barkston Heath will be available.

The Vintage Wakefield classes, 4oz. And 8oz. have recently been run from the FFTC van, and I see no reason to change that. I shall be busy enough on the Monday, when we will run 36" Hi-Start Glider to Peterborough Rules (ie, shared towline attended by a club member) to three flights if breezy or five flights if calm(ish).

Also once again the popular Under 25" Vintage Rubber, with a class for non-Vintage designs as well. The only new addition at the Nats will be for Biplane Precision (see below.)

At Old Warden, two contests on May 14th: Frog Senior Duration in two classes, one for low wingers one for high, and the new event, Biplane Precision for both rubber and power. Rules are on the SAM 35 website, but I must mention that there are limitations to the size and weight for power jobs at Old Warden, which must be respected. (That does not apply to Barkston, so it would be possible to fly a power biplane in the Bowden contest and, if it should survive, in our precision event on the following day.)

At the Scale weekend on the Sunday 23/7, The Masefield Trophy will take place again, alongside the revived Earl Stahl Trophy, for which the original trophies will be offered for high wing, low wing and concours. (rules, as before, on SAM 35 website.)

In September, the "Rubber Bowden" which proved a great success on its first outing will take place again, with classes for high wing and low wing/biplane cabin models.

Any mention of proposed events for a **SAM Gala at the National Centre at Buckminster Lodge** had better wait until another time, but readers can be sure that I am keeping well in touch with developments.

So the future of Free Flight, for the categories with which we are mostly involved, is healthy and positive. Combined with the 1066 calendar of events, there will be plenty of action in the coming year. All it now needs is numbers of flyers to take part. Bring along newcomers, if you can find any, as our events should provide an ideal introduction to the pursuit (as I prefer to call it) of Free Flight models.

It only remains for you, the members, to take advantage of what is on offer, so here's to reasonable weather and a good turnout in 2017.

Any queries: John Ashmole 164, High Road, Weston, Spalding, Lincs. PE12 6JU

Tel: 01406 370188

Email: editor@peterboroughmfc.org

John Ashmole (SAM35 FF Sec.)

Tuesday December 13th (note the date) Rachel and I were off down to Filton, Bristol to fly in what was most likely the last meeting in the huge Brabazon Hanger.



A wonderful painting of the hanger in its heyday - by David Shepherd

Our previous trip down to Filton was for the Indoor Nationals, it took us 9 hours due to a traumatic breakdown on the M5. This time we cut the time down to 7 hours as, although we broke down again, the replacement turbo hose only took a few minutes to fit but the AA man took quite a while to locate the fault and a 2 hour trip to Gloucester to get the replacement. It's a good job we are not likely to go again, we seem fated. The hangers have been sold and the museum is being relocated so it looks like bang goes another good indoor flying site.

Wednesday morning we were up with the lark and after a quick breakfast in our hotel room we were soon on our way to the hanger. There were a good number of flyers in attendance and soon models were flitting about.

Performances were not outstanding as it was bitterly cold in the hanger, I had my coat buttoned up to the neck and a cap on my head all day. There was some respite as we had use of the heated crew room where boiling water was on tap for tea brewing, this was a life saver.



I fiddle with my F1M

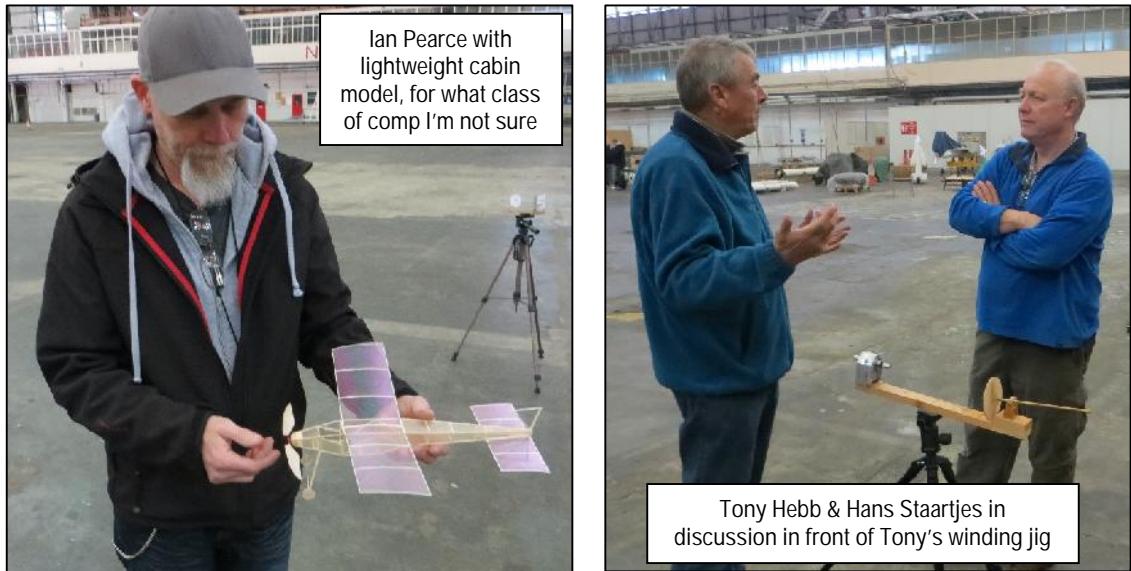


Tony Hebb checks his F1D model alignment



Peter Inge assembles an EZB

A few days earlier the doors of the hanger had been partially opened to let in some lorries to move some of the museums artefacts and the draft of air had dislodged 5 models that had been stuck up in the roof girders on previous visits. One was Tony Hebbs another belonged to an acquaintance of, I think, Ian Pearce. Anybody else lost one? contact Tony.



For those not in the know, the winding jig for serious F1D flyers is tripod mounted in order that the jig containing the wound motor can be carried with the model to the launch point and the motor installed on the model at the very last minute before launching. On serious competition flights there is often a flat motor breakage shield also attached until the very last second before launch, when it is dropped away.

I flew a few different models to no great effect, best time was 5-48 with one of my lightweight Gymminie Crickets, air was too cold.

John Andrews

Indoor Model Flying Event

Sunday 22nd Jan 1300-1500

Plas Ffrancon Leisure Centre,
Ffordd Newydd Coetmor,
Bethesda
Gwynedd
LL57 3DT



Come and have a go at flying little planes. Rubber powered, gliders or even small radio models (<100g).

You can borrow a plane or I can point you towards kits for you to build yourselves.

Contact Martin Pike for details.
martin.pike.xray@btinternet.com
Tel: - 07831 141418

<http://www.midairmodels.co.uk/midair-models-aircraft.html>

<https://bmfa.org/Info/Education/Education-Kits>



Martin Pike

Impington Village College - Cambridge

Indoor flying on 19th March 2017 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:

- **A Peanut** event using a simplification of the usual international rules
Maximum size of model either 13" span or 9" length excluding propeller
A GA drawing, photograph or any other proof that the actual aircraft existed.
A single judge for all entrants to award up to 30 scale points.
Any number of flights with a 10 second bonus for ROG.
Total of best two flights plus scale points to decide final score
- The usual duration event for **Bostonian** models. 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. Total score from best 3 flights
- For both competitions get your flights timed and reported to control. As many attempts as you like. Awards in each event for overall winner and best junior (under 18). Bostonians to be weighed. No builder of the model requirement in any competition. Build one for your wife (or husband), child or grandchild who just has to wind and launch.
- We will also feature the racing car event as usual. **Numbers have been dropping so if you have enjoyed it in the past make sure that you build one for this time, or even better build two and get someone else to race the other one!** This is a fun event for rubber powered cars. We vary the distance to be covered, number of heats etc depending on the entrants on the day! Ring or email below for any further information and for plans of suitable vehicles.

Exhibition

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

Seminar

The seminar will be a discussion with **Richard Crossley**, well known designer, builder and Scale contest winner. We will have some pre-prepared questions but we hope that the audience will come with some topics they would like to see covered. Chris Strachan will act as mediator! Please let him know what you would like to ask either at the email address below or on the day.

Round the Pole and Small Radio Models

David and Will Beavor will be bringing their equipment, using 4605 connectors at the model, available from The RTP Hut (www.thertphut.co.uk) who have taken over the Ballards RTP business which no longer exists.. As usual RTP 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 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 CB24 9LX

Leave A14 at the first junction East of M11 J14, signed Cambridge B1049. At the roundabout take B1049 to North signed Cottenham, Histon. In $\frac{3}{4}$ 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.



Northwich Swapmeet
19TH February 2017

***WE ARE BACK! ***

THE BIGGEST AND THE BEST IN THE NORTHWEST!!
Returning to where it all started

**NORTHWICH MEMORIAL COURT, Chesterway Northwich
CW9 5QJ**

For Information contact
Wayne and Ruth Howman
01565 631190

www.northwichswapmeet.co.uk

Entrance fee only £2.50 per person!

Pre booking essential at £12 per first table, (with two free entry passes) and £6 for each additional table.

Tables £12 on the day with no free passes

Please contact us for information
For booking forms see the website or call us

Please enclose a SSAE for the return of your documents.

Model Aircraft related items ONLY please!

5 miles from the M6 Jn 19 for easy access, free parking places right outside!
Full disabled access all on one level and all tables in one hall only.

REMEMBER – BOOK EARLY AND TELL ALL YOUR FRIENDS ABOUT THIS EVENT

We invite you at

15. EUROPEAN SAM RC CHAMPIONSHIP
18.6 – 23.6. 2017

SLOVAKIA – Airport NITRA

<http://www.airportnitra.sk/en/index.html>

Yet see, where is the airfield located:

[https://www.google.com/maps/place/Nitra+Airport+\(ZNI\)/@48.2797989,18.1320275,1698m/data=!3m1!1e3!4m5!3m4!1s0x0:0x1cf9554eca45104!8m2!3d48.2802353!4d18.1331277](https://www.google.com/maps/place/Nitra+Airport+(ZNI)/@48.2797989,18.1320275,1698m/data=!3m1!1e3!4m5!3m4!1s0x0:0x1cf9554eca45104!8m2!3d48.2802353!4d18.1331277)

...bulletin coming soon !!!

We are looking forward to meet You in Nitra.

SAM SLOVAK REPUBLIC, chapter 119
Fero Swiety president
Tel.: 00421 905 339 894
e-mail: fero@swiety.sk



L'AQUILONE SAM 2001
TOMBOY RALLY INTERNATIONAL POSTAL CONTEST

01/06/2016 to 31/05/2017

We wish to present this competition to all the lovers of this nice model with the only aim of having fun in a postal contest which is organized to provide some fun flying together or at the same time as are all postal contests. The Tomboy Rally wants to prove the performance of this model alongwith the ability of the builder and pilot, without reaching the peak agonism of usual contests and only wishing to fly the model having fun in a relaxed manner. After having carried out some tests we have decided to admit the use of i.c. engines and electric motors trying to reduce the gap between them.

Model

The 36" or 44" wing span (as per plan Aeromodeller) and 48" (as per Boddington plan or 36 " scaledup) 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 fitted the blades must be held open with a rubber band;

Battery: 450 Mah 2 cell LiPo - separate battery pack for Rx is allowed

48" WINGSPAN

I.C. Engines:

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

Electric Motors:

Any electric motor is admitted with direct drive

The 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 fitted the blades must be held open with a rubber band;

Battery: 500 Mah 3 cell LiPo - separate battery pack for Rx is allowed

Flights and results

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

Awards :

A diploma for all competitors and prizes for the first three in each version rank.

Special prize for best flight in float version.

Results

Results, address, photos and technical specification about model must be forwarded to the Organization within the 15th June 2017 to Curzio Santoni (cusanton@tin.it) or to Gianfranco Lusso (gfl@orange.fr). Many pleasant flights and happy landings to ALL !!!

SPECIAL PRIZE VIC SMEED

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

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 an R/C Tomboy, however, being this a free-flight contest, the time must be stopped when transmitter is used, since the aircraft model should fly freely from any control from the ground.

Good thermals

Southern Coupe League
Fixtures 2017

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

Contact Peter Hall: email; phall789@btinternet.com

FLITEHOOK

Indoor Free Flight Meeting
West Totton Centre,
Hazel Farm Road,
Totton, Southampton.
SO40 8WU

Café on Site

Contact Flitehook
E-mail flitehook@talktalk.net
Tel. No. 02380 861541

Flyers £6, Spectators £2

Sundays 10.00a.m. to 4.00p.m.
2nd October 2016
6th November 2016
4th December 2016

CANCELLED

**2017
Sundays**

8 th January 2017	9.00a.m. to 1.00p.m.
12 th February 2017	10.00a.m. to 4.00p.m.
12 th March 2017	10.00a.m. to 4.00p.m.
9 th April 2017	10.00a.m. to 4.00p.m.

Bloxwich Indoor Flyers

Free Flight & lightweight RC
Sneyd Community School

**Vernon Way, Sneyd Lane,
Bloxwich, WS3 2PA**

Saturdays 2pm until 5pm
Flyers - £8 Spectators £2

Jan 28th – Feb 25th – Mar 25th – Apr 22nd

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

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 14th - Feb 11th – Mar 11th
Apr 8th – May 13th**

Admission - Flyers £5.50 - Spectators £2.00

Ultra-light R/C models may be flown for the first 5mins 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

BMFA South West

Indoor Flying

Cornwall Vintage Aeromodellers
at

Saints Health and Fitness Ctr.
St Austell Rugby Club
Tregorrick Park, St Austell
Cornwall, PL26 7AG

Sundays 1200 to 1600

2016

Sep 25th - Oct 23rd - Nov 20th - Dec 11th

2017

Jan 22nd - Feb 19th - Mar 19th

Mainly free flight

some micro R/C (fixed wing & helicopters)

Admission: Flyers £7 Spectators £1

Contacts:

Cornwall - David Powis on 01579 362951

dave_powis@hotmail.com

Devon - Roger Bellamy on 01752 257826

randmbellamy@gmail.com

IMPINGTON INDOOR MEETING

Sunday March 19th 2017

**at Impington Village College
Cambridge CB24 9LX.**

9.00am to 5.00pm. £6.00

Fly indoors all day.

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

Competitions for peanuts (with light scale judging – minimal documentation) and Bostonians.

Seminar “A conversation with Richard Crossley”

Also the last rubber powered car race (unless we get 4 or more).

Contact Chris Strachan Tel:- 01223 860498 for flyer with details or see at
www.impmac.co.uk



INDOOR MODEL FLYING

2017

ALL TUESDAYS

24TH JANUARY

28TH FEBRUARY

28TH MARCH

7pm to 10pm

ALLEDALE CENTRE

HANHAM RD. WIMBORNE BH21 1AS

FREE CAR PARKING IN PUBLIC CAR PARK IN ALLEDALE RD

FREE FLIGHT ONLY

COMPETITIONS: GYMINNIE CRICKET & SERENE LEAGUES

ALL FLYERS MUST HAVE BMFA INSURANCE

FLITEHOOK NORMALLY IN ATTENDANCE

Adult Flyers £5 Spectators £1.50

CONTACTS: John Taylor Tel. No. 01202 232206

Aubrey Bugden e-mail bugden863@btinternet.com

THE 2016 FREE FLIGHT FORUM REPORT

HOT OFF THE PRESS

The new 2016 BMFA Free-Flight Forum Report, the thirty-second, has just been published. Each year we try to provide a mix of information on as wide a range as possible of free-flight, and the following contents list shows what this year's Report covers.

- Indoor Scale Free Flight Gliders - Andy Sephton;
- Juniors in Free Flight - Mark Gibbs;
- Carbon Fibre for Aeromodellers - Mick Lester;
- Making & Testing F1B Rubber Motors - Peter Brown;
- Computations at Low Reynolds Number and a New Aerofoil for F1G (Coupe) Models - Alan Brocklehurst;
- Carbon Fibre Covered Prop Blades from Simple Tooling - Phil Ball;
- Weather Forecasts - How Good Are They and How to Interpret Them - Mark Gibbs;
- Capitalising on Low Drag Aerofoils and All That - Alan Brocklehurst;
- Basic Propeller Theory - Andy Sephton;
- Methanol to Lithium - Peter Watson;
- Dave Greaves 1942-2016 - An Appreciation, + plans and features on Adam Beales's Nats winning Open Rubber model,
- Ray Elliott's E-36 Satellite,
- Mark Benns's F1D indoor model and
- Trevor Grey's E-36.



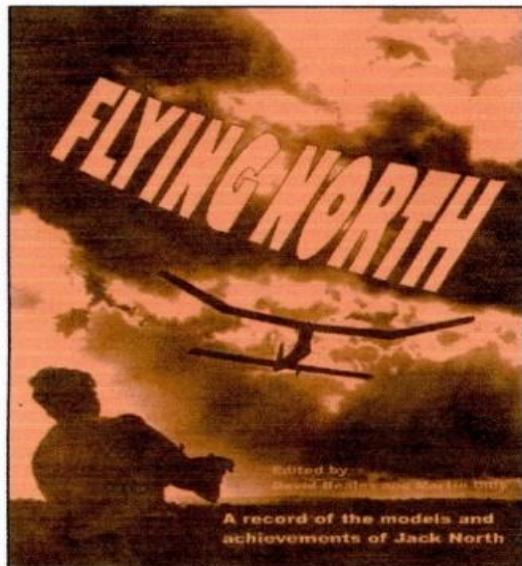
**The UK price is £12.00 including postage;
to Europe it's £15 and everywhere else £17.**

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 0QW

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



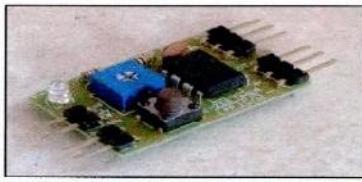
Flying North is a 163 page book covering the model flying career of Jack North, and including 23 previously un-published plans of his aircraft. Access to Jack's drawings and notes dating back to 1938 means that there are a number of designs in the book likely to be tempting to the nostalgia-minded.

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

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

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

E-Zee Timers



E-ZEE FF Combined Electric Motor Power and Servo Operated DT Timer Type EFF 1
Cost £15.00 + p & p

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

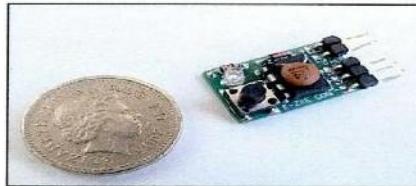
- motor run duration:-adjustable 1 to 30 seconds, set in 1 second increments
- d/t duration:-adjustable 10 seconds to 5 minutes, set in 10 second increments
- motor power:-adjustable at all times from zero to full throttle (by potentiometer)
- push button immediately stops the motor at any point during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

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

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

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

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



- d/t duration:-adjustable 10 seconds to 5 minutes, set in 10 second increments
- push button immediately cancels the flight at any time
- duration settings are saved in memory a single button push serves to repeat a flight.

Length 22mm Width 13mm Height 11mm Weight 2gm

Timers are supplied with a comprehensive instruction manual and users guide

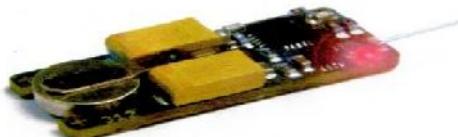
E-Zee Timers have been designed and are manufactured in the UK
Exclusively available from

Dens Model Supplies

On Line shop at www.densmodelsupplies.co.uk
Or phone Den on 01983 294182 for traditional service

BUGS

Free Flight Model Tracker



£50.00 - each including 6 batteries

Ready to use radio tracker

Suitable for most handheld receivers

Powered by one 312 ZincAir hearing aid battery
27mm long, 11mm wide, 5mm thick 3 grams
including battery

Run time around 10 days

Red LED flashes when transmitting

Available in any frequency from 140MHz to 980MHz

Supplied in protective heatshrink

Very quick delivery, often next day

On sale at

http://www.leobodnar.com/shop/index.php?products_id=217
or contact Peter Brown 07871 459291 for options

Michael Woodhouse

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

Plans of models designed by Geoff Lefever

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

DBHL Plan Service

The rules for obtaining plans.

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

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

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

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

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

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

This service is provided at no charge.

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

VINTAGE COUPE PLANS.

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

John Ashmole SAM35 FF sec Free Flight Calendar for 2017

Postal contests:

29th Apr to 28th May.....Under 25" Vintage Rubber.
17th Sep to 15th OctLulu Glider (Two classes, towline and Hi Start)

Area Postals:

5th Mar (2nd Area) and 26th Mar (3rd Area)
"March Wynde" for lightweight Rubber (Two classes)
25th Jun (5th Area) and 16th Jul (6th Area)
"Summerglide" for under 50" Classic and Vintage Gliders

17th Sept (7th Area) and 15th Oct (8th Area)
"Autumn Trophy" for P30

At the Free Flight Nationals:

Sunday 28th May.....Wakefield, 4oz. And 8oz. (Administered by FFTC.)
Monday 29th May.....36" Hi Start Glider.....Under 25" Vintage Rubber
Biplane precision (two classes. Rubber and i.c.)

At Old Warden:

Sunday May 14^t.....Frog Senior Duration (Two classes)
and Biplane Precision (Two classes)
Sunday 23rd Jul.....Masefield Trophy for Rubber Scale
and Earl Stahl Trophies
Sunday* 24th Sept.....Rubber Bowden (Two classes)

Provisional Events Calendar 2017

With competitions for Vintage and/or Classic models

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

Please check before travelling to any of these events.

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

For up-to-date details of SAM 1066 events at 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.org
Flitehook, John & Pauline	-	www.flitehook.net
Mike Woodhouse	-	www.freeflightsupplies.co.uk
GAD	-	www.greenairdesigns.com
BMFA Free Flight Technical Committee	-	www.freeflightUK.org
BMFA	-	www.BMFA.org
BMFA Southern Area	-	www.southerarea.hampshire.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.vintagemodelearplane.com
David Lloyd-Jones	-	www.magazinesandbooks.co.uk
Belair Kits	-	www.belairkits.com
Wessex Aeromodellers	-	www.wessexam1.co.uk
US SAM website	-	www.antiquemodele.org
Peterborough MFC	-	www.peterboroughmfc.org
Outerzone -free plans	-	www.outerzone.co.uk
Vintage Radio Control	-	http://www.norcim-rc.club
Model Flying New Zealand	-	http://www.modelflyingnz.org

Are You Getting Yours? - Membership Secretary

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

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

To get back on track, email membership@sam1066.org to let us know your new cyber address (snailmail address too, if that's changed as well).

P.S.

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

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

Happy New Year

From Your editor John Andrews