NEW Clarion

SAM 1066 Newsletter

Happy New Year

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Editorial

Welcome to 2020 and a happy new year to all and sundry. It's hoped for more decent flying weather than we experienced in 2019. If the Coupe de Brum was an indication of conditions to come then we may well have a better season as that event was blessed with eminently flyable conditions even if it was a little on the parky side temperature wise.

It's indoors now until next March for me, a couple of meetings a month keeps me in an aeromodelling mind set and even prompts me to build. Having said that, indoor models can be thrown together in no time flat, at least that's the way I do it. If you want the best from indoor flying then, as always, wood selection is desirable and this takes possibly more time than the building. Indoor duration models down at the 3 to 4 gram dry weight level are very satisfying to fly with 4min flights easily achieved and I would recommend any free-flighter who has not given it a go to seriously give it a whirl.

As we get older and less able to give chase outdoors, a little indoor flying keeps us going. My level of fitness is such that I can only wind'em up and chuck'em outdoors, I rely on the wife Rachel to do the retrieving, (says I blowing her a big kiss as she sits alongside me at her own computer genealogying). She does have the electric bike now and whilst Barkston is available to us we should last a little longer. I might even fetch one or two back myself.

Speaking of indoor meetings, as there is little to report from outdoor activities, I would really appreciate some sort of reports on your various indoor meetings as a bit of respite from all my own activities. Just a few pictures with comment will make quite a change, you may think your meetings are uninteresting but be assured other folk are pleased with a bit of variety.

Being the final outdoor competition of 2019, the Coupe De Brum features heavily in this new year's edition of the NC, with three separate reports: my own; the organiser's Gavin Manion; Peter Halls comments and the current league table standings from Roy Vaughn.

Dick Twomey has unearthed another aviation milestone and reports on an interesting around the world record comfortably besting the 80 days journey of the Jules Verne's famous Phileas Fogg.

I'm still working my way through Pylonius's Topical twists, I think you need to be modellers of a certain era to recall events of the day to make sense of some of his stuff. There are a lot of us about but we're are fading fast I fear.

Nick Peppiatt takes a break from CO2 motors to write about some of the intricacies of indoor scale modelling, canopy modelling in particular. I myself cannot imagine how the scale modeller can achieve such detail, my unsteady hands would never be able build such models as those depicted in Nicks article. It's a good job my interest in full size aircraft is only slight and the idea of building a scale model never crosses my mind. I had a plastic kit for a Lancaster this xmas, lord knows how many pieces to glue together. Whether it gets built at all is open to debate.

The 'Cagnarata' type of competition is getting some support and a few thoughts on the handicap method and calculation of multipliers would be more than welcome.

We have the regulars, Roy Tiller still wading through the Mecanno Magazine and Our secretary Roger Newman's monthly report together with model plans from the archive to wrap up this edition.

Editor.

Coupe De Brum - John Andrews

North Luffenham December 1st. the event had a particularly good turnout, the weather being good for flying with a gentle breeze. The only drawback being that it was bitterly cold and even though your scribe was in long johns and thermal vested, he chickened out and spent most of the day in the car. I was still suffering from a back strain and did not want to get chilled.

C/D Kris was doing her Best (pun intended) to feed the competitors to fight off hyperthermia with Xmas cake , biscuits, sweets etc. Flying activity was steady all day, here are a few pictures of the more hardy contestants.


34457


ROVER


GORE-TEX

Above is an exercise in the art of competition flying come what may. Dusan Jiricny's (ex Czech Republic) model broken in two at some stage was ingeniously repaired and non-cosmetic maybe it was, but it soldiered on to complete its flights and the competitor declared that performance did not seem to suffer.

Note: Peter Hall reckons the F1G contest is a thermal sniffing exercise anyway.

Left, Gavin Manion helps himself to a little more sustenance after handing over one of his flight times.

All in all it was a good flying day and a fitting end to a season of indifferent meeting conditions.

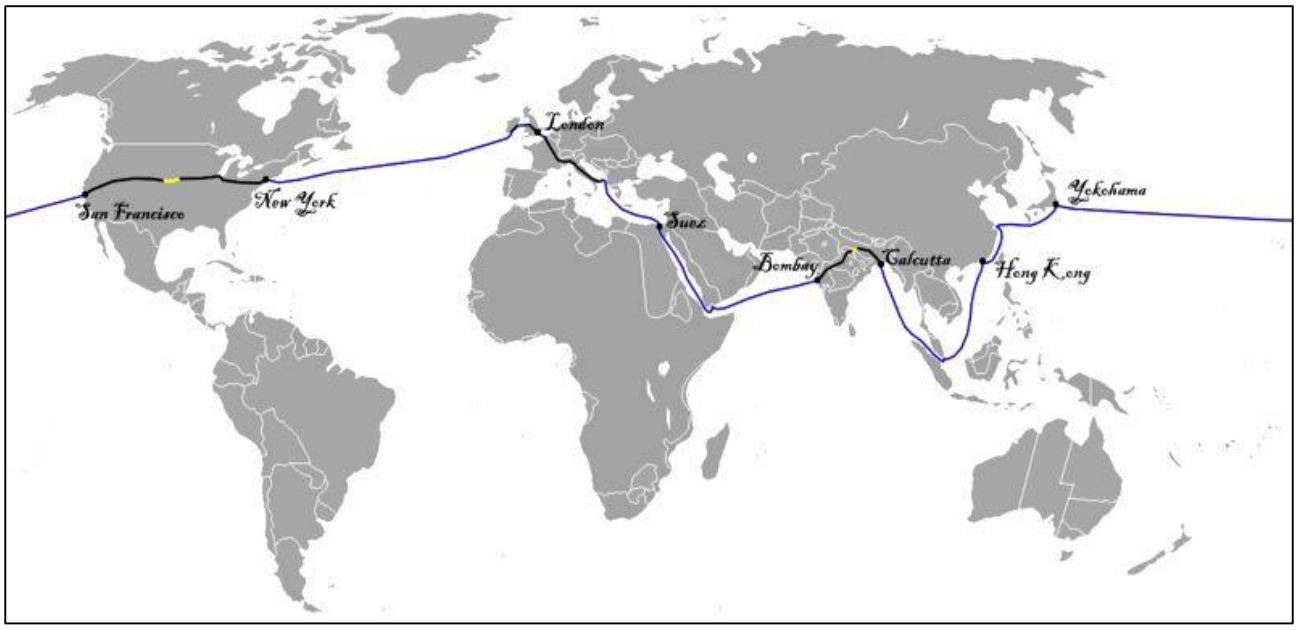
I do not have the results in hand at the time of writing but they will probably follow in another report.

John Andrews

Around the World in 80 Days - Dick Twomey

Jules Verne's "Around the World in Eighty Days" : Or is it now two days?

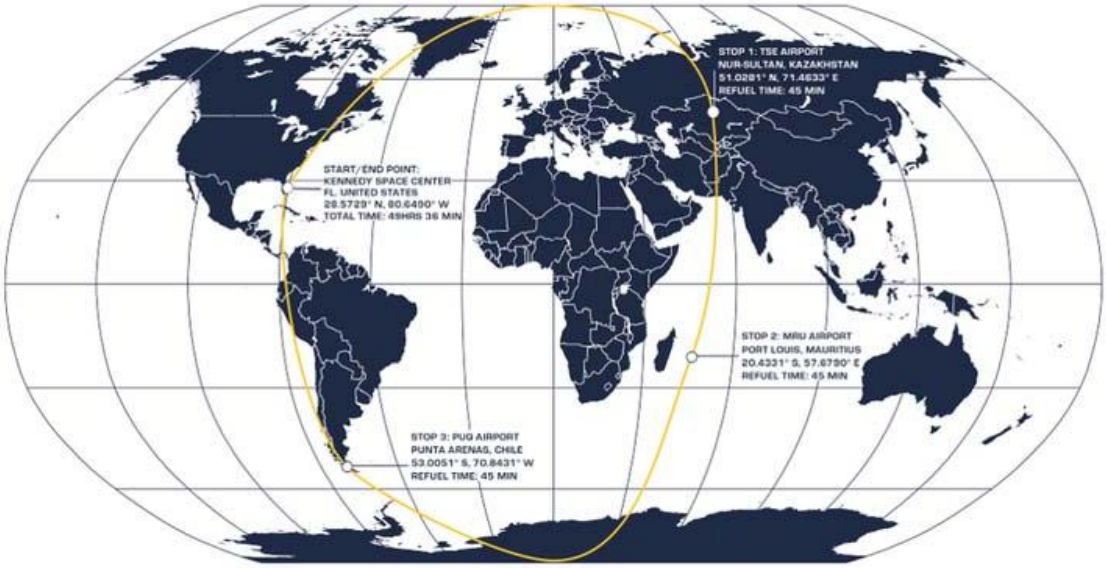
Many readers will recall this famous story by Jules Verne which was set in the year 1872, in an era when the fastest travel medium was the railway. In this tale, rich Englishman Phileas Fogg bets his fortune with other members of the London Reform Club on hearing that a new trans-India section of the railway had been completed, using all his knowledge of the technology of the day. With his valet, Jean Passepartout, our precise and calculating hero sets out on 2nd October of that year, convinced that he can be back at the starting point in London by 21st December, 80 days later. The map of this journey -- with Phileas Fogg heading always in an easterly direction -- is interesting, the chosen route crossing Europe and the Mediterranean, around the southern tip of Arabia, across India and SE Asia; from there taking a boat trip across the Pacific to San Francisco, thence across the USA and the Atlantic, finally reaching England by way of Ireland and arriving back at the starting point in the nick of time!



This was a great story, probably Jules Verne's best, and challenging enough to spur several real live people to emulate the adventure. In 1889 Nelly Bly, working with the 'New York World' newspaper completed her round-the-world trip in 72 days… and went on to write a book about it. In 1903 the record time was cut to 55 days, and again to 44 in 1928, this time by a Danish schoolboy who took the Trans-Siberian railway. In 2017 a British cyclist named Mark Beaumont took up the challenge, completing the world-spanning trip in 78 days, 14 hours and 40 minutes. I bet his legs were tired!

NOW TO 2019: It's all a bit different when you fly, and our special interest is that the island of Mauritius was fully involved in the latest achievement, when between 9 and 11 July this year the fastest time around the globe (over the Poles rather that heading east or west) was brought down to 46 hours and 40 minutes. The record-breaking international team, flying a long-range Mach 0.9 Gulfstream business jet, had more high-tech support than Phileas Fogg could ever have dreamed of. In fact it was said at the celebration event for a new Guinness Book Record that "We could not have done this without the great support of Qatar Airways, NASA and many others". Technology changes everything, in this case providing an aircraft with 'long legs', so that only 3 intermediate refuelling stops were required to encircle the globe.

After taking off from the USA's Kennedy Space Centre the flight's first stop was at Nursultan in Kazakhstan, followed by Mauritius; and then Puenta Arenas in Chile. From there home to Kennedy once again.



If you were at Mauritius' SSR International Airport in early July you would have felt the 'buzz', and perhaps even seen the Gulfstream crew bringing in their aircraft for a quick turnaround. During this short pause only one of the people on board stepped out to sample our island, and this was Russian Colonel Gennady Padalka who had hitched a ride from Kazakhstan! The rest of the working crew and passengers continued punctually on their way, leaving the "OMO – One More Orbit" adventure to be reported in our newspapers over the next days. If you would like to learn more of this story, try browsing QatarNews on the internet. There are photos taken over the North and South Poles, with more detailed reports. The photo opportunities are reported as having been fantastic, and we hear that a film documentary of the whole event will be released later.

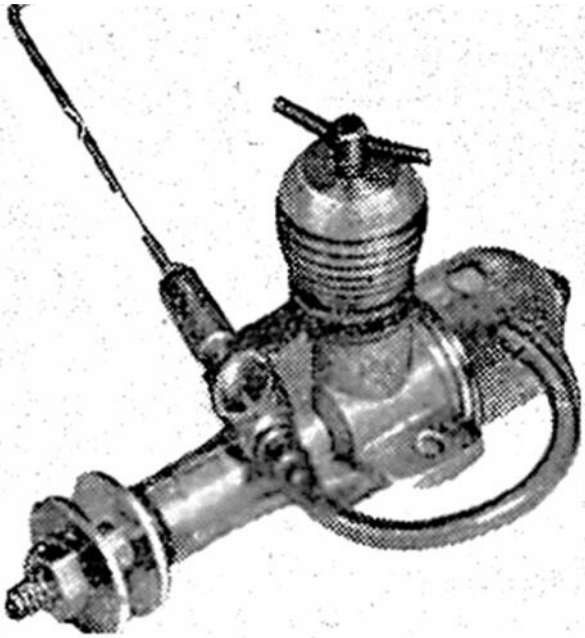
Meanwhile to crew members Hamish Harding (GB), Terry Virts (USA), Magdalena Starowicz (Poland), and Jannicke Mikkelson (Norway) and their support teams, we say "Thank you" for sharing a rare adventure which had been deliberately timed to add to the 50th Anniversary Celebrations of the first human footsteps on the Moon back in July 1969.

Jules Verne's wonderful imaginings have been well and truly updated!

Dick Twomey

ALLBON BAMBI .15 c.c.

Manufacturers.
Davies Charlton Ltd., 13 Rainhall Rd., Barnoldswick, via Colne, Lancs.



Retail Price. £5/8/11.
Displacement. 0.150 c.c. (.009 cu. in.).
Power Rating. .05 B.H.P. per c.c.
Bore. 7/32 in. **Stroke.** 1/4 in.
Bore/Stroke Ratio. 7 in.
Bare Weight. 3/4 oz. (less propeller, including tank and fuel line).
Mounting. Beam (3/4 inch centres; 8 B.A.).

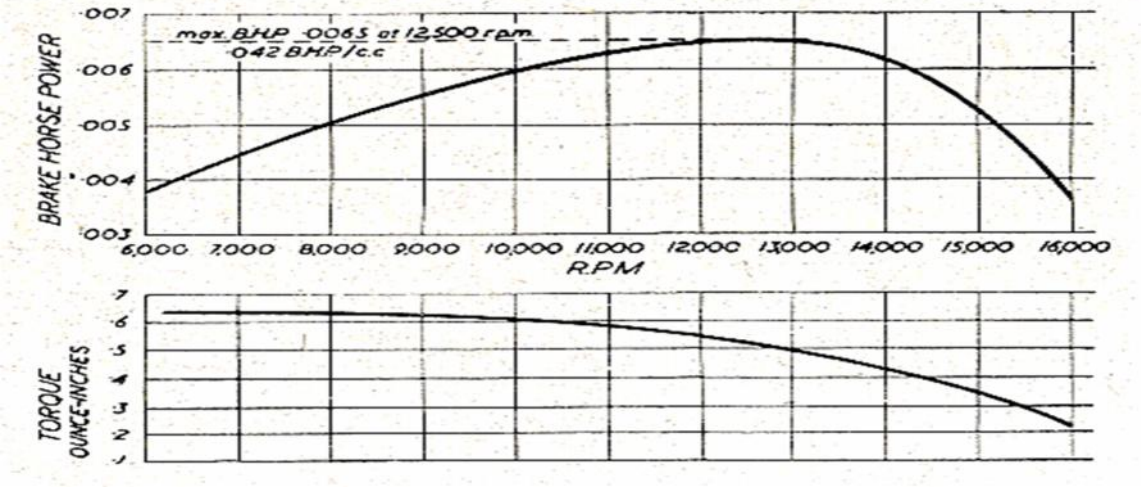
Material Specification

Crankcase. LAC 112A.
Crankcase Bearing. Pla n.
Cylinder. Nickel chrome steel.
Cylinder Jacket (integral head). Duralumin.
Contra-piston. Nickel chrome steel.
Connecting Rod. Nickel chrome steel.

Propeller Test Data

Propeller Pitch	Dia.	R.P.M.
4	1 (wood)	14,500
4	(metal)*	10,000—12,000

* Pitch of metal propeller adjusted to give maximum thrust. On the basis of flight tests a metal propeller is recommended 4 in. diameter and 3/8 inch blade width. Adjust pitch by trial and error for best model performance. This setting will be fairly critical for maximum climb. Actual performance will vary with the size and weight of the model. A wing area of 50 sq. in. is recommended with a maximum total weight (including motor) of 2 ounces. Best climb will then probably be achieved with pitch adjusted to give a motor speed of about 10,000 r.p.m.
Fuel used in all tests: Davies Charlton diesel fuel.



Aeromodeller Annual 1954

Extracts from Model Aircraft May & June 1951

Taking a Liberty

A too ill-considered ban, imposed on model flying by a local government body, has been revoked by the Home Office:

"Now, members of t'council, as Mayor of this 'ere town ah've always believed in and stood oop for the freedom of the common man. Aye, 'live and let live,' that's been me motto. And I'm telling you straight, it coomes to soomething when a plain and bloont man like mysen can't impose a ban without intyferance from a lot of la-di-da stiffnecks in Goovernment.

"Now, as chairman of local football cloob, president of the cricket cloob, and treasurer of booling green, ah've no personal prejudice agin the flying of these 'ere model aircraft in park; it's that ah joost don't 'old with it, that's all. And when the common man 'asn't the freedom to ban wot 'e don't 'old with, then all ah can say is that coontry's cooming to a sorry pass."

News from Abroad

Wherever the ubiquitous art of aeromodelling is practiced, be it in the frozen wastes of the Arctic or the primitive heart of darkest Africa, the modeller must accept as his inevitable companion that most malignant and diabolical of persecutors: the small boy.

Small Boy: Massa, is you gone to let the big white bird fly?

Aerobod: Yes, if I'm not pestered by a plague of little black menaces. Why don't you run off and play hopscotch with a crocodile or something. . . . Blast this rubber motor—just won't go into the fuzz.

Small Boy: Why is you feeding big white bird with a snake, Massa ?

Aerobod: That is not a big white bird and this is not a ... Ouch !

Clerical Errors

Recent publicity has been focused on a "flight" of S. African Wakefields, which finished up elsewhere but their Finnish destination. Failure of these models to participate in the Wakefield event is alleged to be due to the dim-witted action of an airline clerk in misdirecting the precious cargo to quite another part of the globe.

Not that he is by any means the only clerical type to be held responsible for models failing to reach the Wakefield Finals. There is another, and more notorious one who has been blamed for the mis-routing, not of a few Wakefields, but whole squadrons—mostly on the short route to Australia via the tarmac.

I am referring, of course, to that senile old sinner known as the Clerk of the Weather.

That three new world be records have been claimed can taken as Red.

A Feteful Day

We hear the lament from home and abroad
That the Wakefield event, our premier award,
No longer enhances
The novice's chances
And poor Lady Luck has gone by the board.
*' It's too scientific, Dear Editor Sir,
With gadgets prolific and expense to incur,
And totally unfit
For the five shilling kit
And any odd thermal the fates might confer."
Such cries of dismay, now growing apace,
Bring nearer the day, that day we must face,
When world fame will invest
He who flies best
His fourpenny balloon in a novelty race

Pylonius

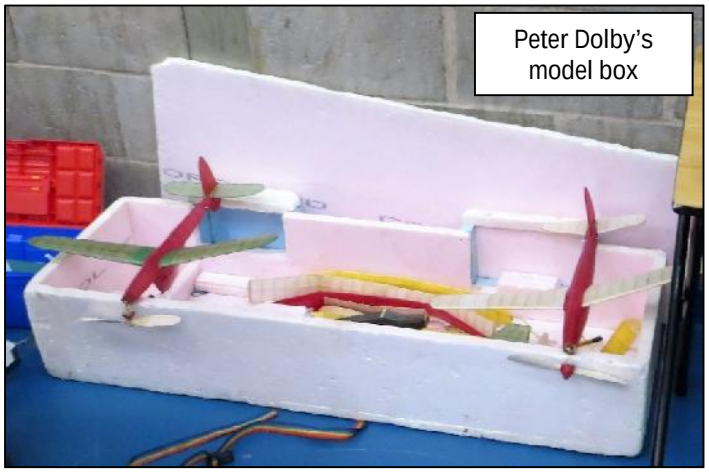
Sneyd Indoors - John Andrews

Saturday 7th December Rachel and I fizzed up the M6 in my new car (new to me that is) to Bloxwich and the Walsall Club's indoor meeting in the Sneyd sports centre. For the record, Alan Price runs the events and currently we get 3 hours flying for £8 and this just about keeps the meetings afloat.

On the right we have participants gazing aloft in awe as their balsa creations flit to and fro, dicing with the roof beams and lights. Several flights in excess of 5 minutes were recorded with versions of Pete Thompson's 'Easy Five' design.
Pete will supply kits and bits and bobs for construction to any interested parties.
That's Pete in the red T shirt.

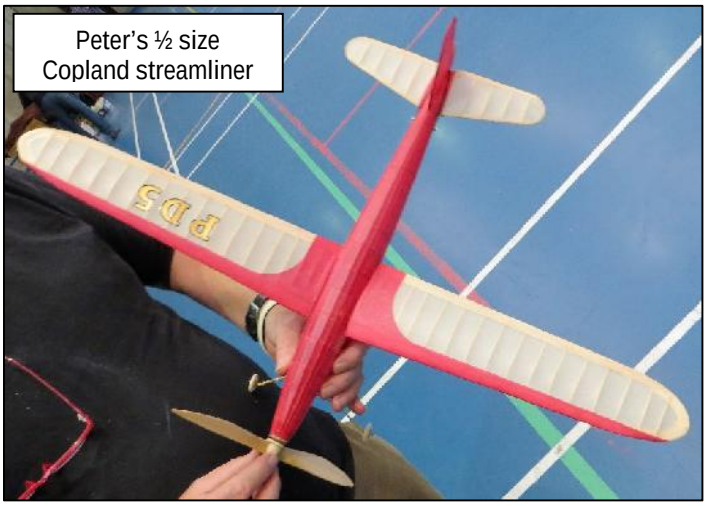
A couple of 'Easy Fives' on the Thompson model rack. Multi coloured hooks are for various flyers to keep their motors on to avoid confusion I believe.

Peter Dolby was back in harness, having been missing since the Nationals with health problems. We hoped his illness would not be compromised by the mince pies and sherry on offer.



Peter Dolby's model box

Free Xmas Fare


Peter's ½ size
Copland streamliner

Over on the right-hand side we have a picture of Graham Bryant with his new lightweight Gyminnie Cricket. Bryan has built the model as a replacement for his last lightweight which was re-kitted by a passing heavy-weight which whizzed by him destroying the previous lightweight in his hands. I observed Bryan making early test flights with the Cricket and it was flop stalling about. Quite often this is a symptom of insufficient power but can also be a CG problem. If more power does not do the trick then a blob of plasticine on the nose and a little more wing incidence can often be the cure. If this is the answer, then the wing needs moving rearward to complete the exercise.


'Big-un', Brabazon hanger 2016

For my own flying I had with me my 'Big-un,' as I call it, it's 55cm wingspan like a big LPP, and I had similar trouble when I attempted to fly it. The model wobbled about and stalled into floor in spite of my rubber section increases. Took me quite a few abortive attempts before I noticed that one of the prop blades had come loose in the hub tube and all pitch had gone. I fixed it but not all was well, it was still incidence sensitive so I moved the CG with a blob of plasticine. This proved to be the cure so I'll be moving the wing mounts rearward before next outing. The model is quite old and little used but looking back in my flight log there is no mention of difficulties, what's changed is anybody's guess. There is evidence on the motor stick of wing tube repositioning at some stage.

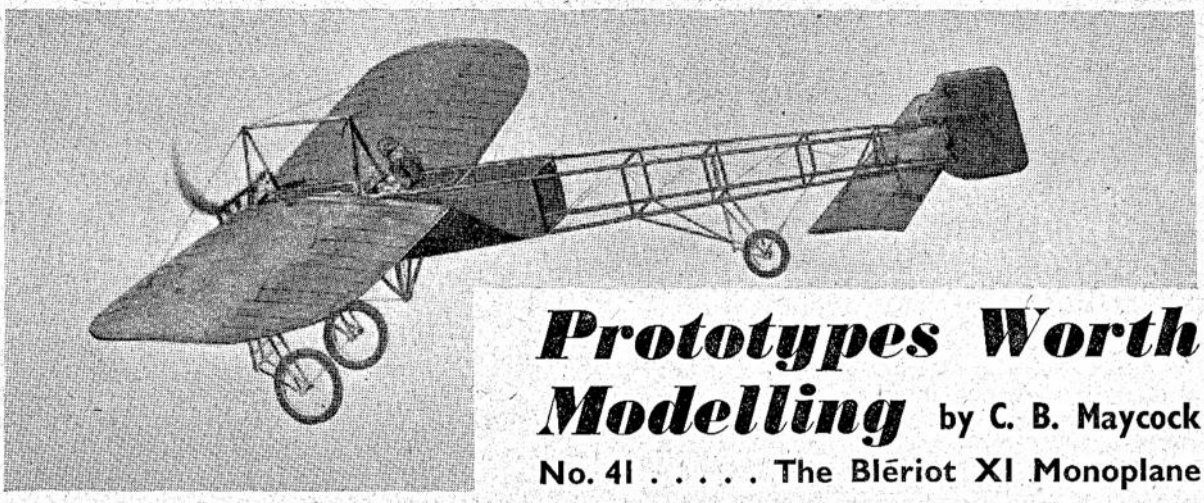
Once having spotted and solved the problems I was then in trouble with the rubber motor size which I had been upping for more power. The model, released on a reasonable number of turns, now went up like a rocket and spent the whole of its flight bouncing around the roof beams and lights. It had a charmed life and never hung up on anything.

An interesting day out.

John Andrews

The Cross Channel Bleriot XI - C B Maycock

Extract from Model Aircraft April 1954



Prototypes Worth Modelling

by C. B. Maycock

No. 41 . . . . . The Blériot XI Monoplane

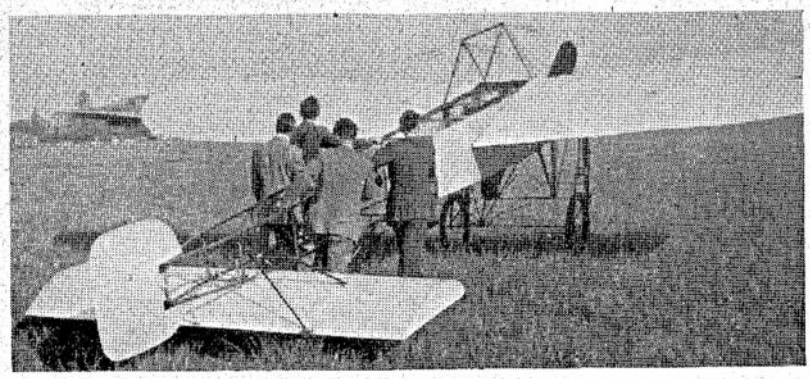
THE Blériot XI is perhaps the most famous of the early aeroplanes. If one consults contemporary records it is soon apparent that most record breaking flights of the day were captured on this machine and it was in a type XI that Louis Blériot flew the Channel in July, 1909. This historic occasion, when Great Britain ceased to be an island, stands out in the history of aviation. Blériot was by no means fit when he flew the Channel, having barely recovered from a crash in test flying a type XII (parasol monoplane) which was intended for Claude Grahame White at Pau. In fact he had to use crutches to get to his monoplane when he took off from Les Baraques for Dover. He made his landfall near Deal and turned west and flew along the coast until he sighted Dover castle landing on Northfall Meadow at 0520 hours on the 25th July. The actual spot can be seen today as the outline of his machine is laid in stone as a memorial of the event.

The engine fitted was a three cylinder 25 h.p. Anzani of 105 mm. bore and 105 mm. stroke, the design of a French motorcycle engineer. The Anzani was air-cooled and had automatic inlet valves. The angle between the cylinders was 120 deg. It drove a Chauvière propeller of 6 ft. 10 in. diameter.

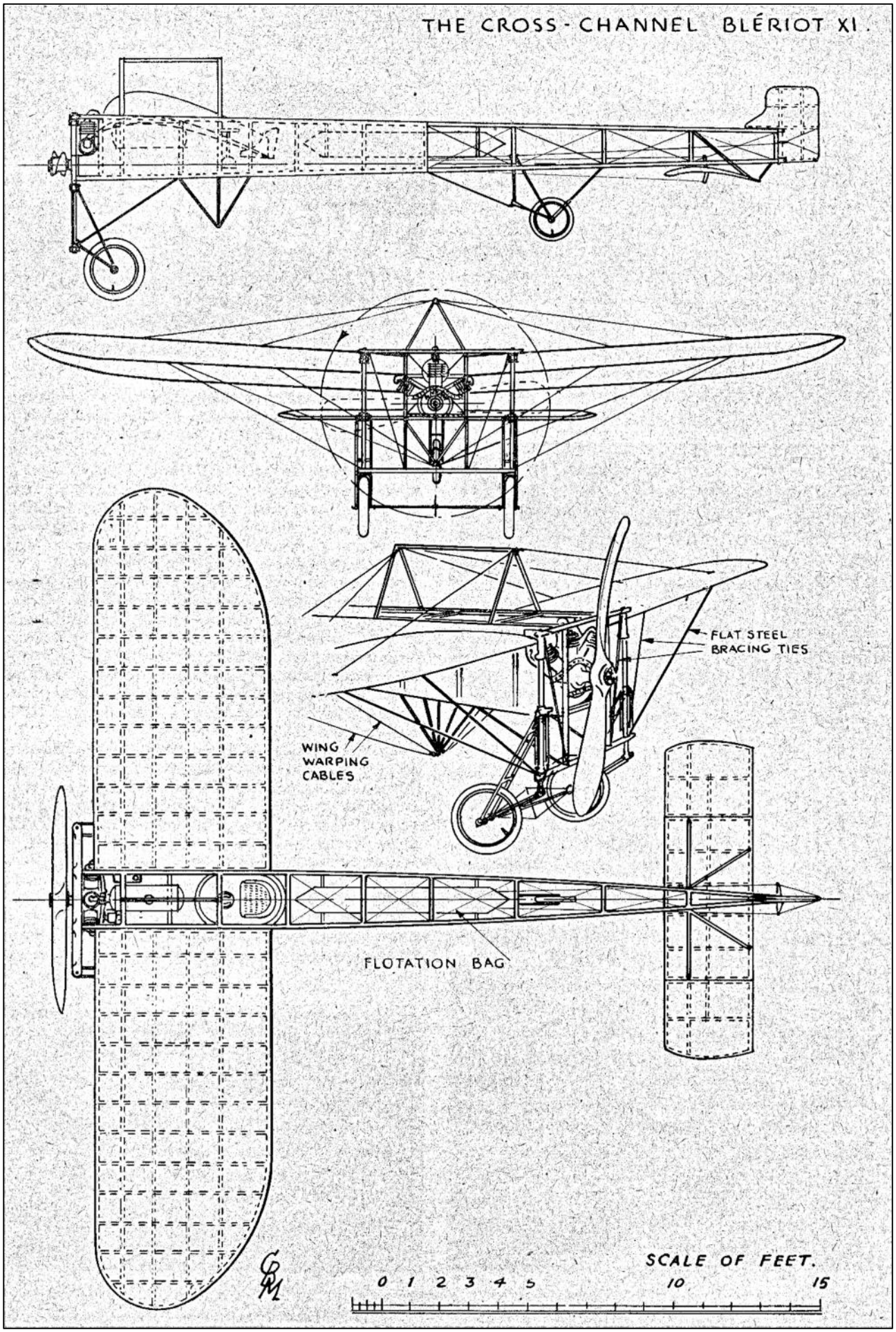
The monoplane Blériot flew is depicted in our three view drawing. The wings had pronounced camber and were braced with flat strips of steel, not cable. They were of two spar type, having twelve main ribs in each wing. Lateral control was by warping the trailing edge of the wings, the control cables running from the Blériot ball-and-socket principle control column up to the cabane above the fuselage and the pylon below. The fuselage was of the simplest construction, consisting of four ash longerons with spruce vertical and cross bracing struts. The fuselage was covered by canvas on the sides and bottom at the front half only. In the event of ditching a canvas cylindrical flotation bag was fitted behind the pilot. The whole structure was braced with piano wire. The tailplane had pendulum elevators at the tips which made the machine rather sensitive in the fore and aft control, and was abandoned in later marks in favour of the trailing edge elevator. The rudder was of the balanced pattern. There was no vertical fin. The undercarriage was ingenious in conception, having bicycle type wheels carried in sliding cradles attached to the main frame at the front of the machine. Springing was by strong elastic cords in tension. The wheels were allowed a certain amount of castoring action for cross wind landing and were kept equidistant by a light pivoted axle. The tail landing wheel was sprung in a similar manner and was held in track by a trailing yoke.

Regarding colours, all fabric surfaces were clear doped, longerons and struts clear varnished. The propeller was laminated alternate layers of mahogany and ash and highly French polished. The petrol tank was bright brass and the engine had bright steel cylinders with polished aluminium crankcase and engine bearers. These latter were copiously drilled for lightness. Undercarriage details black.

The main dimensions were as follows: Span 28 ft. 3 in., length 26 ft. 3 in., track 5 ft., diameter of main wheels 2 ft., tail wheel 1 ft. 6 in.



The heading illustration is from a drawing by the author. The photograph alongside was taken by the author at a recent air display and shows a preserved example that is still airworthy.



C B Maycock: Model Aircraft April 1954

Indoor isn't for Everyone Pt.34 - Nick Peppiatt

Tony Hansell's models

To welcome in the New Year, I am taking a break from the intricacies of CO_2 motors and presenting photos of some fine examples of the stick and tissue scale modeller's art.

1.5x enlarged rubber-powered Thunderbolt from Flying Scale Models of WWII. Designed by E.I.Coleman.

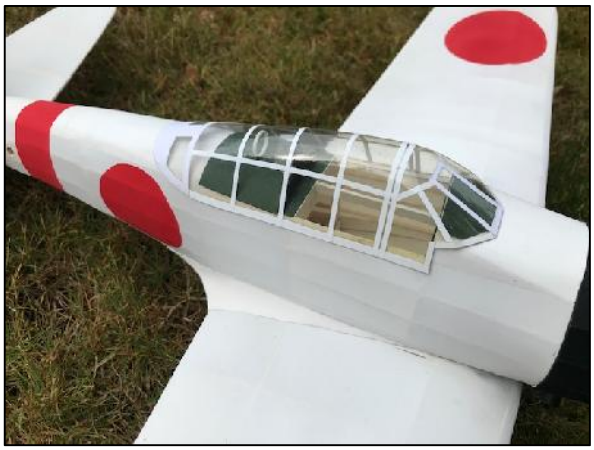
Guillows 1/16 scale FW190 (rubber powered)

Regular readers may recall that a little while ago (IIFE 28, NC May 2019) I described the moulding of canopies for some scale models that Tony Hansell was building. The photographs show the beautiful results that Tony has achieved. His canopy framing technique is to mark the position of the frames on the male mould form. He generally sprays thin paper with the interior and exterior colour of the frame and then attaches double sided tape to the inside. The frames are then cut to width and applied in position to the canopy, which has been fitted to the marked up mould. In the case of the Zero, the frames were cut from white trim tape. The models are air-brush painted overall with Tamiya acrylic paint.

I formed the canopies for the Stuka relatively recently. Tony had constructed this model from drawings of Czech origin obtained from Mike Woodhouse (www.freeflightsupplies.co.uk).

I handed over the mouldings at the monthly free-flight gathering held on a Wednesday at the Red Lion pub in Lightwater, and the following Sunday, he brought the completed the model along to the Crookham Contest Modellers' AGM, which was held at Tringham Hall in West End village.

I moulded the canopies for this one in two materials – some 0.2mm thick PVC sheet and some 0.25mm thick acetate sheet that Tony had supplied. The PVC moulded easily. The acetate required a bit more force and emitted some white smoke whilst it was being heated. However, this did not affect the quality of the formed article, and was the one that Tony used on his model.




1.5x enlarged Bob Peck rubber -powered Zero from Flying Scale Models of WWII


Czech designed Junkers Ju87 awaiting canopy and canopy mouldings


Finished Junkers Ju87 of 30” wingspan


Tony also brought along his 28” wingspan rubber-powered model of the Blohm & Voss BV-141 reconnaissance aircraft, which was built from A.A. Lidbergh plans again available from www.freeflightsupplies.co.uk .

There is extensive glazing of the crew gondola on this one, but it was formed from flat panels and not moulded. The full-size BV 141 had a crew of three, observer, pilot and rear gunner. The stabiliser was of very asymmetric shape to maximise the rear gunner's fields of view and fire. Several prototypes and an evaluation batch were manufactured, but the aircraft was never ordered into full-scale production

If these models of Tony's don't inspire you to get building something this winter, what will?

Nick Peppiatt

6th Grande Coupe de Birmingham - Gavin Manion

North Luffenham, 1st December 2019

In mid-November the country seemed to get into a cycle of weekly ridges of high pressure and it looked like the weekend of 30th Nov/1st Dec was going to coincide with just such a ridge. Saturday was good, Monday was glorious, and "our" Sunday was OK. The day was never calm but 7 to 8mph was probably as bad as we got, the briefest and lightest bit of drizzle at about midday out of a generally bright sky. But it was cold, 2-4°C is what you get in December with a northerly wind.

That northerly made field placement a tiny bit tricky and experienced CD Kris Best set a 90 second max despite the odd murmuring that it wasn't enough. Once people were flying it was clear that we were about 2minutes upwind of a very muddy beet field and those who got decent air sampled it. There were plenty of muddy boots in evidence and no more murmurings!

People came in what passes for droves these days and 21 entries for F1G/Vintage coupe was very encouraging though there were some obvious missing faces from previous years. This was somewhat compensated by the presence of Bernard Guest freshly arrived in the UK from Canada and Dusan Jiricny from the Czech Republic and now living here with his family. Bernard is a noted F1B flier but a cold day in Rutland was a tough time to fly his first F1G contest in a long while. Dusan managed to break his F1G fuselage in half (literally) before his first flight. He glued it back together, trimmed it in Round 1 and then put in three solid maxes before missing the air at the end. Tough cookie, I would have gone home!

The schedule is necessarily tight to enable five flights and a flyoff before it gets too dark. Of course, those who flew in Vintage as well had 8 flights to do and Peter Woodhouse showed just what can be done with determination and favourable conditions. He dropped but 15 seconds in all and made the best flyoff, truly deserving "man of the match" for the best performance in both events. Unfortunately, the organiser made his now traditional nonsense of the prizegiving and awarded that honour and its bottle of fizz to Andy Crisp… All will be rectified in a year's time.

In the main event, F1G for the Aeromodeller Trophy, three flyers maxed out. It became clear after the end of the fifth round that one of those, last year's winner Phil Ball, was not going to make the flyoff. He had stumbled in one of the many "debris fields" which are frequent on this site and badly hurt his left shoulder. In falling he damaged the giant ex Open Rubber model derived coupe which has been so dominant in this event over the last few years. Fortunately the latest news is that Phil is recovering (oh, and that the coupe will fly again).

That left two, Chris Redrup was flying one of the smaller all-systems models built by the late Dave Greaves and Mark Benns had what he described as "a hybrid but essentially a basic Bukin coupe". These two flew off into a clear cold sky. Chris was first away, and a long straight portion of the glide took him out of whatever air he might have been in. Mark's hard throw partially broke the carbon joiner on his model which climbed away with a very significant amount of dihedral. The climb seemed unaffected, but the glide clearly was not right, and the model was down in 139s giving us a new name on the Aeromodeller Trophy. A slightly anticlimactic flyoff with neither model showing its true potential.

In the rest of the F1G field there were plenty of maxes but no one was able to put a string of them together, though Peter Woodhouse came very close.

Vintage was a much more varied field than has become the norm these days, and of the 9 scoring entries more than a half were NOT Etienvres. Clear of the rest of the field were the eventual flyoff contenders and Spencer Willis who dropped just 6 seconds with his brand new "Le Pipo" (see August New Clarion). Below these top four, maxes were a rarity which was surprising given the benign conditions and the achievable max.


Spencer Willis

Dave Taylor

In the flyoff the first away was Peter Woodhouse who's Le Jump Bis climbed away, fixed undercart wobbling in sympathy with the propeller, not a high climb but a lovely patch of air in which the Jump floated on and on into the cooling afternoon sky. A super flight of just over 2½ minutes, it is truly the air you launch it into that matters. Last year's winner Dave Taylor flew his trusty Etienvre into a dead patch and a bit less than a minute and a half, and poor Gerry Ferrer was unable to extricate a broken motor in the tight five minute slot. Peter's is another new name on a trophy, this time the Vintage Plate.

The presentations of wine to the top three in each event took place at about 3.30pm, there is not much daylight left at this time…The Vintage Plate was awarded to Mrs Woodhouse as Peter was downwind recovering his fly-off, she looked delighted with the plate and the wine. Ray Elliot was the sole flyer of a "Classic" i.e. 1960s Coupe for which effort he got a bottle of Fizz and a mounted cartoon by Gerard Pierre-Bes which truly captures the atmosphere of Coupe flying in the 60's. The Fizz for the best overall performance in both events was awarded to Andy Crisp who had finished a fine 5th in F1G.

Highlight of the prizegiving was the presentation of the handsome Aeromodeller Trophy by that magazine's editor Andrew Boddington who also donated additional awards of a magazine subscription to the F1G winner and vintage art prints to the two winners. Thanks are due to Andrew who has supported this event since its inception 6 years ago, often in much worse

weather. I noticed that he had also been asked to judge an impromptu free flight scale event which took place a little off to the side of the duration events…an all-round good egg!
So that's it for another year, the best supported Grande Coupe de Birmingham ever - doesn't the weather help? Next year should be at North Luffenham again as there doesn't seem to be any hurry to redevelop the site and its central location seems to suit most flyers. The organisers are toying with the idea of a "doubling up" system to make flying both classes less demanding, also the possibility of flexing the date over the two days of the weekend. Details of both these ideas may follow.

Thanks to all who attended and flew with such good humour, without you there would be no Coupe de Brum.

Results

La Grande Coupe de Birmingham, 1 December 2019

MOD North Luffenham - Rutland UK **Start 10:00 - Finish 14:45**

Weather - Northerly 8-10mph with calm patches, Mostly bright, 3-5°C

All rounds, all classes 90s max

Contest - F1G								
Entrant	R1	R2	R3	R4	R5	Flyoff	Total	Position
MARK BENNS	90	90	90	90	90	139	589	1
CHRIS REDRUP	90	90	90	90	90	107	557	2
PHIL BALL	90	90	90	90	90	0	450	3
PETER WOODHOUSE	90	75	90	90	90		435	4
ANDY CRISP	85	90	75	90	78		418	5
BILL DENNIS	90	83	89	79	74		415	6
DUSAN JIRICNY	67	90	90	90	64		401	7
GAVIN MANION	43	90	82	90	90		395	8
DON THOMSON	85	81	78	90	43		377	9
COLIN FOSTER	39	55	72	90	90		346	10
ANDREW MOORHOUSE	90	89	53	37	70		339	11
PETER GIBBONS	55	84	90	55	55		339	12
BERNARD GUEST	82	0	90	73	90		335	13
RAY ELLIOTT*	64	62	60	90	49		325	14
STUART DARMON	75	90	0	72	0		237	15
MICHAEL MARSHALL	5	0	28	44	55		132	16
STEVE PHILPOTT	0	0	0	0	0		0	17
* DECLARED 1960s COUPE								

Contest - Vintage Coupe D'hiver							
Entrant	R1	R2	R3	Flyoff	Total	Posn	Model
PETER WOODHOUSE	90	90	90	153	423		Le Jump bis
DAVE TAYLOR	90	90	90	86	356		Etienvre
GERRY FERER	90	90	90	0	270		Bagatelle
SPENCER WILLIS	90	84	90		264		Le Pipo
STEVE PHILPOTT	76	90	58		224		Fuit 3
COLIN FOSTER	65	74	75		214		Etienvre
BILL DENNIS	64	75	64		203		Etienvre
ANDY CRISP	90	50	51		191		51 Coupe de Bessiac
DEREK MAY	49	57	80		186		Etienvre
STUART DARMON	0	0	0		0		Altair
PETER GIBBONS	0	0	0		0		Etienvre

Special awards
Best result in both events PETER WOODHOUSE
Top placed 1960s Coupe - RAY ELLIOT

Gavin Manion

Southern Coupe League 2020 - Peter Hall

Southern Coupe League 2020

2020? It feels better already.
I never liked the look of 2019, and so it turned out. The weather of course, the loss of Middle Wallop, the mad registration scheme so necessary to stop us immobilizing Gatwick and Heathrow and downing airliners with our lethal projectiles, the dwindling competition participation and of course the loss of old friends.
This is the fifteenth year of the league and the first round of the 2020 programme - see Gavin Manion's report on La Grande Coupe de Birmingham - got us off to a good start with seventeen entrants.
The top three demonstrate the three main approaches to coupe flying - in order of success and in ascending order of size –
Mark Benns' full-systems factory Bukin,
Chris Redrup's full- systems home-brewed, (This was originally one of the late David Greaves' models)
and Phil Ball's locked - down giant.

As you'll see from Gavin's report Phil did not fly off due to an accident.
The 2020 programme is not yet finalised but the next round is not until April 26th at the London Gala allowing plenty of time for a new burst of creativity.

Peter Hall

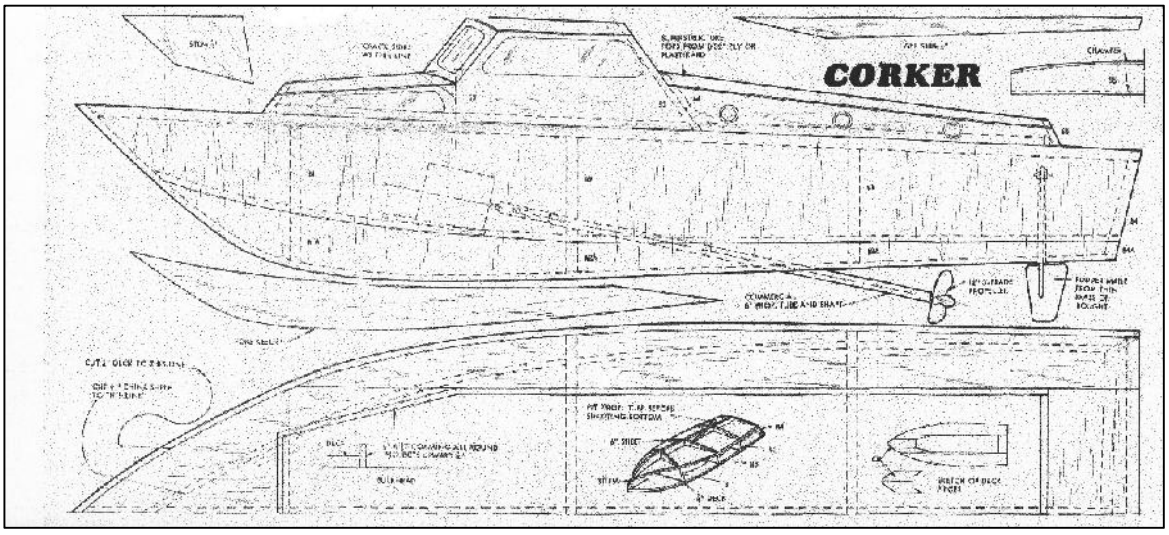
Report No. 107 Meccano Magazine continued.

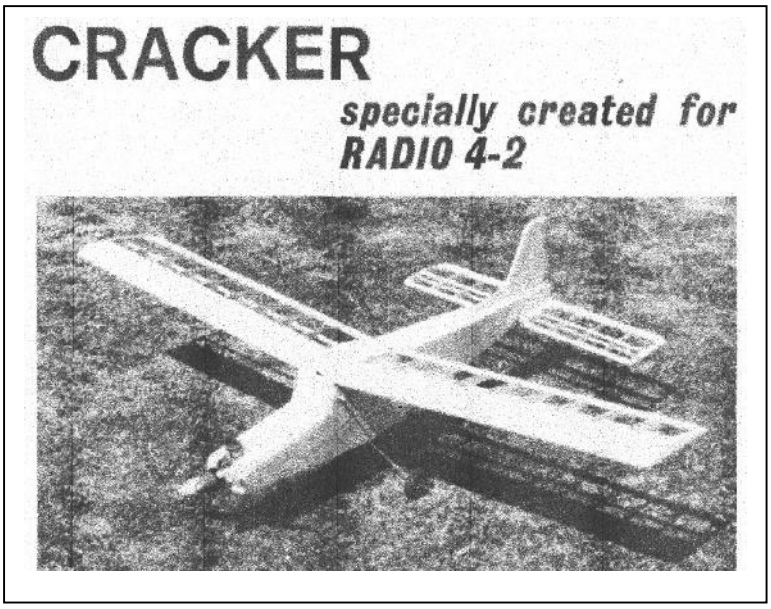
No aeromodelling in the May or June 1969 issues but July brought an announcement of a series of six supplements, to start in the August issue, on Simple Radio Control for model boats, aeroplanes and cars.

Make	Title	Distributor	Super Rx	Regen Tx	Price
A.B.C.	Minisonic	E. Keil & Co. Ltd.	Relay £6.17.8	£8.4.10	£15.10.8
A.B.C.	Minisonic	E. Keil & Co. Ltd.	Relayless £5.16.8		£14.9.8
Futaba	FR71	Ripmax	Relayless £5.19.6		£12.12.6
Futaba	FR72	Ripmax	Relay £6.16.6		£13.9.6
Gem	Mk. III	E. Keil & Co. Ltd.	Relay £7.6.11		£15.14.11
Gem	Mk. III	E. Keil & Co. Ltd.	Relayless £6.4.0		£14.9.0
MacGregor	Minimac	Ripmax	Relay £5.19.6		£14.14.0
MacGregor	Minimac	Ripmax	Relayless £4.19.6	£9.9.6	£13.13.0
Ogawa	O.S. Pixie	E. Keil & Co. Ltd.	Relay £6.5.7		£16.4.0
Pathfinder Radio Control Ltd.	Pathfinder	Ripmax	Relayless		£11.4.0
R.C.S.	Guidance System Mk. III	Radio Control Supplies Ltd.	Relayless £6.10.0	£7.10.0	£13.0.0
Roland Scott	Navigator De-Luxe	Roland Scott	Relay £12.19.6 Relayless £11.19.6	£7 appx	£19 appx
Mainstream	Supergen	Mainstream	Relayless £5.10.0		£11.19.0
Mainstream	Supergen	Mainstream	Relay £6.19.0		£12.19.0

The August issue gave charts on available radio equipment, available motors and available actuators and escapements. The chart on radio equipment shown on the left had further columns headed "Harness", "Equipment will work with equipment shown with dots", "Batteries", "Instructions supplied with set" and "Remarks". Instructions were rated as "Fair", "Good", or "Very Good". Installing equipment in boats was covered in text and sketches

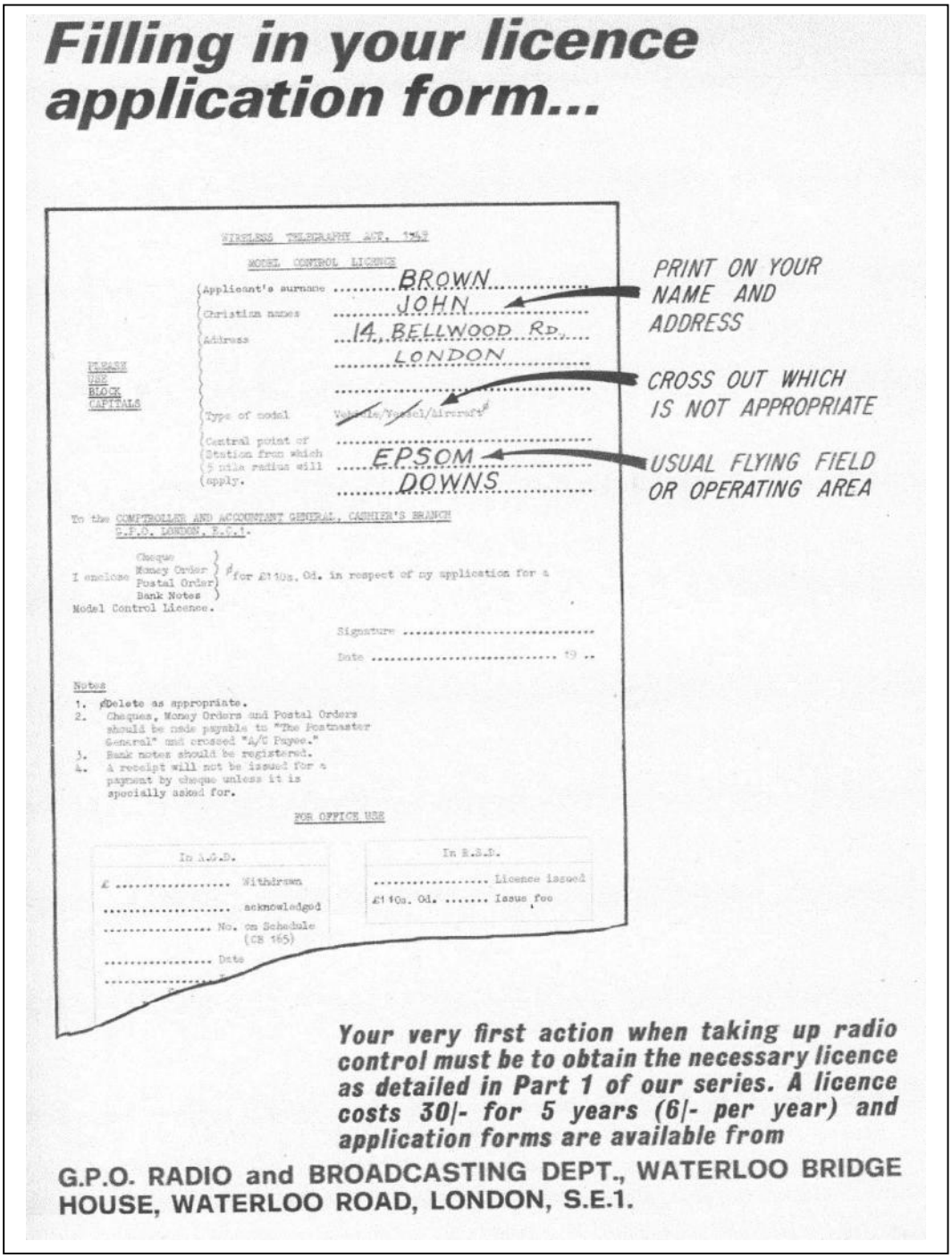
The September issue brought the plans for the radio control boat "***Corker***" by Vic Smeed, well it had to be by Vic with a name like that! Full instructions are given for the construction of the balsa hull, radio, motor mounts, assembly, installation of radio gear, superstructure and finishing and operation.



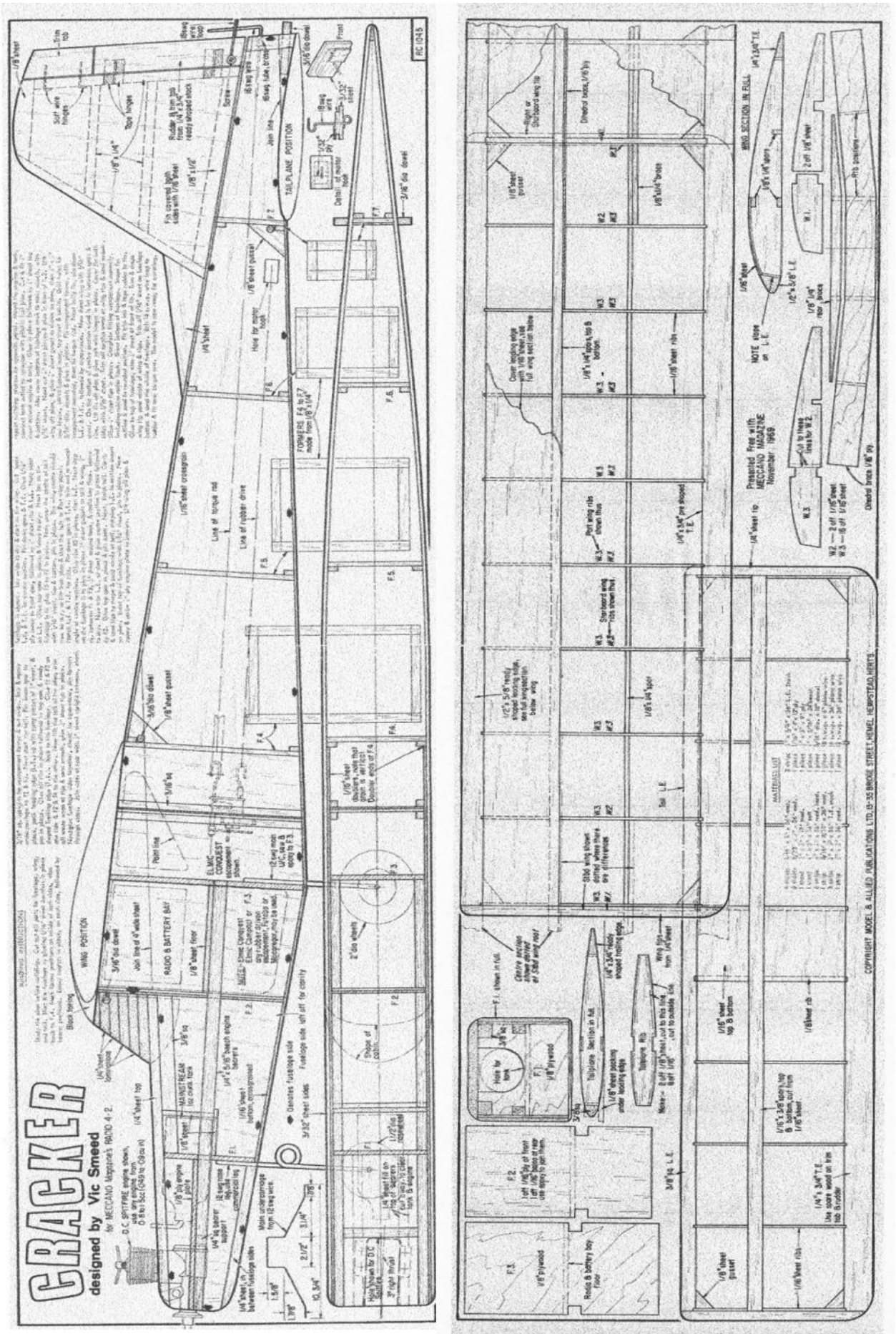


The September issue introduced another Vic Smeed design, the "***Cracker***", a 40" wingspan single channel R.C. model. Instructions were given for installing the radio equipment, the escapement and rubber motor for operating the rudder.

Finally the reader was advised to apply now for his Wireless Telegraph Act 1949 Model Control Licence at a cost of 30/- for 5 years(6/- per year),today's price equivalent £20 and £4. Not too bad.



In the November issue, the "***Cracker***" made it to the front cover, in full colour, with model building instructions in the main section of the magazine and the plan spread over numerous pages of the supplement.



Plans as they appear in Meccano Magazine
available by email, but I would recommend Outerzone for the "***Cracker***" plan.
More Meccano next month.

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

Brems Glider Note - Paul Notley

Hello John,
I have one tiny correction to Dave Etherington's piece in the last issue on the Marcel Brems glider. The model was actually built by John Walden not Bob. John passed away in June after a short illness and often flew the Brems at Middle Wallop in the 'good old days'. I thought it fitting to give it one last airing at the last Middle Wallop as a tribute.

Strangely enough, there was a photograph of a young Bob in your Keith Miller archive section. John knew Bob and often claimed that he was his father! Of course, they were about the same age.

I would personally like to thank you for all your efforts in producing the New Clarion, it's very much appreciated. Keep up the good work.

Paul Notley.

Thorns Xmas Indoors - John Andrews

The December meeting at Thorns Leisure Centre was the final day for flights in the xmas competition with the 'Kenny Penny' LPP. The best two times recorded in the meetings up to xmas to count.
I had managed to build one in the week before the November meeting but had miss-read the plan and made the outboard wing tip section 1" too short. The model flew OK but looked a little odd. I had managed to record a few flights, one being 4min +.
For this last December meeting I had chopped off the offending tip and replaced it with one of the correct dimensions and was raring to go. There was an early end to the competition so I had only two hours to improve on my times.
There were four major contenders for the title:

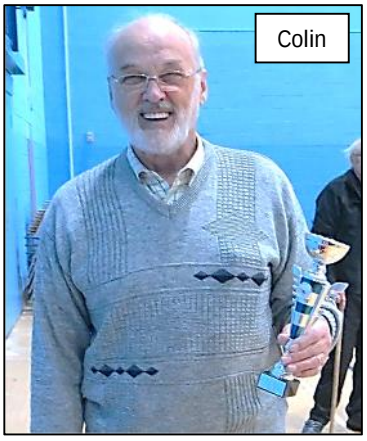
Yours Truly in festive garb

Eric Hawthorn

Alan Price

Colin Shepherd

When the dust had settled after the 3-00pm deadline The winner for 2019 meeting was organiser Colin Shepherd with a two flight total a few seconds in excess of 10 minutes.
The also rans being Alan Price, John Andrews and Eric Hawthorn all a few seconds adrift under the 10min mark. It was a close run thing.



The winners with their prizes

Other activities of the day

Festive Rachel on recovery as usual

Super festive Rob Newton fitting motor to his O/D indoor model

Rob Newton gets his model away

Competition Prize table

Pat Shepherd and Derek Richards
Derek continues to recover from his stroke

Alan Price piles on the turns for his 'Kenney Penny

Fuzzy Eric Launches

Some attendees start to gather for the Raffle & Prize presentation

There was a raffle prior to the prize presentation and Rachel, as seems to be the norm, picked up a bottle of wine.
The xmas trophy went to Colin Shepherd whose times were recorded at the November meeting and he just sat on his laurels at this December meeting whilst the rest of us tried in vain to beat him.
A fitting end to a good year at Thorns indoors. *John Andrews*

Aeromodeller Departed

PeterAntram:

It is with great sadness I report the passing towards the end of 2019, of Peter Antram from Worthing. If you regularly attended the SAM 1066 events at Middle Wallop in the 1993 to 2012 era, you will most likely have seen at least some of Peter's models. He had a flair for building and flying his own semi scale designs. They were never intended to be true scale, but by retaining the basic outline of a particular type, and applying an appropriate colour scheme, they certainly caught the eye.

On arrival at the at the field, the parts for up to a dozen models would be assembled, most with nothing larger than a 1 cc diesel. His long time flying buddy, Eric Marsden once reported nineteen models emerge from the car, though I should quickly add not all of his own design.

He had several plans published in the modelling press, including the Boing Nearman and Glorious Gladys. The Salaam was a twin engined 50 inch span free flight biplane, (2 X Mills .75) with the air of a pre WW11 RAF patrol flying boat. By complete contrast, the Italx was a twin hulled sea plane with that certain Italian flair.

Pete always had an interest in model aircraft. At age 17 he won a prize at the Worthing Model Aero Club exhibition with a free flight model, which had previously won a prize at the London Model Engineering exhibition. He joined the RAF 1954-1958, ending up on 10 Squadron working on such planes as the Canberra and Valiant.

Like many modellers, Pete had a love of motorcycles, stating with an Excelsior. He competed successfully in many scrambles and trials, first as a soloist, and then with a sidecar; his wife Maureen being an early passenger.

He won many trophies, the most notable being the Welsh Three Day Event in 1964. There followed the Sporting Spirit Award presented by the BMW Owners Club (1976-78), and the Triple Award and the Bradderley Trophy for the Exeter, Lands End and Edinburgh trials in 1979.

The South Coast modellers have lost a good friend, a font of much knowledge, and someone with an uncanny ability to start an uncooperative engine. He will be much missed.

Peter leaves wife Maureen, children Barbara and Brian, and 3 grandchildren. Condolences to them all.

Dave Etherton

CELLULOSE dopes have been the standard type of finish for model aircraft in this country for the past thirty years. Butyrate dopes were introduced in America within the last decade as being proof against glow fuels—which cellulose dopes are not—and are now also manufactured in Britain. However, British "fuelproof" dopes are not necessarily butyrate and may require a specific finishing schedule. Thus "Humbrol" fuelproof colour dopes can *only* be applied over Humbrol butyrate clear shrinking dope; and the *clear* butyrate in this case is *not* fully fuelproof.

All butyrate dopes—or those classified as "butyrate"—should be regarded as incompatible with cellulose dopes. Thus where butyrate dopes are employed they should be used throughout a finishing scheme from the first to final coat. If stages involving the use of sanding sealer are incorporated, the sealer should also be of butyrate type. Butyrate dopes, and butyrate-type dopes, applied over an initial coating of ordinary *cellulose* dope may fail to adhere and thus subsequently peel off.

Cellulose dopes may be broadly classified as:

Clear glider dope: a strong shrinking dope (clear or colourless, although perhaps imparting a slightly yellow colour to white tissue).
Clear tautening dope: normal clear model dope with marked shrinking properties.
Banana oil: a clear non-shrinking cellulose dope.
Coloured dopes: usually non-shrinking.

To render cellulose dope finishes impervious to softening attack from engine fuel a final coat of *fuel proofer* is normally required—and is essential in the case of glow motor fuels. Types and formulations of fuel proofer vary considerably, the two-part mixtures (activated by a catalyst which is added immediately before use) generally having the best fuel-resistant properties. Some of the modern marine finishes (polyester and polyurethane) would be well worth investigating for fuelproof finishes on control line models. These are available both as clear "varnishes" and coloured lacquers. These finishes should be regarded as incompatible with other finishes, as with butyrate dopes, and recommended sealers, etc., used with them.

The following typical finishing schemes are appended as a general guide. The type of finish and the quality of the finish will vary depending on whether the model is primarily a contest type (where a "functional" finish is more important than appearance), or aimed at displaying a high standard of finish. It should be remembered, however, that a high standard of finish is consistent with good workmanship, and thus should logically be applied to the initial finishing of *every* model.

Lightweight tissue-covered free flight (rubber or glider)

One coat overall 50/50 clear model dope/thinners
then fuselage: two to four coats 50/50 clear dope, depending on strength of framework.
Wings: two to three coats 50/50 clear dope.
Tailplane: one coat 50/50 clear dope.
Note: stains may be used in the clear dope to strengthen and "fix" the colour of the tissue. Colour dopes should not be used, except for trim (and then only sparingly applied).
Waterproofing scheme: one coat overall of banana oil.

C/L and F/F Power (heavyweight tissue)

(Also heavyweight tissue covered fuselages on gliders or rubber models.)
One to two coats 60/40 clear model dope overall
then fuselage: three to six coats 50/50 clear dope plus up to 10 per cent colour dope to strengthen tissue colour.
Wings and tail: three to four coats 50/50 clear dope plus up to 10 per cent colour dope.
Final treatment (diesel power): none necessary, but coat of fuel proofer or banana oil may be applied.
(Glow power): overall coat of fuel proofer.

Power models—Silk or Nylon covered

One or two coats of clear glider shrinking dope to fill pores
then fuselage: three to six coats 33/33/33 clear model dope/thinners/colour dope.
Wings and tail: three to four coats 50/50 clear dope plus up to 10 per cent colour dope.
Final treatment: as above.

Alternative scheme for Power Models

Two to four coats butyrate shrinking dope, as required
then one coat overall butyrate colour dope (or butyrate-type fuelproof dope).
One further coat butyrate colour dope on fuselage.

Superior Power Model Finish

Before covering: dope airframe and sand smooth; one coat sanding sealer on airframe and sand smooth.
Two to three coats clear shrinking dope (glider dope on silk or nylon, model dope on tissue).
One to two coats 50/50 clear model dope overall.
One coat sanding sealer overall, then rub down.
Two to three coats 33/33/33 clear dope/thinners/colour dope.
* Flat and then polish.
Final treatment: one coat overall of fuel proofer
* This stage may be omitted

Notes

In all cases application of dope by *spraygun* is always to be preferred to brush painting, especially for the final coats.

When doping porous covering material (particularly silk and nylon) care must be taken not to apply excessive dope in localised areas so that the dope runs through and forms "weep" lines on the inside surface.

Where a spraygun is not available, "flow" application of clear dope is usually better than brushing on. In this case a lint-free pad or small piece of plastic sponge is used to flow the dope on to the surface to be covered with a sweeping motion. This can, however, lead to "weeping" on porous coverings.

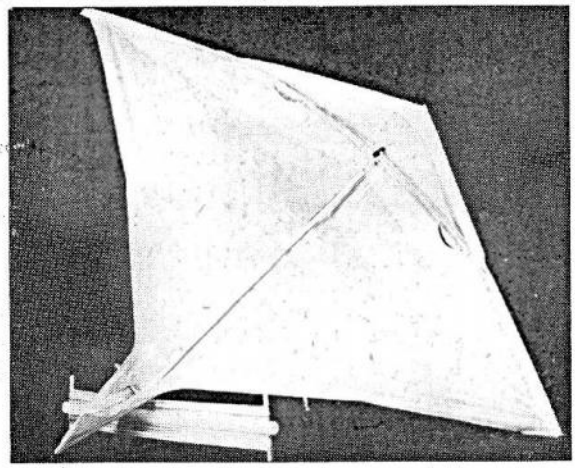
DOPE SELECTION CHART

FINISH → / TYPE OF MODEL		CLEAR GLIDER DOPE	CLEAR MODEL DOPE	COLOURED DOPE	BANANA OIL	FUEL PROOFER	BUTYRATE DOPES	POLYESTER FINISH
RUBBER	SMALL		NORMAL CHOICE		MAY BE USED			
	LARGE		NORMAL CHOICE		MAY BE USED			
GLIDER	SMALL		NORMAL CHOICE		MAY BE USED			
	LARGE	MAY BE USED	NORMAL CHOICE		MAY BE USED			
F/F POWER	DIESEL		NORMAL CHOICE			MAY BE USED	MAY BE USED	
	GLOW		NORMAL CHOICE			NORMAL CHOICE	NORMAL CHOICE	
RADIO CONTROL	DIESEL	MAY BE USED	NORMAL CHOICE	MAY BE USED		MAY BE USED	MAY BE USED	
	GLOW	MAY BE USED	NORMAL CHOICE	MAY BE USED		NORMAL CHOICE	NORMAL CHOICE	
CONTROL LINE	DIESEL	MAY BE USED	NORMAL CHOICE	MAY BE USED		MAY BE USED	MAY BE USED	MAY BE USED
	GLOW	MAY BE USED	NORMAL CHOICE	MAY BE USED		NORMAL CHOICE	NORMAL CHOICE	MAY BE USED

NORMAL CHOICE — MAY BE USED — NOT SUITABLE OR NOT REQUIRED

Latest in controlled KITES

Aerobatic 2-line design by Cambridge Scientific



Topside (right) shows Malay shape with tensioned bow lateral spars. Two lines are provided on control bar.

RESURGENCE OF INTEREST in the kite has brought forth a relatively new approach which adds enormously to the pleasures one can derive from these simple flying machines. This is the application of 2-line control so that the kite becomes fully manoeuvrable. The idea is not new. Paul Garber used earlier life saving suggestions when he produced the US Navy target kite in the mid forties. This large kite, made in thousands, was controlled with a ventral rudder, tensioned by two widely spaced cables that also applied varying bridle trim. Then the famous North Pacific Co's *Glite* appeared with 2 line pick-up points, marked on its Rogallo rigid leading edges and as seen at the '75 Nats, this can offer lots of fun.

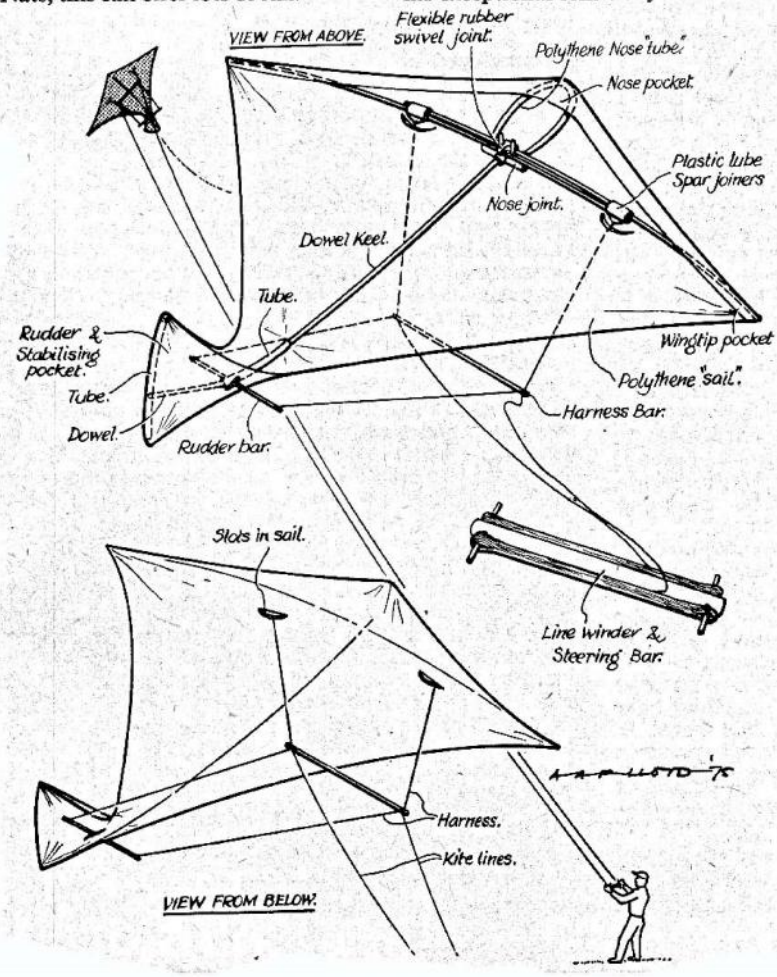
Refinements came with S/Ldr. Donald Dunford's *Control line kite* (Pat 134004), which encompassed aerodynamic features with its cambered canopy, Conyne centre slot, Vee box fins and amazing stability. As Don has shown on TV and at our Old Warden kite rally, he can pick up a handkerchief, prick a balloon, or even remove a spectator's hat with his exceptional sensitivity of control.

More recently, Peter Powell's *Stunter* appeared as a developed Rogallo with excellent control and the added feature of its long tubular tail, which traces a flight path and makes formation flying a joy to see. Each of these kites has been sold through larger toy shops, a few model shops and mail order.

Now a new one appears from Cambridge called the *Cambridge Scientific*, and using a combination of features to achieve very sensitive control.

It has a harness bar, linked to a rudder bar and the rudder is a vertical drogue air trap at the rear of what might well be described as a Malay bow. Assembly cleverly adapts the tradition of the Far Eastern Kite with modern use of plastic tubing and polythene sheet covering. It goes together quickly, is smaller than its contemporaries (43in. across tips) and flies just like a Hong Kong or Singapore line cutter. In other words, it twitches and turns like a frenetic midge. Anyone who has longed to capture the techniques of controlling the Malay Kite but found it as bewildering as we have, will be thankful for this Cambridge device. Its rudder effect and harness bar tension allows all forms of aerobatics. Being light, it will fly in soft breezes (10 mph recommended) and lends itself to combat with tissue streamers. The plastic 'nose' takes a full bore dive into hard ground with impunity, but watch before quickly re-launching, that the fuselage spar has not slipped on impact. This one piece of dowel holds the whole shape, and sets up the rudder drogue, so beware! At £2.95 it's worthy of a place in the car for whenever it seems too windy to test the new model. Two (for combat) come for £5.30.

The Cambridge Scientific Kite is available from Cambridge Leisure of River Mill House, St Ives, Huntingdon.



One Size Fits All - Andycapper

The "Cagnarata' competition last year was well received and it would appear that this form of competition, where all classes of model are combined into a single event, may have a future as competition entries for the various classes of model diminish. For those who are not aware, a suitable multiplier is applied to the flight times to calculate the final score. Last year's event finished with three different classes of model taking the prizes which was enlightening.

In the past I have formulated and applied handicap schemes to two other sports with some success so I'm sticking my nose into model aircraft competitions now and having a think about what might be usable schemes. What I'm writing here are just my initial thoughts on the subject just to test the water so to speak.

The 'Cagnarata' system is not a handicap scheme as such but an equalisation formulae to give all classes of model the same chance of winning a combined event, whereas a handicap scheme is to give each contestant an equal chance of winning.

The 'Cagnarata' operates a multiplier for each model class, to be applied to the actual flight time to produce a final event time.
The multiplier could be that which would raise the maximum for each class of model up to the maximum level for the biggest class.
ie. The 'mini-vintage' multiplier would be 1.25 to raise its 2min max up to the 2.5min max for 'BMFA Rubber'.
This is a bit of a simplistic approach as one would not fancy the chances of a P30 with only 10gms of rubber against a Vintage model carrying 100gms of rubber even if the P30's time was uplifted by 1.25.
I feel that a wet finger approach to set multipliers for each model class would be required, as analysis of past competition results to calculated performance differences between classes of models would be an impossible task, assuming historic results were available.

I would suggest a scheme where a model class handicap time is added to the actual flight time to uplift to the final event time.
ie. The 'Mini-vintage' uplift would be 30secs to raise its 2min max to the 2.5min max for 'BMFA Rubber', but once again the wet finger approach to set realistic uplift times for each model class would be preferable rather than the simplistic maximum differences approach.

As with all handicapping the schemes, efficiency is allied to the depth of the data base that is used to calculate the handicap. It would require a well informed and experienced committee to establish satisfactory Cagnarata model class handicaps.

Is it worth the bother?, the loss of flying venues and poor weather conditions seems to be leading to competitions with severely reduced maximums which is a class leveller in itself, and may well render any model class time adjustments irrelevant. The D/T fly-off is also a leveller.

On another tack altogether there could be a genuine handicap system, the purpose of which would be to give any individual modeller the chance to win the competition. This would mean that all individual competitors would have their own handicap possibly derived from the previous year's competition results. This handicap would be revised annually and set for one year only.
I'll think a little more on this possibility for next month.

Andycapper

AVRO F - Ray Malmstrom

THE AVRO·F

Build this first-ever cabin aeroplane exclusively modelled for Meccano Magazine by Ray Malmström

ALL of us owe a great deal to those gallant men who started out, over half a century ago, to conquer the air. The model we are presenting this month is a scale model of the Avro 'F', which first flew in 1912 and was designed by A. V. Roe. Its span was 29 feet, length 23 feet, loaded weight 800 pounds, and it was powered by a 40 h.p. five-cylinder 'Viale' engine. Also, it was the first cabin-type aeroplane in the world. Our model Avro F does require a little skill and care to build, but it flies well and will capture for you some of the excitement and suspense of those early days of flying.

The stages for building the Avro F are shown in the 'easi-build' sketches, so we are confining these instructions to advice on the trickier stages and to notes on test-flying your model.

When adding the sheet cabin sides to the fuselage side frames, make sure the outline of the wing rib is accurately drawn on the cabin sides. This outline will assist you when you assemble the wings to the fuselage and to line up the wings at the correct incidence angle.

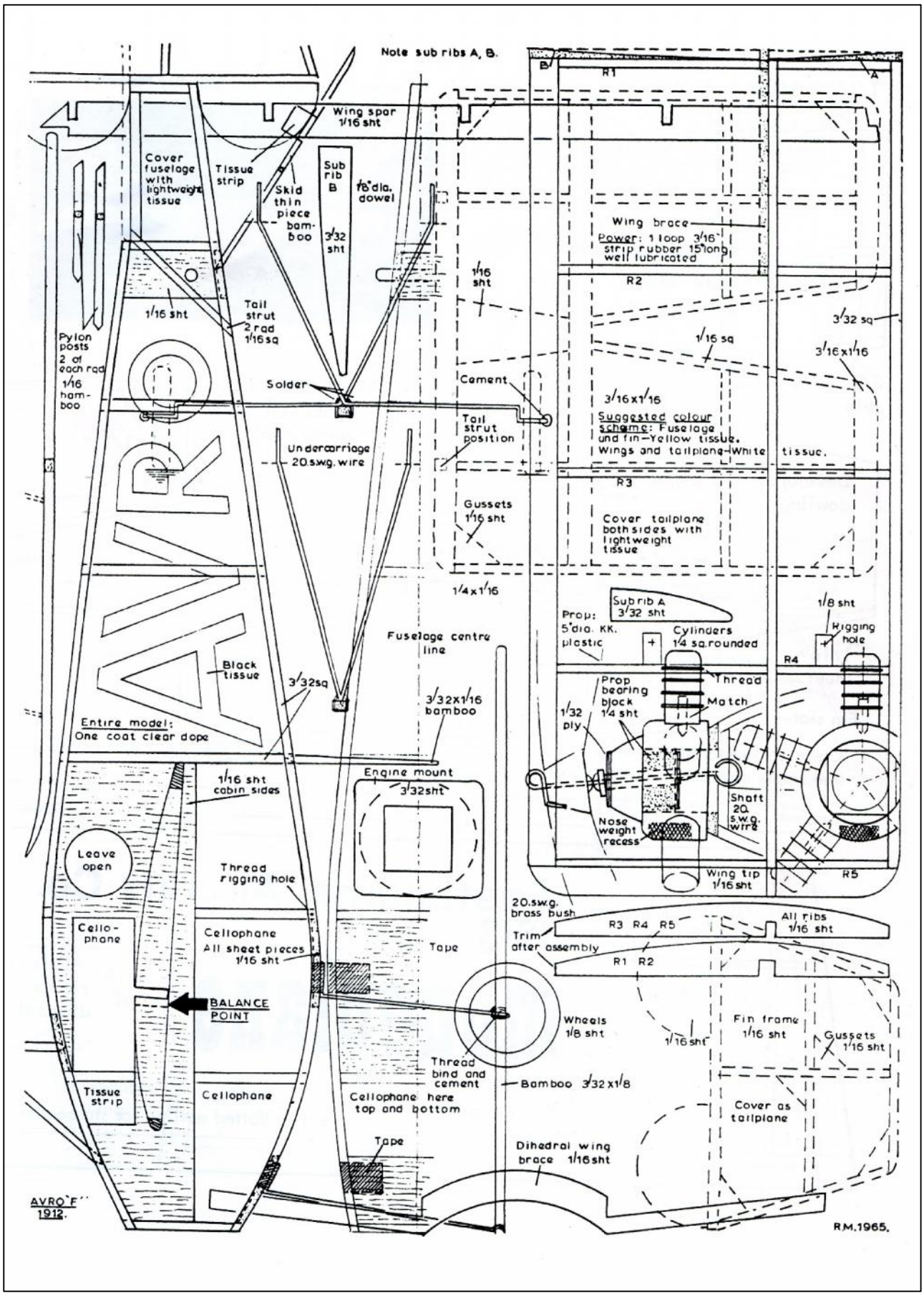
Cover the fuselage and fill in the cabin windows with thin cellophane. Use lightweight tissue for covering, water shrink and give one coat of clear dope. Do this before cementing the tailplane, fin and wings in place.

Before binding the bamboo central skid to the two undercarriage 'V's, moisten the front 1 inch and bend up gently. Around the thread binding rub a coating of balsa cement. Build the two wing panels as shown. You will need a tracing for the port wing panel. When covering, leave the inner underside panel open. This will help you to make an accurate union between the wing main-spar and the wing dihedral brace.

The correct dihedral

After the wings have been assembled to the fuselage, check that there is an equal amount of dihedral under each wing tip. The inner underside wing panels may now be covered, shrunk and doped. The wing bracings, so characteristic of these early aircraft, may be omitted if desired, but the original model has made dozens of flights without damage to the thread bracing and there is no doubt that the bracings add much to the 'old timer' look of your Avro 'F'.

Note that the 5 inch diameter K.K. plastic propeller has the cone of the spinner filed off. Very few early aircraft had the refinement of a spinner over the hub of the propeller. By the way, a 5 inch diameter balsa propeller fitted with a free wheel clutch, would increase the duration of flight. One important point, check your construction frequently, using a set square. Also, use coloured tissue on your Avro'F', not coloured dope, as this adds too much to the finished weight of the model. The engine should have the crankcase painted silver, the cylinders black and the cylinder heads silver.



From the book: Ray Malmstrom
60years of IVCMAC

Supplied by Chris Strachan

Secretary's Notes for January 2020 - Roger Newman

How time flies, it doesn't seem that long ago since we welcomed 2019. One can only hope that 2020 will be a better year for modelling activities now all the fuss about CAA registration & politics in general is showing signs of settling down at long last.

On reflection 2019 has – as sometimes is the way, been a funny old year. Having got back on Middle Wallop, the planned events were decimated by appalling weather & those that were held had a minimal attendance, no doubt due in part to self-imposed restrictions on model operations pending drone legislation & in part by a sad diminishing of those who enjoy free flight. There probably were other factors at play but at least we did try.

Looking ahead at next year's calendar, which should be at the tail end of this month's NC, there are quite a few dates for those who have friendly competitive aspirations. However what is missing are dates for those meetings that attracted the occasional sports fliers of a variety of models. Other than fairly regular gatherings of a few individuals on Area 8 of Salisbury Plain, there is little activity. Beaulieu has now a very limited appeal for sports models, mainly due to the proliferation of ever expanding gorse bushes, although on a nice day i.e. modest sea breezes, there is ample opportunity for some very pleasurable flying. The obvious lack of flying fields for meetings in the south of the country doesn't help. It just reflects that what we enjoy doing is a hobby that is fast fading & probably beyond resuscitation, so let us enjoy 2020 whilst we are in a position to do so.

One small positive on the horizon. Although I didn't make the Caganarata Day at Middle Wallop, the feedback from our Chairman (who very kindly stepped into action at the last minute) & others was positive; certainly sufficient to give thoughts about another event in 2020.
In that context, we have received an offer through the good offices of the South Bristol Club, via Martin Ambrose, to see if we could make use of the airfield at RAF Colerne, near Chippenham. Mike Parker, Ken Brown & I travelled down to meet with Dave Hanks (Secretary of South Bristol), who very kindly showed us round the field.
It is not as large as Middle Wallop & has a restricted area on one side of the field, but we all agreed that it was eminently suitable for small models & therefore a good candidate to host another Cagnarata Day for models up to 250 grams, so a date has been set for 9th August, subject to Dave getting agreement for a licence extension for that day.
Many thanks to Martin & Dave. More information will be published as further details are clarified.

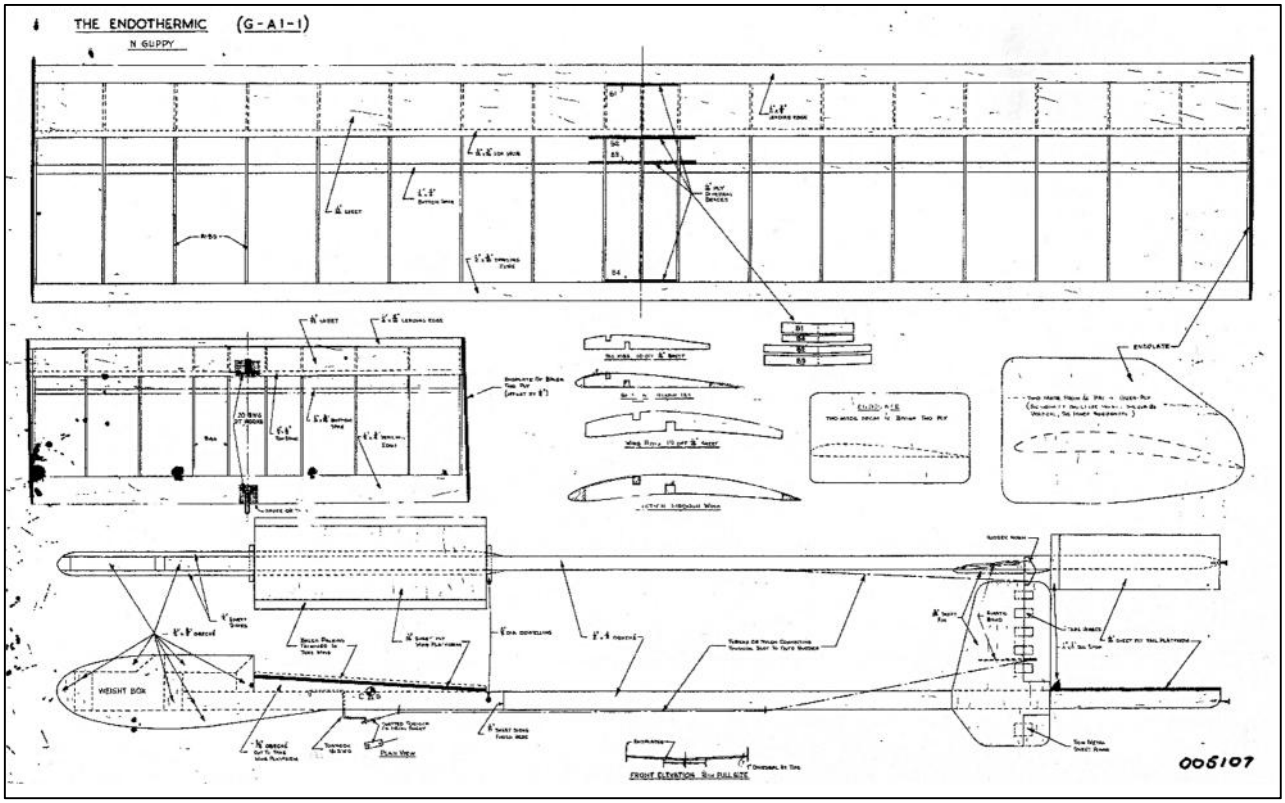
On the modelling front, having regained my garage after storing furniture for one of my grandsons, I can have a big sort out of models. Those that haven't been flown for some time will be destined for scrap, which in fairness is the majority. The remainder will be converted to RDT operation & maybe some consideration could be given to building something new. This past year has seen very little activity, particularly since July but hopefully I can get back into doing something.

On that positive note, I wish you all a peaceful & happy New Year.

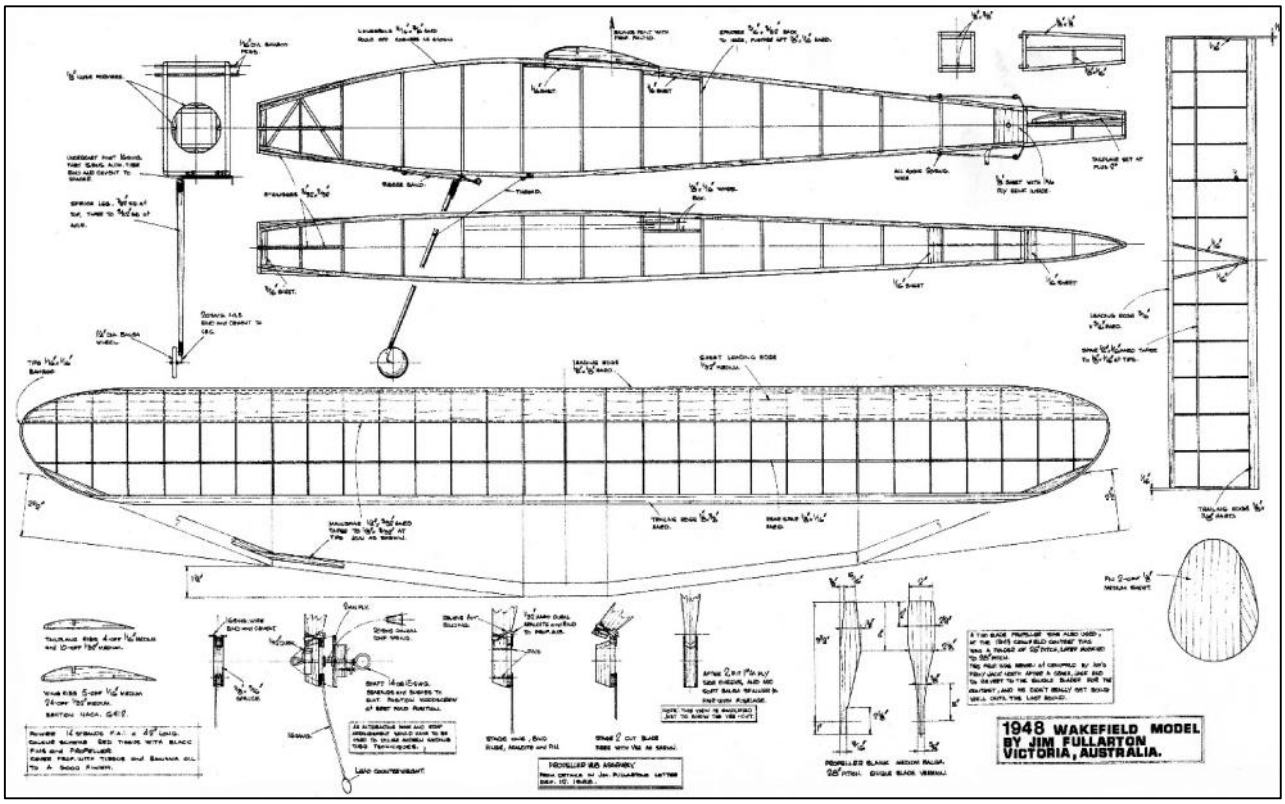
Roger Newman

Models of the Month - Roger Newman

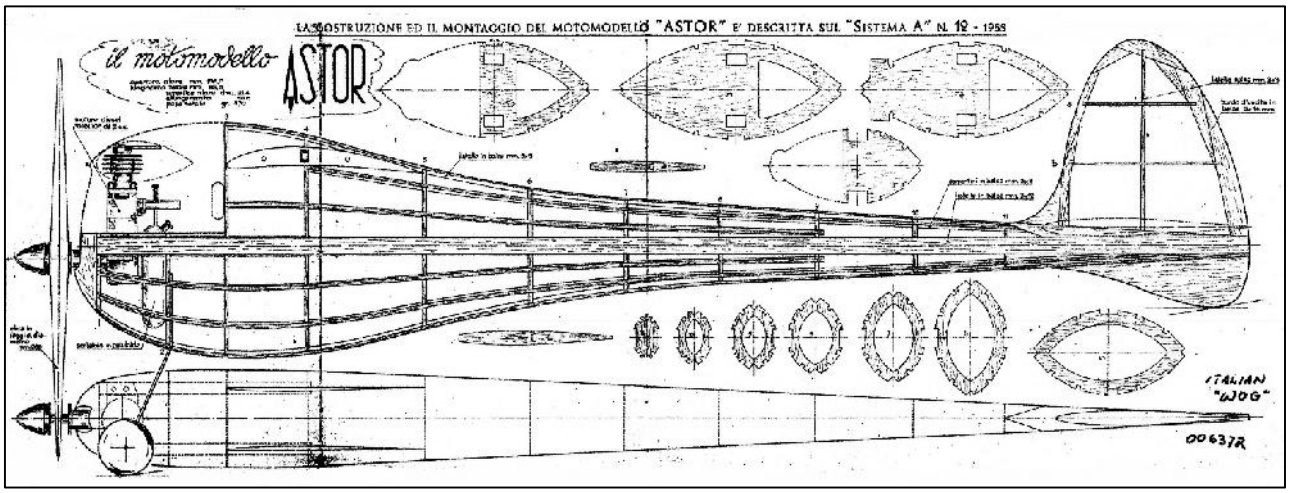
Glider: Endothermic - smallish field model with end plates

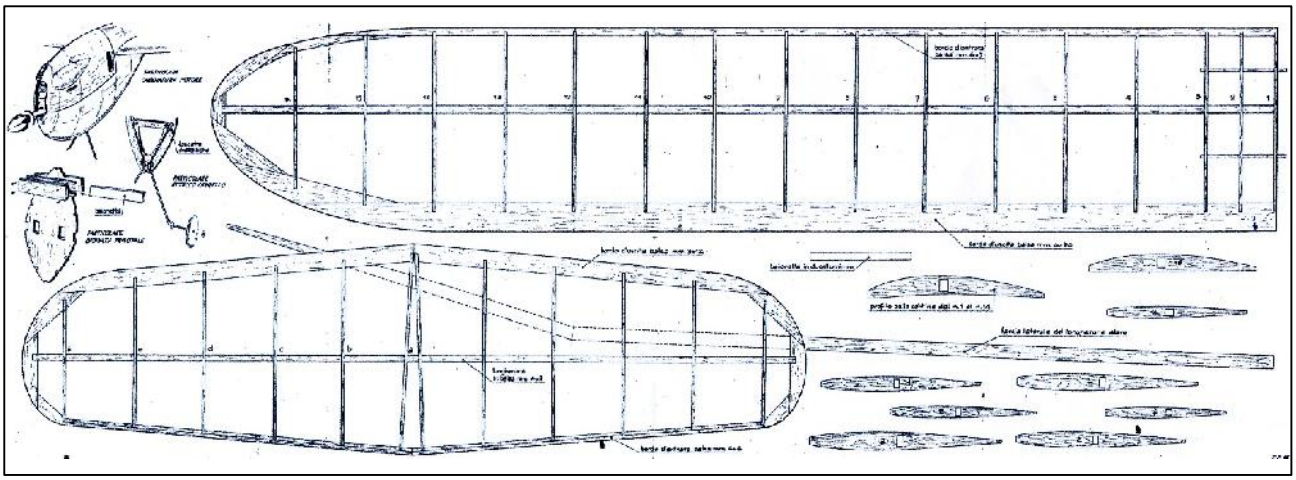


Rubber: Fullerton 1948 Wakefield - classic from Australian legend



Power: Astor - Italian version of the Wog, elegant if you like this sort of building.





Roger Newman

Southern Coupe League Table - Roy Vaughn

After Round 1 - Coupe De Brum						
	Entrant	**Club**	**Maxes**	**Score**	**Time**	**Flyoff**
1	M.Benns		5	17	450	139
2	C.Redrup		5	14	450	107
3	P.Ball		5	13	450	0
4	P.Woodhouse		4	11	435	
5	A.Crisp		2	8	418	
6	B.Dennis		1	6	415	
7	D.Jiricny		3	7	401	
8	G.Manion		3	6	395	
9	D.Thomson		1	3	377	
10	C.Foster		1	2	346	
11	A.Moorhouse		2	2	339	
12	P.Gibbons		1	1	339	
13	B.Guest		2	2	335	
14	R.Elliott		1	1	325	
15	S.Darmon		1	1	237	
16	M.Marshall		0	0	132	
17	S.Philpott		0	0	0	

Roy Vaughn

L'AQUILONE SAM 2001

TOMBOY RALLY INTERNATIONAL POSTAL CONTEST 01/07/2019 – 30/06/2020

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

Model

- The 36" or 44" wing span (as per plan Aeromodeller) and 48" (as per Boddington plan or 36 " scaled up) models are admitted;
- Models may be fitted with floats as per plan (scaled-up for 48" version);
- no minimum weight;
- reinforcement or lightening 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.&. or float version;
- Lone fliers can self launch and time

Engine/motors

I.C. engines are admitted within the following limits: **36"-44" wingspan:** _Any engine 1 cc. max, Fuel tank : 3 cc.
R/C carburettor is admitted.

Electric Motors:
Any electric motor is admitted with direct drive

The engine cannot be stopped and started again: the motor must run continually without interruptions till the end of the battery charge or competitor's decision. No folding prop is admitted; if a folding prop is used the blades must be held open with a rubber band;
freely assembled admitted batteries:
-450 Man 2 cell LiPo; separated batteries pack for Rx alimentation is allowed.

48" Wingspan;

I.C. Engines: Any engine with 2. 5 cc. maximum displacement; Fuel tank : 6 cc. R/C carburettor is admitted.
Electric Motors: Any electric motor is admitted with direct drive freely assembled admitted batteries: -500 Mah 3 cell LiPo separated batteries pack for Rx alimentation is allowed

The engine cannot be stopped and started again: the motor must run continually without interruptions till the end of the battery charge or competitor's decision. No folding prop is admitted; if a folding prop is used the blades must be held open with a rubber band;

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 2018 to Curzio Santoni (cusanton@tin.it) or to Sianf ranco 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

The 2012 was the 5th edition of SAM 2001 Tomboy Rally and we have scheduled a special prize for the three best flights obtained with 36" Tomboy F/F. Only engines diesel max 0.75 c.c. shall be used. The other rules are the same for 36" or 44" wingspan type. It is possible to use 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

IMPINGTON INDOOR MEETING

Sunday 15 March 2020

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. Also rubber powered car race.
Talk by Andrew Boddington on his father's work building models and Full size flying replicas for film work

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

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

2020

Jan 11th – 8th Feb – 7th Mar – 4th Apl – 2nd May

Admission - Flyers £8.00 - Spectators £2.00

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

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

Indoor Flying
Bethesda North Wales

Sessions are first Sunday of the Month
September '19 through to May '20
13.00hrs til 16.00hrs

Canolfan Hamdden Plas Ffrancon Leisure Centre, Coetmor New Rd, Bethesda, LL57 3DT.
Free flight rubber and small electric RC. Scale, sport, small helis, small quads, etc.

Fee £7 - £10. Contact Martin or Allan on 07425 860821
martin.pike.xray@btinternet.com allancb2005@yahoo.co.uk
Facebook https://www.facebook.com/Flying.Bethesda/
Teas & coffees available from the machine.

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
2020 dates

Jan 25th - Feb 22nd - Mar 21st - Apl 18th

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

BMFA South West Area

Indoor Flying

organised by

Cornwall Vintage Aeromodellers

at

Saints Health and Fitness Centre
St Austell Rugby Club
Tregorrick Park, St Austell
Cornwall, PL26 7FH

Flying from 1200 to 1600 on the following dates,

2020

Sun 12th Jan - Sun 16th Feb - Sun 15th March

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

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

Phone: David Powis on 01579 362951

Email: dave_powis@hotmail.com

FLITEHOOK

Indoor Free Flight Meetings

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

2020

12th Jan: 9th Feb: 8th Mar: 12th Apl:

Sundays 10.00a.m. to 4.00p.m

Contact: Tel. 02380 861541

E-mail flitehook@talktalk.net

Café on Site

Flyers £8

Juniors & Spectators Free

Flyers must be BMFA Members

Waltham Chase Aeromodellers

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

Tuesday Evenings

2020

7th.Jan - 4th.Feb - 3rd.Mar - 7th.Apr
5th.May - 2nd.Jun - 7th.Jul

All meetings will run from 7.00 p.m. to 10.00 p.m. The Main Hall at Wickham Community Centre is particularly suitable for indoor free flight models of all types, with a ceiling free of obstructions. Tables and chairs will be available in the hall, the organisers are always grateful for assistance with moving furniture. A hot drinks machine is available on site.

Admission to the meetings will be £5 for fliers and £1 for spectators, whilst accompanied children will be admitted free. Junior fliers will be charged as adult spectators. Fliers will be required to show proof of insurance.

No R/C models may be flown at these events.

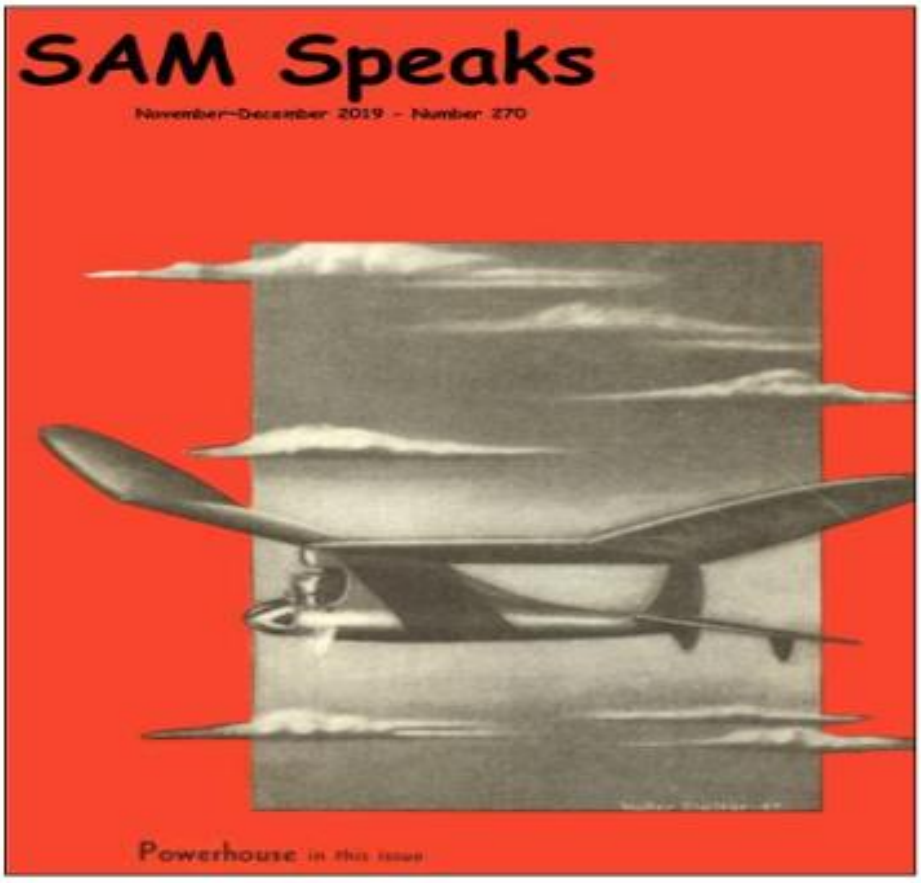
Flitehook, who carry a large stock of indoor models and accessories, will attend many of the meetings.

Waltham Chase Aeromodellers look forward to welcoming all indoor F/F fliers to these events. For further details please contact:
Alan Wallington, "Wrenbeck", Bull Lane, Waltham Chase, Southampton, Hants.
(Tel. 01489 895157) (e-mail: WCAero@outlook.com)
or see our web site: https://wcaero.bmfa.org

SAM Speaks USA.

This bi monthly emagazine can be obtained from the Society of Antique Modellers. Web site http://www.antiquemodeler.org/ for the modest cost of $30 pa.

Quite a few UK people already belong, but a few more might help our Parent Body!



THE 2019 FREE FLIGHT FORUM REPORT

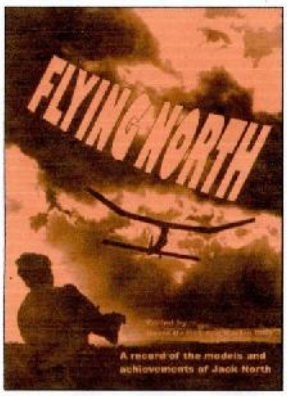
It's a Bumper Issue

The Free Flight Forum Report is now in its thirty-fourth year and it's the biggest yet, with no less than 17 papers, covering a vast range of the topics that make free-flight so fascinating.

Only Joules and Forces - Peter Watson;
Classic 1/2A Models - Simon Dixon;
Trimming the Sopwith Snipe - Mike Smith;
Russell Strips - Russell Peers;
Testing June 2016 Tan Super Sport in April 2017 - Tim Chant;
Developments in Carbon Wing Construction - Stuart Darmon;
Buckminster – We've Got It; How Can We Use It? - Gavin Manion/Stuart Darmon;
The Management of Models - Mike Woodhouse;
Combined BMFA Rubber and CdH (F1G) - Phil Ball;
Drone Legislation and Free Flight - Dave Phipps;
The Rate of Climb of Model Aircraft - Dr. John Gibbings;
A Review of Contemporary FAI Space Modelling - Stuart Lodge;
GPS versus Radio Trackers - Mike Woodhouse;
About Time - Chris Edge;
"W" Style Geodetic Ribbing for Model Aircraft and Microlights - Denis Oglesby;
Flat Plates, Cambered Plates and Coupe Aerofoils - Alan Brocklehurst;
FAI Free Flight Since the BoM - Stuart Darmon.

The UK price is £13.00 including postage; to Europe it's £15 and everywhere else £17. Sales of the Forum Reports help to defray the heavy expenses of those representing Great Britain at World and European Free-Flight Championships. Cheques should be payable to 'BMFA F/F Team Support Fund' in pounds sterling, drawn on a bank with a UK branch; you may also order by credit card, which is a lot easier (and cheaper).

Copies are available from : Martin Dilly, 20, Links Road, West Wickham, Kent, BR4 OQW
or by phone: (44) + (0)20-8777-5533, or
by e-mail to martindilly20@gmail.com .

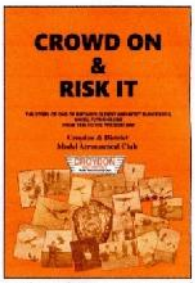


Flying North is a 163 page book covering the model flying career of Jack North, and including 23 previously un-published plans of his aircraft. Access to Jack's drawings and notes dating back to 1938 means that there are a number of designs in the book likely to be tempting to the nostalgia-minded.

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

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

CROWD ON & RISK IT



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

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

Just £8 by PayPal or cheque.

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

DILLY JAP IS BACK

After a bit of a gap since the final 5 yards came off my last bulk roll of Japanese tissue several people have asked if it will be available again, so I've just received my sixth roll. Doing the sums, that means that there's now just under a mile of Dilly Jap covering models all over the world.

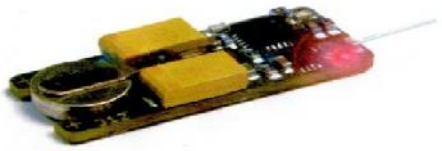
Anyhow, since the last roll came in 2015, the price is slightly higher (maybe as a result of you-know-what …xit and its effect on sterling), but it's still only £13 for a five yard roll a yard wide.

To re-cap on the details, it's 12 gm/M^2 and has a strong unidirectional grain. It's white and low absorbency, so remains very light when doped. For those of you old enough to remember, it's identical to the Harry York tissue sold at his South London model shop in the 1950s. I normally sell it in rolls at contests, as it's a shame to fold it for mailing, but I can do that if you prefer.

I'm on 0208-7775533 or e-mail: martindilly20@gmail.com

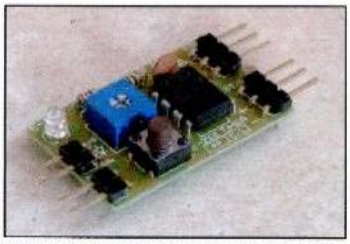
BUGS

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

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 a simple push button / LED interface

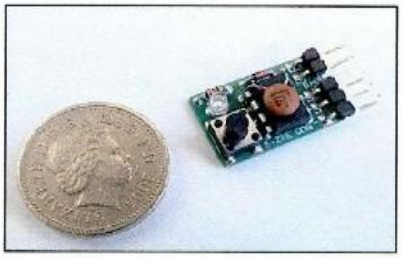
- motor run duration:-adjustable 1 to 30 seconds, set in 1 second increments
- d/t duration:-adjustable 10 seconds to 5 minutes, set in 10 second increments
- motor power:-adjustable at all times from zero to full throttle (by potentiometer)
- push button immediately stops the motor at any point during 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

Provisional Events Calendar 2020

With competitions for Vintage and/or Classic models

March 1st	Sunday	BMFA 1st Area Competitions
March 15th	Sunday	BMFA 2nd Area Competitions
March 29th	Sunday	BMFA 3rd Area Competitions
April 10th	Friday	Northern Gala, Barkston Heath
April 11th	Saturday	Croydon Wakefield Day & SAM1066, Salisbury Pl.
April 25th	Saturday	London Gala, Salisbury Plain
April 26th	Sunday	London Gala, Salisbury Plain
May 9th/10th	Sat/Sun	Mayfly, Old Warden
May 23rd	Saturday	BMFA Free-flight Nats, Barkston Heath
May 24th	Sunday	BMFA Free-flight Nats, Barkston Heath
May 25th	Monday	BMFA Free-flight Nats, Barkston Heath
May 31st	Sunday	Southern Area Gala, Odiham
June 28th	Sunday	BMFA 4th Area Competitions
July 19th	Sunday	BMFA 5th Area Competitions
July 25th/26th	Sat Sun	Scale Weekend, Old Warden
August 1st	Saturday	East Anglian Gala, Sculthorpe
August 2nd	Sunday	East Anglian Gala, Sculthorpe
August 9th	Sunday	SAM1066 Cagnarata Day (250gm), RAF Colerne
August 23rd	Sunday	Southern Gala, Salisbury Plain
September 5th/6th	Sat/Sun	Stonehenge Cup/Equinox, Salisbury Plain
September 13th	Sunday	Crookham Gala, Salisbury Plain
September 19th/20th	Sat/Sun	Vintage Weekend, Old Warden
September 20th	Sunday	BMFA 6th Area Competitions
October 3rd	Saturday	Buckminster Gala
October 4th	Sunday	Buckminster Gala
October 5th	Monday	Buckminster Gala
October 11th	Sunday	BMFA 7th Area Competitions
October 17th	Saturday	Croydon Coupe Day & SAM1066, Salisbury Plain
October 24th	Saturday	Midland Gala, Barkston Heath

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

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

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

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

Useful Websites

SAM 1066	-	www.sam1066.org
Flitehook, John & Pauline	-	www.flitehook.net
Mike Woodhouse	-	www.freeflightsupplies.co.uk
BMFA	-	www.bmfa.org
BMFA Southern Area	-	www.sabmfa.org.uk
SAM 35	-	www.sam35.org
National Free Flight Society (USA)	-	www.freeflight.org
Ray Alban	-	www.vintagemodelairplane.com
Belair Kits	-	www.belairkits.com
Wessex Aeromodellers	-	www.wessexaml.co.uk
US SAM website	-	www.antiquemodeler.org
Peterborough MFC	-	www.peterboroughmfc.org
Outerzone -free plans	-	www.outerzone.co.uk
Vintage Radio Control	-	www.norcim-rc.club
Model Flying New Zealand	-	www.modelflyingnz.org
Raynes Park MAC	-	www.raynesparkmac.c1.biz
Sweden, Patrik Gertsson	-	www.modellvänner.se

control/left click to go to sites

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

Your editor *John Andrews*

Happy New Year to all