


	<h1 style="text-align: center; color: red;">NEW Clarion</h1> <h2 style="text-align: center; color: red;">SAM 1066 Newsletter</h2>	Issue 022016
		February 2016

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

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Editorial

Good news, SAM1066 presses on.

The EGM/AGM decided unanimously to continue as best we can and it remains to be seen what effect the meeting restrictions will have. Meeting attendances will possibly drop and late cancellation of events due to adverse wind directions may well occur.

As a 120 mile traveller to the meetings from the Midlands, my philosophy may be of interest. Having discussed the situation, Rachel and I will continue to make non-refundable bookings at the Andover Premier Inn, arriving the day before the meeting and leaving the day after.

In the event of a meeting cancellation we intend to visit the seaside, nipping down to Bournemouth and the like, fish & chips on the prom and all that.

There are three articles that I have published that might have been pertinent to the EGM. One by John O'Donnell, which was well thought out as usual for him and is the out and out competition flyers view.

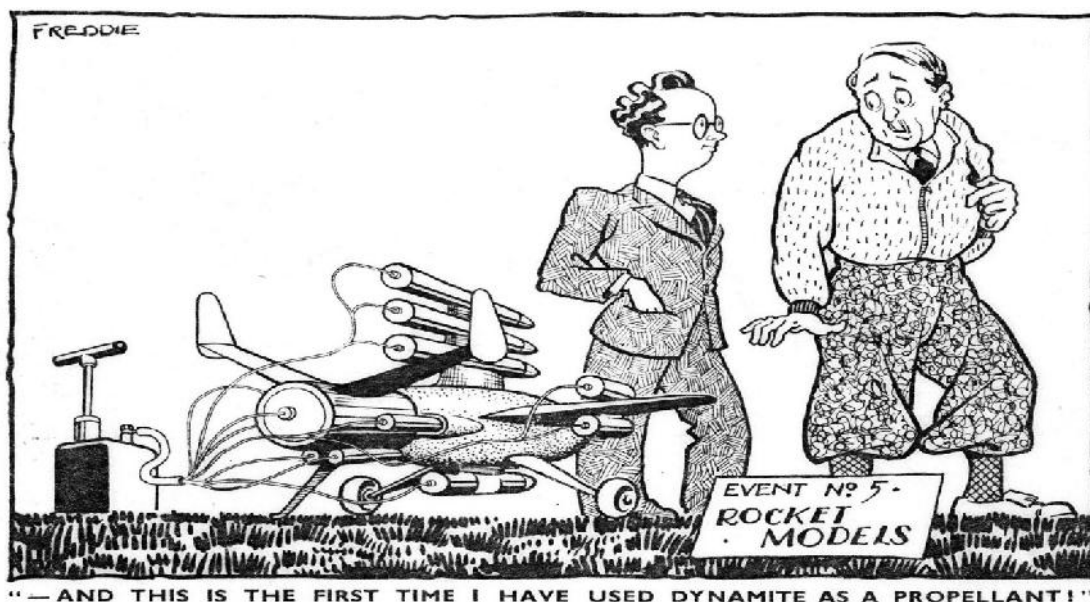
To compliment this there is Peter Scott's observations as a Sport Flyer and a piece by Peter Michel giving thoughts on how competition flying might be modified to suit our Wallop limitations.

However, I felt that the motion before the EGM was 'to continue or not' and there would be, and indeed was, sufficient comment/queries/suggestions from those present without introducing written submissions. For me it was a foregone conclusion that the meeting would approve 1066 moving forward and the lively discussion on future possibilities, whilst interesting, would have been better left to a later date. Any suggestions on our future activities can be aired in these pages for all the membership to consider and I hope to be flooded with ideas for the next issue.

Articles get a bit few and far between this time of the year for some reason, perhaps the aftermath of the xmas festivities. There must be quite a few of you out there who trot along to the many indoor meetings in between your winter building projects. I wish one or two of you would pen a few words on your activities to grace these pages in place of my own activities. Any comments of any sort will be welcome and if you have one or two pictures so much the better. There is no need to bother with fancy layouts, just write a few words and attach pictures, I can sort out the layout. You can hand write it if you like and post it.

Why not give it a whirl.

Editor





Committee: John Thompson, chairman; Mike Parker, membership secretary; Roger Newman, secretary
Treasurer, Ed Bennett was unable to attend but submitted his written report.

Chairman's Report for 2015 AGM.

To avoid repetition, I will not comment on matters that other members of the committee will report on in detail. I would like to thank them all for their efforts, especially Roger, who without, there would be no 1066. Attendance has been down a little and activity has been less energetic. Both of these points arise because of aging legs and a general slowing down of folk. One flight now rather than "going it" all the time is suffice before a sit down. Comment has been made about how to handle this slow down. We are a Free flight club and most wish it to stay that way, even if this turns out to be the last knockings of our particular form of aeromodelling.

We do not wish to change it - other than say helpful use of RDT - from what it is, because it would not then be the same. I think we all know that Free flight is a minority hobby and will become even more so in the future, so let's enjoy it as it is, and if it dies with us, so be it!

John Thompson

Secretary's Report 2015

In spite of some uncertainty regarding our licence application for the year, it was granted just in time for the first meeting at Easter & we managed to fulfil our requested dates throughout the year. Attendances continue to slowly diminish, however a reasonable mix of low pressure competitions and sports flying has been enjoyed by all who participated.

As with previous years, relationships with local Farmers & the authorities remained friendly through the year. Nevertheless, the year has seen the loss of yet more free flight fields across the country. Our ongoing concern for the future is - as last year, that continued tightening of Military Aviation Authority rules could impact (restrict) our flying activities. We now have a new Officer Commanding at Middle Wallop, a new Office i/c Training & a new (temporary) Airfield Manager in post. Indications are that there will be greater attention paid to airfield safety, which give rise to problems for us as a free flight community. The Museum Chief Executive, new in post this year & his staff have as always been highly supportive of our activities. With the ever increasing loss of free flight venues, we must continue to work hard to maintain these good relationships, particularly those concerning the airfield.

A licence application for 2016 will be dependent on the outcome of the EGM called for 16th January, following the notification of new rules by the Military Authorities regarding flying at Middle Wallop in 2016. The rules as set out have the potential to present many difficulties, particularly coupled with possible new legislation on flying of "unmanned air systems" currently being debated by EU member states.

As in previous years I pay thanks to all Committee members who do a splendid job in supporting SAM1066. As one of last bastions of regular, well attended free flight meetings for "not too serious" competitions & sports free flight, SAM 1066 is fortunate to have a Committee that organises such meetings. It is hoped that the membership appreciates their efforts. In this context, it is a pleasure to know that our Hon Editor has been awarded the 2015 BMFA Ray Malmstrom Trophy for services to model flying.

Finally, my thanks to the Airfield Management team & its ancillary services, the Museum & their volunteers who all have been supportive of our activities.

Roger Newman



Some attendees, numbers were such that additional chairs had to be provided before the meeting could commence.

SAM 1066. Treasurer's Report 2014-2015.

I take particular pleasure in presenting this report, for in the Spring it seemed likely that we would be suffering an inactive year.

Meetings have mostly shown a small profit, except where poor weather intervened as in the case of the 31/08 day, or where the Committee waived the £1 gate fee. The Committees' aim to reduce the funds held has again been met. The end of year balance for 2014/2015 at £878.88 when compared with that for 2013/2014 at £1526.80 shows a balance reduction of £647.92.

I have made a sum of those items of expenditure incurred in 2014/2015 which might be considered recurring and necessary. The answer is £706. We therefore find ourselves in a situation where we could JUST survive the next financial year without benefit of further income. How we choose to proceed in 2015/2016 is for the Committee and membership to determine.

£27 was raised by auctioning some of the late Vic Dubery's models. This sum was donated to charity and a very pleasant letter of thanks from MacMillan Cancer Care has been received and can be viewed at the AGM meeting.

In conclusion, I would thank the other officers for their continued cooperation and for their tolerance of my lack of support at flying meetings; a situation not of my choosing.

SAM 1066. INCOME AND EXPENDITURE ACCOUNT 1ST OCTOBER 2014 TO 31ST SEPTEMBER 2015.					
INCOME	DETAILS	AMOUNT	EXPENDITURE	DETAILS	AMOUNT
DATE			DATE		
30/09/2014	Balance b/f year 2013/2014	1526.8			
17/11/2014	gate receipts, meeting 16/11/2014	72	14/10/2014	Cost of update of webform, Code 23	228
17/11/2014	Comp entry fees, meeting 16/11/2014	74	16/11/2014	Meeting 16/11/2014. 1 Wine prizes	131.48
4/5/6/04/2015	Spring Bank Holiday meeting. Gate receipts	231	16/11/2014	AGM refreshments	60
4/5/6/04/2015	Spring Bank Holiday meeting Comp. entry fees	158	05/01/2015	Gifts for farmers	90.9
08/05/2015	Meeting 03/05. Gate receipts	17	27/01/2015	Donation, MW Fire Station Admin Fund	100
03/05/2015	Meeting 03/05. Comp. entry fees	18	12/02/2015	Transport by DHL, two boxes model plans	47.9
04/05/2015	Meeting 04/05. Gate receipts	86	30/03/2015	Cost of MOD license	150
13/06/2015	Meeting 13/06. Gate receipts	22	06/04/2015	Spring Bank Holiday meeting, Wine prizes	268
13/06/2015	Meeting 13/06. Comp entry fees	22	03/05/2015	Meeting 03/05. Wine prizes	36
14/06/2015	Meeting 14/06. Gate receipts	119	13/06/2015	Meeting 13/06. Wine prizes	64.89
14/06/2015	Meeting 14/06. Comp entry fees, mini gala	60	14/06/2015	Meeting 14/06. Wine prizes, Mini gala.	89.05
14/06/2015	Meeting 14/06. Comp entry fees, Jimmie Allen comp.	8	14/06/2015	Meeting 14/06. Wine prizes, Jimmy Allen comp.	17.57
30/08/2015	Meeting 30/08. Comp. entry fees	118	14/06/2015	Renew Linux Home Pro hosting for 1 yr.	64.67
31/08/2015	Proceeds of auction late Vic Dubery's models	27	30/08/2015	Meeting 30/08. Wine prizes	120
	TOTAL INCOME	1032	31/08/2015	Meeting 31/08. Wine prizes	98
			18/09/2015	Renew e-mail plus, SAM 1066 with "Daily"	11.95
			18/09/2015	Donation, MacMillan cancer support, ex auction	27
			08/10/2015	Part cost Post Office express delivery (£6.45)	1.51
				TOTAL EXPENDITURE	1606.92
Balance at Bank, 30th Sept 2014		1526.8			
Income for year 1024-2015		1032			
Total		2558.8			
Deduct expenditure 2014-2015		1606.92			
Balance at Bank, 30th September 2015		951.88			
			Petty cash Account		
			Balance b/f to 01/10/2014	4.94	
			Paid in	0	
			Paid out, part cost PO express delivery	4.94	
			Balance	0	
Explanatory notes.					
Meeting 04/05/2015. Comps. run by Croydon & DMAC hence no entry fees or prizes shown.					
Meeting 30/08/2015. No gate fees levied.					
Meeting 31/08/2015. No gate or entry fees levied (bad weather)					
08/10/2015. Post office express delivery. Having stopped a cheque lost in post, sent a replacement by secure delivery.					
I have reviewed the SAM 1066 accounts for 2014/2015 as presented to me and find them accurate.			Signed	Peter Tollerhurst	

Ed Bennett

Membership Secretary's Report 2015

I did manage one event this year but I have been absent from flying field again this year, following health problems over Christmas and the new year I haven't got back to any normality.

The current membership list has over 700 members although I suspect that if we carried out some confirmation work that the actual number could be a little lower.

I am still occupied in keeping the club website up to date, our new online membership form is now on our own server and applications from new members are still coming in. Once again this year I applaud the hard work and dedication our all of our committee members without who the club would not function.

My apologies once again for my absence on the flying field, I remain ever hopeful of returning in 2016.

Mike Parker

DBHL(Magazines) Report 2015 by Roy Tiller

The magazine library thanks all those members who have responded to our requests for magazines to fill gaps in the collection.

Donations of magazines have arrived by post; via many hands and model meetings; and delivered to meetings at Middle Wallop. Within these donations have been many magazines not needed by the library, i.e. doubles/spares, and these have been offered for sale at flying meetings to raise funds. The plans which Roger has had digitised are also offered for sale and these have proved to be very popular. This year the library has been able to pass £350 to the SAM1066 treasurer.

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

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

Roy Tiller

DBHL (Plans) Report 2015 by Roger Newman

Nothing has been done during the year to update the DBHL list, due to other tasks continuing to take precedence.

Brian Yearley has kindly assisted in cataloguing a backlog of plan additions & I have received digital files of additions to the library on a portable hard drive from Roland Friestad (USA), to whom we remain grateful for his role in digitising so many plans. These have mostly been converted from Roland's scan format, with the aid of Ken Brown, to our regular pdf format. We have a backlog of a 2ft pile of plans still to be catalogued. Following completion of this task, I anticipate a final release of the plan list.

Plan requests have been significantly reduced relative to previous years. The majority of those folk who have asked for a plan will have received it within a short time span. We have no outstanding requests. There have been a few requests for multiple numbers of plans, which appear to be from plan collectors rather than model builders. These have been politely declined.

As in previous years Derick Scott has been highly supportive in both scanning of plans & returning scanned plans to me for resale at SAM 1066 meetings via Roy (Tiller). I continue to be most grateful to both of them

Roger Newman

Editor's comments:

The meeting accepted the officers' reports without significant comment and the secretary Roger Newman moved on to give a power point presentation of the salient features of our current situation, defining the authorities which held sway over the use of Middle Wallop by various organisations. The conditions under which we would be allowed use of the airfield were once again outlined and there were many queries/suggestions from the floor on various aspects but it was eventually accepted by the meeting that we had been given a cast iron set of conditions under which we must operate. There is an imminent meeting with the MW Airfield Safety Officer, hopefully before the first 'Trial' meeting.



A formal vote was taken to accept that SAM1066 would continue, this was unanimous. The existing committee were re-elected for 2016. The meeting approved the membership secretary's proposal that membership fees remain at zero for the coming year.

Looking to the future it behoves us to adhere to the regulations imposed, without any deviation, at our first 'Trial' meeting in March. We can thereafter hope for a de-briefing when points may be made.

The flying area we can operate from means a significant walk from the peri-track parking area across the field to the runway junction and it would be advisable to have a trolley of some sort to move equipment to set up out there. It is considered too long a walk to the flying area to make it viable to base oneself in the parking area.

The late cancellation of a meeting by the Airfield management, based on wind direction, will be advised to the membership by email on Friday evenings. Notice will also be posted on the website SAM1066.org. It is advisable to keep one's eye on weather forecasting websites which would give an early indication of the possibility of meeting cancellation.

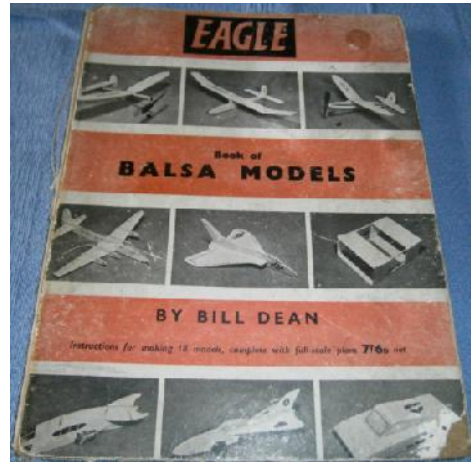
Here's hoping we can get a few good flying days in 2016.

Editor

A little masterpiece

This brief note is about a book from the 1950s, which is of remarkable quality, by the famous Bill Dean. It should not be confused with the very different Eagle Book of Model Aircraft, by Ray Malmstrom.

The Eagle (the well-known boys' comic of the period) Book of Balsa Models contains all the information necessary for a beginner to build and fly a delightfully varied selection of balsa models. In a neat piece of product symbiosis on the back cover, Solarbo offered a pack of assorted balsa to make a range of the models. I received both the book and the balsa pack one Christmas, which set me on a road I am still going down.



The production standards of the book were very high. It is well laid out, with plentiful photos and diagrams and clear text. The construction drawings are excellent and informative.

The book contains a total of 18 designs, 12 of which are aircraft. The core is a series of 6 designs which are identified as a trainer series, of gently increasing complexity. Thus, the series starts with a 12 inch catapult glider, the Hawk, which could still be used in CLG today. I well remember building it as soon as I received the book, and recall how it was immediately on trim, when I launched it across the living room the same night. As with all the designs, the instructions included a materials list and cost, the building time required and detailed launching and trimming instructions.

The trainer series continued with a bungee launch glider with aerofoil shaped wings, but it seemed a bit draggy to me, then, via a Jetex swept wing design, to probably the best one in the book, namely the Buzzard, a rubber powered stick model with sheet cambered wings and twin fins. I made several, it easy to fly and was the first rubber model I had which climbed, not just extended powered glides. It would handle quite breezy conditions, and I can still picture it disappearing downwind, crossing a road and landing on a neighbour's house.

The other trainers were a 23 inch towline glider and a rubber powered profile cabin model, although I found the tendency of the rubber tension to bend the fuselage to be a drawback on the latter.

The other designs included 3 profile scale models, the best of which was the Supermarine Swift, of which I built numerous copies. It would fly from a hand or catapult launch, and glide easily around, gently rocking its wings as if the pilot was signalling. As it was only 5 inches span, it was easy to lose in vegetation, but equally, simple to replace. I am surprised now that Bill Dean did not introduce the concept of templates in the book, as this would have simplified duplication. The other scale subjects were a delta Skyray, a bit loopy in my experience, and a Bristol Britannia complete with 4 profile engines on the wings, its performance was stately, probably with high drag.

Other designs included a flying wing glider which performed well, if very sensitive to aileron angle, and looks similar to Ray Malmstrom's later Fli-Wing rubber model. There were also a couple of kites which were great for windy conditions.

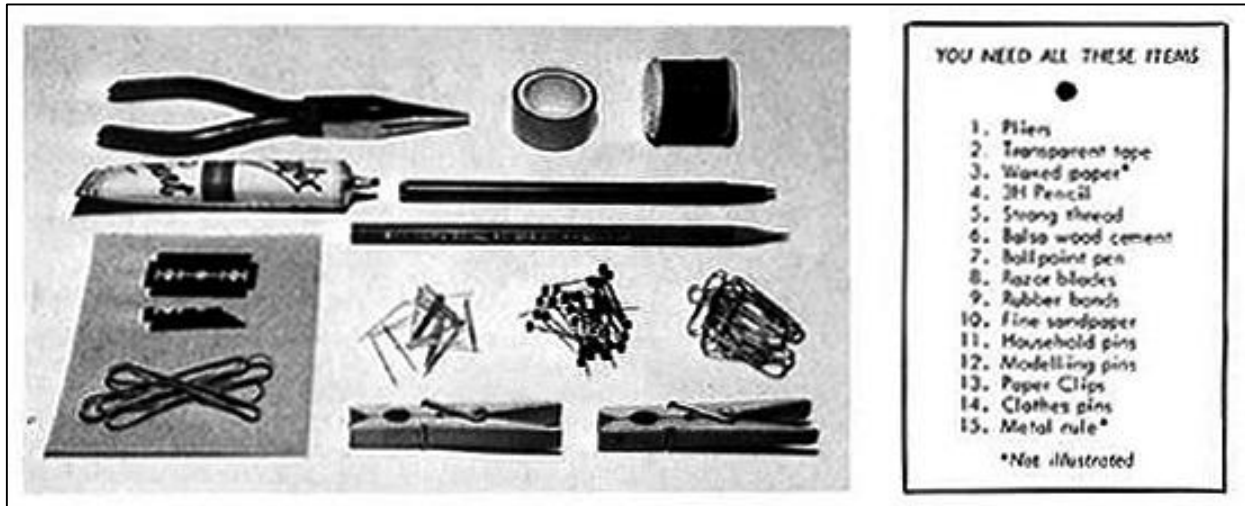
The book was later republished as the Solarbo Book of Balsa Models, but this only contained 12 designs, and the general layout seemed to lose the clarity of the original.

Interestingly, Bill Dean dedicated the book to Christine Zaic.

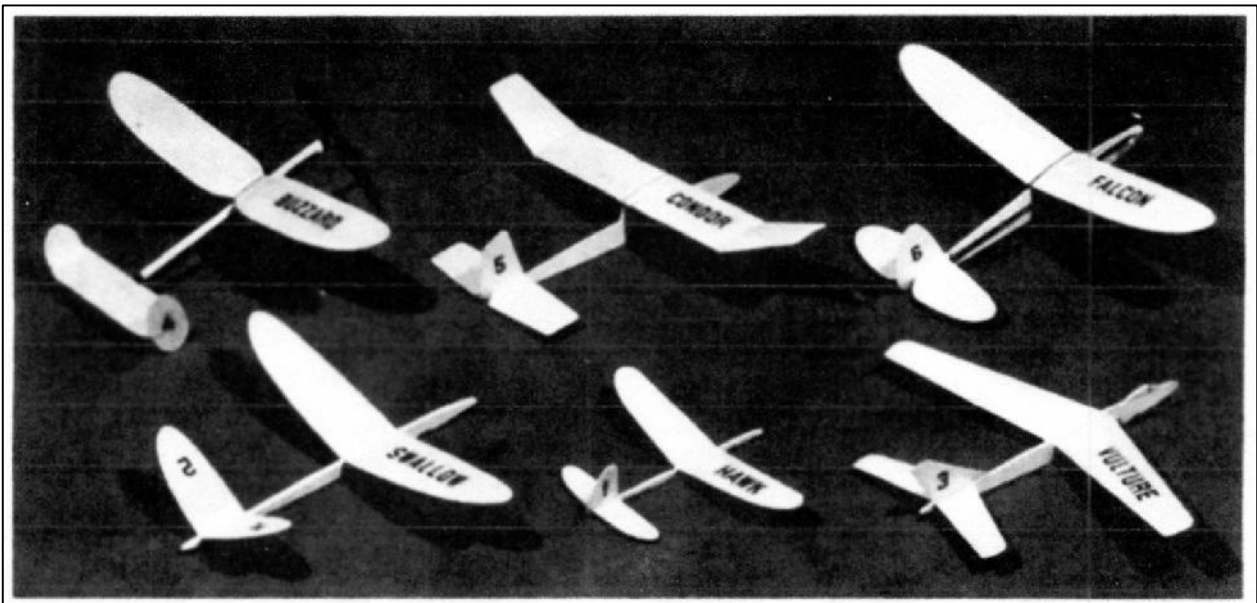
(Introduction Paragraphs from the book)

Making models from *Balsa* is a fascinating pastime, which can be tackled with confidence by anyone, thanks to the easy-working qualities of this lightest of all woods. No expensive tools are required, just some old razor blades, sandpaper and a few other household odds and ends. Since 'working' models provide much more enjoyment than ones built purely for decorative purposes, all the designs in this book fall into this popular category. Several completely new building methods have been developed and extensive tests were carried out before the preparation of the final plans

TOOLS AND EQUIPMENT



The all-sheet type of construction makes these models both simple to build and sturdy enough to stand up to plenty of hard knocks. Wherever possible, ready-made plastic parts (such as wheels and propellers), which are obtainable as standard accessories, have been specified. In fact, everything has been aimed at eliminating the usual stumbling blocks encountered by beginners. Model planes constitute over half of these designs with gliders, rubber-powered, jetex, flying scale and several unorthodox types being featured. If you are just starting to build models, your best plan is to make all six 'Trainer' designs, which are lined up in the photo at the foot of this page. After completing these successfully, you will then have the building experience required to tackle any of the remaining dozen models which include boats, cars, kites and even a 'space ship'.



Don Thompson

Editor's Note: I will be featuring each of the book's designs in future issues



Model Aircraft December 1960

Present Trends

And so to quite another "model up tree" topic—one with a seasonal flavour. I mean, of course, those little plastic kits which all you kiddies are agog to wrest from the tinselled branches of the family Christmas tree.

If the news of your modelling affliction has leaked out, as no doubt it has, you can be sure that some indulgent auntie will go all bright and modern with a plastic present for clever little you ("Such a child still"). Now, what you do with the thing will depend on Auntie's age, health and bank balance. If she's suitably remote, or on the church mouse list, then you can give the kit to some kid you particularly dislike. If, on the other hand, she's the bossy type with an H-Bomb size in nest eggs, then you'll have to put aside that new radio job and get cracking with the poly whatnot cement. Be sure you make a lousy job of it, though, so that next year you'll be back to woollen socks and pink ties.

Of course, there are always those drain and violets modellers who are gifted with the right sort of gift making relatives. They're the ones who get the tool kits, radio receivers and those itsy bitsy engines in perspex bubbles. Now, I can't think of any more enchanting gift to the young in heart than one of these bubbly bits of ironmongery; the modern variant of the ship in a bottle. However it's done, it's a jolly good trick, and, I for one, wouldn't have the heart to break open the bubble, even if I knew what to do with the engine.

This is also the time when the model dealer offloads some of his huge stock of dust filmed shelf creakers; and many a joyful eight-year-old carts home his five foot span super scale model. No boy worth his salt will look at anything under five foot, and although he feels his pride insulted by the archaic diesel motive power offered, he's content to bide his time. Next year it'll be a supersonic jet or nothing.

When I was a kit-minded youth you could never get anything over an 18 in. span model, and, for some reason or other, you always finished up with the same old Puss Moth. In these Giant-sized times the same, or other reasons, seem to limit the scope to another popular light plane. I can't mention its name, as there are so many appalling effigies of it knocking about it wouldn't be fair.

We can at least be thankful that most of the kit builders never get farther than opening the lid. When they do the result often calls for dark glasses and a stomach settler. Sometimes, though, the finished product is so outrageous that it has all the endearing charm of a revolting, but friendly mongrel. Lop eared wings, off skew tail, wobbly underpinnings, and even a wet nose.

But, if I go on like this, all I'll get for Christmas is a thick ear.

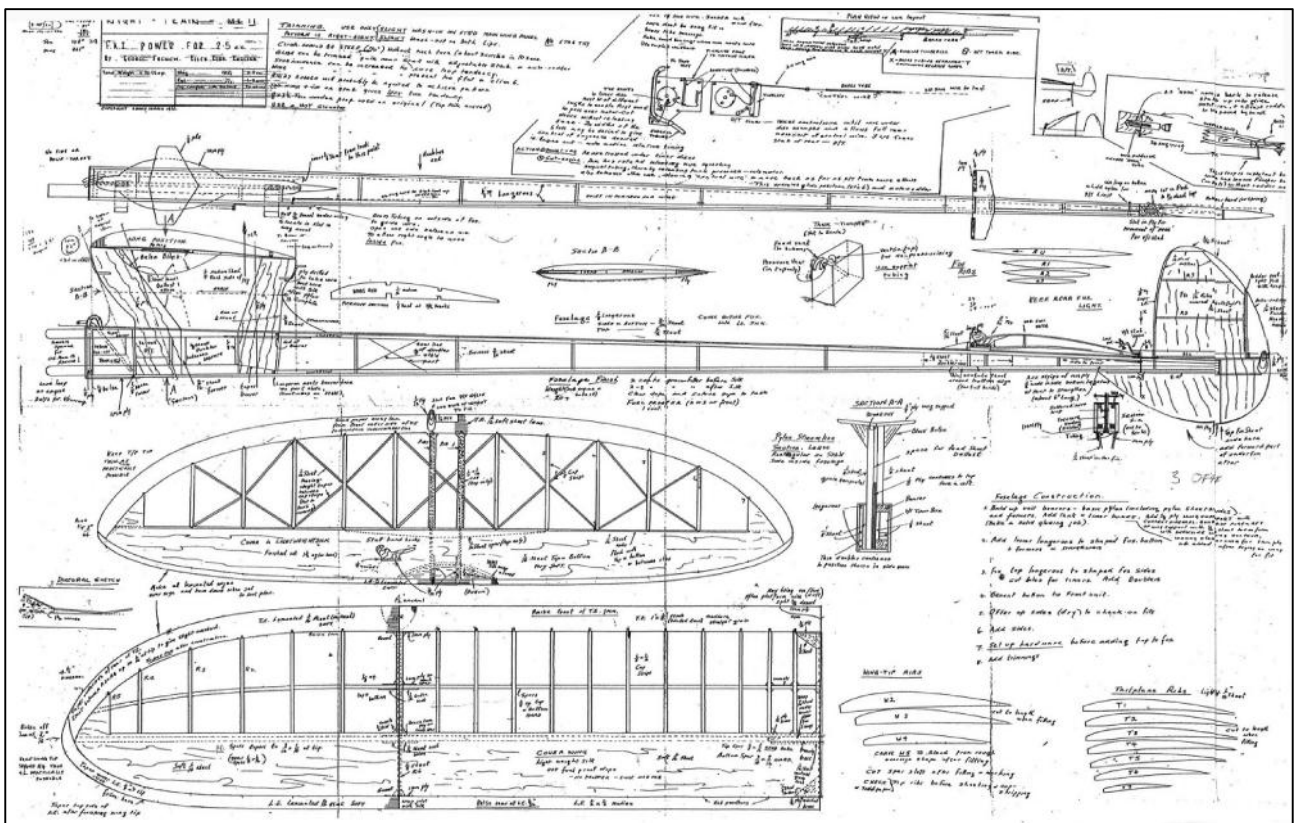
Past-time Trends

Christmas was always celebrated throughout the model world as marking the halfway stage in the winter building season. It was a time of rest and recuperation, when the toiling modeller shook the balsa dust from his hair and called a truce with the hobby-harassed family. But all that sort of thing seems as out of date as roast duck and charades. For one thing, the family is too intent on the telly screen to worry whether some off-beat member of the household is gluing up a plastic model by the light of the aquarium table lamp. And, for another, model engine collecting can be carried on equally well in any season.

Possibly the hobby for all seasons is radio. You spend the winter building the model, the spring to get the radio working, the summer to prang it on the tarmac, and the autumn to think about a new hobby. But it hasn't much to do with Christmas. Once you got your head stuck into the fuselage, sorting out the maze of wires and whatnots, you wouldn't notice the coming and going of the festive season, or anything else, except that, if you did get the thing working, you'd think your birthday had come.

Pylonius

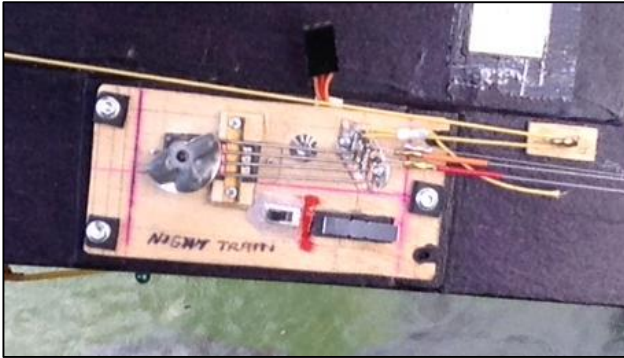
I decided to build the earlier 1960 version. The plans for this came from Brian Yearly, who had quite a bit of contact with George in later years. Some of his models still exist being in the safekeeping of a friend, after George's death.



The plan drawn by George himself, shows full details of the VIT/ AR in use in those days. I hasten to add I used the modern Russian two line system as it is simpler and far less bother. Interestingly the wing section is very similar if not the same as that used by Sandy Piminoff on his 1960 world champ model. This section I had trouble with on high powered non function models, but with VIT no problems what so ever were encountered. The section worked OK on moderate power but on high, was very difficult to control, Of course maybe it was just me?

My build is slightly different from the plan, with a geodetic tailplane and a much simpler pylon (the non-vanity, no curves on the sides, variety). The pylon is also slightly fatter to house the RDT. I made no attempt to build up to FAI weight of 750 gms, mine is around 550 g.

I utilized an OS max CV 2.5 turning an APC 7x4 at 22.5 K, which, roughly is around .75 bhp. I suspect that this engine is more powerful than the specials that George used in those days, where possibly 0.6 bhp was obtainable. Thus my model with its lighter weight and higher power, possibly climbs higher than the original.



Utilizing a Dan Kennedy electronic timer the ease at which the functions can be adjusted is a real wonder, making trimming so much easier and precise. This combined with an Aeris RDT is a marvellous combination.

The model trimmed out fairly easily, launching vertically the model goes straight for 2 or so seconds before going into a vertical spiral. Transition needs a bit more work as it looks a bit messy but with no loss of altitude, into an excellent glide. It reaches 800 feet in 9.5 seconds, comparing this with a non function model with the same engine set up takes say 11.5 seconds to reach the same height. This demonstrates VIT adds about 15 % +, extra height for a given engine run. This advantage plus the ease of trimming the glide and climb separately explains why this set up became the norm for competition power models.

The only comment I would make about this model and similar 1960's F1C models, is that they are really no improvement on the Vladimir Hajek's "Raketa" of 1953, possibly the first to use this setup. He was well in advance of his time. My Raketa similarly powered reaches around the same height as the Night Train. Valdimir of course in the early 50's had no such power available but he showed that with whatever power is available, a function set up is superior. From a looks point of view some say the Night Train is one of the most beautiful of that era. Personally, as far as I am concerned, looks of models do not worry me, functionality such as "Raketa" is just as important.



Model information:

Fuselage; 135g (basic box 53, pylon 33),
 Engine /mount/ prop etc; 220g.
 Timer / RDT; 41g,
 Wing; 123g, Tail; 30g.

All up total 549 g.

Rigging:

CG 72 %; Wing +2.8deg; Tail; +1.3deg & zero
 (ie decelage, climb 1.5deg and glide 2.8deg).
 no warps; both tips washed out 2 degs.
 Thrust line; 5deg down and 0.5deg left.

John Thompson

ALLBON ARROW.

Manufacturers. Allbon Engineering Co. (Sunbury) Ltd., 51A, Thames Street, Sunbury-on-Thames, Middlesex.

Retail Price. 55s.*

Delivery. Approximately 8 weeks.

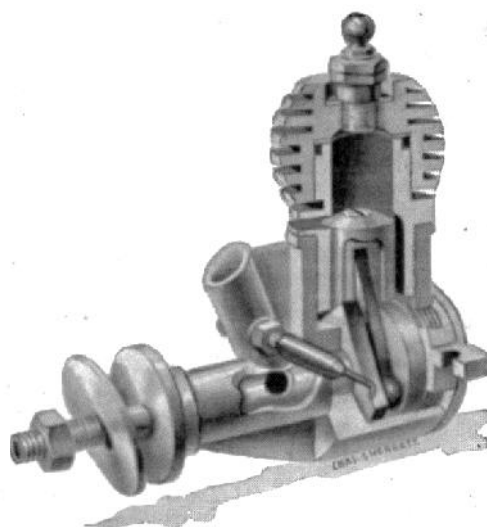
Spares. Ex. Stock.

Type. Glowplug motor.

Specified Fuel. Mercury No. 5 or No. 7, or 3 parts Methanol to 1 part Castrol R.

Capacity. 1.49 c.c.

Weight. 2 ozs.



Crankcase. Aluminium Pressure die-casting.

Piston. Meehanite with Dural Gudgeon Pin Carrier. Conical top. No rings.

Connecting Rod. Hiduminium R.R. 56. Forging.

Crankpin Bearing. Plain.

Crankshaft. Heat treated alloy steel, ground and polished on bearings.

Main Bearing. Plain—no bush.

Little End Bearing. Plain.

Plug. $\frac{1}{4} \times 32$ T.P.I., K.L.G. Short reach.

Special Features. Gudgeon being inside piston prevents scoring of cylinder bore. Pistons honed individually.

Compression Ratio. 10 : 1.

Mounting. Beam, upright or inverted.

Recommended Airscrews. Free Flight 7×3 or 7×4 ins. Control line 6×6 or 6×8 ins. Flywheel $1\frac{1}{2}$ in. diameter, $2\frac{1}{2}$ ozs. approximately.

Tank. Not fitted.

Bore. .526 in.

Stroke. .420 in.

Cylinder. Me. hanite. Screwed into crankcase. 6 ports, 3 exhaust, 3 transfer.

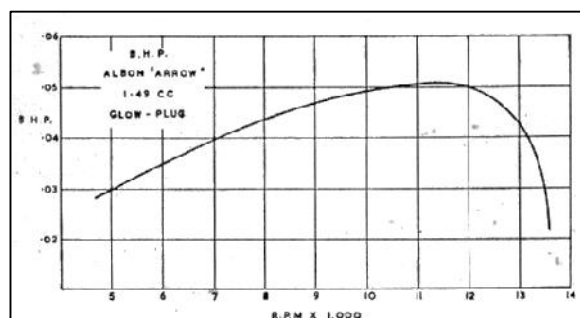
Cylinder Head. Dural. Screwed on to cylinder.

TEST

Engine. Allbon "Arrow" 1.49 c.c.

Fuel. Mercury No. 7.

Starting. Exceptional under all conditions, using both hand or cord-and-pulley methods.



Running. Extremely smooth and consistent at all speeds, with remarkable flexibility of needle control.

B.H.P. For reasons stated I feel that the output shown, especially at the higher

speeds, is low, as frictional losses must have been great. Above 8,000 r.p.m. readings were inclined to be inconsistent, and considerable "smoothing" of the curve was necessary above this figure. In spite of this, a maximum b.h.p. of .051 was obtained at around 11,500 r.p.m.

Checked Weight. 2.2 ozs. less tank.

Power/Weight Ratio. .370 b.h.p. lb.

Preparing a Rubber Model for Flight

It starts at least 2 weeks before the event, earlier if it is the Nationals. All the wives, girlfriends and partners out there will know where I am coming from.

In my case there were 10 boxes involved each containing parts for 4 or 5 models. That didn't mean that the parts for a particular model were necessarily in the same box. Oh no! that was because the previous week a box had had to be emptied to find another model for yet another comp.

So the week before a comp all the boxes would have to be searched, it's an elimination process to find the model that was needed for a particular comp. Don't get me started on the different comps which need a different model. What got me was when all the wings look alike and all the tail planes and fuses (the fuselages nick name) look the same. How do you aeromodellers remember which belongs to which. You must all have photographic memories to be able to identify which matches which. Having said that I do know of instances where planes have gone up with the wrong wings on them or they may have been put on back to front. As you can imagine a lot can affect models flying in comps.

But to me they all look the same apart from their colour of course. Red and Black are favourites as they can be seen against sky, grass and rape seed fields. Boring isn't it, so other colours are used. You have to decide whether you want the plane visible in the air or on the ground. Difficult choice. Left wing tips can be a different colour to the right wing tip. Now you know whether the plane is travelling away from you or towards you. This helps if you have to jump in your car to chase it as it won't wait for you. Of course you could cover both angles and have the plane all yellow apart from its tail plane. If it lands in a rape seed field, pray that it lands with its tail in the air above the level of the rape.

So now you have the plane parts, sigh of relief.... But we are not allowed to relax yet, there is a rubber motor needed. They also come in different lengths and weights and of course how many strands does a motor need? Now your aeromodeller may need your help to pre-tension the motor unless he has a cunning way of holding both ends of it while it is at full stretch. I have been known to hold one end of this large rubber band while the other end is wound up. By far the best way is to be busy with something else or that you have not heard when you are called because the wind is blowing so hard.

It's amazing watching the different methods the aeromodellers employ to get the model wound up and ready for flight. I am convinced that they watch each other too as they all appear to employ a variation of the same method.

You have your box of tricks ready for travel don't worry you are not expected to help carry it to the car, after all you might tip it up and then where would the models be? Wrapped around each other at one end of the box! Besides he has had plenty of practice packing awkward shaped parts into his boxes.

Every Aeromodeller likes to practice/play with his models before committing the model to fly in a competition. So there are club days on the local field. This is when they get together and 'trim' the models. No one wants to make a mistake on 'big comp day'. So the models are checked out to see if they nose dive, stall, get in the air or just drop like a brick. Pieces of balsa wood are used to glue on various parts of the model to help it achieve perfection.

If it is too windy or it is raining on a practice day a session will be missed. Weather watching is an essential past time for all aeromodellers preparing for a competition. Keep out of their way if trimming flights aren't going to plan.

Next time Competition Day

Kath Wingate

SAM 35 Rules Revamp

-

Nick Zotov

Our SAM 35 rule book was last issued in 2001. It had been reduced to photocopied pages, which were hard to follow and were not searchable by a computer. Since its issue, supplementary rules had been issued, which were presented in no clear order in our website. Newcomers found themselves looking at the old rule book, getting the pages in order, then looking to see if rules of interest had been superseded by any of the rules linked in the website. The rules now have a new layout - and much reviewed content - and can be seen on our website by typing in sam35.org/rules, or going through the website menu, clicking: Info/Rules and Regs. The combined SAM 35/1066 free flight rules are still under review by Tony Shepherd of SAM 1066. Apart from those, all rules are frozen from 14th January for 2016, so that our members have timely notice for the flying season (especially allowing for SAM 35 Speaks print lead times). If you last looked at the rules before then, be sure to do so again. Free-flighters please to check the web site from time to time; when your combined rules review is complete, there will be a prominent notice on the web page telling you so. For the other FF rules, the Masfield and Earl Stahl trophy rules have been reviewed already.

The Rules now have the General rules in one file; all Specialist Rules have their own files. General Rules and Specialist Rules need to be read together. Note that Specialist Rules have priority when there is a conflict. One major change: Builder of the Model no longer applies, unless specifically called for in a Specialist Rule. Accordingly the models of those no longer able to fly (or even no longer with us) will now be legally flyable, as will some of the models on offer at stands or from club mates.

Winners and record holders now have their own section, available through the website menu, and clicking Info/Winners and Records.

Nick Zotov

Note from Canada

-

Jim Moseley

For those of you who have not heard: **Karl Gies** left us on the Monday preceding Christmas. A long-time friend and a great guy with a wonderful attitude towards building and flying, mostly alone on the old B29 field a few minutes from his home. Model airplanes and fly fishing were his delights and he's sadly missed by all his SAM friends.

I'm in the winter doldrums, I already have more models than can be flown in the few events available to me so little point in building anything new but the fingers get itchy. In a flash of frustration (well, maybe a week) I threw together a KK Elf just for something to do; sport models are not my 'thing' even if I could find time to fly them so it's likely it will not see the air ... perhaps be given away somewhere - but it was therapy for a short period. Prop was cut down from an old one in the 'remnants box' as I couldn't be bothered to carve a new fan.



Regards and best wishes

Jim Moseley (Canada)

Naturally enough there have been reactions to the recently announced restrictions regarding model flying at Middle Wallop.

My immediate reaction, and one apparently shared by some of the SAM 1066 hierarchy, was that our activities were effectively over.

Certainly I reckoned that it might have been more honest if the Military had simply said 'sorry, but no more'. But in this age of terrorism, security, litigation, fear of blame and the need to be PC things don't seem to work that way.

However there would also seem to be a feeling amongst some members that 'half a loaf is better than no bread' and that we should endeavour to operate within the restrictions. But it needs to be remembered that the half loaf still has its price. This may or may not be considered 'value for money' but it still has to be paid.

Personally I would think that it is impractical to stage meaningful contests under the new restrictions, and that doing so should not be attempted. To announce an event is to invite prospective entrants to prepare, travel, and fly. This implies that there is a responsibility to provide what is usually expected.

Few people will be willing to travel any real distance knowing that everything could be stopped in mid-stream if the wind changed. Moreover I do not consider that flying to a nominal (low) max followed by a DT flyoff is meaningful.

It may be considered 'fun' by some modellers but not by serious competitors. If you need convincing then consider what happened in subsequent years at the Scottish FF Nationals after they stated that they would sacrifice the contest to preserve the field.

Nevertheless even a very limited venue could be useful to local modellers for testing or fun-flying. This does not require much space - merely good weather and the sense to cope with the limitations.

Having said that, I find it hard to believe that an individual cannot find somewhere else local to test. I have lived in and around Greater Manchester all my life and could always test-fly on playing fields and the like.

The use of Middle Wallop for any form of model flying under the new rules has implications.

It will need organisation by SAM 1066 or its replacement. The military will want to know who is in charge on the day.

Such a person is essential to check people (and their membership) in and perhaps out, collect any money, decide on a launch site, watch the clock, signal a finish and solve any problems.

The airfield boundary will have to be defined and maybe patrolled. 'In the field' does not mean 'on the grass' i.e. in front of the peri-track.

Finding such a Field Marshall may be difficult but can hardly be neglected. It needs someone who is reliable, knows what is needed, lives locally and has a back-up 'just in case'. Be careful who you appoint!

It would be valuable to have an idea as to the number of modellers who wish to use Middle Wallop and in what fashion. They must expect to be regimented. This may well be unpalatable to the more casual flier.

John O'Donnell

Thoughts on Wallop contests

-

Peter Michel

Gentlemen:

I have been doing a bit of thinking of late on what might be done to enable the continuation of contest flying at Middle Wallop, assuming that we accept the restrictions that have been imposed on us. If you think fit, these proposals - or amendments to them - might be put forward as a basis for discussion at the EGM on the 16th.

Some of the suggestions are pretty drastic, particularly the imposition of the much-disliked "fly-off" rule to every contest flight. But it might just work and in any case it's better than wringing our hands in despair.

Suggested Rules/format

- 1) The current "fly-off" rule to be applied to all contest flights. (This, incidentally but importantly, would eliminate the need for fly-offs at the end of the day.)
- 2) Two contest flights for all disciplines.
- 3) Lightweight rubber weight: 20gm.
- 4) Combined 4oz/8oz Wakefield and Flight Cup rubber weight: 40gm.
- 5) Glider line length, all classes: 30m.
- 6) Contest Power: 5sec. motor run.
- 7) Scale and Jetex: Subject to debate on the problem of mandatory dethermalisers.

Peter. Michel

Thoughts on Wallop Sport Flying

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Peter Scott

As an aeromodeller since 1961, herewith just a few thoughts from one who has never flown competitively, has long since given-up R/C, but who remains a keen sports free-flyer.

For me the primary appeal of MW (and I have been flying there for what must be over 30 years) is the amount of space. And I attend because it makes a Grand Day Out. For me it's a 45 minute drive to MW - there are others for whom the journey is far longer; there is the "unpacking and assembly" phase, some pre-lunch flying, a picnic among the hay bales on a glorious Summer day, more afternoon flying, and then pack-up and leave.

For us "non-competitive" flyers for whom aeromodelling is a hobby not a sport, the camaraderie is also important - so the comments in New Clarion regarding 'socialising' ahead of and after the putative truncated flying sessions are well made.

On D/T's: there are many types of model for which D/Ts are inappropriate: Jetex, scale, the occasional D/F model, many vintage designs that can barely get into the air (the late Mike Beach's 'Kanga' comes to mind), and the many "fun" designs. There are also obvious issues of retro-fitting D/Ts to existing models. And yes I am guilty of not always using a D/T.

It would be interesting, I feel, to do a snap poll of how much actual flying time is achieved by the average MW flyer - my guess is 6-10 flights of from 30 secs to 3 minutes. So 4 hours would be plenty.

Should people feel that paying a higher admission price at the gate would kill demand, they should think again. Check the entry prices at National Trust properties for example, or the price of an often indifferent pub meal.

I'm sure you have already considered all of the above, but I felt it might be helpful ahead of your meeting on Jan16.

Peter Scott

Vintage 'Aussie' in Black & White

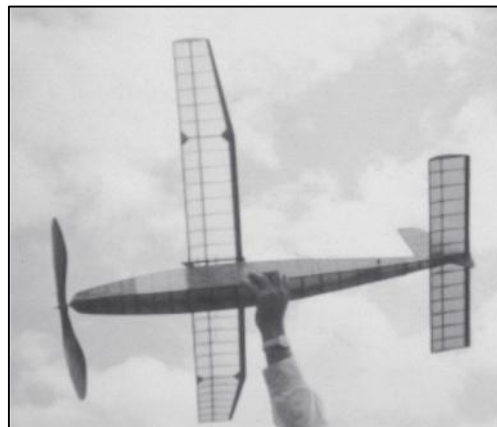
Col Williamson

*These pictures are from a collection by Col. Williamson.
An excellent modeller and well known in vintage circles in England where lived for a long time.
The pictures are of his younger years in Australia around 1948 thru 1951.*

Jerry Litschi



Scene at 48 nats: cw, col pittard
art lonergan, fred o'Neill



CW 1951 wakefield



AButler OD, Parrammatta 1940



AKing fits nose block assisted by Col Pittard, '49



a king mishap after winding



AButler with power model

(Editor: some of the pictures leave a little to be desired but I feel that I should continue to reproduce the whole of what I assume is a scanned album.)

Col Williamson/Jerry Litschi

Many enthusiasts would find an archive and library covering the development and history of model aeroplanes attractive. Are you one of them?

To be useful it would be a working facility with its contents accessible to interested parties. To set up and operate such an archive would need a knowledgeable individual or group with vision, premises, resources, capability and long term commitment.

It might be thought that this project would appeal to our governing body, the BMFA. Unfortunately the idea has become associated with that of acquiring a National Flying Ground. This has led to a notable change of priority with a consequent lack of any real chance of having an archive in the foreseeable future.

Delay could lead to the loss of potential reference material and exhibits, so some speedy action would seem required. A private archive is an obvious suggestion. There are plenty of collectors who have their own specialities but co-ordination is lacking. Is some integration possible or desirable?

To inspire possible custodians who have the abilities but not the wherewithal can I offer a starting package? This is my own extensive collection of British and American magazines, newsletters, books and the like. I am not looking for money but rather the proverbial 'good home'. My family and any future executors will not want to sort out my effects. I will however require convincing by any applicant before 'the deal is done'. I do not want requests for odd rarities from individual collectors.

This article is to help spread word of this situation and make it known to those who do not take the commercial magazines. They could be unaware that my offer is spelt out in a full and detailed article in the just published February issue of 'Aeromodeller'

To discuss or ask questions please feel free to contact me by phone or email.

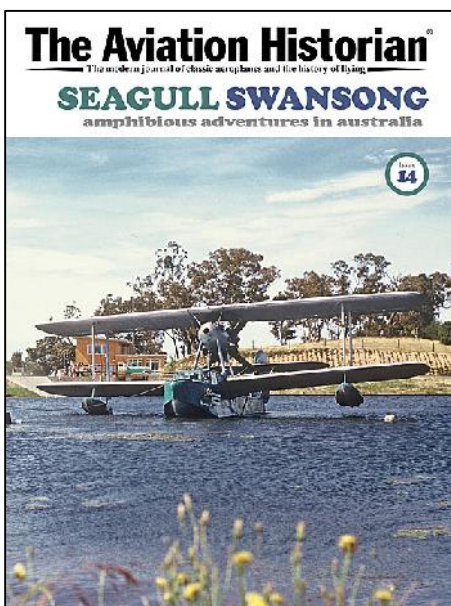
TEL: 01942 211742

email: john@odonnell3737.co.uk

John O'Donnell

The Aviation Historian Magazine

Gerry York



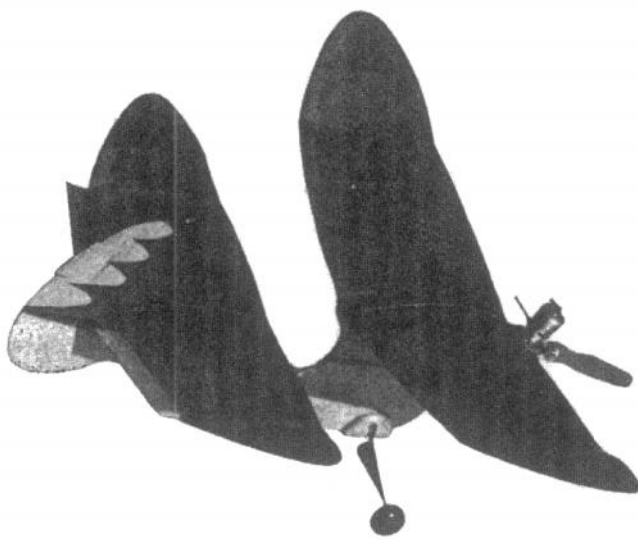
As the SAM movement represents enthusiasts with interests in the historical aspects of our hobby, may I recommend a relatively new publication to your world-wide readership?

It is the quarterly magazine, "The Aviation Historian" edited by John Stroud and managed by Mick Oakey long time editor of Aeroplane Monthly.

As your readership are by definition knowledgeable about matters of aeromodelling history, this publication compliments that interest and is a source of new information and research on matters aeronautical.

There is a website; <http://www.theaviationhistorian.com> where one can see what is on offer.

Gerry York.



MARTIAN

by Ray Malmström

Strange but true, this little tandem wing job really flies. Any $\frac{1}{2}$ c.c. motor will supply ample power.

I CAN almost hear the aeromodelling wits murmuring, on seeing the *Martian*, "evidently a case of what you lose on the tailplane (non-existent!) you make up for on the wings" Well, frankly, that's about it, and when it comes to real flying, this tiny tandem-wing certainly has no need of a tailplane. Simple to build, easily trimmed, it has proved to be a very stable little job in the air. The following notes are for the less experienced. To the old hand, resting for a while from the nerve racking business of building contest jobs, the *Martian* should present no problems, and provide just about a couple of evenings' light entertainment, before this diminutive little job is ready for the wide open spaces.

Fuselage

Trace the shape on $\frac{1}{4}$ sheet. The lucky ones with some 6-in. wide stock tucked away can do it in one go. Others with only 3-in. wide sheet handy must make the fuselage in two parts and dowel and cement them firmly together. Add the engine mount, drilled for the engine of your choice, noting here the right thrust (viewing model from the rear). Add blocks A, wing platforms, fin, and the four dowels firmly cemented in, for the rubber bands. Add to this the undercart blocks and $\frac{1}{8}$ ply inserts, if you are going to use an undercart. The undercart legs are simply bent from 16 s.w.g. wire with bushed balsa or celluloid wheels retained by small washers soldered on. Round off all edges. Give two coats of clear dope and lay aside.

Wings

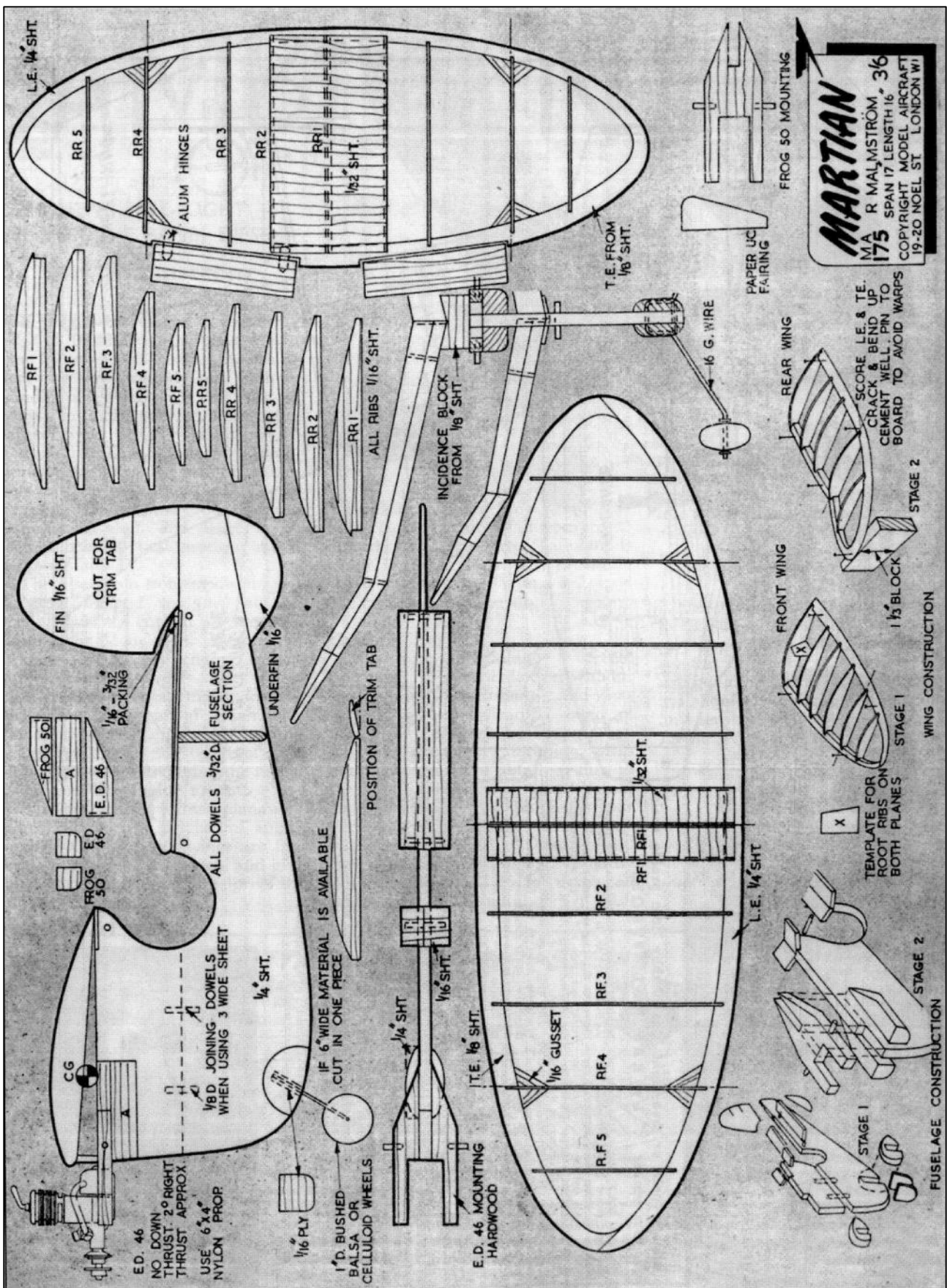
Front and rear wings are built in exactly the same way. Leading and trailing edges are cut from sheet. Pin these over plan and add ribs. Set root ribs by means of the template X, provided. A V-cut is made on the leading and trailing edges

at the points shown, and the outer panels raised by $1\frac{1}{2}$ -in. Cement generously at crack, and add gussets. Join right and left wing panels together, supporting at correct angles until dry. Sheet with $\frac{1}{2}$ the two centre sections. Cover, water shrink, and give one coat of clear dope. Please see that your wings are absolutely true, and free from warps. This is important. Add the trimming elevator tabs to trailing edges of the rear wing, with aluminium hinges. Cement incidence block (from $\frac{1}{4}$ sheet) to L.E. of front wing. Decorate model with either coloured tissue or trimstrip, and give one coat of fuel proofer. Bolt engine complete with 6 x 4 propeller in place, assemble wings and balance model at point indicated.

Flying

Choose a calm day and a field of long grass for your test flying. The model is usually flown without the u/c, and the settings that produced a very satisfactory flight performance with the original *Martian*, are detailed on the plan. Slight engine right thrust, with the trim tab on the fin offset to the right (model viewed from the rear) about $\frac{1}{8}$ in. The elevator tabs on the rear wing are bent up to the angle shown. The model is very sensitive to these elevator tabs, and they should be adjusted a little at a time. When the correct setting has been found, they should be locked by cementing. A $\frac{1}{16}$ - $\frac{3}{32}$ packing under the trailing edge of the rear wing was found to be necessary. Naturally the settings will alter from model to model but these from the original model can serve as a starting point. Get the glide as shallow and as straight as possible, avoiding any tendency to stall. Violent turning on the glide can be cured by raising the wing tip on the inside of the turn by packing at the centre section. Throttle the engine down, or fit the prop. on the wrong way round for your first power flight. The engine torque should give a wide climbing turn to the left. With this first flight successfully logged you can begin to open up. One other thing, avoid power turns to the right. With this type of model they usually build up into a spiral dive.

With a $\frac{1}{4}$ full tank (FD46 engine) the *Martian* climbs to a dot in the sky. So either limit your power run, or start chasing. You have been warned!



Well - the AGM / EGM has come & gone. Reports from the AGM are elsewhere in this month's NC. Our Hon Editor received the applause of the assembled throng for his meritorious efforts in compiling, editing & publishing the NC & receiving the Ray Malmstrom Award at the BMFA AGM. The Committee thanks all those who attended, some 50+ turned up to give a show of support for the continuation of free flight as we know & love it. The support was much appreciated.

Won't bore readers with all the details of the EGM, but suffice to say that the format allowed for a review of our position with regard to flying at Middle Wallop, a reminder of the constraints currently imposed upon us & background information on what has possibly led to the present state of affairs, inclusive of providing some information on the roles & activities of the Military Aviation Authority, the BMFA & other Airfield Users.

In this context our free flight activities appear to have become a forgotten & somewhat neglected aspect of the hobby we so much enjoy - evidenced by our tribulations & those at other military airfields, such as Merryfield & North Luffenham.

Members were then given time to make their views known & to ask for clarification on any aspect of how we plan to proceed, before a vote was taken on the motion. This was carried unanimously - being effectively a vote for continuation of flying activities under the rules set out for us & noting that the first meeting would be a "trial" meeting in the eyes of the Authorities. It is likely that future events - should we get through the "trial" at Easter, will encompass modifications to rules under which we have previously held competitions - any such changes will appear in the NC in advance of the event dates.

At present, it is important to note that all models are requested to be fitted & flown with a dt. However, an early point for clarification is that of very small models - particularly scale & Jetex powered aircraft, neither of which cannot be readily modified for dt operation & in truth, almost certainly unnecessarily in view of their limited flight duration.

A licence application has been submitted for the following dates:

27th/28th March (Easter Sunday & Monday); 23rd/24th April; 4th/5th June; 20th November - although if possible, we would like to bring the November date forward - that will depend on future dialogues with the Military, starting by meeting the MW Flight Safety Officer in the near future. The dates & a 1st draft competition schedule will appear on the SAM 1066 website shortly.

Up next is the FFTC forum on free flight, to be held at Husbands Bosworth, near Lutterworth on 31st January. What transpires from this meeting will be summarised in the next NC - your Editor & Chairman also plan to attend.

More in the next NC regarding flying activities at MW, inclusive of a map of the airfield showing where we can & cannot fly and a confirmation of rules applying.

Ramblings for the month

News from Italy

Johnny Lofredo emailed me the three photos of days gone by, together with news on somewhat new draconian measures announced by Italian authorities regarding model flying in Italy. Listening to his summary on the phone, I concluded we must be thankful that we are in the UK! The following notes have been translated & provided by Johnny as historic comments on the three photos he sent, with some considerable help from Pino Carbini (SAM2001 Sec)



They built large in those days

Taken at Milano airport probably during 1935. The first person on the left with the tie is Dr Gustavo Clerici (aeronautical engineer), founder and owner of the MOVO aeromodelling factory in Milan. MOVO was one of the most important factories in Italy for the production of all aeromodelling materials, catalogues, drawings and kits of gliders, rubber, power and scale models. Clerici published from 1935 onwards several practical manuals for the construction of model aircraft and MOVO catalogues up to 1975. He owned several model shops in Milano. The production and designer manager of his original drawings and kits, for decades, was the famous Arve Mozzarini.

Sadly last year the Movo factory and shops have been acquired by the "Jonathan" group which is the largest distributor in Italy of aeromodelling materials, kits , radio etc. via e-mail and shops in several Italian towns.

In more recent times (Nov 2007), Nino Ridenti, Pino Carbini and Salvi Angeloni, during a visit to one of the Movo shops in Milano, were given all the available old timer & vintage original drawings for sale and kit drawings (from 1935) along with photographs. All drawings are now filed with Sam 2001 and available on request to Pino Carbini (Secretary of Sam 2001).

The person in the middle holding a glider is Stelio Frati (who was one of the most important designer and constructor of models in Italy from 1925 to 1940) and later after his degree in aeronautical engineering, the designer/producer of light aircraft and owner of the "General Avio" factory of Milano. The glider which he is holding in his hands, is very advanced for that period: wing span nearly 4.00 meters (158") elliptical wing form and high aspect ratio with thin under cambered airfoil. Frati was the first Italian modeller to understand and inform that very high taper ratios are to be avoided, because of the sudden stall which they can cause, as well as the reduction of the root chord (see his model) close to the fuselage (which enjoyed great favor with the Italian glider modellers of that period), as it reduces the wing downwash and increases the turbulences of the flow over the tail.

The young fellow holding the rubber model (name unknown) is also in a picture with a glider shown on page 83 of R.H. Warring "Model gliders" manual. The other two are unknown to us. The Aeroplane parked in the background is a twin-engine "SAVOIA 71" *Ala Littoria*



Compressed air power rules

ITALIAN CHAMPIONSHIP 1934 Rome

Power model contest. On the runway Stelio Frati is pumping air in the tank (the whole fuselage) of his model in preparation for the first launch. The model had an engine with 3 cylinders, the winner of that contest was Peter Masnaghetti with a very similar model but with a 3 blade propeller.



School for modellers

Class to be trained as Aeromodellers in Milano during 1936

This shows some 65 pupils of different ages attending a course held by the R.U.N.A. (Aeronautical Royal National Union) in Milan. The names written in vertical are the names of well-known future aeromodellers of Milano. The red arrow points at Arve Mozzarini (14 years old) whose models, at the beginning, were rubber models with tubular fuselages as the one held on his hand in the picture. Arve soon started to contribute with l'AQUILONE (the very first

magazine in Italy which started in 1934) which published many of his models, among them the scale model Fiat CR32 biplane. When he finished grammar school in 1937 he started working for "Caproni Aeroplane Factory" in the construction department and was able to develop his hobby in complex light wood structures and assembling air compressed and I.C. engines. During his life Arve designed, constructed and published more than 850 aeromodel drawings of all categories and one of his best, most beautiful models and a great flyer was the "Moar 43". The "Moar 43" was designed and built by Arve during the WWII being a military air force caporal posted to the most advanced "Italian Aeronautical Center" of Guidonia" (Rome). He worked in this centre with other famous aeromodellers (Garofoli/Supertigre engines, Castellani/Aviomodelli factory etc) and aeronautical engineers to build and test models in a vertical wind tunnel. The Moar 43 was flown in the airfield of Guidonia and after the armistice was confiscated by the Luftwaffe. After the war he was employed by Dr. Gustavo Clerici of MOVO and became the chief model designer of the factory up to 1970. Arve Mozzarini in a certain way is a similar combination of capabilities and experiences as Hatfull, Copland, and many other aeromodellers of his period.

A little light relief - The modellers ultimate retrieval aids (or maybe not!)

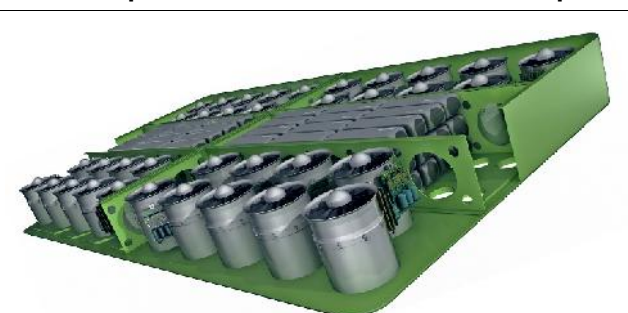
A recent announcement launched the Arca Board to the unsuspecting public. Initial reaction soon turned to incredulity when reading the published blurb. Whilst the pronounced ability to go anywhere & everywhere looks quite attractive but rather farfetched, the price of \$19000, the duration (6 minutes of enhanced duration) coupled to the ability of an average OAP to stand upright on a moving platform propelled by 72 electric fans quickly convinced me that I wouldn't want one after all! It apparently requires 20Kw of battery power, so if it doesn't kill you by falling off you may well get fried by self-combusting LiPos!



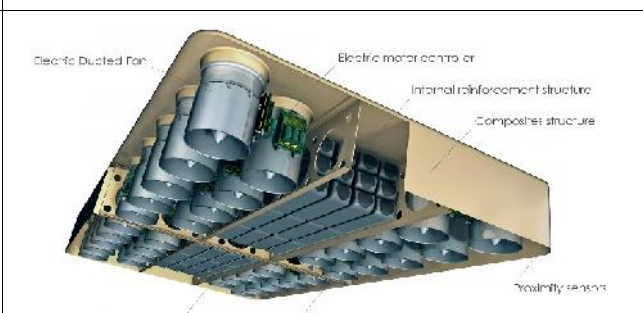
Not quite like Beaulieu or Middle Wallop



Batteries have run out?



72 fans! Must be 2 in each cylinder?



The works – batteries positioned to burn feet!

This was quickly followed by an announcement from the recent USA Consumer Electronics Show for a one person carrying drone - another "must have" aid for modellers advanced in age wishing for effortless retrievals. However - not so, it seems that this particular model will only go where you tell it based on a GPS co-ordinate, not a lot of use when looking for a lost model by the average sports modeller. But if you have a couple of hundred thousand dollars under-

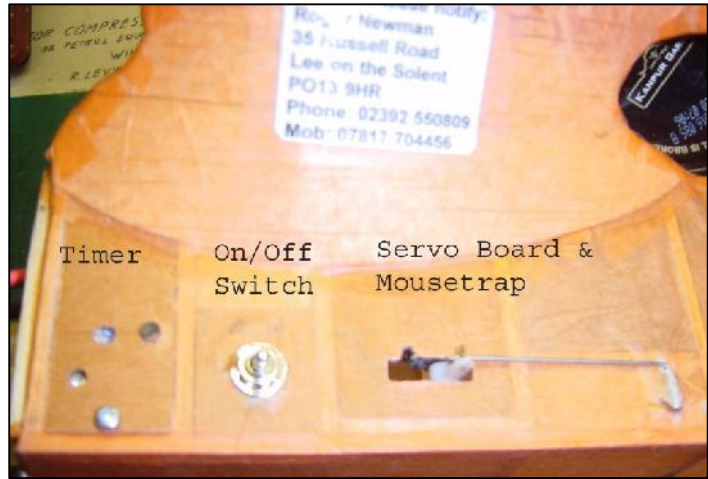
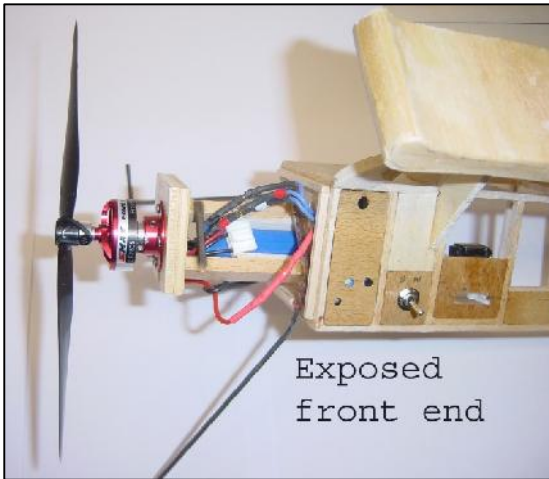
utilised, you could fritter it away on this monster. By the way, the Company producing it are reputed to have raised \$42M in funding to proceed with development & production - what's that saying about a fool & his money?



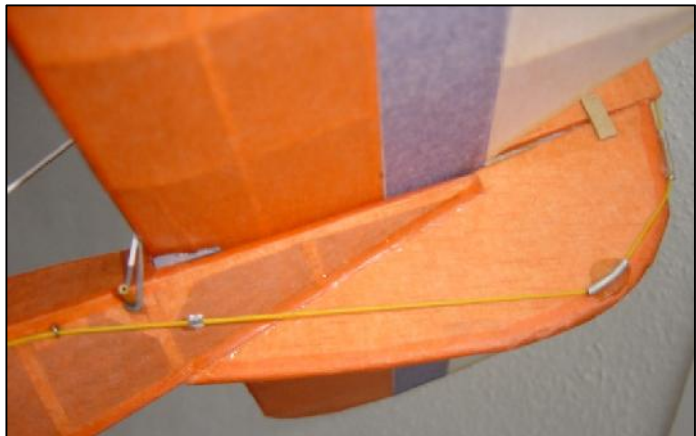
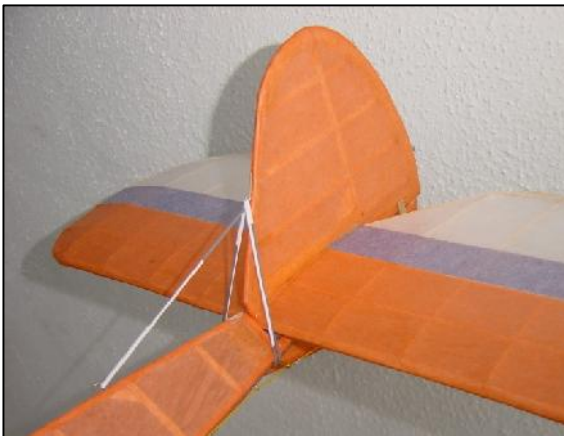
Here is a synopsis: Ehang's 184 AAV drone, shown at CES 2016 in Las Vegas, is 1.84 meters high and has eight propellers and room for one passenger. It flies under control of a smart phone app and takes off and lands vertically. The drone has a landing camera that positions the landing points. Passengers will simply put in their destination and the drone will find the fastest and safest route. The drone will only be for short flights of up to 23 minutes and will fly at a maximum altitude of 3.5km. Unlike remote-controlled drones, the 184 AAV does not require any knowledge of piloting a plane. It can be folded up for storage. NB: There is no mention of provision for any collision avoidance systems, emergency landing processes or a parachute!

Progress (or lack of) on things electric

The Electric Burd is complete & ready to go. Lots of fiddling ended all well, with the bits enclosed by a sheet cowling & still working - just a little motor exposed at the front end. Moving on from last month where all the bits worked on the bench, these were "engineered" to be as far forward as possible to keep the CG in roughly the right place (same as on PAW model). The battery was housed by friction fit in a balsa "box" and accessed from underneath to be made easily removable for charging - it slides in place before putting on the cowling. Various holes had been bored in bulkheads to get wires where they needed to be - lack of forethought here. I changed the speed controller to a smaller physical size but adequately rated version & held it solidly in place on the back of a bulkhead with a small cable tie. A Dens Models timer was mounted as per Corsair on a small piece of 1mm ply, with holes for the LED, switch & potentiometer (latter has something to do with motor speed - I just opted for flat out & cut off!).



An on/off switch was inserted in the positive lead of the power line from the battery & the servo/mousetrap followed Corsair convention. As space and weight weren't a particular concern, the timer, switch panel & mousetrap were all separate bits. The original Baby Burd has an "exposed" engine up front, not a problem for a regular diesel or SI motor, but I decided to cowl the front end to hide my repackaging efforts. Four 25p magnets from Flitehook, some washers & 1/8th sheet admirably served the purpose. One slightly unconventional move was to cut off the timer pins for the external led & push switch, as this reduced the overall length of the timer enough to fit in the space available. Documentation provided by Dens Models for the timer gives clear wiring details, certainly sufficient to avoid mistakes by the uninitiated!



Finished article

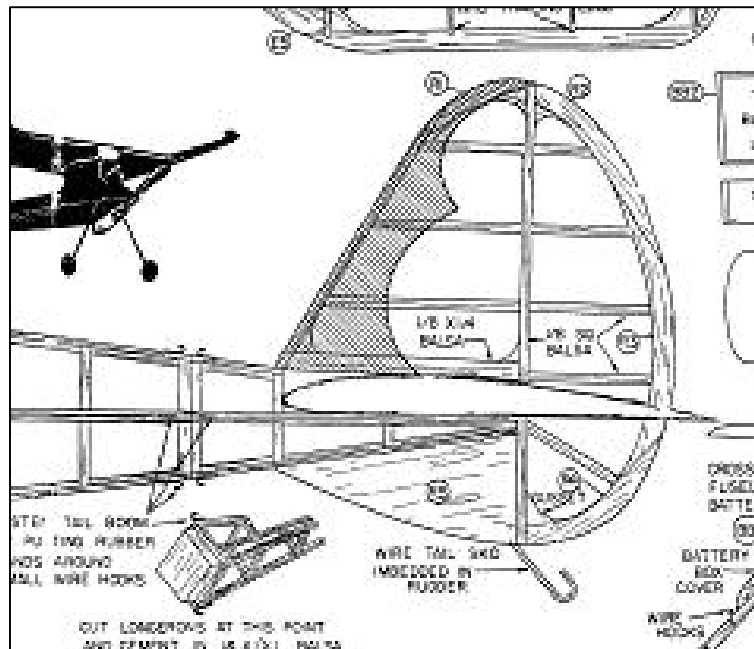
As it happened, the CG came out very slightly forward of position but not a problem, maybe I could have used a slightly smaller & lighter battery? The weight of all bits came out at about 81 grams, somewhat more than the PAW engine, the original model used a fuse DT. Forgot to weigh each bit separately. Interesting point is how many flights will I get from 550mAh LiPo - something to be bench checked with a fully charged battery before going flying. A bit of primitive maths indicates with a 15 sec

motor run, there will be enough capacity for my standard number in a days flying, as I usually take 4 or 5 models to Beaulieu & try to get at least 5 flights with each model, otherwise the day is deemed a failure!

Major Components	Cost £	Supplier	Comments
Motor	6.5	Robotbirds	EMAX 205
Speed Controller	9.2	Robotbirds	ESC Pro-10A-E
Battery	7.5	Robotbirds	550 mAh 2 cell LiPo, Hyperion G3 CX-25
Servo & mousetrap	4.05	Component Shop	Same as used for Corsair
Timer	15	Dens Model Supplies	EFF-1, for combined motor & DT
Connectors	1.2	Component Shop	2mm bullet gold plated pairs for motor
On/Off switch	2.49	Maplin	Ultra miniature toggle switch
Prop & Prop saver	2.89	Robotbirds	GWS 7 x 3.5 prop, 3mm Hyperion
Total	48.83		

Would I do this again? Apart from my own commitment to do the same conversion for the Slicker Mite, the honest answer is probably no. Too much fiddling about & an expensive exercise. For me, a simple diesel or glow plug installation is easier, quicker & of course far more traditional, plus I do have these in profusion! However, one qualification! The model has not yet been flown & I need to give consideration to ease of flight & performance before casting a final judgement. After all, just switch & go does have a certain appeal!

Small point - the back end of the fuselage was modified for a DT. Rather than having a complete removable tail assembly, the fuselage was built in one piece, the fin split below the tailplane with the new lower fin made of 1/8th sheet & the upper fin glued to the tailplane. A balsa block was put in the top of the fuselage just in front of the fin & grooved to accept the tip up tailplane/fin. A band attached to the front of the fin & fuselage helped pull the tail up. Gussets in strategic places helped reinforce the back end. So it's not too difficult to modify an old design for DT operation & works well.



Beaulieu is in its usual winter state of being waterlogged, so flight testing will have to wait for better conditions. A wet diesel is one thing, wet electrics are a different ball game!

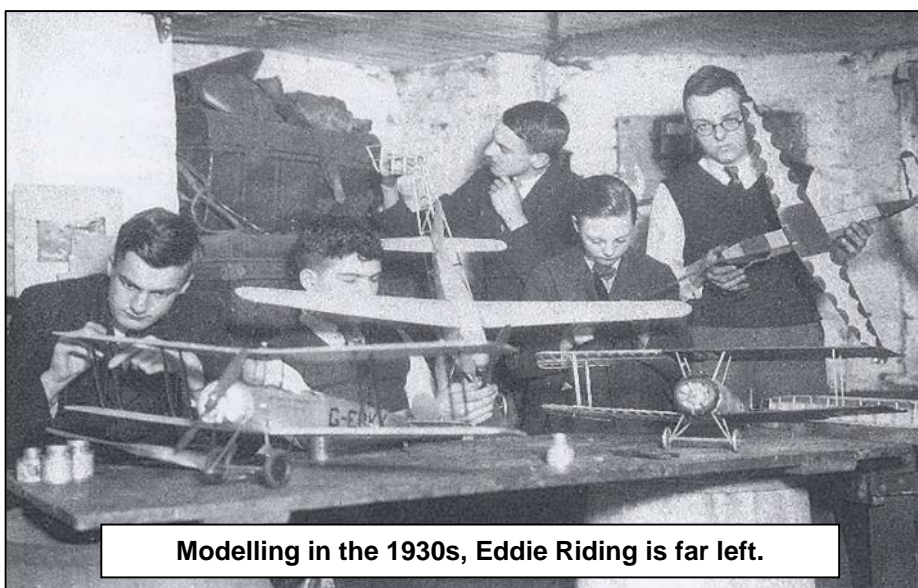
The Le Kid is partially covered & RDT components assembled on the bench to see how they will fit in the box, but that's as far as it goes due to other happenings. Brian Yearley produced & demonstrated his very neat implementation of RDT at the EGM - I'm hoping I can do the same. Just a matter of time! The Slicker Mite remains as it was last month i.e. no progress.

Winter evening pastimes

We are fortunate to have a couple of local societies that allow visitors to their evening lectures - the Gosport Aviation Society & the Gosport Railway Society. The former held a most interesting session recently with an illustrated lecture by a former Vulcan pilot of the cold war era. Some marvellous black & white film clips, including one of a visit to Nevada to demonstrate how the RAF delivered nuclear bombs from a low level high speed approach - apparently

astounded SAC who had never seen anything like it. He ended up as a demonstration pilot for the Vulcan. It seemed the favoured party trick was to approach from behind the crowd line at low level, with the engines throttled back i.e. quite silent, & then once over the crowd line to open the throttles to full blast in a rather vertical climb, banking off at the top. Very spectacular, noisy & awe inspiring according to one of my friends who witnessed such a happening at Fairford - unfortunately it broke a few wine glasses in his caravan! The pilot said he did this - at the request of Wing Commander Ops, for a passing out parade of WAAFs at Hereford & was severely b*****d by his CO on return to base as he hadn't received "official" permission. For him that was the end & he resigned to become a CFI at Hamble Air College. Nice story tho!

A rare (for me) book review



Modelling in the 1930s, Eddie Riding is far left.



Eddie Riding with his Avro 504K

Rare in the sense that books don't get reviewed too often in the NC! This one is entitled "A Flying Life" or an enthusiast's photographic record of British aviation in the 1930s. Written by Richard Riding, the son of E J Riding, it is a wonderful record of photos & words of many aircraft at all stages in their service life.

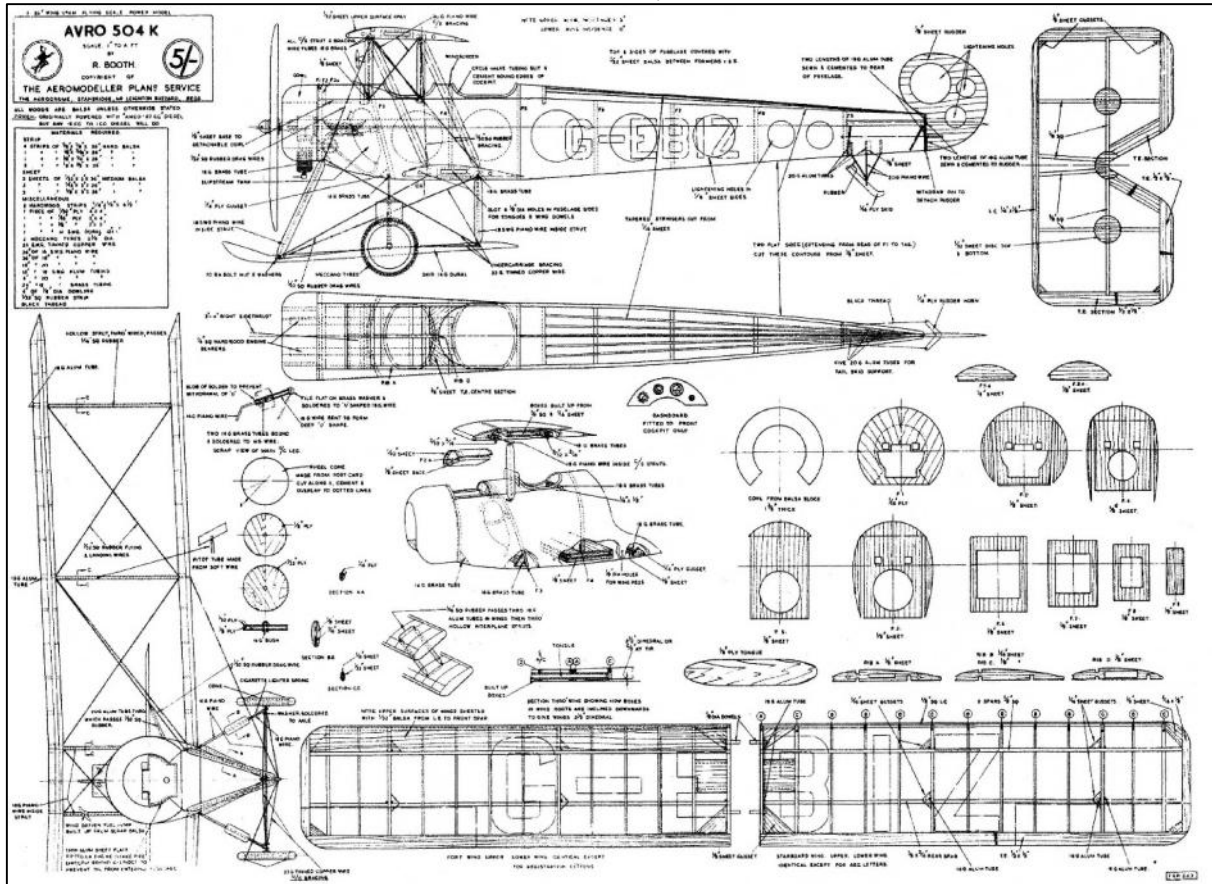
E J (Eddie) Riding was of course well renowned for for flying scale models that appeared in the *Aeromodeller*. A recommended read for all who enjoy aviation topics. Reserve a copy from your local library - ISBN978-1-78155-087-8 or treat yourself.

Two modelling photos scanned from the book to wet your interest.

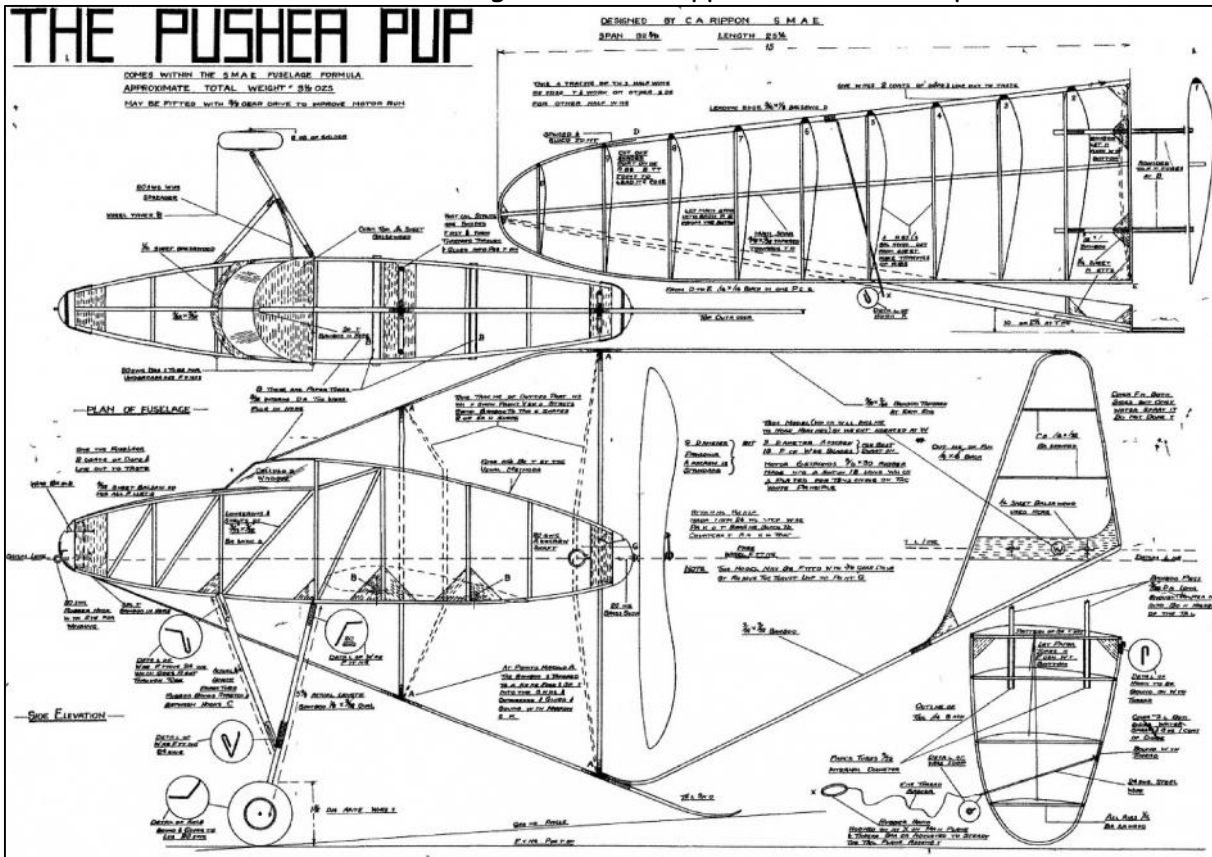
Finally Father Christmas has delivered a Swiss Miss short kit from Bob Holman. First laser cut kit I've had & must say I'm very impressed with cutting & wood quality. Only downside was getting stung for VAT & a Royal Mail handling charge. It's on the shelf with an AM25, ready for when the current crop are completed. That's sufficient for now!

Roger Newman

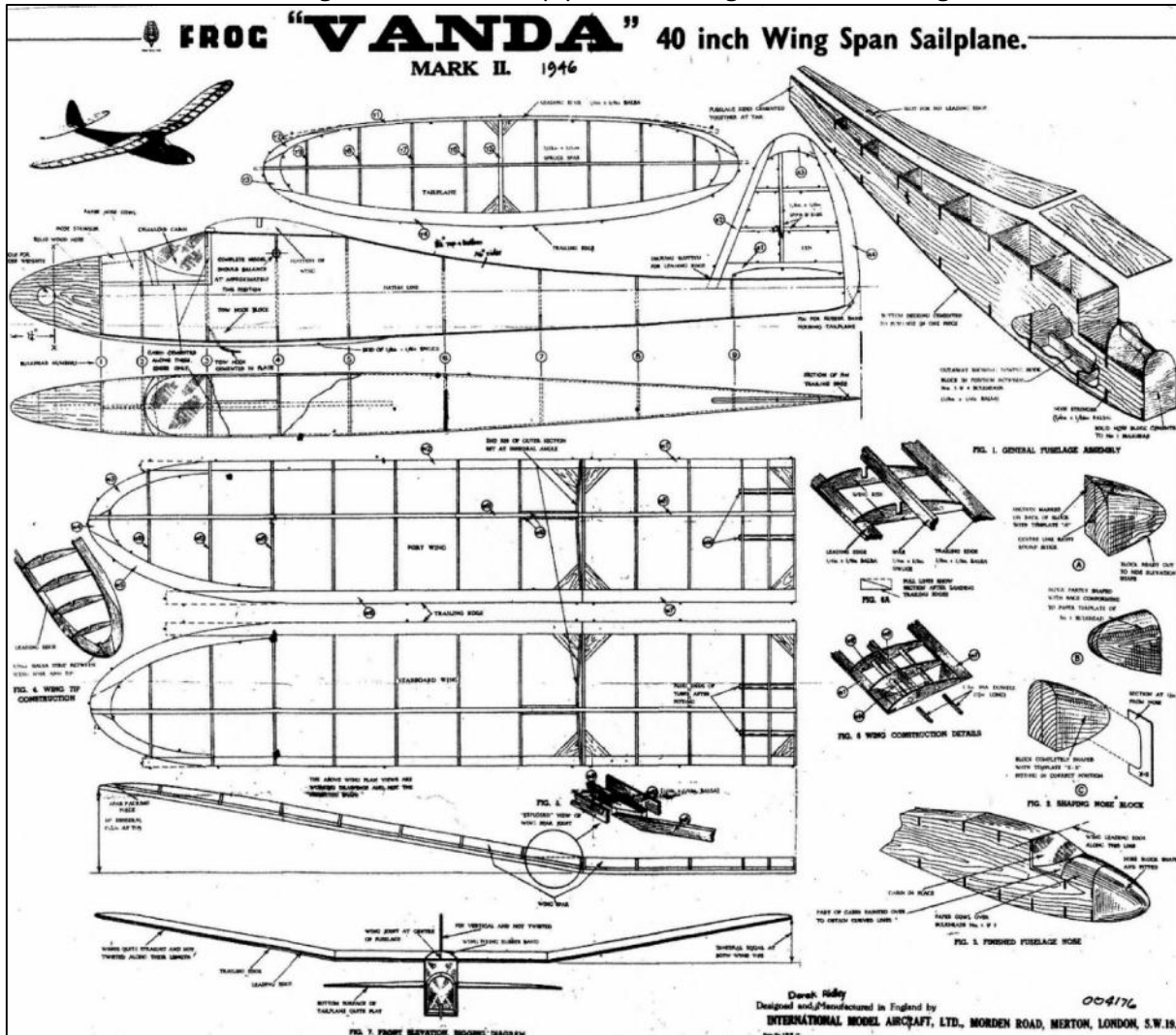
Power: Has to be the AVRO 504K - plan from 1948 Aeromodeller.



Rubber: A challenge from C A Rippon! His Pusher Pup.



Glider: Frog "VANDA" - an early post war elegant small field glider



Roger Newman

Xmas Elf Racing

Tony Shepherd

This was my clockwork elf as used for racing after Boxing Day lunch. Six of them materialised from a packet of Lakeland crackers and a good time was had by all, racing them up the track after lunch. They would appear to have Tomy mechanisms in them as their power source - I'd never realised at these mechanisms had also been adopted by the toy industry for their products - I'd always assumed that they had been developed exclusively for DT timers in free flight usage!!!!!! Whatever next! I need to keep them as I expect that they'll be banned by next year.



Tony Shepherd

I had to give the Thorns meeting a miss at the beginning of January as I picked up a flu like cold after Christmas and it got a good grip on me. I was still under the weather when Rachel and I attended the EGM, although we were down for two days we spent our time in the hotel or at the meeting, no sightseeing.

I had just about recovered enough to go to the Walsall club meeting at Sneyd on the 23rd. I am due sometime soon to go to a cub scout group to give an indoor model demo in their new scout hut, so I took my box of bits to Sneyd to set up some of the debris within to fly in tight circles, more of that later.

Last issue I mentioned Peter Thompson's indoor model that he has developed and there were numerous versions being aired at this meeting.

Over on the right we have Una Stevens, pulling a face as the prop starts to spin on her model.

Peter is always on hand when the comparative beginners are launching their models, they all seem to possess the natural instinct to throw the model on launch and these super lightweights do not respond well. There is quite often more than one re-launch after a model has stalled and flopped down to terra firma. Over on the right again we see Pete on hand to keep John Stevens on track.

These models of Pete's were everywhere this weekend and I managed to gather the flyers together for a photo shoot. Our regular wheelchair spectator Ian James was also persuaded to pose with one of the spare models although he felt it was unearned fame.

As luck would have it Graham Smith, having just built his version, had brought his plan of the model with him and I purloined it for reproduction. To build this model needs a modicum of experience if you do not have someone like Pete on hand for advice. However if you can keep the weight down to 2gms or so the 5min flights are just reward for the effort to put one together.

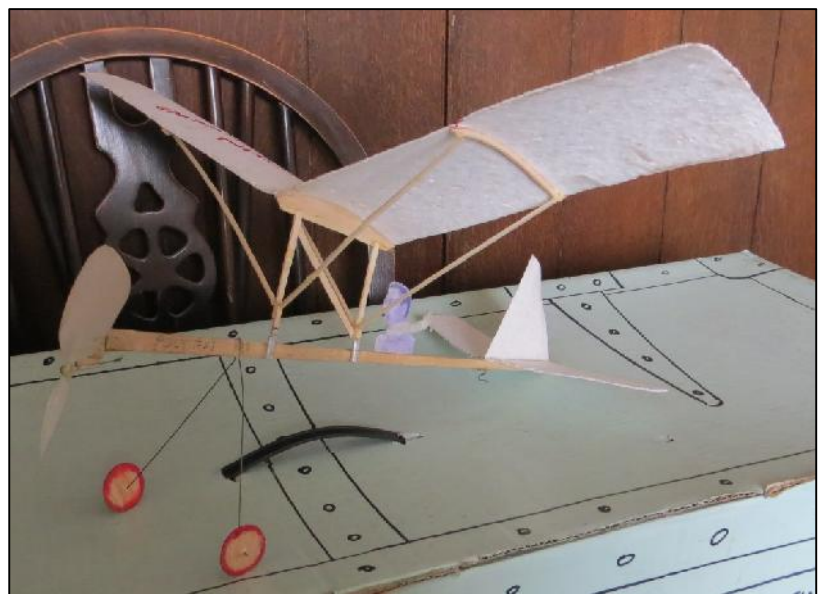
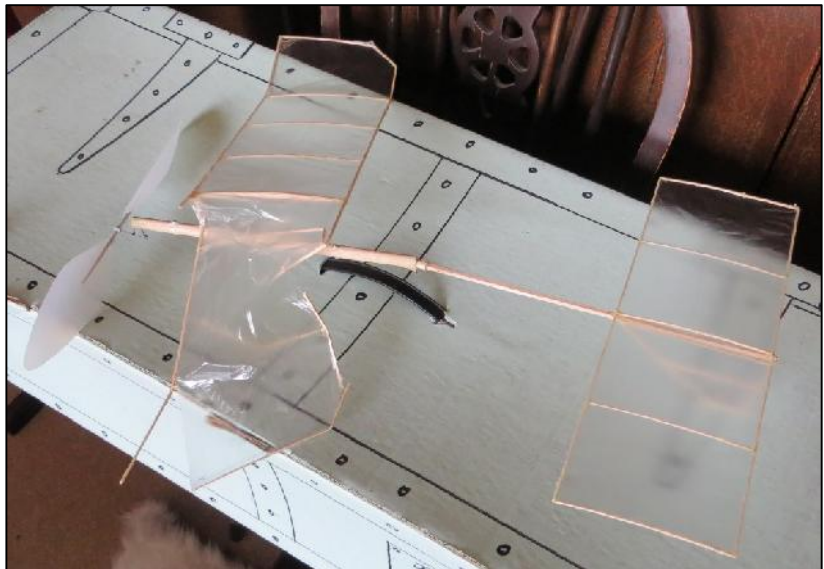


For my part the day was for trimming some models for the cub-scout demo and first up was my Wilco food bag special. The model has a plug-in boom which can rotate to give tail-tilt for turn and I knew from plans of the scout hut on their website that a turning circle of about 8M should be OK. I had three flights and the pattern looked spot. I picked up the model from its final flight and stood in the middle of the floor (novices mistake) studying the tail-tilt angle for record when whoosh!!, I was holding a bundle of matchwood. My nemesis Tom had struck again as one of his somewhat heavier tissue covered objects fizzed through the Wilco Special chewing the wing to pieces.

That put paid to that and next up it was my old faithful 'Poly-Rat'.

As always the 'Poly-Rat' performed flawlessly but tightening the circle was not easy as the short moment arm meant the fin had to be significantly bent to suit as the picture shows. Polystyrene wall foam will take an enormous amount of abuse without failure, the only drawback is that it does not necessarily hold the deformation for ever and is apt to try to revert back to square one.

Next in line for trimming was a collection of bits I had married up in the workshop the evening before, an old EZB motor stick and boom, an EZB wing with cracked rib, a tail-plane that looked like a living-room stick wing and an early version of a razor plane shavings propeller. When I came to fit the propeller at Sneyd the wire was too thick to go through the holes in the nose bracket so I had to dig out another prop from the flight box. I assembled the model, picked



out a motor, wound on a few turns and launched for a test flight. Unbelievable! The model flew away bang on trim and was circling well up towards the lights in no time at all. I had fitted a small sheet fin in case I needed something to hang a trim tab on but it was not required. Picked it up and put it away before Tom could have a go at it.

Finally I had a quick check with a Kit Hanger Rat, somewhat lightened by removal of wing braces and revised single DT band wing fixing and finding that OK and time run out, I packed everything back in the box and away. Just got a big repair job on the Wilco Special to do.

Here are the rudimentary details of Pete's Plank, don't ask me where he gets the name from.

WOOD SIZES

LE / TE - 72 x 76 thou

RIBS - ARC - 33 x 80 thou

STRIP - 37 x 80 thou

FUSELAGE

motor boom 202 mm - 102 x 190

tail boom 200 mm - 102 x 190
(180 mm if balsa prop) (taper to rear)

PROPSHAFT

- 18.5 thou piano wire

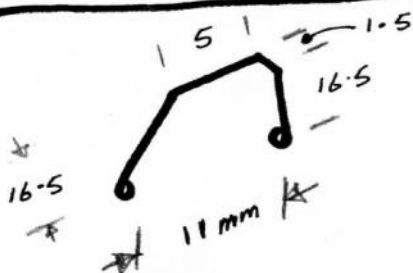
REAR HOOK + SHAFT SUPPORT

- 20 thou guitar string

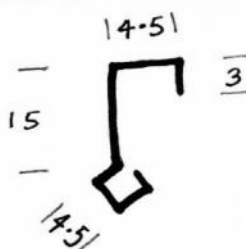
WING + TAIL POSTS

HARD BALSA 76 x 76 thou

SHAFT SUPPORT



REAR HOOK



TISSUE TUBES

71 thou 5mm wing 4mm tail

FINISHED JAN 2016

These models really do fly very well.

John Andrews

Report No. 61. Magazines list on the SAM 1066 web site.

The list of magazines held, as shown on the SAM 1066 web site, has had its annual update to the end of Dec. 2015.

Look at the web site, click on "David Baker Heritage Vintage Library" then on "click here to view magazines" and the downloaded page should open as below, which shows just the first few lines of the file.

British magazines and newsletters come first followed by Australia and New Zealand and then the rest of the world in alphabetical order from Argentina to U.S.A.

At the bottom of the screen you should find tags to the other sheets on the file labelled "Read me", "Hard drive", "Memory stick(ex Italy)", "Books" and "Catalogues".

The hard drive is new since last year and is an external hard drive to give added security to all the DBHL information held on my computer (just in case it does a wobbly). The hard drive additionally holds all the files of scanned copies of magazines etc. that were supplied to us on CD/DVD/memory stick or downloaded from the web

Look out for empty boxes indicating that we still need that issue of the magazine and boxes highlighted yellow to show where we are really really keen to fill a gap or replace a photocopy with an original magazine.

SAM 1066 David Baker Heritage Library (Magazines)		
Magazines Held In The Library		Date
		31-Dec-2015
NC = no cover	start/end of publication	or n/i = not issued
NP = no plan(s)	HD=on Hard drive incl copied from CD/DVD	noA/M = not retained,no aeromodelling
PM = pages missing	MS= on Memory Stick backed up Hard drive	BVbv=bound volume
cp = photocopy, pcp part only	web = on publisher's web site	Empty box means we need the mag
incl = included in previous issue	to highlight items really really required	

"AEROMODELLER"													
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
1935											cp	OK	2
1936	cpNC	inc	cpNC	cpNC	cpNC	cpNC	cpNC	cpNC	cpNC	cpNC	cpNC	OK	11complete
1937	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	12
1938	OK	cp	OK	OK	cp	OK	OK	OK	OK	OK	OK	OK	12
1939	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	12
1940	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	12
1941	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	12
1942	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	12
1943	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	12
1944	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	12
1945	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	12

The list of plans in magazines has also been updated. Download it from the web site by clicking on "Click here to view plans in magazines".

The page should open as below which shows the first few lines of control line plans. The total list amounts to something over 50,000 lines.

At the bottom of the screen you should find tags for "Read me" and "Code letters". The code letters sheet will tell you the meaning of the letters in the columns, some I hope are fairly obvious for instance under "Type" C = Control Line, RS = Rubber Scale.

MODEL NAME	Plan letter	Plan No	Origin/Drg by/other info	DESIGNER	SPAN	TYPE	Drg.size	NOTES	SOURCE	Page
001 CONTROL LINE						C				
1/2 A SNAPPER			SOUTHWESTERN MODEL MFRS	HOLLIKEN Geo.	24	C	R		AVA14	031
1/2ARROW			BAXTER B drg	BAXTER Barry	30	C	R	STUNT	MAUS9112	055
1000 LAP INTERNATIONAL			New Zealand	WOODING Alan	36	C	W	TeamRace	AM6411	547
20 MILLS MONO GJR20			RAE G J drg	RAE Gordon J	33	C	W		SYB06	076
290 SPECIAL			WESTLEY J drg	KIRN Dale	18	C	W	STUNT	MAN6706	012
290 SPECIAL			MAN6706	KIRN Dale	18	C	W	STUNT	PONDvp	005
29c UKIES			SQUATRITO T txt	SQUATRITO Tom	20	C	W		FM5705	032
334 G	CL	632		RUSSELL Pete	42	C	R	STUNT	AM5608	407
334 G			AM5608	RUSSELL Pete	42	C	R	STUNT	S35S1111	048
34 FN		CF988	HUNT B ink	MACKEY Charles A	44	C	R	Triplane	FM9603	052
38 SPECIAL			DeMarco J ink	DIXON Tom	38	C	R	Biplane	MAUS9305	021

In the source column some may be more obvious than others, AM6411 is Aeromodeller November 1964 but, for example, the Italian magazines received on memory stick, may be a bit obscure and need reference to the code letter list.

There are two great things about the plans list.

Firstly you can search it, click on find, enter the name you seek and click on find next, and the whole document will be searched.

Secondly you can sequence the whole list to suit your own preferences. Click on A (top left corner) and swipe across to M to highlight the whole document. Click on "Data" then "Sort", tick "My data has headers" then enter any of the headings and click OK to sort by that heading. Sorting by multiple headings is also possible.

If you want to see a list of all Ron Moulton's power models, smallest to largest by wing span, then sort by "Designer", "Type" and "Span". This will sort all the designers alphabetically, then each designers output by type of model, then within that type by wingspan. You will need to scroll down to MOULTON Ron to find the information sought.

Download the file, try out the "sorting" and I am sure you will find plenty of interest. Don't worry if it all goes wrong, just bin it and download it again.

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

Roy Tiller

Drones

-

BMFA

Extracted from BMFA Website

There has been considerable discussion over recent days regarding the effect on model flying of recent EASA proposals for the regulation of 'drones'. From the BMFA perspective, the situation as it stands is that the European Aviation Safety Agency (EASA) issued some draft regulations for consultation in August which outlined their thoughts on the regulation of unmanned aircraft. The requirement for this had clearly arisen due to the surge in the use of multi - rotor aircraft (drones) by both leisure and commercial users.

A meeting was called by Europe Air Sports (EAS) to discuss the draft EASA regulations and this took place in Cologne in early September. BMFA CEO Dave Phipps attended this meeting both as 'Aeromodelling Adviser' to EAS, but also as the UK representative. A response to the draft was submitted on behalf of all model flyers within Europe, essentially arguing that model flying should not be subject to any additional regulation and should instead be left to each European Member State to regulate (as per the current situation).

The UK Civil Aviation Authority (CAA) also submitted a response to the draft EASA regulations which was also very supportive of the existing arrangements for model flyers. Dave Phipps also submitted a response directly from the BMFA to restate the case.

In total, the consultation received 3400 comments from 250 different contributors.

The EASA Technical Opinion on the results of the consultation was issued just before Christmas and has taken in to consideration the long and excellent safety record established by model flying throughout Europe with a clearly stated intention to 'develop rules which will not affect model aircraft flying'. In addition, model flyers operating under the umbrella of model flying associations will benefit from 'grandfather rights' for their existing arrangements.

It is also proposed that the regulation of model flying will remain within the Member States, so in our case it will remain with the CAA who are supportive of model flying. As such, we don't envisage any major changes as a result of the EASA proposals which are unlikely to be implemented until 2017/18 regardless.

We understand that the UK Government will be conducting its own public consultation on 'drone' operations later this year. We will again take steps to ensure that BMFA Members are well represented, but depending on what transpires, we may at that point call for the direct input of members.

This issue will be covered in greater detail in the next issue of the BMFA NEWS which will be posted out to members at the beginning of February. However, in the interim please be assured that the BMFA is very much involved in on-going discussions and we are doing all that we can to preserve the established rights of model flyers in the UK with the support of the CAA.

BMFA

South Birmingham MFC

2016 Clubman Mini Speed competition

Sunday Apr 10th at Cofton Park B31 2BQ

- A) Two classes of engine, to be run in their original mode and on suction fuel feed only.
 (1) Diesels
 (2) Glow plug engines.
 Both engine types, max capacity 0.8cc or .049 Cubic inches.
- It is permissible to replace burnt out glow heads with units utilising standard 1/4" UNF glow plugs. The use of Nelson, Glowbee and similar aftermarket plugs are forbidden. The PAW .55 and .8cc single ball race engines are allowed but **No** twin ball raced engines, only plain bearing units allowed. Examples are Cox tee Dee 049 and DC Merlin etc.
- B) The contest will be timed run of 12 laps (1/2 Mile) with the time to start from the pilots hand signal (raised Hand). The time recorded will be divided by 2 and read off a speed chart in MPH. The pilot must keep the flying handle on their chest during the timed part of the run. Approximately head height during the run. No high flying. There is a total time limit of 7 minutes for the attempt.
- C) Five runs can be recorded with the fastest to count. One re-run will be allowed per attempt if the timed run is less than two laps. Incomplete attempts over two laps will score zero points.
- D) Steel lines with a minimum diameter of 0.010 inch. Length from centre of model to handle 35.00 feet. No minus tolerance but up to 6 inches over length allowed. Line groupers not allowed.
- E) Only the Tom Jolley designed "**Burp**" Jan 1969 Aeromodeller or the Chris Coote "**Meece III**" Oct 1970 Aeromodeller allowed.
- F) The model can be fitted with either beam or radial mount engines.
- G) Propellers must be commercially available. They can be made from Wood, Nylon or plastic (Cox propellers) No Glass fibre or Carbon fibre items allowed. Diameter may be trimmed but only one blade can be reworked to balance the prop.
- H) Glow fuel will be supplied by S.B.M.F.C. with 15% nitro content total oil should be 20% castor/synthetic blend.
 Diesel operators can use their own fuel mixes.
- I) Proxy pilots are allowed. 'Builder Of Model' rule will not apply The entrants. BMFA membership number must be visible on the top surface of the wing.
- J) Undercarriage optional

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

OXFORD MODEL FLYING CLUB

FREE FLIGHT RALLY

11 & 12 JUNE 2016

Venue: Port Meadow, Wolvercote, Oxford

Sat. 11 June '16, from 6.30 p.m. CHAMPAGNE fly-offs.
FIG, FIH & HLG/Cata (combined)

Sun 12 June '16, from 10 a.m.

Max decided
on the day

FIG

FIH

E30/P30/CO₂ (comb.)

5 flights in
ROUNDS

MINI-VINTAGE RUBBER (max span 34")

VINTAGE + CLASSIC GLIDER (comb.)

HI-START GLIDER (any design, 36" max span)

TAIL-LESS R + G (comb.)

3 flights
NO ROUNDS

H.L.G / Cata (comb) 7x1 min max

ALL TOW LINES 50m. HI-START 30m. TOTAL inc. 7.5m rubber

NO 1/2 C POWER MODELS TO BE FLOWN

NO bubbles, thermistors, streamer poles etc.

ALL FLIERS MUST BE INSURED!

CONTACT: ANDREW CRISP
 4 GROVE STREET
 OXFORD OX2 7JT

tel: ~

01865 553800

14th Sam European Championship - June 2016

We tried our best to make the competition a pleasant meeting for all people interested in these historical models, often called "old timers". We believe that our club has done everything possible so that the forthcoming championship will be a success for the competitors, companions and all people present at the event.

The event will take place at Gravity Park, partner of the organization. Without their help, it would have been impossible to organize this event. Gravity Park is a leisure centre focusing on aeronautic sports and nature discovery. Situated near the Lacs de l'Eau d'Heure, at approximately one hour from Brussels and Namur, the park spreads out over more than 60 hectares. The site opens its doors to passionate flyers and to a wider audience. On the menu, aeroplane, microlights, (motorised) gliders, helicopter or still, skydiving!

The park has all needed equipment, a huge field in an open space surrounded by nature, and all facilities needed for such an event. The restaurant has a terrace giving on the field, and it's possible to camp on the site.

We hope that the competition will not only be a sporting event and competition, but also a pleasant meeting for all modellers present.

On the following website you will learn all the necessary information about the event itself and get information concerning interesting places nearby and, of course, operational rules of the airfield.

http://www.sam-belgium.net/chapter2010/index.php?option=com_content&view=article&id=147&Itemid=261&lang=en

Organising committee of SAM 2010

14

European Championship
SAM rc models 2016



26th of June - 1st of July Cerfontaine
SAM Belgium Chapter 2010

www.sam-belgium.net

Impington Village College - Cambridge

Indoor flying on 20th March 2016

9 am to 5 pm

We will be using the large (100 x 50 x 28 ft) sports hall at the College. The only restrictions are no radio models in the main hall and no internal combustion engines, jets or catapults anywhere.

Also Round The Pole (4.5 metre lines) and small electric helicopter and fixed wing flying (X twin or Vapour type) in a separate hall (radio or infra-red).

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

Competitions:

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

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

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

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

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

Exhibition:

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

Seminar:

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

Round the Pole and Small Radio Models:

David and Will Beavor will be bringing their equipment, using Ballard's 4605 connectors at the model and will share the second hall with small R/C helicopters and fixed wing models.

Refreshments:

Hot drinks and snacks will be available from the Sports Centre

Web Site:

Have a look at our new website at www.impmac.co.uk for more details of club activities and the Indigo competition

Cost of admission:

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

Directions to Impington Village College: Post code CB25 9LX

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

Contact:- Chris Strachan

Tel no: 01223 860498

Email: chris.strachan@btinternet.com

24th WorldWide Postal Contest 2015/2016

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

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

For list of event classes see September New Clarion

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

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

BMFA South West Indoor Flying

Cornwall Vintage Aeromodellers
at
Saints Health and Fitness Centre
St Austell Rugby Club
Tregorrick Park, St Austell
Cornwall, PL26 7AG

Flying from 1200 to 1600 on the following dates,
2015 2016

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

Mainly free flight

some micro R/C (fixed wing & helicopters)

Admission:

Flyers £10 Spectators £3

Contact:

Cornwall - David Powis on tel: 01579 362951

Email: dave_powis@hotmail.com

Devon - Roger Bellamy on tel: 01752 257826

Email: randmbellamy@gmail.com

Flitehook

Indoor Free Flight Meetings

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

11th Oct 2015, 8th Nov 2015

27th Dec 2015,

7th Feb 2016, 6th Mar 2016

Sundays 10.00a.m. to 4.00p.m.

Flyers £6, Spectators £2

Café on Site

Contact Flitehook

E-mail flitehook@talktalk.net

Tel. No. 02380 861541

Bournemouth MAS Indoor Flying Meetings at the Allendale Centre,

Hanham Rd,
Wimborne,

Dorset, BH21 1AS,

7.00 p.m. to 10.00 p.m.

Free Flight only.

Competitions including Gymnastic Cricket League.
Flitehook normally in attendance.

Free parking in public car park in Allendale Road.

Contacts John Taylor Tel. No. 01202 232206

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

2015 Tuesdays

27th Jan - 24th Feb - 31st Mar - 28th Apr

22nd Sept - 27th Oct - 24th Nov

Indoor Flying with the South Birmingham MAC

Mainly Free Flight

Thorns Leisure Centre.

Stockwell Ave.

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

Saturdays 1pm until 4pm

Jan 9th - Feb 6th - Mar 5th - Apr 2nd - May 7th

Admission - Flyers £5.50 - Spectators £2.00

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

For further information phone Colin Shepherd 0121 5506132

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

Bloxwich Indoor Flyers

Free Flight

Sneyd Community School

Vernon Way, Sneyd Lane,

Bloxwich, WS3 2PA

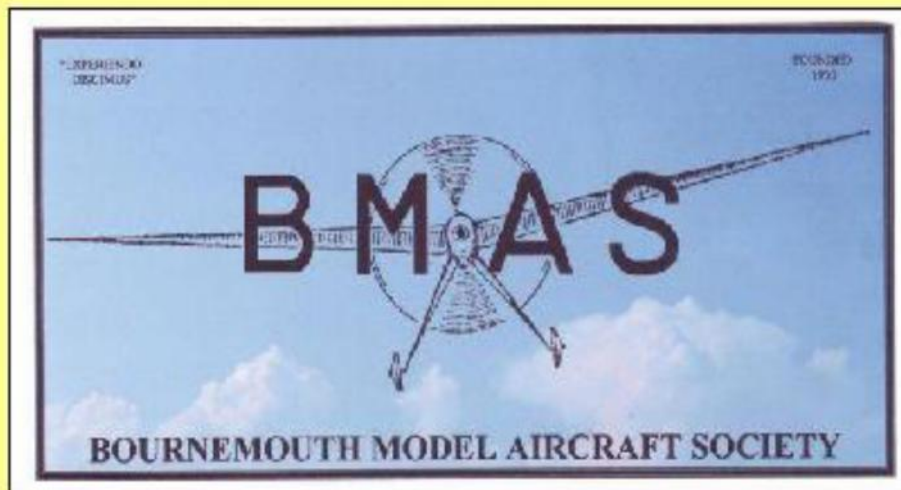
Saturdays 2pm until 5pm

Flyers - £8 Spectators £2

Jan 23rd - Feb 20th - Mar 19th - Apr 16th

Contact:- Alan Price: Tel 01922 701530

e-mail: montrose32@btinternet.com



INDOOR MODEL FLYING

TUESDAY 26TH JANUARY 2016

TUESDAY 23RD FEBRUARY 2016

TUESDAY 22ND MARCH 2016

TUESDAY 26TH APRIL 2016

TUESDAY 27TH SEPTEMBER 2016

TUESDAY 25TH OCTOBER 2016

TUESDAY 22ND NOVEMBER 2016

7pm to 10pm

ALLENDALE CENTRE

HANHAM RD.WIMBORNE BH21 1AS

FREE CAR PARKING IN PUBLIC CAR PARK IN ALLENDALE RD

FREE FLIGHT ONLY

COMPETITIONS incl. GYMINNIE CRICKET LEAGUE

ALL FLYERS MUST HAVE BMFA INSURANCE

FLITEHOOK NORMALLY IN ATTENDANCE

Adult Flyers £5 Spectators £1.50

CONTACTS: John Taylor Tel.No. 01202 232206

Aubrey Bugden e-mail: bugden863@btinternet.com

HOT OFF THE PRESS THE 2015 FREE FLIGHT FORUM REPORT

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

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



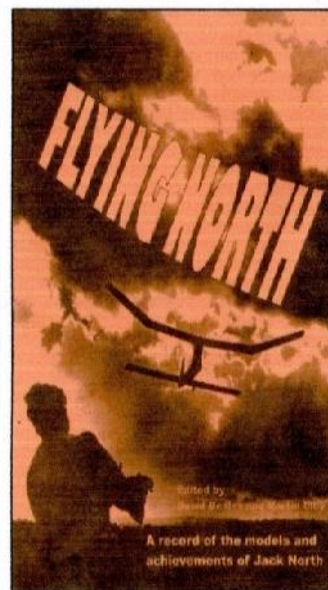
The UK price is £12.00 including postage; to Europe it's £15 and everywhere else £17.

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

Copies are available from

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

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



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

Contact: Martin Dilly on
020 8777 5533 or write to:

20, Links road,
West Wickham.

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

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

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

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

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

Model

The 36" or 44" wing span (as per plan Aeromodelleur) and 48" (Boddington plan or 36" scaled up) models are admitted; Models may be fitted with floats as per plan (scaled-up for 48" version); - no minimum weight; - reinforcement or lightening of the structure with respect of the basic outline of the original model are admitted; - materials to be used are those found on the plan; - plastic covering in place of tissue, silk or other is admitted. - More than one person can use same model; - Same model can flight in L.G. or float version; - Lone fliers can self launch and time.

Engine/motors

I.c. engines and electric motors are admitted within the following limits:

36"/44" WINGSPAN - I.C. Engines:

Any engine with 1 cc. maximum displacement; - Fuel tank : 3 cc; - R/C carburettor is admitted.

Electric Motors:

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

48" WINGSPAN - I.C. Engines:

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

Electric Motors:

Any electric motor is admitted with direct drive; - The engine cannot be stopped and started again; the motor must run continually without interruptions till the end of the battery charge or competitor's decision; - no folding prop is admitted; if a folding prop is used the blades must be held open with a rubber band; freely assembled admitted batteries: - 500 Mah 3 cell LiPo - separated batteries pack for Rx alimentation is allowed.

Flights and results

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

Awards :

A diploma for all competitors and prizes for the first three in each version rank; - Special prize for best flight in float version.

Results

Results, address, photos and technical specification about model must be forwarded to the Organization by 15th June 2015
Curzio Santoni cusanton@tin.it or to Gianfranco Lusso gfl@orange.fr)
Many pleasant flights and happy landings to ALL !!!!

SPECIAL PRIZE VIC SMEED

SAM 2001 have scheduled an extra Diploma that will be awarded to the best flight in Tomboy floatplane version (36", 44" or 48") taking off from water. The Editor will send to the winner a Diploma signed By SAM 2001 President and a bottle of special Italian Wine to drink to Vic Smeed!

Good ROW and flight

SPECIAL PRIZE DAVID BAKER Free-Flight

The 2012 was the 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 a R/C Tomboy, however, being this a free-flight contest, the time must be stopped when transmitter is used, since the aircraft model should fly freely from any control from the ground.

Good thermals

Michael Woodhouse

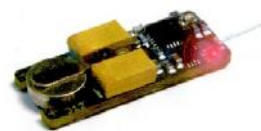
mike@freelightsupplies.co.uk & <http://www.freelightsupplies.co.uk>

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

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 heatsink
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 1/17 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 30mA 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

MSP PLANS PRESENTS

Vintage, Classic, Sport and other Duration Designs

MSP PLANS drawn by Martyn Pressnell, offer a collection of model aircraft designs selected for their aesthetic qualities or unique origins. 'Popular Plans' are stocked, the more complex 'Collectors Plans' are printed to order including Historic Notes. All drawings are A0 size, some as twin plans.

The list below includes Vintage Models generally pre 1951 and Classic Models 1951 to 1981.
Photos of most models can be seen on my website - www.msp-plans.blogspot.com

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

- MICK FARTHING 1942** The 40 in span Lightweight Contest rubber model with a diamond fuselage.
MICK FARTHING'S THE PAPER BAG Mick Farthing's last lightweight rubber model of 1946.
RAFF V 1947 Designed by Norman Marcus who was National Champion in 1946.
ODENIANS 1950 NORDIC A2 Swedish Championship glider, placed second in the first World International in 1950.
SENATOR 1950 RUBBER Designed by Albert Hatfull and killed in 1950. Twin plan with Ace
ACE 1950 RUBBER Designed by Bill Dean and killed in 1950. Twin plan with SENATOR.
ENGLISH VIKING 1953 A2 GLIDER Designed by Bill Larnie twice winner of the SAM Radcliffe Rybach trophy.
CRESTA A 38 in wingspan low-wing design for small diesel or electric motor installation.
FRED BOXALL'S 1956 OPEN RUBBER MODEL Twin plan with BOXALL'S SEAPLANE.
FRED BOXALL'S SEAPLANE (1956) Twin plan with the 1956 OPEN RUBBER MODEL.
LAST RESORT 1956 CLASSIC RUBBER Open Rubber Model designed by Jim Hagley. Twin plan with FIRST RESORT.
FIRST RESORT 2008 by Martyn Pressnell for the BMFA Rubber Class. Twin plan with LAST RESORT.
WINDING BOY 1956 by Urtan Wonnop. 38 in. span. Twin plan with McALLIVRAY'S LIGHTWEIGHT.
JACKIE OILVRA'S LIGHTWEIGHT 1958 36 in. span lightweight rubber model Twin plan with WINDING BOY.
CAPRICE 1959 GLIDER The renowned lightweight glider of 51 in span. Twin plan with GAUCHO.
GAUCHO 1960 power duration model for 1.5 cc engines. Designed in 1959 Twin plan with CAPRICE.
VAKUSHNA 1959 A2 Designed by Brian Dowling this glider won the 1960 Rieker Cup

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

- JUDGE 1945 WAKEFIELD** by Bert Judge to the 1945 rules as a direct descendant of his 1936 Wakefield Cup winner.
HERMES MAJOR A 150% enlargement to 61% in span, of the 1949 HALAX HERMES.
FRANK LOATES' 1949 WAKEFIELD Canadian Wakefield 5" in the World Championships at Cranfield, England, in 1949.
BORJE BORJESSON'S 1949 WAKEFIELD Swedish Wakefield 6" in the World Championships at Cranfield, in 1949.
GHOST WAKEFIELD 1951 John Gorman's 1951 Wakefield, a successful rubber model from the early 1950's.
RON WARRING'S 1953 WAKEFIELD The geared geodetic model, developed by Ron Warring for twin motors.
NIGHT TRAIN Mk I 1960 George French's Night Train which pioneered the use of VIT systems in the UK

MSP PLANS PRESENTS NEW PLANS

- HI-START GLIDERS 2013 - 36 in span**
AVENGER 1952 John Gorman's classic A2
HERMES 1959 Neville Willis' classic lightweight glider
VINTAGE A2 1950 Odenians' A2.
HI-START GLIDERS 2014 - 36 in span
SATU 1980 J Bennett's vintage A2
PETREL 1964 Frog's beginner's kit glider
MAD'S DREAM 1959 Brian Dowling's classic A2.

To order plans for UK delivery please write with cheque (£ sterling) made payable to
Martyn Pressnell, 1 Vitré Gardens, Lymington, Hants, SO41 5NA.
For overseas delivery of Popular Plans send local bank notes equivalent to £10.00.

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

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

This identifies the collection of plans that I have produced for aeromodellers together with the rules for the Bournemouth Club Classic Rubber class. There is also a sample of the publications produced over the years with Rubber Motors - Maximum Turns' as the current offering.
I hope you find this a useful website which will be updated with more information from time to time. Martyn Pressnell

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.

Provisional Events Calendar 2016

With competitions for Vintage and/or Classic models

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

Please check before travelling to any of these events.

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

For up-to-date details of SAM 1066 events at Middle Wallop check the Website -
www.SAM1066.org

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

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

Useful Websites

SAM 1066	-	www.sam1066.org
Flitehook, John & Pauline	-	www.flitehook.net
Mike Woodhouse	-	www.freeflightsupplies.co.uk
GAD	-	www.greenairdesigns.com
BMFA Free Flight Technical Committee	-	www.freeflightUK.org
BMFA	-	www.BMFA.org
BMFA Southern Area	-	www.southerarea.hamshire.org.uk
SAM 35	-	www.sam35.org
MSP Plans	-	www.msp-plans.blogspot.com
X-List Plans	-	www.xlistplans.demon.co.uk
National Free Flight Society (USA)	-	www.freeflight.org
Ray Alban	-	www.vintagemodelairplane.com
David Lloyd-Jones	-	www.magazinesandbooks.co.uk
Belair Kits	-	www.belairkits.com
Wessex Aeromodellers	-	www.wessexaml.co.uk
US SAM website	-	www.antiquemodeler.org
Peterborough MFC	-	www.peterboroughmfc.org
Outerzone -free plans	-	www.outerzone.co.uk

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