

NEW Clarion

SAM 1066 Newsletter

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Here we are, March already, and I have not built anything new for 2017. I have installed Tomy DT timers in a couple of my departed friend John Wingate's models and I've just stripped up some 1/8 sq for the fuselage of a new BMFA Rubber model, but I'm finding it difficult to get building underway.

I have been flying indoors but no significant new builds for that either, just repair work after events, some of it left over from last year.

Outdoors, almost forgotten what that is all about, missed BMFA 1st area at Luffenham in favour of Doc Martin's new indoor adventure in Wales, attendances there are looking good but all are newbies to the hobby so it remains to be seen how many are retained.

I will be making my first outing into the fresh air to Luffenham for the BMFA 2nd Area comps. I have no models of my own for the events but I think I have a P30 amongst my John Wingate inheritance so I'll have to find it and give the event a whirl although I've no experience of it at all. Should be good/or bad to chat about afterwards.

This month's New Clarion kicks off with a Tomboy restoration article by Stewart Mason which has reminded me that I have a 'Deacon' kit that will be my re-entry into R/C after a long rest. I know nothing about modern 2.4G systems and I have acquired a Tx, a matching Rx and a bundle of servos but need Battery pack, Charger and more than a little help on interconnections. Its all three wire connectors but no polarity keying. Initial enquiries from friends indicates that they only work one way but it does no damage if you get it wrong, they just don't work. I've got to find a local Model Shop to advise and supply my missing items.

I have a Mills 1.3 destined for the 'Deacon' so my goal is a disturbed Free Flight Sport performance, that is if I can motivate myself to rise off my bottom and start sticking.

Content this issue, there is a piece I've purloined from 'Free Flight Down Under', Summer 2016 issue on a homebuilt Yagi Aerial, I want to have a go myself, I think I'm down that end of the band but have no idea if accurate tuning is necessary.

I was lead to the BMFA website and details of the probable running costs of the BMFA Buckminster Lodge Flying Site so I've reprinted some of the details. I'm getting queries on when events may be scheduled so here is the state of play as published at the moment.

May 20th/21st	Spring Sport Fly and Swap Meet – All model types welcome up to 20kg, no certificate required up to 7kg, noise test at 82dba, 2 supervised flight-lines with camping and trade.
May 27th/28th	Radioglide – BARCS Soaring Competition with camping.
June 3rd/4th	Festival of Rotary Flight – Fly-in with 4 Flight-lines, Helicopter and FPV with trade.
June 9th/10th/11th	BMFA University and Schools Payload Challenge – Education Competition, spectators welcome.
June 24th/25th	BARCS Interglide Soaring competition with camping.
August 26th/27th/28th	BMFA Silent Flight National Championships, Soaring classes with camping.
September 23rd/24th	Festival of Pylon Racing – FAI classes plus Rare Bear Racing and come and try it sessions.

I have no confirmed information as to when the site will be open to individuals.

There are appeals for help in the 'Letters to the Editor', one from **Hans van Leeuwen** Australia, asking for parts or dimensional details for ED Bee bits. Another from our own **Pete Brown** who is after details and a plan for the weirdest looking curly model I've ever seen.

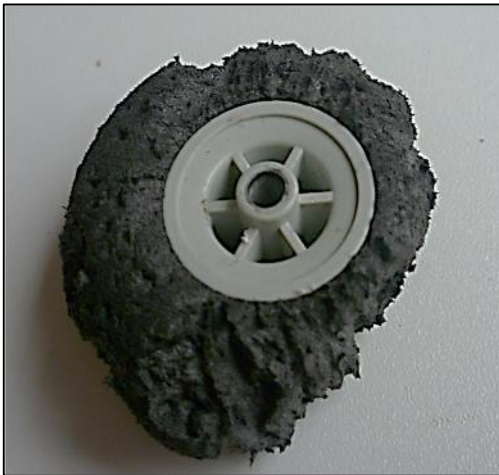
Nick Peppiatt is getting closer to finishing his 'Cougar' as his articles reach No.10 and in addition he has also reported on a Crawley Indoor meeting. Please note I would love to here from other indoor fliers about their own meetings.

Southern Coupe Lg. soldiers on, John Tompson soups up a smaller version of the 'Lucky Lindy' and we have the designers details of the E36 timer mentioned last month.

All good stuff.

Editor

After an enjoyable flying season in 2016, including flying my favourite little hack, my 36" R/C Tomboy, (during which time I forgot to record even a single time for the postal competition)... around 4 months ago I decided I'd had enough of the little fella until 2017, so I wrapped up the wings and tail in bubble wrap, gave the fuselage a wipe over, and stuck it on a shelf in the attic next to my hobby room where it would have remained until the spring. The story would have ended there without further drama, but for the fact that a few weeks later I needed to retrieve something from the depths of the attic, so I went back in there, and while rooting around in the vicinity of the Tomboy I noticed little bits of foam rubber covering the floor. Marauding rodents had chewed the tyres off my poor little Tomboy, not only that, they'd had a go at the balsa on the tail plane too!



Rodent damage, they really like rubber. Look at teeth marks in T/P tip block.

Back out it came, and after a new set of wheels and some filling and patching it is fixed again. Perhaps I'll store it somewhere else! Note to self: I need some humane mouse traps. Sara won't have any little furry animals getting killed on her watch, which is a shame as my ancient BSA .177 air rifle lives in the attic too...

Anyway this brings me on to other Tomboy matters. They don't get as much of a mention these days as they did 3 or 4 years ago, so maybe the interest has waned and they will be just another nice flying Vic Smeed design. I like them, and they are fun to nudge around on a summers day way up aloft hunting thermals or charming my older club mates just pottering around the patch at barely above tick-over. I have a free flight Tomboy too. Great fun and very relaxing after a stressful week at work. I understand whilst composing this piece that numbers in the Tomboy comps are dwindling. I hope to attend Cocklebarrow Farm on at least one occasion this year so maybe I can add one to the numbers.

Over the past few years I've built, flown, crashed and repaired enough of them now to be able to pass on my advice to newcomers to the hobby, or potential re-visitors to this design. I've tried some of the variations in construction that can be done for additional strength but I keep coming back to the basic Aeromodeller plan as originally published, with slight modifications for R/C (assist). Please note that this advice is just for sport flying, and not for competitions where, depending on the rules, certain strengthening modifications may be worthwhile.

Bottom longerons: They don't need laminating or making from thicker balsa, just steam in the bend and pin them down to dry at a curve greater than the plan, they'll spring into roughly the right place when you release them, then just pin them in the right place and continue the build. (Don't pin through them).

Engine Mounts:

No need to carry the hardwood engine mounts any further back than the plan. Vic designed it right just as it is.

Wing Spars:

Hard balsa is fine, and you can stick to the plan spar dimensions too. Even with R/C you're not supposed to be tearing it around up there, just a gentle nudge every now and then. Oh, and after doping, the wings will bend upwards like cow horns eventually too. It doesn't make any difference to how it flies.

Covering:

A single layer of Esaki Lite-Flite is fine, and if it tears then you just patch it. I think it makes them look more authentic! I use standard shrinking dope, and I don't bother with fuel proofers. I just use Poly-C in the engine bay. (Other proofers are available).

Strengthening: No need for extra fuselage spacers, longer dihedral braces, thicker this that and the other, or sheeting an extra bay in the fuselage sides to protect the radio gear. Your servos and receiver together need not have cost you more than £20 at the very most. The days of having to protect radio gear with foam rubber are over. I velcro the radio battery in the area just behind the firewall, accessed by a hatch.

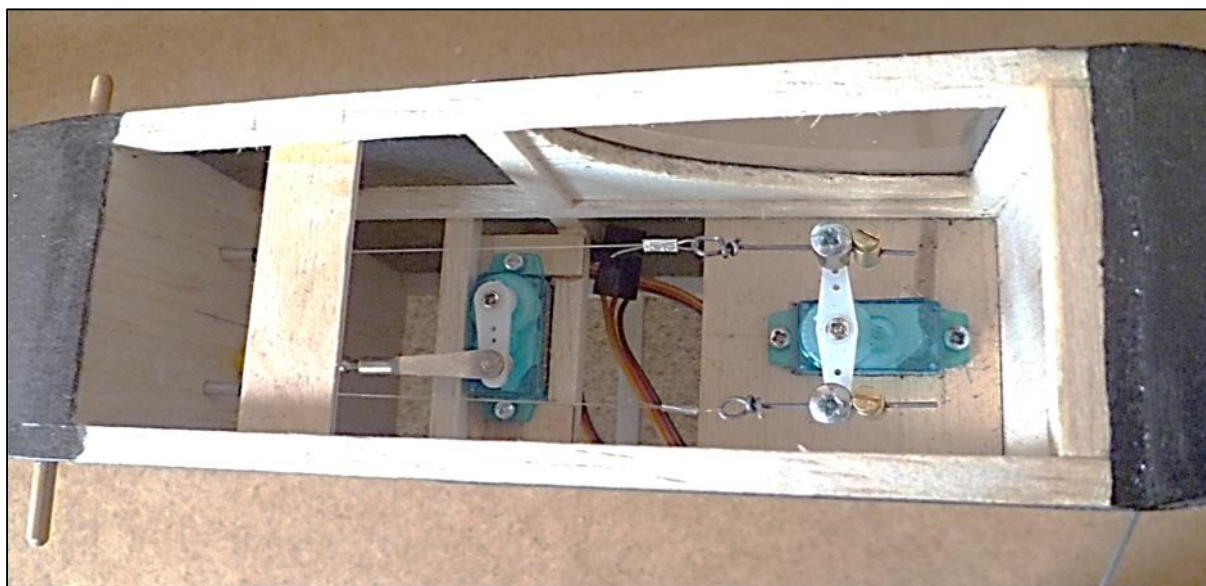
If you need lead in the nose get it as far forward as possible. I put mine under the engine right at the front. I use lead sheet bent into shape and screwed in place, not glued.

Elevator: Mine has one, but no need really, it is only useful in a small flare for landing, and it doesn't really need that to be honest.

Rudder: only a small amount of movement each side of neutral needed. I've had no issues with Dutch rolling under power, and like I've mentioned, it just needs a gentle nudge every now and then.

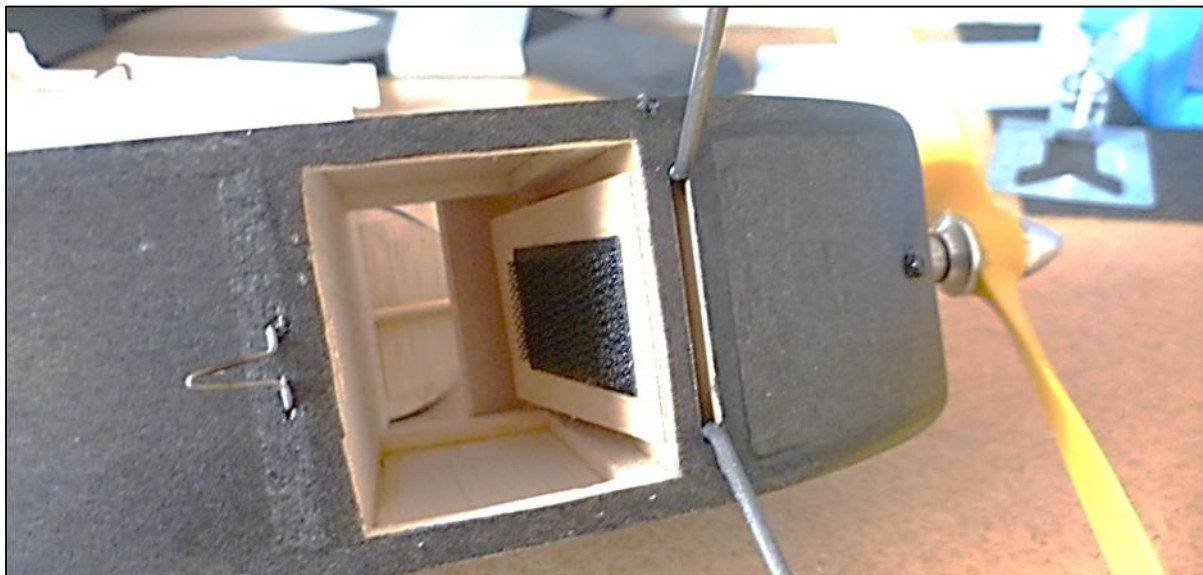
Undercarriage: Best to make it removeable. I have mine plug into a small ply box.

R/C installation: I use a closed loop for the rudder and a snake for the elevator. The photos should illustrate this well enough. Servos are cheapy 5g items. For free flight, just build it as per the plan, but do put a D/T of some description on it.



Servo installation in the Tomboy

I hope all this could maybe help a newcomer to the hobby. I was lucky, I avoided lots of trial and error by getting advice from some very helpful people. None of my Tomboys, including the R/C ones have been over fourteen ounces, as I pay a lot of attention to wood selection, keeping the back end light, and getting the heavy bits well forward.



Battery bay and plug in undercarriage. Screw to hold lead weight is visible at the nose.

If anyone would like to contact me about the above, I'm happy for our Editor to pass on my email.

After a few months break from building I'm now fully into my winter build schedule, I have a Ben Buckle junior 60 kit on my board, as although I don't usually build from kits I do like to support British kit producers when I can afford it.



Treated myself to a new building board for 2017. 4' by 1' shelf board screwed to 2 two wooden batons. This will have cork tiles glued to it. It's totally flat, very strong, and doesn't warp.



The Jnr60 will be for R/C but kept as close as possible to its free flight roots with tissue covering, nicely subtle R/C installation, a diesel motor (minus throttling ability), and flown appropriately (a circling climb and descent with the occasional nudge). I'm also putting together a tiny Flying Flea for indoor flying, and a Veron Nipper for some control line fun and hopefully the coming competition at Old Warden.

Here's to a good year's flying for us all in 2017!

Stewart Mason

This article is stolen from the 2016 summer edition of the 'Free Flight Down Under' quarterly magazine courtesy of its editor Malcolm Campbell, who sends me a copy now and then.

152 MHz 3 Element Yagi Antenna

Vin Morgan

January 2007

For locating model aeroplanes the main requirement of an antenna is convenience and gain. Searching is done by closing in on the transmitter so it is not necessary to have very sharp directionality. It is however, necessary to be able to hear the signal so an antenna that has some gain is useful!

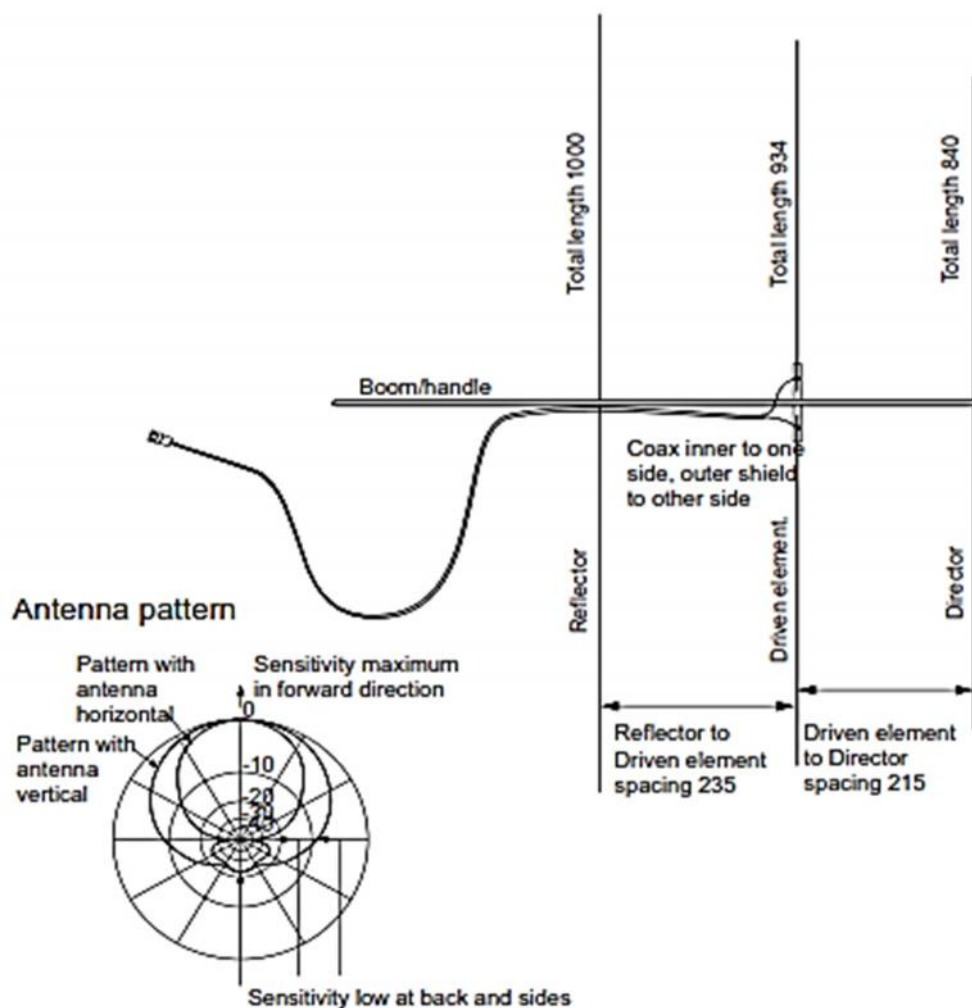
At 150 MHz a 3 element yagi is a good compromise between gain and portability. Yagis also have the advantage of simple disassembly because a connection only has to be made to one element. The yagi has a broad maximum in sensitivity at the front which is good for initially finding the signal. The deep nulls on either side are good for getting direction.

In this design the elements are 3.2 mm (1/8") diameter aluminium tube or rod. Aluminium tube is light but fragile. Aluminium welding rod is more rugged but heavier.

In the drawing the front element and the back element are shown as simple lengths of rod. If they are made in two pieces e.g. for ease of transport it is necessary to have a good electrical connection in the centre.

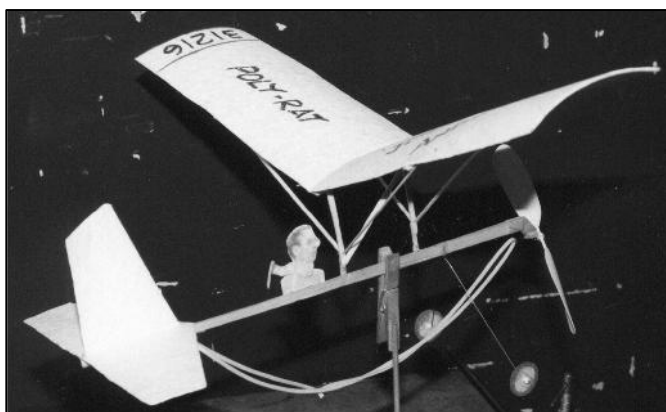
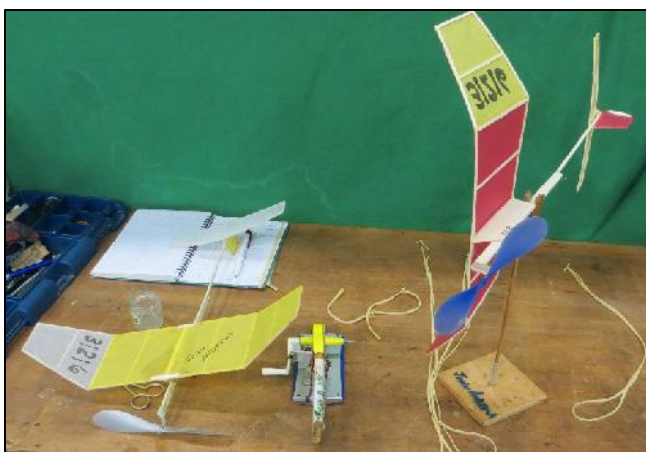
The centre element is in two pieces with the coaxial cable shield joined to one side and the coax centre wire joined to the other. The two halves do not have to be exactly in line. They could be extended so each half passes through the boom spaced about 1 cm apart. (the boom must be insulating).

The coax cable should be about 1 m long so the antenna can be held up as high as you can reach. Raising the antenna from waist height to overhead makes a large difference to range. Note that in general the antenna should be held so the elements are vertical. The cable is RG58 or an equivalent and has a BNC plug to fit the receiver.



Saturday 11th Feb saw Rachel and yours truly set off in a very very light flurry of snow for the Thorns Indoor meeting (we were in the car if you were not sure). Most of the journey is on the M40 and the M42 motorways with the now usual speed restrictions and traffic pile up at the junction. We got to Thorns quite early and were in the hall and set up well before the official start time.

I had with me a string of models to check out ready for our trip to Bethesda in Wales the next weekend at Martin Pike's second indoor promotion. In view of the attendees in Wales being raw beginners with their only experience being from the first meeting, I was taking first step models to demo. Two standard Gyminnie Crickets, one Polystyrene GC, one standard Hangar Rat, one polystyrene Hangar Rat and an old Penny Plane. I thought these models would show what was relatively easy to build and also demonstrate reasonable durations achievable with simple models. I had fettled the models during the week prior and the idea was to check fly/trim them all to save time in Wales.



It was not a simple task, the old original yellow GC had got well and truly broken after the Bethesda event and took quite a while to get back on song. The wing warp had disappeared and the backend had had to be re-attached so there was some cracking and re-sticking done before flight was satisfactory (all hail for cyno). The Hangar Rats had been buried in the gash indoor box in the garage since lord knows when and much wing bracing replacement had to be done but at least that meant the wing warps were in place. For the record I always have significant wash-in on the inside wings of my indoor models. I got all models flying properly and quite by accident the plasticine nose weights that had been on the Cricket and the Rat were no longer required. The biggest job was the Hangar Rat, whose plug-in wing-posts had developed super slackness in their flattened alloy tubes. Attempts to extra flatten the tubes failed and new wing-post

extensions had to be fitted (all hail for cyno yet again). I was then ready for our Welsh trip and will report on goings on later in this issue.

There were quite a few other goings on in the hall and I am pleased to report that there were at least two mid-air collisions in the 15min radio slots.

Peter Dolby was king of the hang-ups on girders and he even scored a two pointer in the basketball net with what looked like a half scale Judge wakefield.



Peter Dolby getting help from all quarters with his hang-ups. There were a few other half-scale wakefields in the air as Mike Brown had brought a few from his large collection.



Mike Larlham far left, had his R/C Fokker Tripe which was a bit of a handful, the Red Baron must have been one hell of a pilot if Mike's model was anything to go by.

Eric Hawthorn has his xmas cricket on song now, knocking out flights in excess of 2-30 every time.

A good time was had by all.

John Andrews



The financial costs of running the BMFA National Flying Centre are available on the BMFA website under the reference <https://www.bmfa.org/News/National-Centre-Info>

The tables below are extracted from that site and more information is contained therein.

Headline Numbers

- **£27.4K annual lease cost (£18K for first year)**
- **£150K capital investment from landowner, targeted at refurbishment/improving/preserving existing structures.**
- **£335K allocated from BMFA Development Reserve to project (represents ~ 60% of available Development Fund)**

Expenditure Forecast Summary

- **£40k Capital equipment (Inc. £5k contingency)**
- **£195k Set up cost year 0 (Inc. £10k contingency)**
- **£38k Set up cost year 1 (Inc. £3k contingency)**
- **£62k (balance of £335k) for further development of site and building refurbishments.**

(NOTE - Figures do not include £150k investment by Buckminster Estate to refurbish house and other facilities)

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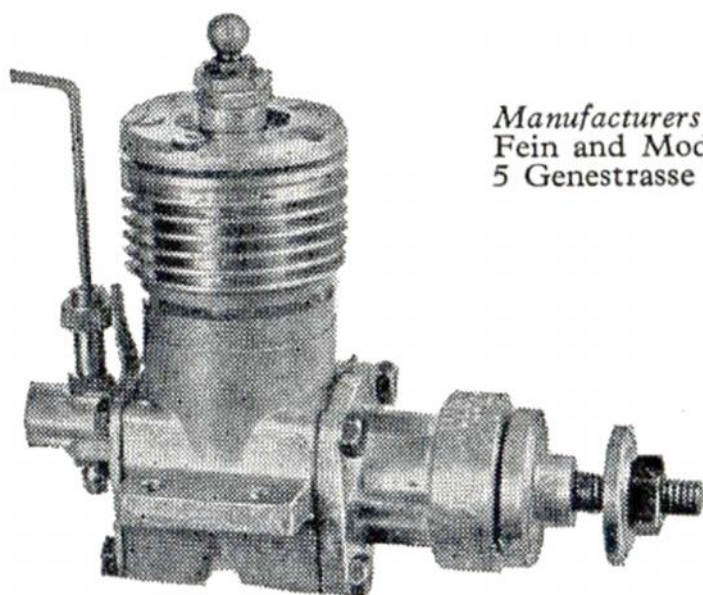
(NOTE - Figures do not include £150k investment by Buckminster Estate to refurbish house and other facilities)

Financial Clarity

- Income to the centre is derived from multiple sources.
 - Revenue from model flying activity.
 - Revenue from non flying activity.
 - Income from sponsorship.
 - Donations.

Important Considerations

- After initial development, further expenditure will be governed by usage and available funding.
- Ongoing expenditure will be largely proportional to use.
- At a basic level, the project falls largely within existing financial capability.
- The phrase 'cutting our cloth' is very apt to the further development of the National Centre.



WEBRA 2.5R (Glow)

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

Price:
(Germany)
DM.49.50
(£4/5/0)

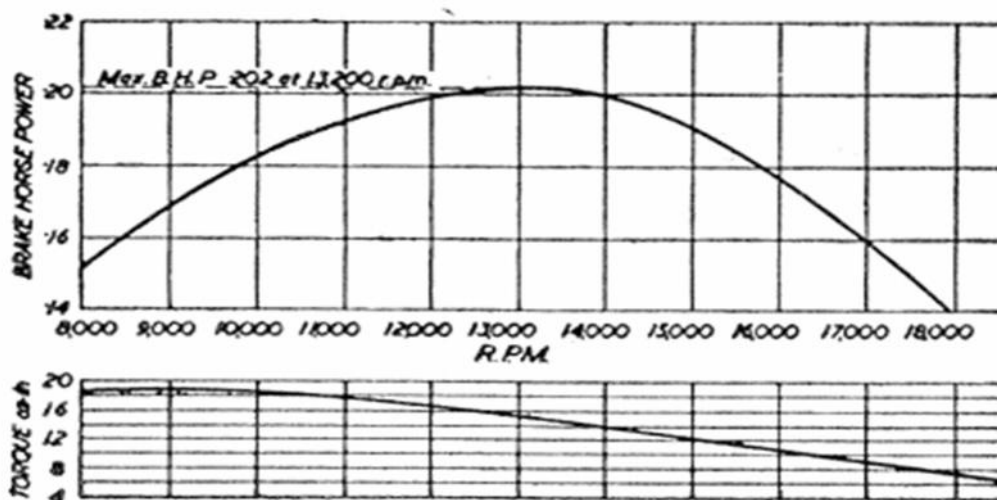
Specification

Displacement: 2.47 c.c. (.15 cu. in.).
Bore: .612 in. (15.5 mm.).
Stroke: .513 in. (13 mm.).
Bore/stroke ratio: 1.2
Bare weight 4½ ounces.
Max. B.H.P.: .202 at 13,200 r.p.m.
Max. torque : 19 ounce-inches at 9,000 r.p.m.
Power output: .082 B.H.P. per c.c.
Power/weight ratio: .0436 B.H.P. per ounce.

PROPELLER—R.P.M. FIGURES

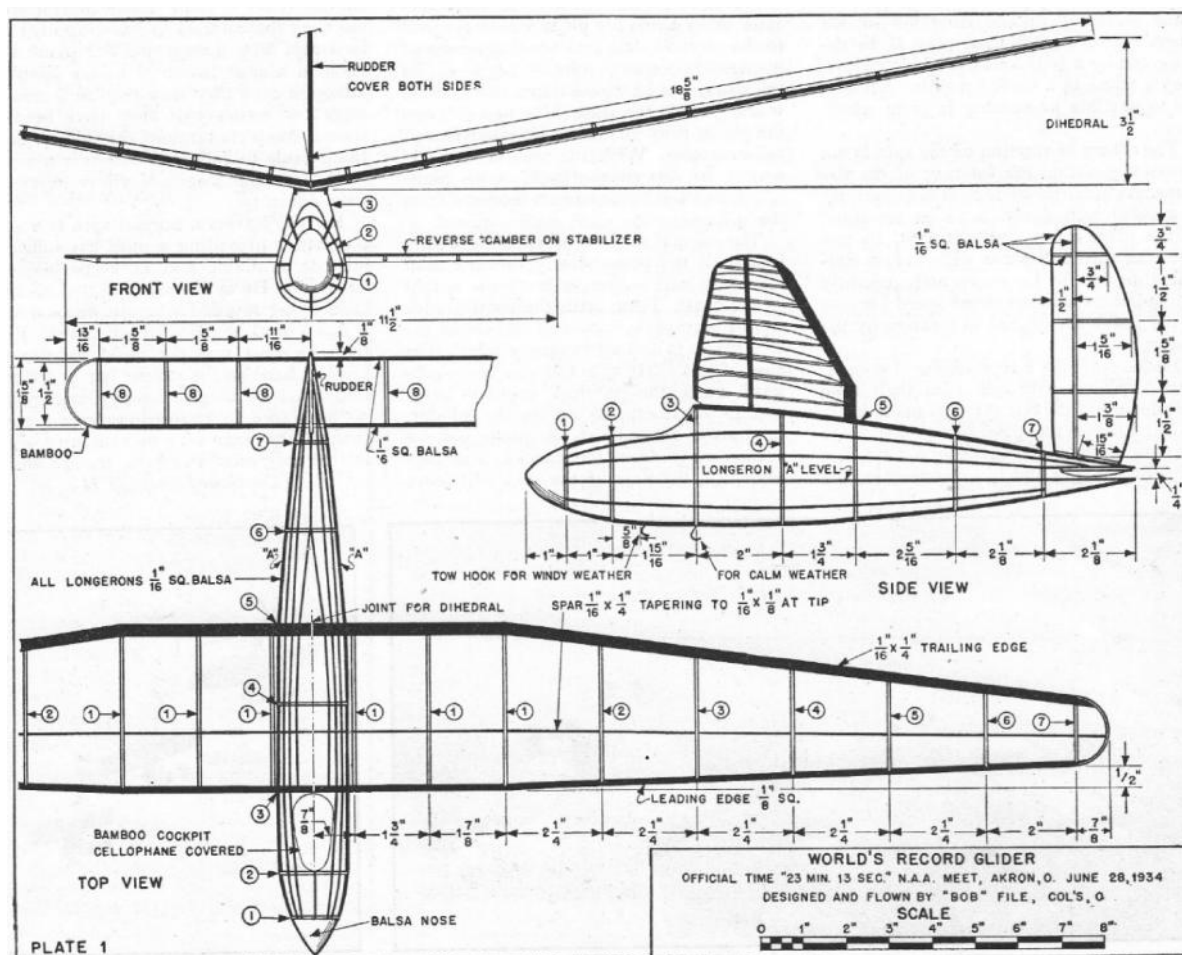
Propeller dia. × pitch	r.p.m.
10 × 9 (Stant)	9,600
9 × 9 (Stant)	10,300
8 × 9 (Stant)	12,500
7 × 9 (Stant)	14,000
6 × 9 (Stant)	16,200
7 × 6 (Stant)	12,800
6 × 6 (Stant)	14,400
9 × 3 (Tiger)	11,900
8 × 3½ (Tiger)	14,200
8 × 4 (Tiger)	13,000

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

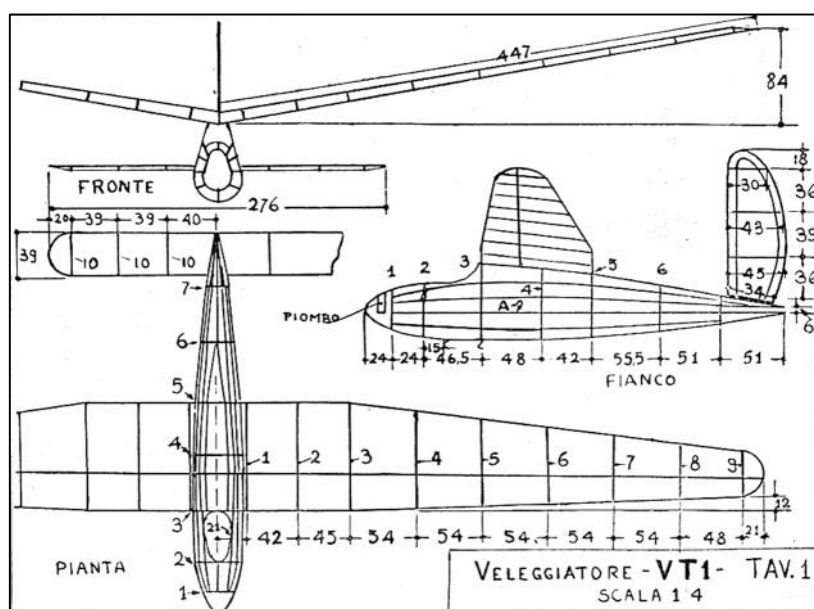


Report No. 74. From Model Airplane News to MOVO M27

A few months ago my report included a plan of the MOVO M27 glider and raised the question of its origins. Piero Balsi, from Rome, e-mailed with the precise answer and a number of interesting detours on the way, all as shown below. Thank you Piero.



Model Airplane News(USA) published in the February 1935 issue a plan as above and full size parts for the "World's Record Glider", designed and flown by Bob File. Official time 23min 13sec at N.A.A. meet, Akron, USA.



Europe was impressed!

L'Aquilone(Italy) published in the February 1938 issue a plan for the "Veleggiatore VT1", which looks much like Bob File's model. Piero advises that the V is for Veleggiatore and the T is for Uberto Travagli, the owner of Aviomonima Plans, who often used USA plans, simply changing the model name. We all know of similar stories.

Technical drawing of the Aeromodello R.5, showing three views: top, side, and rear.

Top View: Shows the plan of the model. Dimensions include a total length of 147, a tail fin width of 130, and a tail fin height of 30. A series of small dimensions (2.5, 3.5, 4.5, 4.65, 4.8, 4.2, 55.6, 5.1, 5.2) are marked along the bottom edge.

Side View: Shows the profile of the model. The total length is 350. The tail fin is 47 wide. The tail fin is labeled "Nido aca" and "Cassa S85 (A)". The tail fin is 910 high. The tail fin is 350 high.

Rear View: Shows the rear of the model. The tail fin is 300 high. The tail fin is 300 high.

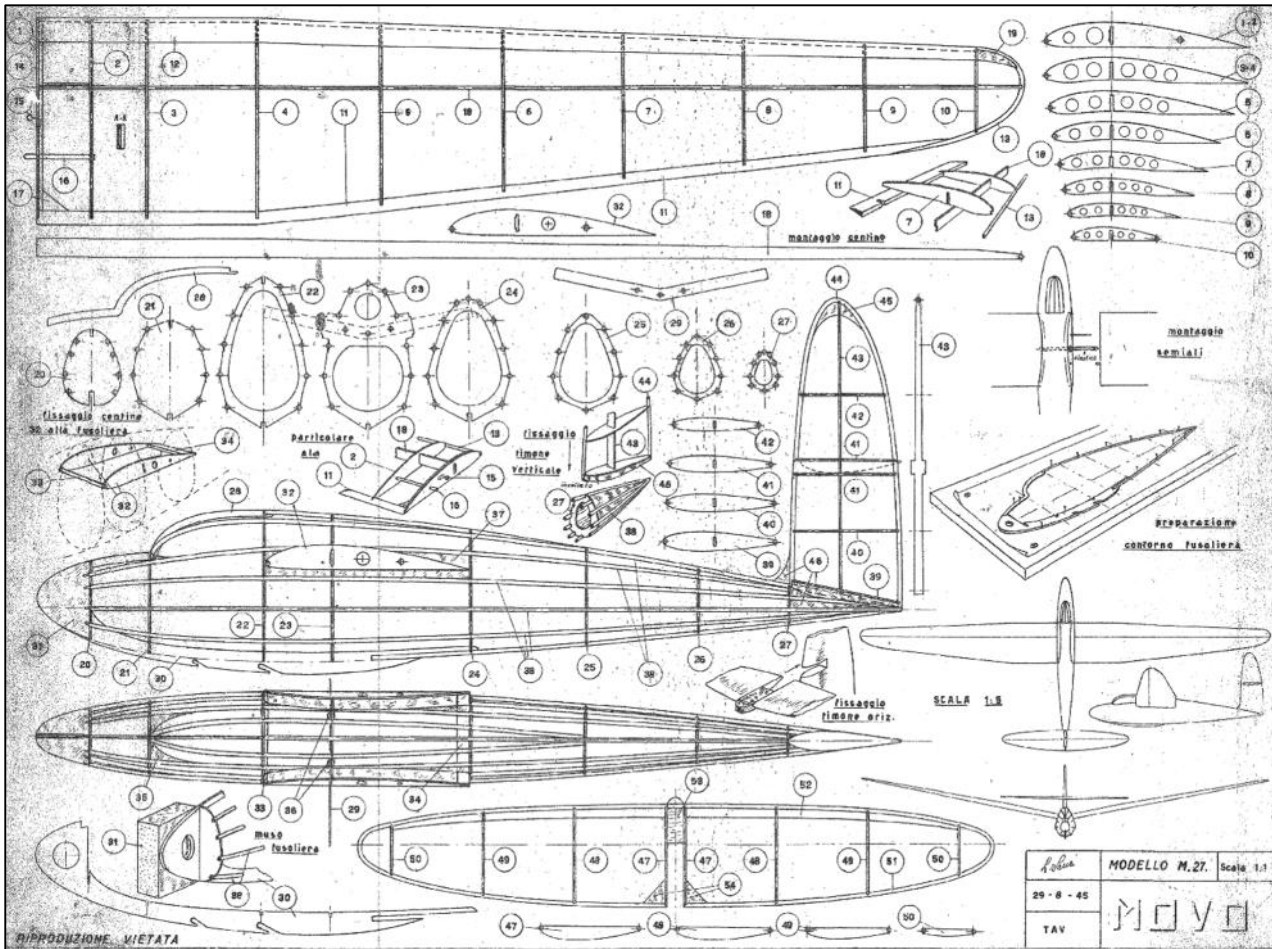
Legend: A hatched area is labeled "particelle con impillare latera".

Scale: SCALA 1:4

Signature: Pontedra 15-5-38 R.5

[illegible]

Not finally, as you might be expecting, but next is the 1945 MOVO M27.



Inspired by Bob File's model certainly, but with a number of changes. A faired in cabin replaces the open cockpit, the fin shape is changed and the tailplane, which is now elliptical in outline, has been moved from fuselage centre line to high on the fin. The wing mount position is also changed, moving from high to somewhere between mid and shoulder.



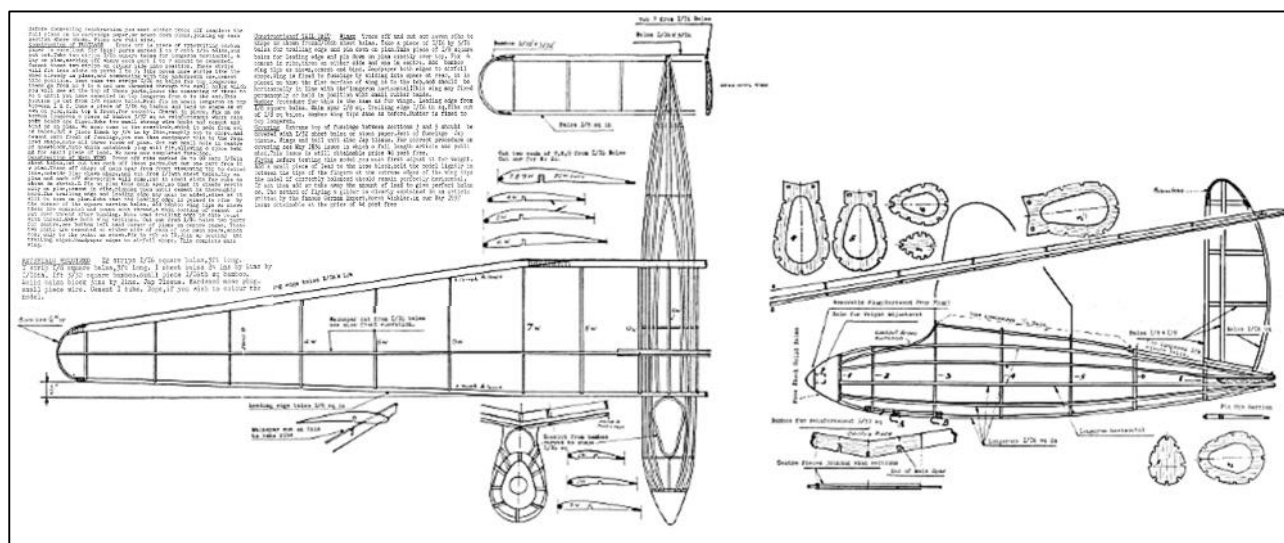
The picture above is from Modellismo, January 1997, which has an article and full-size inserted plan for a 74" wingspan version of Robert(Bob) File's model redesigned for radio control with all flying tailplane and rudder.

How to make an Easy-to-Build 37in. Wing Span Glider

This Glider is reproduced by kind permission of "Le Modèle Réduit D'Avion," the premier Model Journal of France, and is an extremely easy and cheap model for the beginner. If you have not made a model before, then get down to this and you'll have lots of fun.

The Italians did not have all the action with Bob File's plan, to quote Piero "This glider plan incredibly reappeared in "The Model Aeroplane Constructor" UK magazine (that merged in Aeromodeller) with the permission of Modele Reduit d'Avion editor that probably copied it from Model Airplane News... what a hell of loop!"

The description and building instructions in The Model Aeroplane Constructor are not identical to that found in Model Airplane News suggesting that the original American English was first translated into French and then the French translated into English. The Model Aeroplane Constructor plan is spread over 5 pages but fortunately Outerzone have created from these a single sheet plan which can be downloaded, search for "37in Wing Span Glider"

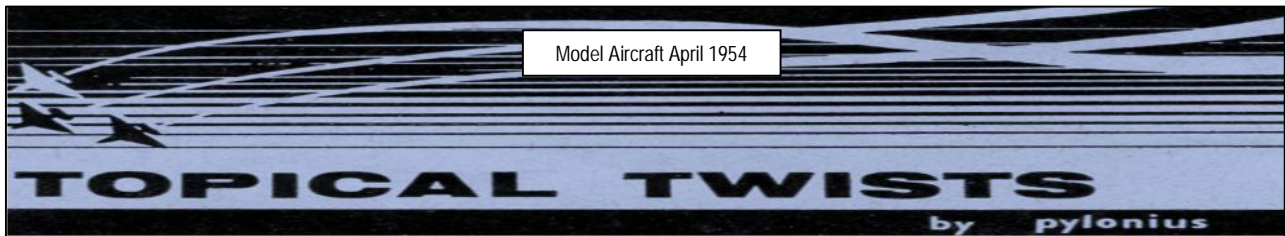


We do not have in the library any copies of Modele Reduit d'Avion for the period in which this glider plan might have appeared, so I cannot give any more information on what was published. If we have a reader with access to the early French magazine containing this plan I would appreciate receiving a copy of the article and plan as published.

A final thought on all this, one would search long and hard to find a current model design that could readily be described both as "World's Record..." and "an extremely easy and cheap model for the beginner".

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

Roy Tiller



Left in the Wake

Those people with plenty of the green stuff (and I don't mean rubber lube) will even now be making plans for a visit to the World Championship Series which, as we all know, is doo, I mean due, to be held across the pond later this year. From the point of view of those they will leave behind they are twice blessed, for they have also a summer to look forward to.

For us types less endowed with such a fulsome share of the world's wealth, other, more desperate, means than the mere exchange of money are called for. There will, no doubt, be quite a spate of stowaways on the *Queen Mary*, while more adventurous travellers will shortly be arriving on the Irish coast complete with swimsuits.

After ruminating upon a Kon-Tiki effort by way of the box of scrap balsa, I, for my part, have now bravely decided to face up to this New World challenge, solely upon my merits as a model flier.

Pity, really, I would have loved to have gone.

A Write Carry-on

Back in the "good old days" of aeromodelling a model journal would rely for at least 50 per cent, of its reading matter on the long and elaborately verbose club reports which flooded into the editorial office in a huge, papery deluge. Since that time the journalistic urge of the average club reporter seems to have dwindled almost to the point of extinction; much to the disgust of our old typical modelling friend, J. Bloggs, who, for some unfathomable reason, is so proud to see his name in print. Probably we can attribute this decided improvement in our model journals to the modern practice of appointing P.R.O.'s, gentlemen usually pompously aware of the high dignity of their office, but without the vaguest idea of what the initials stand for.

Then, of course, clubs are not what they used to be. Nowadays, before a club can grow to any useful size there is a general breakaway of disaffected minorities, who then proceed to set up shop under such titles as The Muddleton Misfits or The Woollyhead Walkouts. The result of this can be seen in the reaffiliation lists, where the general score seems to be about Seniors 2, Juniors 1.

So, what with the P.R.O.'s on the one hand and the S.2, J.1 factor on the other, it is hardly surprising that club reporting is becoming something of a lost art. Even so, there are still a few ingenious literary types who manage to weave quite impressive reports around the feeble activities of their S.2, J. 1 broods.

One I particularly admire is the publicity genius of the modestly named Pranghurst, Ditchfield & District Model Aircraft Society, of which our old friend, J. Bloggs, is the most prominent member. The remaining two-thirds of the club membership consists of F. Muggs and A. Flopp.

Even after intensive study the system by which these three distinguished names are juggled about to give the impression of a vast membership in a veritable frenzy of activity, is still very much of a mystery to me. All I know is that it works on the same principal to the armed legions we see on the stage; the same half dozen blokes going round and round, in endless procession.

Possibly, the wintry weather has limited the activities of the Pranghurst club to J. Bloggs and F. Muggs heaving around a couple of chuck gliders in the back garden, but, no doubt, we shall see a full length glider contest report in due course. Even the absence of junior A. Flopp will be turned to good account by describing him as the new indoor record holder—not having stirred out of his Sunday bed for months.

Cosmic Ray

Much may be the pleasure we get from crazy cartoonist, Ray Malmstrom's caricatures of modelling personalities, but we derive even more from his caricatures of model aeroplanes. The latest visible example of airborne comic strip is the *Martian*, which, we understand, came into being during the freak weather last December.

Why he chose to call this cosmic creation, the *Martian* is something of a mystery; obviously he couldn't believe an invasion from the Red Planet was imminent! Perhaps we would be nearer to a solution if we knew the planetary nature of that "dot in the sky" to which it is reputed to climb.

Pylonius

Going forward several stages, in order to answer the question I raised at the end of IIFE pt.9, I did get the Nesmith Cougar ready for the SEBMFA Crawley meeting on 5th February. What's more it won the Peanut category tying with a Mike Hadland Bucker Jungmann, but winning the trophy on the basis of a two second greater flight score! I got two 45 second flights, but does this mean I have completely sorted out the flight trim? Absolutely not, but it shows it can fly, and that all this effort to produce the model is not wasted! More of this in a future episode! Anyway, enough of this digression and back to where I left off in the last article - more on the Crawley meeting later.

The Pilot

Love 'em or hate 'em in a model, you don't see a full-size aeroplane flying without a pilot. You could use one of Dave Bank's wonderful creations, or a vac-formed pilot like Lindsey Smith's Small Scale Services used to produce, but I am taking the traditional route and so carved the pilot from a soft balsa block. Carving a pilot is somewhat like carving a propeller - you need a good blank form. My resources are Paul Plecan's sheets of profile peanut pilots and Doug McHard's article in the December 1956 AeroModeller, in which his famous 1/12th scale S.E.5a was introduced. I have had this edition since it was first published, how many nine year olds read the AeroModeller now?

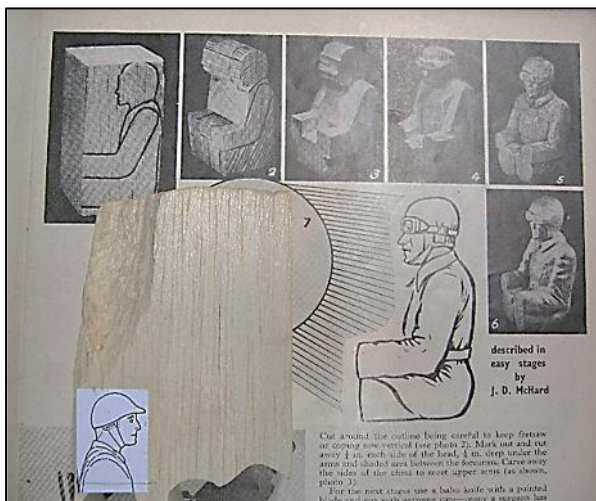


Fig 1 Resources for a carved balsa pilot
Doug McHard's 1956 AeroModeller article
and a Plecan profile pilot on a soft balsa block



Fig 2. Sawn pilot profile with head sides cut away to form shoulders.



Fig 3 Pilot's head after carving and sanding

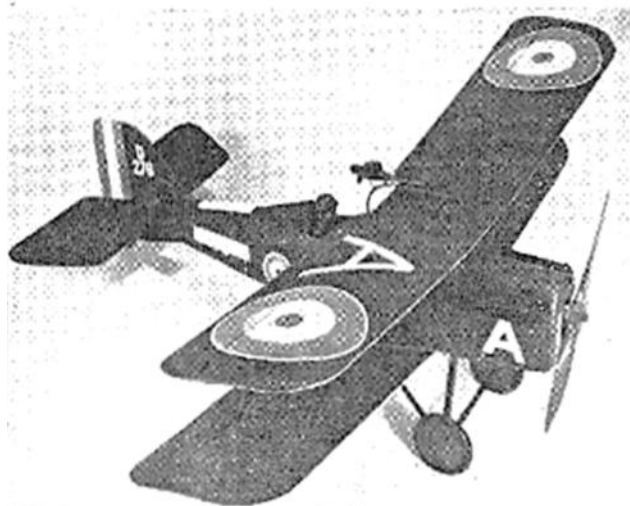


Fig 4 Painted pilot installed and windows being attached



Carve a PILOT for your S.E.5a.

described in
easy stages
by
J. D. McHard



PROUD S.E.5A OWNERS will naturally wish to complete their brand new model by including a scale pilot. Doug. McHard has therefore supplied simple stage by stage photographic instructions which made child's play of a job that oft baffles the scale builder. Although no claims are made that this is an exact reproduction of the famous "Mick" Mannock, we can assure readers that the gentleman is strictly "one inch to one foot"!

A soft balsa block $1\frac{1}{2} \times 1\frac{1}{2} \times 3$ in. is required on which should be traced the side elevation shown full-size above.

Cut around the outline being careful to keep fretsaw or coping saw vertical (see photo 2). Mark out and cut away $\frac{1}{4}$ in. each side of the head, $\frac{1}{4}$ in. deep under the arms and shaded area between the forearms. Carve away the sides of the chest to meet upper arms (as shown, photo 3).

For the next stages use a balsa knife with a pointed blade and cut with extreme care—many a surgeon has spoiled the job through over exuberance with the tool! Carefully remove corners from the arms and head, narrow down the cheeks leaving goggles (as shown, photo 4). At this stage also separate the chest from the arms by a groove and separate the legs. Carve away tunic and leave collar, and remove shallow layer from cheek to leave helmet in relief (photo 5). Delicately sand all over with fine grade sandpaper, but do not excessively round corners which should now be left as sharp as possible, i.e. the collar, front of goggles, edge of helmet, etc. Work on actual face using a mirror if you are in doubt about the shape, sand a few creases and wrinkles in pilot's jacket and cut away right hand slightly to form the overlap (photo 6). Carving is now complete and grain should be filled with sanding sealer. When dry rub down with No. 400 "wet and dry" paper used dry. Job is now ready for painting.

Jacket and helmet should be brown to simulate leather, using either silver for the goggles or black covered with pieces of celluloid. Flesh face can be produced by mixing white, yellow, brown and red. Pins form the tunic buttons, and do not forget the belt buckle. When dry realism can be improved by undercutting the helmet front and collar, also by a certain amount of "embossing" to simulate helmet straps, pockets, etc.

Doug used a 1.5 in thick block for his 1in to 1ft pilot. The Peanut Nesmith Cougar is close to 5/8in to 1ft, therefore I used a block of 15/16 in thickness. A copy of a suitable 5/8 in pilot profile from Plecan's publication was stuck to the side of the block with Pritt Stick, Fig 1, and sawn out using the Aeropipicola Vibro Saw. The sides of the head were cut away to form the shoulders, Fig 2.

Here, I think there is an error in the AeroModeller article, where it states that $\frac{1}{4}$ in is removed from the side of the head for the 1/12th scale pilot. From the photographs I believe this should be 3/8 in or $\frac{1}{4}$ of the block thickness.

Then it is a matter of following Doug's article and very carefully carving the form away with a sharp scalpel and sanding to produce a suitable form to represent a head and helmet in this case, Fig3. The head was finished with two coats of sanding sealer, painted and glued into the model, Fig 4.



Fig 5 Adding top stringer.



Fig 6 Top covered and windscreen attached.



Fig 7 Touching up the yellow paint on wing roots and tail

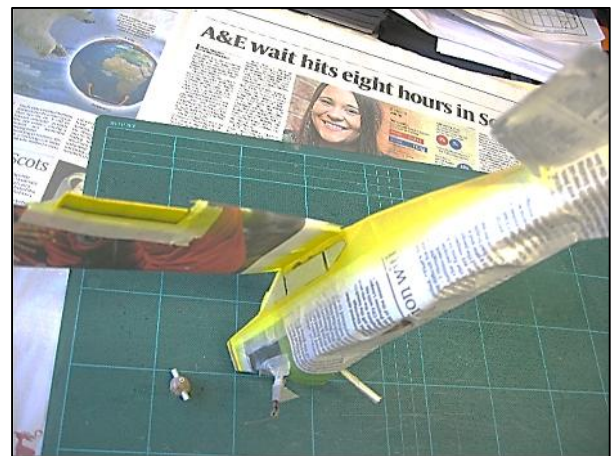


Fig 8 Masking applied to window areas and lower fuselage for black top finish.

Glazing

I used the excellent glazing material supplied with the kit, thin acetate? sheet of 0.07 mm thick or so in three pieces - two side panels and a windscreen. Before attaching the side panels I brush painted the inside edges of the fuselage black. I use two adhesives for clear panels, RC Modellers Glue and clear dope. I put a small amount of RC Modellers Glue on the two upright struts and attached the side panels to the fuselage with pieces of low tack masking tape (Kamoi), Fig 4. Thinnish clear dope was then brushed around the edge of the glazing. This will flow between the clear plastic sheet and the structure and bond it to the airframe when dry. It is also virtually invisible, making a very neat joint. The tape pieces were then removed and dope brushed in the areas where these had been.

Final assembly

I glued the wing to the fuselage using four small spots of five minute epoxy (Devcon) at the points where the leading and trailing edges met the fuselage longerons. The little balsa triangles I had added to the top longerons helped the alignment. I also ran some Superphatic between the root wing ribs and the fuselage top. The top stringer was then glued into position using aliphatic resin and held in place whilst drying using the ubiquitous hair clips, Fig 5.

I had originally intended to cover the top with black tissue, but there were small areas of the top covering at the wing roots and at the fin location that needed to be yellow, so yellow tissue was used, Fig 6.

As the yellow on the top part of the fuselage was to be touched up and the remainder sprayed black, I doped the underlying structure and attached the tissue by applying thinners through it, as described previously, rather than use another tissue adhesive. The leading edge of the centre section was brush painted black. When dry a pattern for the windscreen was made using plain paper. Once satisfactory, the windscreen was cut out, taped in place and stuck in position using thinned dope brushed on at the edges. The airframe was then masked up to apply yellow paint at the tail and wing roots, Fig 7. I also masked up the aileron outlines again to apply some yellow paint to tone them down a bit. A masking tape strip was cut to form the division between the yellow and black painted areas on the fuselage and newspaper attached to shield the yellow paint, Fig 8. The black paint was then airbrushed on. The result after removing the masking tape and attaching the elevator, fin and rudder is shown in Fig 9.



Fig 9 Fully painted model

Next time I will try and tackle the propeller and other items to complete the model.

Nick Peppiatt

SEBMFA Crawley Indoor Free Flight meeting 5th February

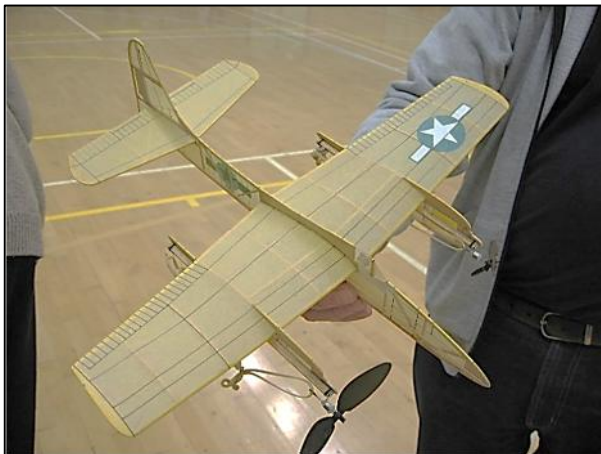
This annual event is well worth while attending, particularly if you are new to indoor flying. It takes place in the magnificent sports hall in Crawley's K2 leisure centre. Some idea of the wide variety of models that are flown can be gained from the photos below. There are three competition slots for glider (hand launched and catapult), lightweight duration (EZB, Living Room Stick and Gyminnie Cricket) and heavier classes (Open Scale, Peanut Scale and Legal Eagle), mass launches for Hangar Rat and Butterfly, as well as several periods for fun flying. I'm afraid I was rather too busy with my own entries, Living Room Stick, Peanut (see above) and Legal Eagle to take photographs of everything that caught my eye. I also wound my Sablatnig SFIV triplane for several sorties. For those interested, the competition results were quickly made available on the SEBMFA website.



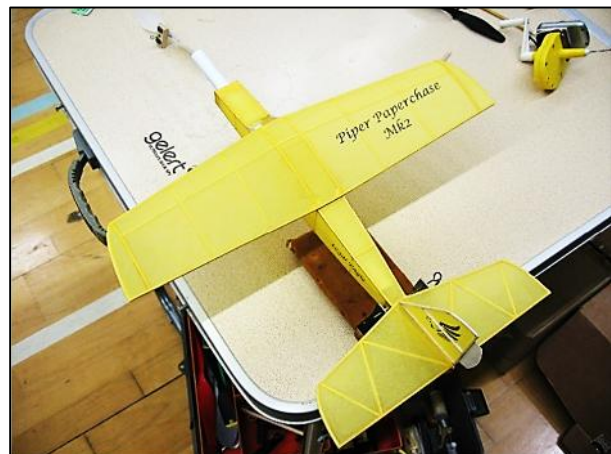
WACO SREs of Bryan Stichbury and Peter Boyes. These were made from a Canadian produced short kit with routed balsa parts.



Pitcairn Autogyro by Alisdair Clark. What a challenge!



No-cal Tigercat twin by Bluebottle Squadron's John Scates. Fine flyer



Neat Legal Eagle built by John Whatmore. Lettering is by computer program and inkjet printer. Note winding tube.

Don't forget the free-flight Indoor Scale Nationals on Sunday 23rd April at the Walsall Sports Centre of the University of Wolverhampton.

Nick Peppiatt



John Meaney (Crawley DMAC) ROG's his "Korda" Wakefield at Odiham in the 80's.



Unknown modeller ROG's his "Gypsy" Wakefield at Odiham in the 80's.



Peter Michel (SAM35) ROG's his unknown Wakefield design at Odiham in the 80's.



Unknown modeller ROG's his Korda Wakefield at Odiham in the 80's.



Unknown modeller launches his FROG Mk V Interceptor at Odiham in the 80's.



Mike Kemp (SAM35) ROG's his Blomgren Wakefield at Odiham in the 80's.

Letters to the Editor

Subj: A probable wild goose chase

Hi John,

I'm a subscriber to your New Clarion and an avid Old Time modeller in both senses of the word. I congratulate on the New Clarion and enjoy its content immensely

I've just inherited and ED Bee, a Mk1 model with the "T" handled compression screw. I need a contra-piston, piston and con-rod, or a piston & barrel assembly and con-rod, or fairly accurate dimensions of these items so that I can have a go at making my own. I have a barrel and con-rod, but am not sure how it will go at the wrist pin end.

Do you know of anyone who may be able to help, either with parts or dimensions.

I've done a fair bit of engine restoration so I could make bits if I had the information.

Any assistance would be appreciated.

I intend to build a Vic Smeed Madcap if I can get the "B" going.

Regards, **Hans van Leeuwen**, VH6305 and SAM27014 hans.vanleeuwen@bigpond.com

Question of identity

Pete Brown is seeking identity information on & if possible - a copy of the plan for this unidentified model on the right,

Any clued up member can get in touch with Pete Brown via email link fifiuk@hotmail.com.

There is a free Leo Bodnar RDT kit on offer for any good copy of the plan.



Hello John,

I followed up John White's (Isle of Wight) letter in the February 2017 Clarion by rushing off to Staples (Poole Dorset) to see if there were any remaining model (Xmas tree) boxes he described. Sadly there were none left, but crossing the road to B&Q for some DIY items I was surprised to see they were on sale there (sizes as given by John), a so-called special multibuy. Lots of them there on 5 February, £20 each or two for £35.

Best Wishes,

Roy Levers



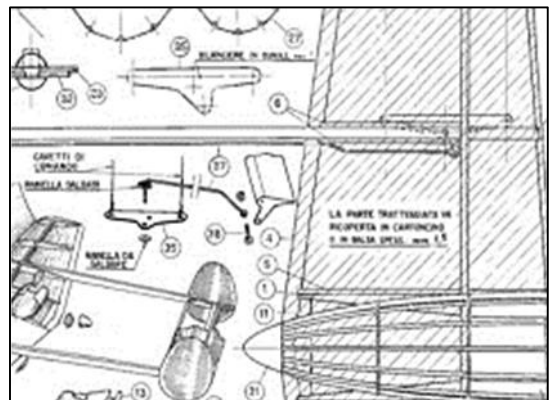
Reply by our chairman to Roy Tillers query on offset hole in the M29 control-line model's bellcrank in DBHLibrary (Magazines) article in NC February issue.

Roy,

The offset on the control plate is to give more up than down, would be my bet.

John Thompson.

Editor, I would agree.

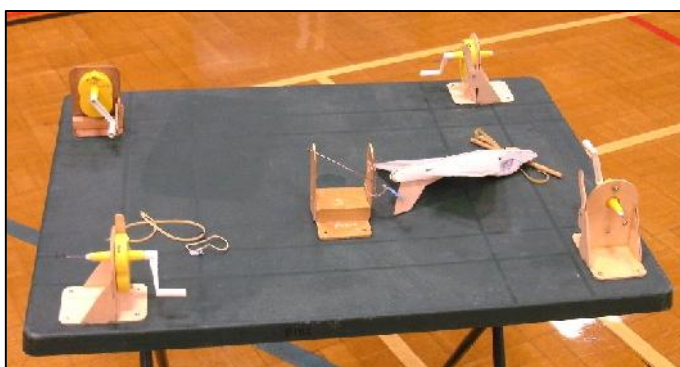


Doc Martin, (*that's Dr Martin Pike to be correct*), ran a second indoor meeting in Wales. Based on the success of the first effort last month, Martin felt another would be worthwhile.



Foregoing the BMFA first area event, Rachel and I prevailed upon Martin to put us up for the weekend again and Sunday 19th February saw us leaving his large ex vicarage abode, crossing the A5 and motoring up the welsh hillside on narrow roads bordered by slate walls to the sports complex at Plas Ffrancon. Here we unloaded our kit and set up in the sports hall wondering what sort of attendance we might get at this second meeting.

We knew that it would be unlikely that any experienced aeromodellers would attend and Martin geared and funded the meeting to appeal to absolute novices and the returning attendees from the inaugural event. To this end there were boxes of ready built foam models for all and sundry to dip into, a four station winding table and a selection of simple kits, sold at cost, for the keener participants to take home and build for the next meeting.



Rachel and I had spent quite a while on the Saturday prior building new models and more importantly repairing the ravages wrought by attendees at the first event. The foam wings were the main casualties as you might expect and these we replaced with balsa but it must be reported that the extra weight inhibited the models performances. The original foam catapult/HL gliders did not fly well as new but they were all that was desired by the younger children who just ran around throwing them about willy-nilly and were unconcerned about lack of performance. The Midair 'Kestral' foamy once again was the model that performed well and once trimmed would perform reliably in the hands of older children and their parents. In point of fact several Kestrels flew straight off the bat with no need for adjustment and those that did not, needed precious little tweeking. The fact that the model will ROG reliably removed one area of difficulty, the hand launch.



The model shown here, built by yours truly the day before, was tastefully decorated by Rachel.



A couple of tables were laid out with a selection of models for all and sundry to take and attempt to fly. Martin was on hand to offer advice if required and I interfered on the sports hall floor if I spotted someone with an obvious problem. In the picture above it can be seen that some models were returned less than intact, I spot one with only one wing and another with an obvious droop but after all the point of the exercise was to get folks to try and get models to fly. The netting on the end wall claimed one model, privately owned, which proved irretrievable even with the help of a member of staff.



We did manage to liberate a number of footballs, cricket balls and shuttle cocks but the model remained steadfastly stuck by the propeller. On the plus side the model owner thanked us for our efforts and remarked that the loss at least gave him the excuse to buy another one.



I had one interesting trimming exercise late in the day in the shape of a Spitfire bought at some air museum gift shop. I'm still not sure whether the model was made from hard foam or cardboard but trim tweaking required very heavy application of finger nails to get some up elevator and a little left wing wash-in. The rubber motor was not a loop but the loose ends were woven around some weird moulding at the rear. I dispensed with that idea and used a loop on the tail wheel. I increased rubber to 3/16th and did manage to get some long semi-circle flights but little climb. I'm sure $\frac{1}{4}$ rubber would have been a better bet but time ran out.

It appears there is a reasonable hard core of participants for Martin's events and the hope is that they will develop into indoor model flyers and keep the event viable.

John Andrews

First Area Meeting Southern Coupe League Second Round

A pleasant day at Beaulieu and a good turnout, Salisbury Plain was reported difficult to access so Beaulieu was preferred. At 9.0 a.m. the thermistors showed 8 degrees C and the streamers were lounging about in the light westerly breeze. Six flew F1G, four were locked-down models, two with systems. A few years ago it was predicted that factory - built carbon fibre auto coupes would make d.i.y. extinct. Cliff James after a long absence, disinterred his locked-down balsa model, untouched for sixteen years and after a quick test - glide took four maxes. Ted Tyson maxed out with his new locked down p.g.i. set-up model and flew off to win. The only owner of a factory Coupe I've seen is resting in New Zealand for the winter. So much for predictions.



Cliff James and his born- again Coupe



Ted Tyson and Ted Horsey looking for something - anything!

The overcast persisted through the day, the breeze never more than 9 or 10 m.p.h. The temperature reached 11 degrees C at midday but there was scarcely any variation to signal lift. Some prefer Fahrenheit, but I find the coarser texture of centigrade prevents you from getting too excited by the minute changes recorded by fractions of Fahrenheit. Roy Vaughn's state-of-the-art apparatus is sensitive enough to detect a tiny upwind discharge of methane and he was misled into bad air for two of his flights. Ted Challis got it badly wrong despite his vast experience but maxed out in mini-vintage instead. Peter Hall's first flight bunted fast and hard into the ground: a v.i.t. malfunction (see my best-selling book 'A Plain Man's Guide to Coupe Malfunctions,' chapter 48). No apparent damage so off again for a struggling and inconsistent four maxes. The autopsy showed a badly bent prop. hanger (malfunction 75) and a disabled Montreal stop (see chapter 19). One prop. blade had 7.5 degrees less pitch than its partner. Don Thomson flew a traditional Coupe with a traditional d.t. It's some time since I've seen a fuse but I was struck by its simplicity, lightness, fault-free operation, and low-cost compared to r.d.t. It is also capable of clearing large tracts of unwanted gorse and heather effortlessly and at no cost except to the occasional Dartford Warbler.

At Ashdown Forest, Alex Cameron reports a very light s.s.w. breeze, early sun and then cloudy, only two flew - Ken Taylor and Robin Willes. At Luffenham Gavin Mannion and Bill Dennis flew with perfectly matched scores - four maxes and a 1.26 and report breezy and overcast conditions. At Merryfield Martin Stagg's and Alan Brocklehurst's scores suggest a tricky day

for air-picking, Gerry Pink retired due to a fall. Mike Marshall at Sculthorpe reports 8 degrees, a moderate breeze and no interference from cows. Only he and Andrew Moorhouse flew. After two rounds Andrew Moorhouse and Bill Dennis lead the league table. The next round is at the London Gala on Salisbury Plain, April 30th.



Phil Uden tries to bubble up a thermal



Ted Tyson and Roy Vaughn head for lunch

BMFA First Area: Southern Coupe Lg. Results						
	Entrant	Club	Maxes	Score	Time	Flyoff
1	E.Tyson	Crookham	5	17	10.00	1.40
2	R.Vaughn	Crookham	3	12	9.50	
3	A.Moorhouse	Vikings	4	12	9.44	
4	P.Hall	Crookham	4	11	9.35	
4	C.James	Crookham	4	11	9.35	
6	G.Manion	Birmingham	4	9	9.26	
6	B.Dennis	Grantham	4	9	9.26	
8	K.Taylor	E.Grinstead	3	6	9.05	
9	D.Thomson	Croydon	2	4	8.35	
10	M.Stagg	B&W	3	4	8.27	
11	A.Brocklehurst	B&W	1	1	8.17	
12	M.Marshall	Impington	0	0	7.15	
13	T.Bailey		0	0	5.27	
14	R.Willes		0	0	3.49	
15	G.Pink	B&W	0	0	1.30	
16	T.Challis	Crookham	0	0	1.24	

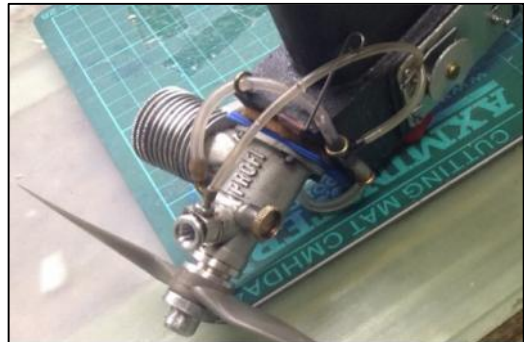
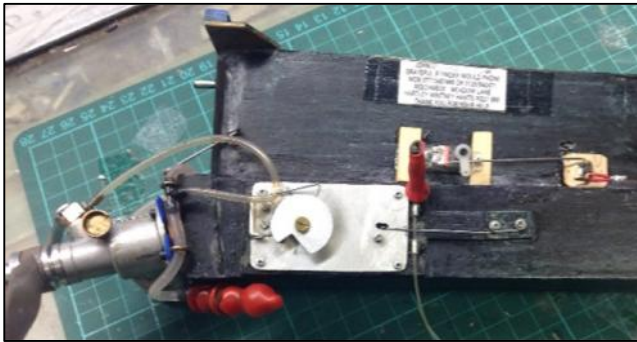
League Standings after Round 2											
	Entrant	Club	Coupe de Brum	1st Area	London Gala	Oxford Rally	South'n Gala	Odiham	Crook'm Gala	Coupe Europa	Total
1	A. Moorhouse	Vikings	8	12							20
2	B. Dennis	Grantham	10	9							19
3	E. Tyson	Crookham		17							17
=	P. Ball	Grantham	15								15
5	R. Vaughn	Crookham	1	12							13
6	P. Hall	Crookham		11							11
=	C. James	Crookham		11							11
8	S. Willis	Vikings	9								9
=	G. Manion	Birmingham		9							9
10	W. Beales	Croydon	7								7
11	S. Philpott	Birmingham	6								6
=	K. Taylor	E.Grinstead		6							6
13	T. Winter	CVA	5								5
=	D. Thomson	Croydon	1	4							5
15	M. McHugh	Peterborough	4								4
=	M. Stagg	B&W		4							4
17	R. Elliott	Croydon	3								3
18	S. Darmon	Birmingham	1								1
=	P. Jellis	Croydon	1								1
=	G. Ferrer	Timperley	1								1
=	A. Brocklehurst	B&W		1							1
22	A. Crisp	Biggles									0
=	T. Bailey										0
=	M. Marshall	Impington									0
=	P. Gibbons	Peterborough									0
=	D. Taylor	E.Grinstead									0
=	R. Willes										0
=	G. Pink	B&W									0

Peter Hall & Roy Vaughn



I scaled down the original Lucky Lindy to 340 square inch wing area (about 84%), to utilise the model in British Power. This class, which never really "took off", was for 1.5cc diesels.

The original was powered with a PAW 1.5 combat motor, very heavy and powerful. An APC 7x3 was first used, but better results were obtained with a 7x4 cut down to 6.5x4, which gave around 18.4k revs.



The model climbed in an excellent right hand spiral to 550 feet in 11 seconds. The glide was not bad with the model being so heavy. It could accomplish a 2.30 max off 12 seconds run with no problem. The model lay idle for some 8 years, until I thought I would install a Profi 1cc (a new fuselage was constructed), now this engine gives rather more power than the PAW diesel. On high nitro, it turns an APC 6x2 at about 26k. It could do better but I left it at this. The model climbs to around 750 feet in the 12 seconds, more than 200 feet higher than the diesel version. The glide is far better with the model weighing so much less.

I did have some trouble trimming - without RDT it would have been even more difficult - with the climb being inconsistent. I had to move the CG back from 65% to 75 % (about the most rearward safely possible with the small 25% tail plane) and add more down and left thrust. It now climbs in a steady almost vertical pattern, which at transition then flops into the glide. The light weight helps here. The problem with these light, excellent gliding models, is to get them down on DT in the summer, even with say 70 degrees tip up.

This exercise confirms the excellent original design layout of the Lindy, now all of 65 years old.

Model Data.

Diesel version

Wing 84g. Tail 17g. Fuselage 58 g. Power package etc 206g. **Total 365g or 12.6 ounces.**

Wing +2.2 degs. Tail + 0.8 degs. 65 % CG. no warps only 2 degs washout both tips.

Thrust line 5 degs down. 4 degs left.

Glow version.

Wing 84g. Tail 17g. Fuselage 55g. Power package etc 101 g. **Total 257g or 9.1 ounces.**

Wing +3.6 degs. Tail +2.5 degs. 73% CG. No warps as above.

Thrust line. 15 degs down. 6 degs left.

John Thompson

From the book: Ray Malmstrom's 60 years of IVCMAC



MODEL helicopters are fascinating, unusual flying machines and it is strange that so few designs, particularly rubber-powered ones, are available to aeromodelers. Therefore, this month, Meccano Magazine presents especially for you, a new helicopter design, the Ascenda. Watching Ascenda fly vertically upwards, hover at a good height and then descend slowly as the power runs out, is a new kind of model flying that no other model aircraft can provide.

Although not a beginner's model, if you have a little aeromodelling experience, you should not find Ascenda difficult to

construct and fly. Start construction with the rotor unit. Cut out the rotor head from $\frac{1}{8}$ inch plywood and drill the centre hole to take a 20 s.w.g. wire shaft. Bend three wire rotor supports. Check and see they are all the same size. Next, bend the part that cements to the root of the rotor blades to the angle shown on the plan. Again check to see you have bent the same angle into all three supports.

Cement one rotor blade support wire to each arm of the rotor head. Using $\frac{1}{8}$ inch wide thin tape or silk, fasten the wire supports to the three rotor head arms. Cement well and lay aside to dry thoroughly.

Cut three rotor blades from $\frac{1}{8}$ inch medium grade sheet balsa. Sandpaper to section and attach the blades to the wire supports using tape or silk to fasten the wire securely to the blades. Check with the easi-build sketches, then lay aside to dry. Make the motor stick (pylon) as shown in the sketches. Bind the bearing block and the lower hook securely to the motor stick with thread and cement well.

Now, before proceeding, you must balance the rotor blades. Hang the rotor up and if one of the blades hangs down, add a very small amount of Plasticine

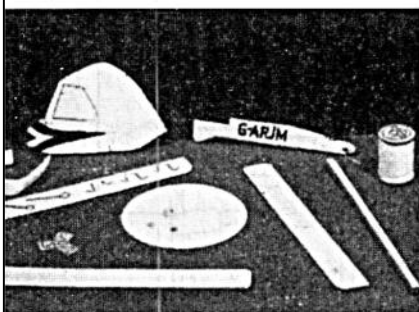
to one or both of the other blade tips. Continue to balance the blades until all three hang perfectly level. This careful balancing is most important.

Assemble the balanced rotor unit to the top of the motor stick. The drive shaft is 20 s.w.g. wire. Note the two cup washers between the rotor head and the bearing block. Bend the end of the drive shaft over and lock the rotor head with a piece of tape or silk, cement well and allow to dry thoroughly.

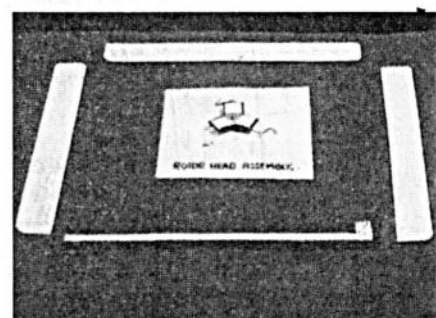
Cut fuselage and tail boom from $\frac{1}{8}$ inch medium grade sheet balsa and join together. Add the 4 inch diameter anti-spin disc, made from thin cartridge paper, to the end of the tail boom and then cement the fuselage unit to the motor pylon.

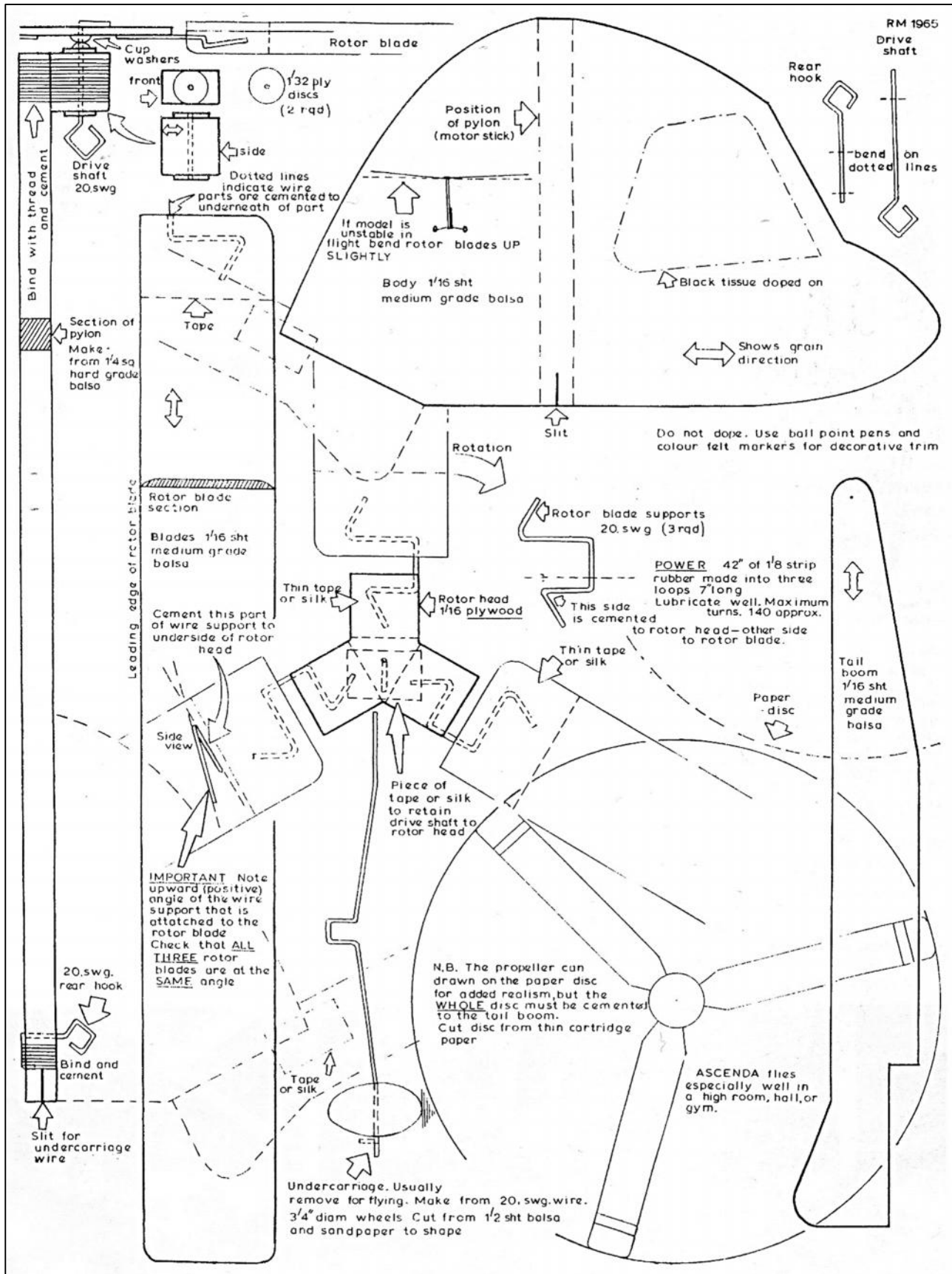
The simple undercarriage is for display only. It fits in a slit cut in the base of

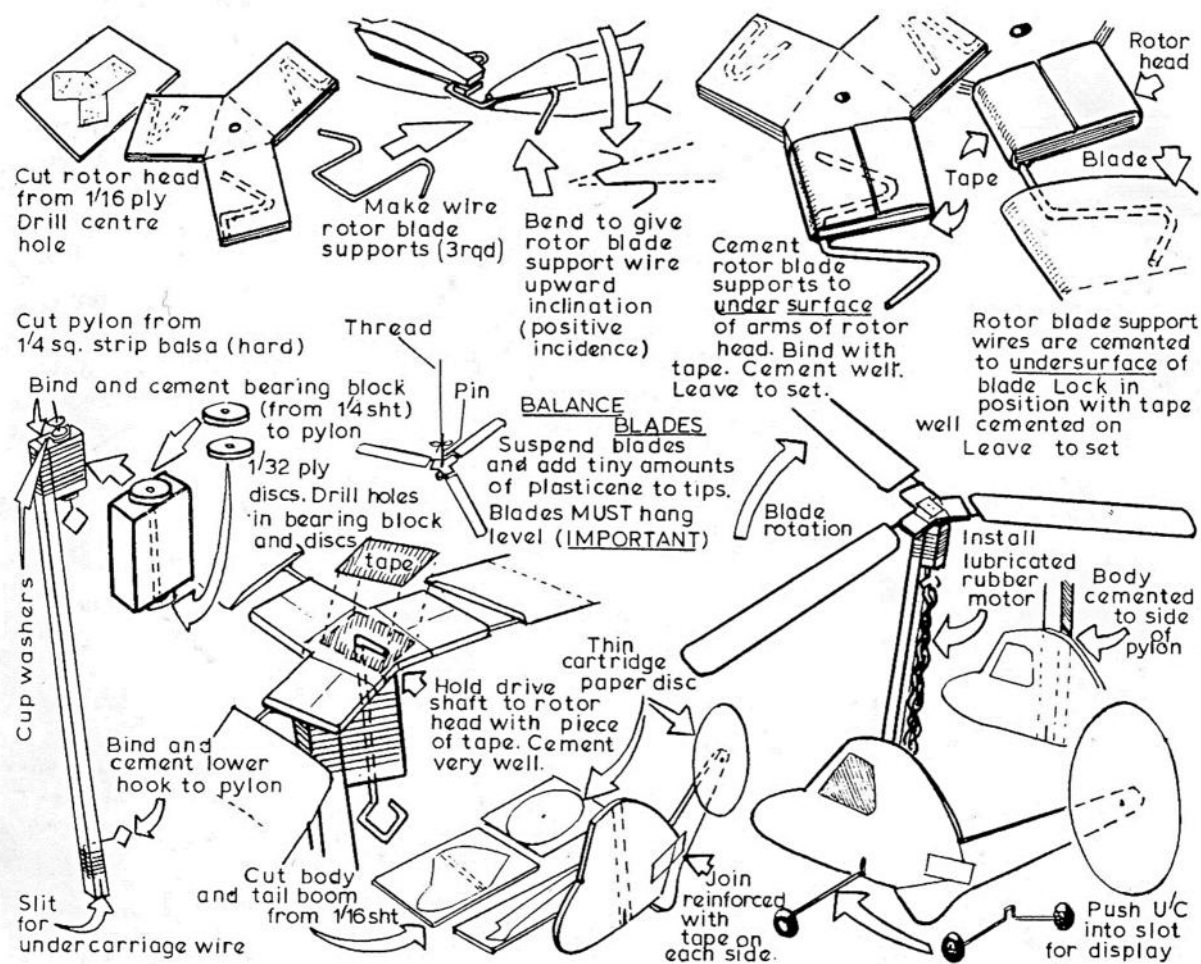
The simple parts required for the model



Accuracy is vital with the rotor head







the motor stick and is removed for flying.

Make up the rubber motor from a 42 inch length of $\frac{1}{4}$ inch wide strip rubber. Make this into three loops, approximately 7 inches long. Rub on rubber lubricant and install the motor between the hooks on the motor stick. Your Ascenda is now ready for flying, except for any decoration in ball-point pen or coloured felt markers, you may wish to apply. Do not dope your model!

Flying

Your Ascenda will fly either outdoors or indoors. For outdoor testing, choose some soft grass and a calm day. There are no glide tests with a helicopter, so holding the model in one hand by the motor stick, wind the rotor blades in an

anti-clockwise direction about 70 to 80 turns. Then, holding the rotor with one hand, steady the model by holding the bottom of the motor stick and fuselage with the other. Now release the rotor and gently move the model vertically upwards and letting go, try and avoid tilting it one way or the other.

If your Ascenda topples over and falls to the ground, check the balance of the blades. This is important. If it fails to climb, but hovers at launch height, hold the rotor arms between the fingers and gently bend the root end of the blades to give a *little* more upward angle. Then try another flight.

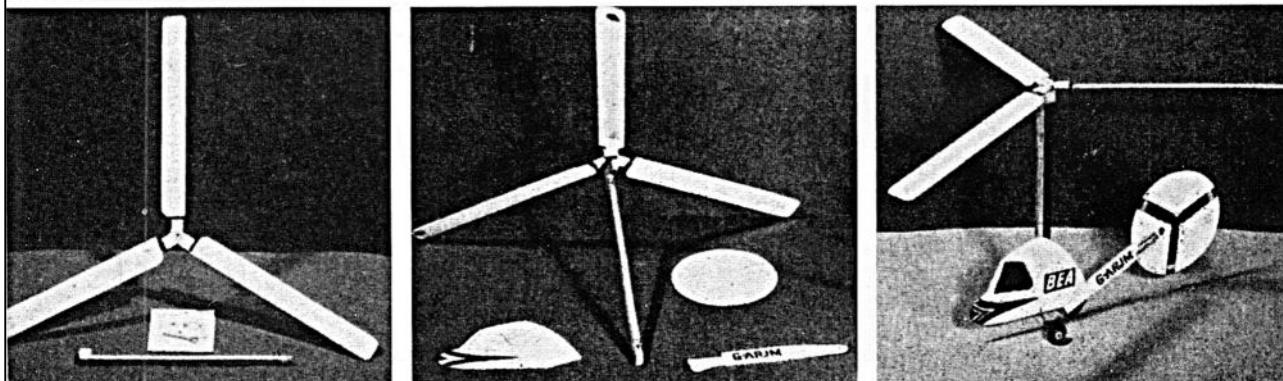
The whole secret of successful flight, assuming the rotor blades are in balance, is getting the correct upward angle of

the rotor blades. You can only find the best possible angle for a really good climb by trial and error, so do not be disappointed if your Ascenda does not shoot vertically upwards on its very first flight. Finally, you can increase the turns on your rubber motor to 140.

Components list

- 2 in. square piece of $\frac{1}{8}$ in. plywood.
- 1 small piece of $\frac{1}{16}$ in. plywood.
- 1 sheet 24 by 3 by $\frac{1}{8}$ in. balsawood (medium grade).
- 1 strip $\frac{1}{4}$ by $\frac{1}{4}$ by $\frac{1}{8}$ in. balsawood (hard grade).
- 1 small piece $\frac{1}{4}$ in. sheet balsawood (medium grade).
- 12 by $\frac{1}{4}$ in. wide thin tape or silk.
- 18 in. length, 20 s.w.g. wire.
- 2 20 s.w.g. cup washers.
- 24 in. linen thread.
- 4 by 4 in. piece of thin cartridge paper.
- 42 in. $\frac{1}{4}$ in. strip rubber.
- 1 small tube of cement.
- 1 small tube of rubber lubricant.

Left: Rotor ready for assembly. Centre: Rotor balanced and fitted to motor stick. Right: Completed model with hand decorations



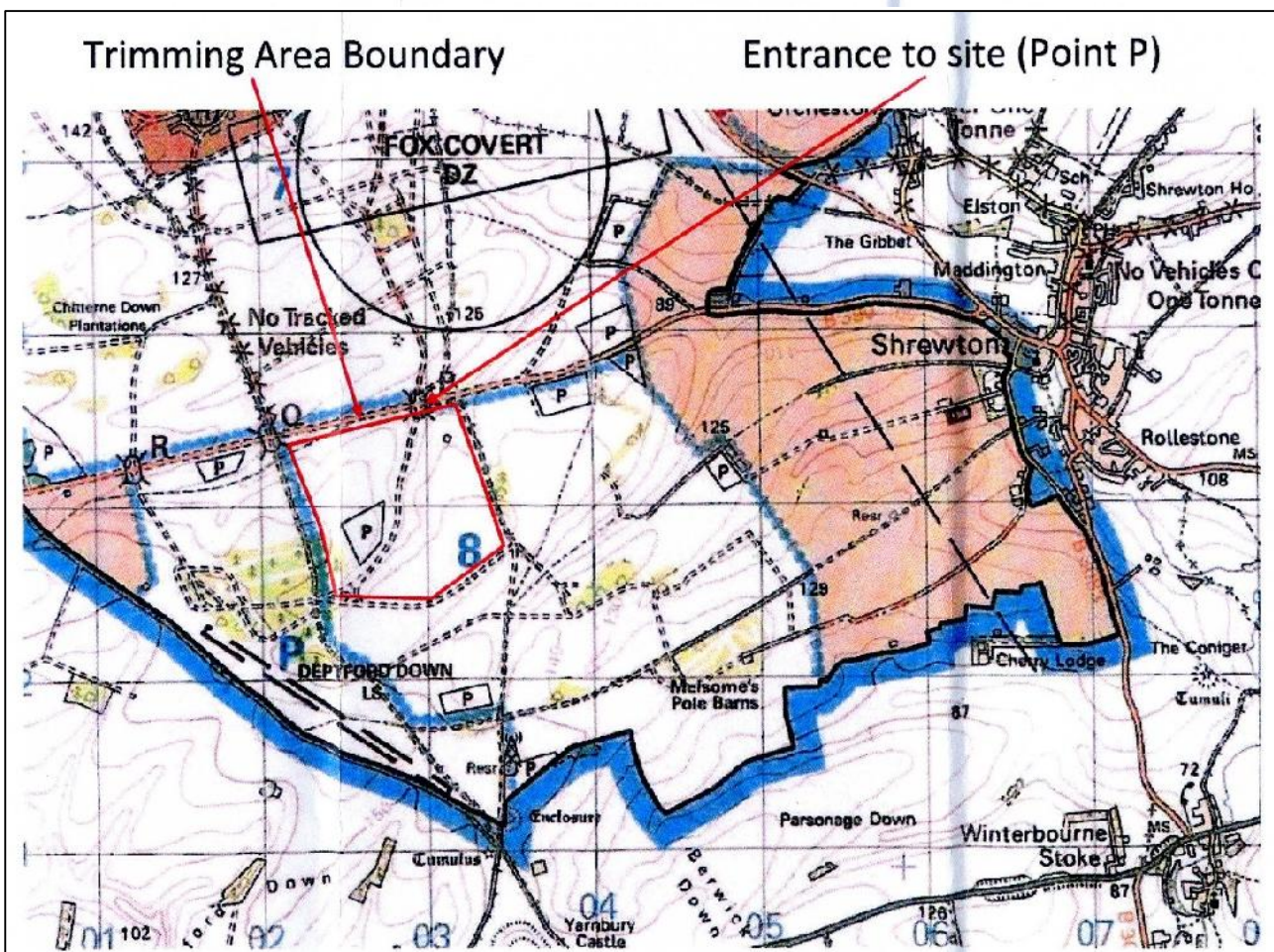
Other than the 1st Area meeting & a bit of indoor flying, another quiet month ending up with one more unwanted cold. The weather hasn't been great, culminating with Storm Doris creating havoc across much of the country. However - Spring is coming!

To reiterate the message from last month, don't forget to blow the dust off a few models for our first meeting of the year, 17th April (Easter Monday) on Salisbury Plain. The meeting is joint hosted in conjunction with the Croydon Club. Events are: 8oz Wakefield, 4oz Wakefield, Marcus Lightweights (RAFF V, Bazooka, Dinah-mite, Supa Dupa) - these are Croydon Club events & SAM 1066 events comprise Combined Vintage / Classic Glider over 50" & E36 Electric Power. As previously noted, sports fliers are of course most welcome.

Courtesy of the BMFA & FFTC, here is an updated location map. Dependent on wind direction, we normally try to fly approximately from where the figure "8" is shown, but sometimes from the area further south where parking is noted (P). More next month.

Salisbury Plain Area 8 – Users Map v.3 (supersedes all previous versions)

N.B. This map is for illustration of the Trimming Area boundary only



1st Area Meeting, Southern Area

For once, the weather god came out in our favour - well, at least for the Southern Area, with relatively modest wind speed & a reasonably favourable direction. Members from Crookham, Croydon & Chichester arrived & had a good days flying. Coupe results are elsewhere in the NC but for completeness, the full results for the day are here:



Attendees en mass

Southern Area Results

Combined Power			
D Cox	Crookham	7.30	FO 5.02
Mini Vintage			
T Challis	Crookham	6.00	FO 3.45
A Shepherd	Crookham	6.00	FO 2.54
G Smith	Crookham	6.00	FO 1.35
N Peppiatt	Crookham	5.27	
D Etherton	Chichester	5.21	
J Hook	Crookham	2.00	
F1A			
D Cox	Crookham	11.25	
E36			
C Redrup	Crookham	6.00	FO 1.31
T Grey	Crookham	5.35	
R Elliott	Croydon	4.36	
P Jellis	Croydon	4.06	
F1G Coupe			
E Tyson	Crookham	10.00	FO 1.40
R Vaughn	Crookham	9.50	
P Hall	Crookham	9.35	
E James	Crookham	9.35	
D Thomson	Croydon	8.35	
T Challis	Crookham	1.24	

John Hook was flying rubber - he lost his Raff V at 5.30secs OOS on its first flight, but it was later found in the vicinity of Hatchet Pond. All other fly-off models recovered OK.

A few photos - taken with a smart phone so apologies for the quality & my lack of familiarity with such devices.



Roy Vaughn & Peter Hall dreaming of lift



Mo & Tony preparing for Mini-Vintage fly-off

Ramblings

Again, not much this month other than an interesting dialogue on tracker bugs with Crookham Club members. You may well ask why I - who does very little competitive flying should have an interest in such things? Well, the nature of the terrain at Beaulieu dictates an interest in terms of model retrieval - even for sports models - i.e. lots of gorse bushes & a great deal of heather clumps, some of which are both high & wide. To demonstrate why - Chris Redrup had an E36 trimming flight at the Area meeting & dt'd off the top after the power run. Probably the model landed within 200 yards. Chris had a good visual line, walked out to retrieve & couldn't find it. He had a tracker bug on board so came back, collected his Rx, went back out & located the model with ease - hiding behind a gorse bush! Having lost several models over the years at Beaulieu, this appeals to me, particularly as most of my lost toys were power models with quite decent engines.

The process was further stimulated by John Taylor kindly donating an antenna & RX from the late Martyn Pressnell. Burning question - what frequency range should the bug be? The discussion ranged far & wide - for me, being very educational, as it also encompassed whether or not to discard the Rx - which goes against my principles of discarding useful kit! However, I suspect the answer will be to buy (at least) two bugs - one in the VHF band & one in the 400Mhz band, as well as a new low cost Rx, just to get some experience of how well these things work.

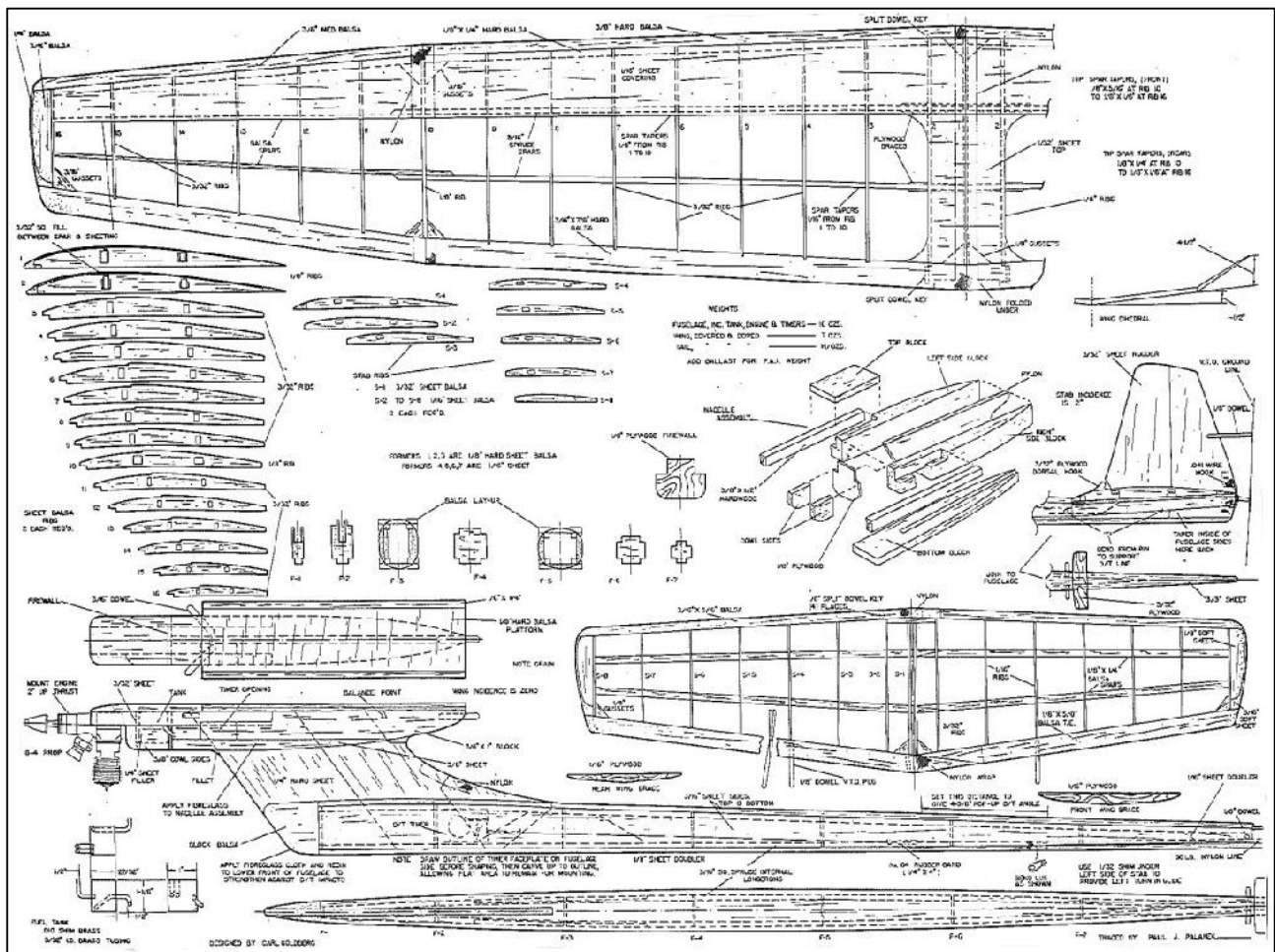
No building at all this month - not been in the mood, plus another cold hasn't helped. However, Alan Bond has promised me his new timer in the not too distant future, so I shall have to get on & complete the Penny Rocket, then the Electric Orion.

News from Italy

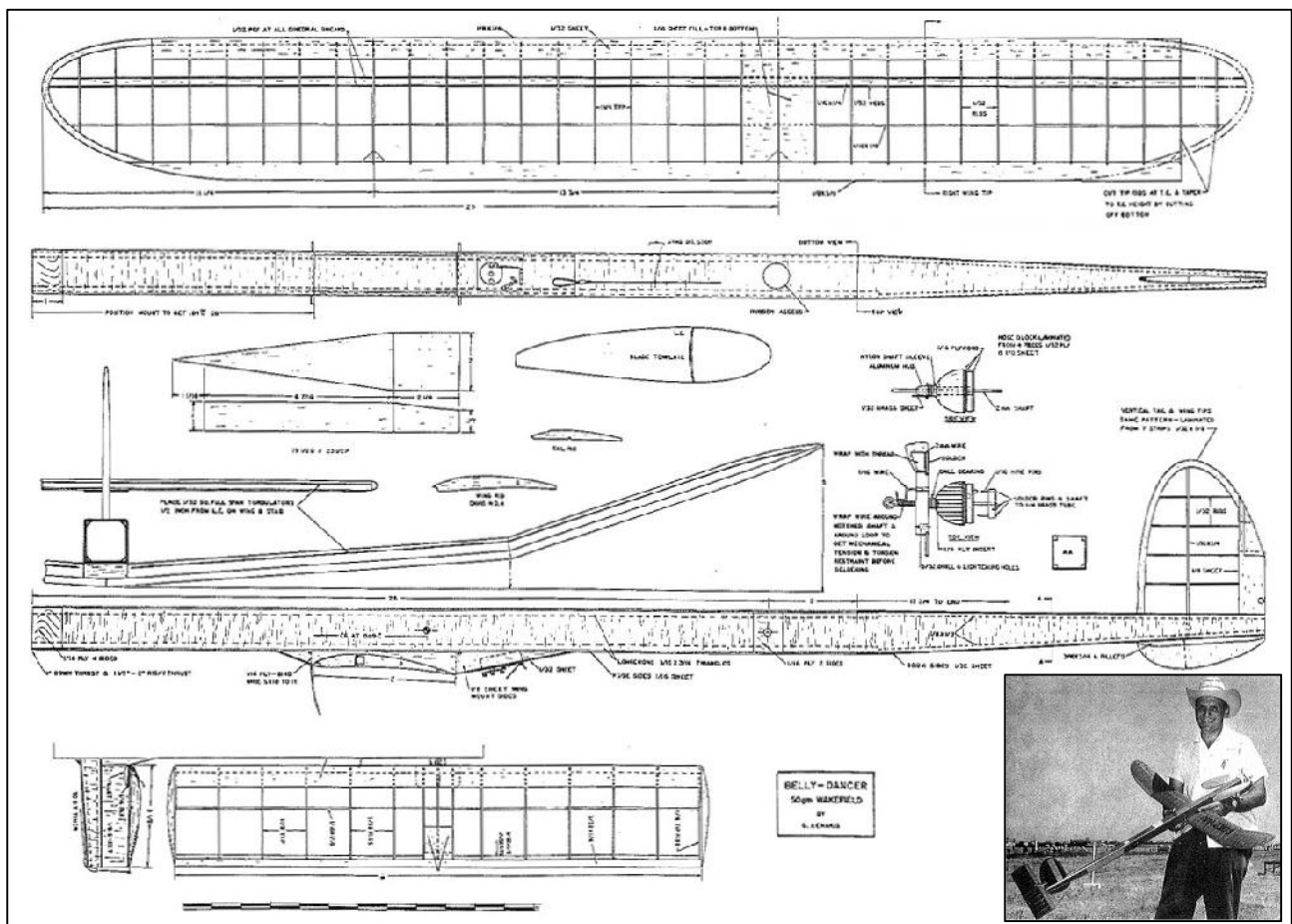
Johnny Lofredo kindly sent me a couple of interesting articles. One covered the design & building of a low wing Wakefield from the USA, the other - also from the USA was the Viking by Carl Goldberg. Johnny tells me that he built the Viking after building and flying a Dixielander, when he lived in Libya. He says it was a good model, easy to trim & flew well. The Viking is a high thrust line model, with upthrust! It would be interesting to get feedback from our Chairman, who is highly skilled in the arts of fast climbing power models

- cannot remember whether he has commented previously on the Viking.





Now to this low wing Wakefield - oddly named "Belly Dancer".

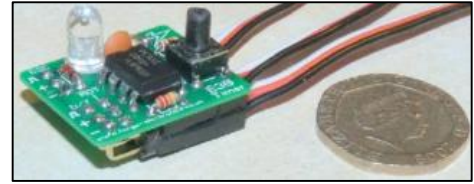


E36 Electric Free Flight Timer

Alan Bond

I have now designed a new electric free flight timer for the needs of E36 competition models that are not met by my electric free flight 'sport' timer the E-Zee EFF2, currently marketed by Dens Model Supplies.

The specification, functionality and packaging were all guided by John Thompson the SAM1066 Chairman and experienced contest flier. In comparison with the EFF2, smaller size and weight were desirable and the unit needed to be accommodated within the fuselage with just the push button and LED showing through a ply mounting plate affixed to the timer on short stand-offs. The power setting potentiometer was not required as only full power is used and neither were the motor soft start and run down required. A maximum motor run time of 20 seconds was specified but unlike the EFF2 the time period requires to be set to a resolution of 0.1secs.



For competition use, the timer operation was altered so that the motor starts upon pressing the button but the timing period doesn't begin until the button is released. Should the button be released but the model not launched, pressing and holding the button again will reset the timing period back to zero.

The most important feature missing from the EFF2 was the capability to interface to an RDT system as it was becoming increasingly clear that in the near future competition directors (on behalf of the flying site owners) are likely to require RDT systems be fitted as a condition of entry. Thus, to simplify the timer operation (for the user) unlike EFF2 there is no provision for the user to alter the timer's (fail-safe) 5 minute DT period as flights can be terminated when required by RDT intervention.

During trimming flights, John suggested it may be desirable to abort the motor run and at some stage later operate the DT servo, so this idea has been incorporated. This may well save the model, as with the motor stopped speed drops off and a subsequent D/T does not then break the wings. However, during competition flights, BMFA rules only allow a single transmission to the model, so the user has the option to configure the timer such that the RDT system operates the D/T servo only.

The DT servo is plugged into the timer and the RDT receiver plugs into a further connector on the timer to receive its power and to transfer its trip signal for processing by the timer. A further feature added was the capability to reverse the direction of operation of the DT servo to suit the user's installation. After much experimentation an improved user interface has been developed for setting the user configurable parameters, the success of which was largely due to adopting the use of a bi-colour LED.



Typical Installation

Key Features:

- J at switch on the unit reports its current motor run period
- J motor run user adjustable 0.1 to 20secs in 0.1sec increments (longer periods available upon request)
- J RDT Compatible - Aeris & LeoBodnar 'Host Timer' systems supported
- J 'homebrew' RDTs using conventional RC receivers supported via an in-line adaptor module
- J RDT system capable of aborting the motor run as well as tripping the DT servo
- J 5 minute fail safe operation of DT servo in event of RDT malfunction (other periods available upon request)
- J option to reverse direction of rotation of DT servo

With several packaging and functional options to choose from, these timers are made to special order and are thus supplied directly from Forge Electronics rather than via the usual outlet at Dens Model Supplies. The timer retails at £22.50 which includes free first class signed-for postage within the UK. More details on the Forge Electronics website from where the detailed instruction leaflet may be downloaded. See: <http://www.forge-electronics.co.uk/index.php/aircraft/e36-comp-timer>
A further version of this competition timer adapted for use with ic power follows soon.

Alan Bond

Salisbury Plain Area 8 users

I am pleased to say that Area 8 Salisbury Plain is available for Free Flight in 2017. The military authorities have confirmed all the bookings applied for, which covers every Saturday and Sunday, from February to November, plus Easter Monday. This is of course, subject to any possible future cancellations.

To use this facility for sports flying/trimming, you must have an annual users permit. This is issued by the BMFA office. Apply through donna@bmfa.org or by phone/letter to the office, for the necessary forms. The conditions of use, the code of conduct, the undertaking, and the fee remain the same as in 2016.

The permit is for sport flying/trimming on any of the available dates. Under the terms of the licence granted to the BMFA, we are charged per flyer/day, but the charge per contest flyer/day is higher than that for a sport flyer/trimmer day. This is an odd situation which I hope to re negotiate when the licence is renewed. On scheduled contest days only, non permit holders may fly, on paying a 'field access fee'.

To partially alleviate these anomalies, anyone entering a contest will have to pay a 'field access fee', whether they hold an annual permit or not. Permit holders can sport fly/trim without further charge on these contest days, but must pay the fee if entering a contest.

The exceptions to the above are for competitors only, at the London Gala, Southern Gala, Stonehenge Cup, and Equinox Cup, for which the contest entry fee, or if applicable a BMFA free Flight Season Ticket, also covers the 'field access fee'.

Please do not shoot the messenger.

Peter Watson. BMFA FFTC Area 8 Liaison.

HORAM SWAPMEET 2017

Sunday March 12th

**Horam Village Hall. 9am to 12noon
TN21 0JE**

Refreshments available

for table reservation contact Robert Richardson

Tel: 01825 762372

Email: rob.richardson@talktalk.net

All proceeds to Air Ambulance.

We invite you at

15. EUROPEAN SAM RC CHAMPIONSHIP

18.6 – 23.6. 2017

SLOVAKIA – Airport NITRA

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

Yet see, where is the airfield located:

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

...bulletin coming soon !!!

We are looking forward to meet You in Nitra.

SAM SLOVAK REPUBLIC, chapter 119

Fero Swiety president

Tel.: 00421 905 339 894

e-mail: fero@swiety.sk



L'AQUILONE SAM 2001
TOMBOY RALLY INTERNATIONAL POSTAL CONTEST
 01/06/2016 to 31/05/2017

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

Model

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

Same model can flight in L.G. or float version; Lone fliers can self-launch and time

Engine/motors

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

36"-44" WINGSPAN

I.C. Engines:

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

Electric Motors:

Any electric motor is admitted with direct drive

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

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

48" WINGSPAN

I.C. Engines:

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

Electric Motors:

Any electric motor is admitted with direct drive

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

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

Flights and results

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

Awards :

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

Special prize for best flight in float version.

Results

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

SPECIAL PRIZE VIC SMEED

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

Good ROW and flight

SPECIAL PRIZE DAVID BAKER

We have scheduled a special prize for the three best flights obtained with 36" Tomboy F/F. Only engines diesel max 0.75 c.c. shall be used. The other rules are the same for 36" or 44" wingspan type. It is possible to use an R/C Tomboy, however, being this a free-flight contest, the time must be stopped when transmitter is used, since the aircraft model should fly freely from any control from the ground.

Good thermals

Southern Coupe League

Fixtures 2017

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

Contact Peter Hall: email: phall789@btinternet.com

BRUMFLY 2017

This year's Brumfly is on

SATURDAY May 20th

on North Luffenham, starting at 9.00 a.m.

The traditional July date is no longer feasible as the grass on the field is now left uncut for haymaking. We felt that a Saturday contest was preferable to sharing the venue with the parascenders.

Brumfly classes will be;

E 36 & Mini Vintage - (3x2.00), **F1H (A1)** - (5x2.00)

Combined HLG/Cat.-(7X 1.00) plus;

Combined F1J/ BMFA 1/2A – (4x2.00)

(F1J, 5 sec run, 1/2A 10 sec.)

Combined A2- for models conforming to F1A specification with three equal prizes for overall winners, highest placing using non-bunting model(s) and highest placing using design(s) published prior to Jan. 1961.

Combined A2 only is flown in FOUR rounds, first flight before 12.30 followed by

three 90 minute rounds to appropriate maxes.

Except where stated contests will be run to BMFA rules, though the CD reserves the right to make changes with adequate notice if conditions demand.

This will NOT include DT flyoffs.

Again Bill Dennis will be running scale classes, for details contact

billdennis747@aol.com

There will also be SAM 35 events run by John Ashmole Rubber and Power Precision and Cloud Tramp duration, contact

johnashmole@yahoo.co.uk

Sport flyers (FF only)

and those keen to get in some pre-Nats trimming are welcome (you must be a BMFA member),

£5 airfield fee (excluding Midland FF Club members of course).

Refreshments will be served, prizes and trophies for the winners.

Contact Stuart Darmon Tel: 01858882057

stuardarmonf1a@yahoo.com

Or Gavin Manion gavin.manion84@gmail.com

Hedfan awyrennau model dan do

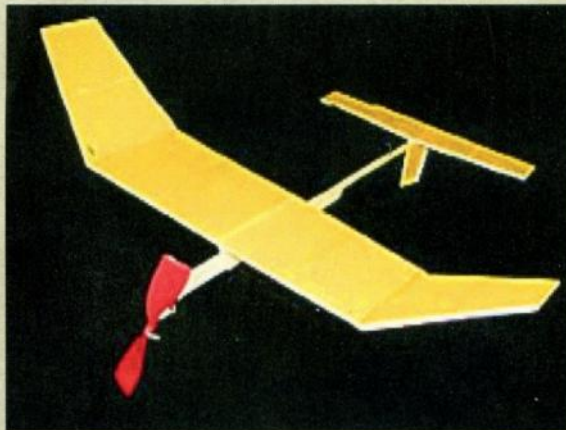
Indoor Model Flying Events

**Canolfan Hamdden Plas Ffrancon leisure centre
Bethesda LL57 3DT**

Sad/Sat 18th Maw/Mar 1230-1530

Sad/Sat 6th Mai/May 1230-1530

£5 oedolion/adult; plant am ddim/children free.



Dewch i roi cynnig ar hedfan awyrennau model: rhai â modur band rwber, gleider neu modelau radio bychan (<100g). Bydd awyrennau ar gael i'w benthg; a cysylltwch â mi os am fanylion archebu modelau kit i chi eu hadeiladu.

Come and have a go at flying model planes. You can fly rubber powered models, gliders or even small radio models (<100g). I have planes you can borrow, or contact me for details of kits for you to build yourselves.

Cysylltwch â Martin Pike am fanylion:/Contact Martin Pike for details:

martin.pike.xray@btinternet.com 07831 141418

Find us on 

**Indoor Model Flying
in Bethesda**

Impington Village College - Cambridge

Indoor flying on 19th March 2017 9 am to 5 pm

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

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

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

Competitions:

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

- **A Peanut** event using a simplification of the usual international rules
Maximum size of model either 13" span or 9" length excluding propeller
A GA drawing, photograph or any other proof that the actual aircraft existed.
A single judge for all entrants to award up to 30 scale points.
Any number of flights with a 10 second bonus for ROG.
Total of best two flights plus scale points to decide final score
- The usual duration event for **Bostonian** models. Any design to the Bostonian formula (If you are unclear about the Bostonian formula rules ring or email the contact below). Minimum airframe weight 14 gm and all flights to be ROG. Total score from best 3 flights
- For both competitions get your flights timed and reported to control. As many attempts as you like. Awards in each event for overall winner and best junior (under 18). Bostonians to be weighed. No builder of the model requirement in any competition. Build one for your wife (or husband), child or grandchild who just has to wind and launch.
- We will also feature the racing car event as usual. **Numbers have been dropping so if you have enjoyed it in the past make sure that you build one for this time, or even better build two and get someone else to race the other one!** This is a fun event for rubber powered cars. We vary the distance to be covered, number of heats etc depending on the entrants on the day! Ring or email below for any further information and for plans of suitable vehicles.

Exhibition

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

Seminar

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

Round the Pole and Small Radio Models

David and Will Beavor will be bringing their equipment, using 4605 connectors at the model, available from The RTP Hut (www.thertphut.co.uk) who have taken over the Ballards RTP business which no longer exists. As usual RTP will share the second hall with small R/C helicopters and fixed wing models.

Refreshments

Hot drinks and snacks will be available from the Sports Centre

Web Site

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

Cost of admission: Indoor Flyers - Adults £6.00, under 18s £1.50, Spectators and Chatters - £3.00

Directions to Impington Village College: Post code CB24 9LX

Leave A14 at the first junction East of M11 J14, signed Cambridge B1049. At the roundabout take B1049 to North signed Cottenham, Histon. In ¼ 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

FLITEHOOK

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

Café on Site

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

Flyers £6, Spectators £2

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

CANCELLED ~~Tuesday 27th December 2016
10.00a.m. to 3.00p.m.~~

**2017
Sundays**

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

Bloxwich Indoor Flyers

Free Flight & lightweight RC
Sneyd Community School
Vernon Way, Sneyd Lane,
Bloxwich, WS3 2PA

Saturdays 2pm until 5pm

Flyers - £8 Spectators £2

Jan 28th - Feb 25th - Mar 25th - Apl 22nd

Contact:- Allan Price Tel: 01922 701530

e-mail: montrose32@btinternet.com

Indoor Flying with the South Birmingham MAC

Mainly Free Flight

Thorns Leisure Centre.

Stockwell Ave.

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

Saturdays 1pm until 4pm

Jan 14th - Feb 11th - Mar 11th

Apl 8th - May 12th

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

BMFA South West **Indoor Flying**

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

Sundays 1200 to 1600

2016
Sep 25th - Oct 23rd - Nov 20th - Dec 11th

2017
Jan 22nd - Feb 19th - Mar 19th

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

Admission: Flyers £7 Spectators £1

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



INDOOR MODEL FLYING **2017**

ALL TUESDAYS

24TH JANUARY

28TH FEBRUARY

28TH MARCH

7pm to 10pm

ALLENDALE CENTRE

HANHAM RD. WIMBORNE BH21 1AS

FREE CAR PARKING IN PUBLIC CAR PARK IN ALLENDALE RD

FREE FLIGHT ONLY

COMPETITIONS: GYMINNIE CRICKET & SERENE LEAGUES

ALL FLYERS MUST HAVE BMFA INSURANCE

FLITEHOOK NORMALLY IN ATTENDANCE

Adult Flyers £5 Spectators £1.50

CONTACTS: John Taylor Tel. No. 01202 232206
Aubrey Bugden e-mail bugden863@btinternet.com

THE 2016 FREE FLIGHT FORUM REPORT

HOT OFF THE PRESS

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

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



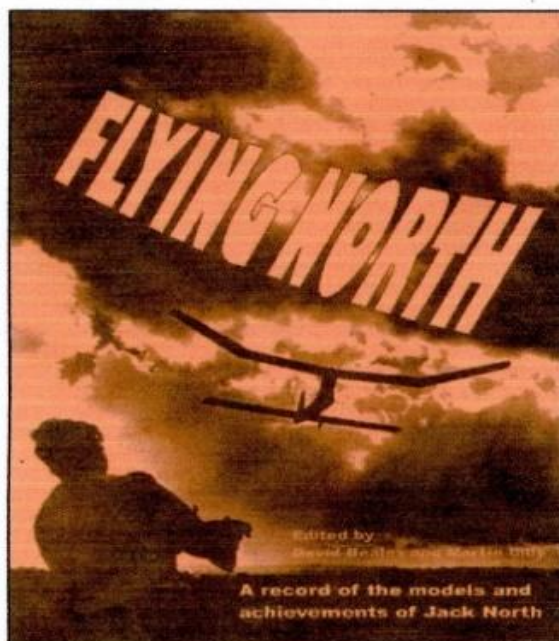
The **UK price is £12.00** including postage;
to **Europe it's £15** and **everywhere else £17**.

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

Copies are available from :

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

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



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

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

20, Links road,
West Wickham.

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

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

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

E-Zee Timers



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

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

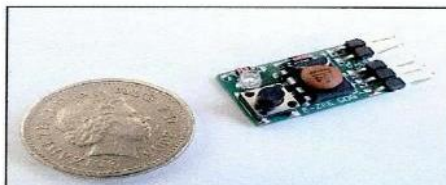
a simple push button / LED interface

- motor run duration:-adjustable 1 to 30 seconds, set in 1 second increments
 - d/t duration:-adjustable 10 seconds to 5 minutes, set in 10 second increments
 - motor power:-adjustable at all times from zero to full throttle (by potentiometer)
 - push button immediately stops the motor at any point during the flight profile
 - duration settings are saved in memory a single button push serves to repeat a flight.
- Length 30mm Width 20mm Height 11mm Weight 5gm

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

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

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



- d/t duration:-adjustable 10 seconds to 5 minutes, set in 10 second increments
 - push button immediately cancels the flight at any time
 - duration settings are saved in memory a single button push serves to repeat a flight.
- Length 22mm Width 13mm Height 11mm Weight 2gm

Timers are supplied with a comprehensive instruction manual and users guide

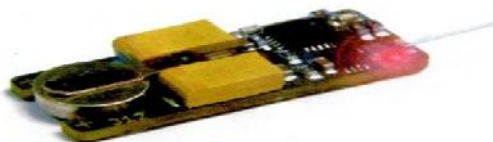
*E-Zee Timers have been designed and are manufactured in the UK
Exclusively available from*

Dens Model Supplies

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

BUGS

Free Flight Model Tracker



£50.00 - each including 6 batteries

Ready to use radio tracker

Suitable for most handheld receivers

Powered by one 312 ZincAir hearing aid battery

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

including battery

Run time around 10 days

Red LED flashes when transmitting

Available in any frequency from 140MHz to 980MHz

Supplied in protective heatshrink

Very quick delivery, often next day

On sale at

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

or contact Peter Brown 07871 459291 for options

Michael Woodhouse

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

Plans of models designed by Geoff Lefever

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

DBHL Plan Service

The rules for obtaining plans.

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

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

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

Email request to rogerknewman@yahoo.com.

quoting Plan Name & I.D. number (1st & 2nd Cols respectively in the list).

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

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

This service is provided at no charge.

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

VINTAGE COUPE PLANS.

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

John Ashmole SAM35 FF sec

Free Flight Calendar for 2017

Postal contests:

29th Apl to 28th May.....Under 25" Vintage Rubber.

17th Sep to 15th OctLulu Glider (Two classes, towline and Hi Start)

Area Postals:

5th Mar (2nd Area) and 26th Mar (3rd Area)

"March Wynde" for lightweight Rubber (Two classes)

25th Jun (5th Area) and 16th Jul (6th Area)

"Summerglide" for under 50" Classic and Vintage Gliders

17th Sept (7th Area) and 15th Oct (8th Area)

"Autumn Trophy" for P30

At the Free Flight Nationals:

Sunday 28th May.....Wakefield, 4oz. And 8oz. (Administered by FFTC.)

Monday 29th May.....36" Hi Start Glider.....Under 25" Vintage Rubber
Biplane precision (two classes. Rubber and i.c.)

At Old Warden:

Sunday May 14^t.....Frog Senior Duration (Two classes)
and Biplane Precision (Two classes)

Sunday 23rd Jul.....Masfield Trophy for Rubber Scale
and Earl Stahl Trophies

Sunday* 24th Sept.....Rubber Bowden (Two classes)

Provisional Events Calendar 2017

With competitions for Vintage and/or Classic models

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

Please check before travelling to any of these events.

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

For up-to-date details of SAM 1066 events at Salisbury Plain check the Website -

www.SAM1066.org

For up-to-date details of all BMFA Free Flight events check the websites

www.freeflightuk.org or www.BMFA.org

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

www.SAM35.org

Useful Websites

SAM 1066	-	www.sam1066.org
Flitehook, John & Pauline	-	www.flitehook.net
Mike Woodhouse	-	www.freeflightsupplies.co.uk
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
Vintage Radio Control	-	http://www.norcim-rc.club
Model Flying New Zealand	-	http://www.modelflyingnz.org

Are You Getting Yours? - Membership Secretary

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

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

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

P.S.

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

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

From Your editor John Andrews