


	<b><i>NEW Clarion</i></b> <b>SAM 1066 Newsletter</b>	
	<b>Issue</b> <b>032020</b>	<b>March</b> <b>2020</b>

**Affiliated to**  
**SAM 1066 Website:**



**Club No. 2548**  
[www.sam1066.org](http://www.sam1066.org)

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## Editorial

Here we go again, 1<sup>st</sup> area meeting is about to take place. Rachel's recovery electric bike is in the hallway ready for loading as I write, just got to sort out some models. Fingers crossed for better weather this coming season.

Had an email from Jim Paton re my old historic Stomper article last issue:

Hi John,

Your photo of you with a Stomper brings back happy memories for me. I built one for my A.M 15 about 1965. I never flew it competitively, but I had great fun with it at RAF Woodvale as a teenager. I vaguely remember I gave it long engine runs as it was underpowered. It had a fuse dt. I read once that underpowered pylon models make excellent sports fliers. I have to agree with that. Was it George's predecessor to the Dixielander, of which I have two, one with radio assist and both electric. George witnessed me beat Trevor Grey at a flyoff at Salisbury Plain a few years ago with my Dixielander. Electric models have improved enormously over the last few years with rocket climbs and beautiful transitions, so I would no longer stand a chance.

I report on a couple of my indoor meetings, flying is not the priority these days, the meetings are more of a chin-wagging session really, although by nature I'm not much of a conversationalist, but improving I think.

Ok, on to the contents, I lead off with my Thorns Indoor meeting at the beginning of February. Looking back I find that the meetings at Thorns go back to 2007 if not earlier, it's the best sports hall I've ever flown in, and I've been to quite a few.

Pylonius continues to provide a glimpse of the past, although sometimes I'm not sure what he is rabbiting on about when it's aimed at some article in the previous magazine issue. The mechanics of readying his articles is not all that simple. The articles are scanned, then read using Abby Finereader, converted to word and finally checked to correct reading errors. The text is then copied into the magazine.

Nick Peppiatt is once again imparting yet more information on old Co2 motors and lists a few designs and motors they were designed for. He also presents a plan for the 'Buzz Bat' designed by Frank Ehling.

I've popped in a filler in the shape of another of Nick Robinson's paper airplanes. I have this book of his so there will be quite a few more in forthcoming issues. If anyone has had a go at any of his designs I would appreciate some comments.

Dick Twomey has knocked out another article for the Mauritius 'Weekly'. This time a change of flying types, Birds no less.

We have Gavin Manion on Coupes followed by more pictures from the Keith Miller archive. Roy Tiller continues with bits from Meccano Magazine and for my part I've dug out another of my historic articles from the 2003 Clarion and reported on my Sneyd indoor visit.

Andycapper concludes his abortive attempt to refine the Cagnarata handicap system and suggest an individual handicap scheme. This thesis has been a losing battle all the way it would appear.

The secretary presents his monthly report and the regular three plans for the month.

Finally we report the passing of Mike Evatt, yet another aeromodeller of distinction is gone.

*Editor*

## February Thorns Indoors

John Andrews

Saturday February 8<sup>th</sup> and Rachel and I were up the motorways some 60 miles or so to Colin Shepherds Indoor Meeting at the Thorns Leisure centre, Quarry Bank B'ham. We drive round the rear of the hall to park and enter through a back door straight into the hall. Not too far to carry the bits and bobs.

I take one paste table, one flight box and one model box (contains two or three models depending on the box). See right as I unload the contents of the boot.

The flight box contains all I need to fly. Winder, torque metered bench hook, small jam pots with used rubber motors of varying widths. One pot for each size from 0.06" to 1/8<sup>th</sup> in steps.

.060", .070", .075", .080", .085", .090", .100", .110 & 1/8<sup>th</sup>". I think there may be a .115" as well. There are plastic boxes containing stripped rubber of the various widths above. There is also a tin with quite a few wider motors that got used for Hanger Rats when bigger and longer motors were in vogue.

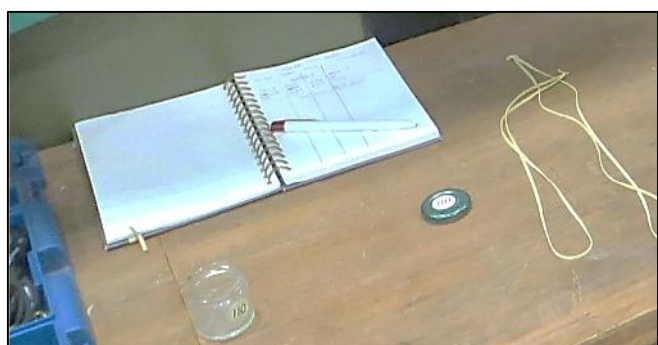
A few props reside in one half of the inner tray although I now use permanently fitted props.

Odds and end galore, winding jig for cabin jobs. G clamps, super glue, zapper, balsa strip and sheet, and in the lid compartments, plasticine, razor blade, pins, pliers, tweezers, pen and stopwatch.

I think there are spare prop shafts, beads and ptfе washers somewhere.

Most importantly there is the flight log book, each page records the goings on of a particular day at a particular venue and lists each model flown together with, the motor size, No of turns, duration and comments such as: height code (L; M; H; VH; Hits) and trim requirements etc.

So much for kit, next job after a visit to the toilet, is to open the model box and select the model for the first flights of the afternoon. Quite often these days it's the only model I fly as I'm getting very lethargic.





Here we have the contents of the pick and mix box containing my O/D Limited Penny Plane, a Kenny Penny LPP and my O/D 'Big-un' as I call it.

I selected my O/D LPP to start the afternoons proceedings and, referring to the flight log, I saw that I had been flying the model at Sneyd with a shortish .110 x 12" motor so into the 110 jam pot and out with the same motor. A few hundred turn test flight confirmed the LPP was still on trim so next attempt I pile on a thousand or so and away she went. Disappointing flight, only got about halfway up to lights.

*('M' recorded in the flight log comments).*

About this time a well laden Eric Hawthorn came staggering across the hall, he being a little late. Eric set up nearby and after a pleasant greeting he gave me a mild rollicking for identifying the picture of his 'Gyminnie Cricket' in the Feb issue as belonging to Mike Dolby. An honest mistake any raving fool could make, they all look the same to me.

I blame the photographer.

Back to my flying, there was a second similar size motor in the jam jar so I repeat the exercise with that, same result.

Penny drops, the air in the hall is quite cool so I up the ante and move up to the 1/8<sup>th</sup> jam pot and now we get up to the lighting array. I have a couple of light banging flights and survive hang-ups to record my best flight of the afternoon, 4min 16secs.

*('Hits' recorded in the flight log comments)*

That was it for the LPP and I unlimbered the 'Big-un' and played with that for the rest of the afternoon to no significant effect.

There were a couple of first time visiting R/C flyers and two or three spectators so income was up. One of the flyers, Mike Williams, is depicted on the right, unpacking his wallet by the look of it, seems pleased to shell out.

Mike (or perhaps Mick) and his pal were flying Night Vapour type models in the radio slots. They and the visitors all seemed to relish the experience so I feel we may have some more regulars.

They may even try Free-flight.







Allan Price above, knowing the Frog Senior 'Redwing' was to be the xmas competition model for 2020, delved into his vintage model museum and produced a version he had built many moons ago. The model took a bit of sorting out but by the end of play he had the 'Redwing' circulating well. He still intends to build a new one going for more lightness and first place in the comp come Christmas.



Mick Chilton unpacks his Mini Stik ready for a flit round in the first R/C slot. Mick also has a crude all styrene R/C model of the Starship Enterprise which flies about at a fair lick and often seems to get away from his control finishing up in the divider netting from time to time. Rachel was of course on retrieval exercise, seen here posing with the 'Big-un' after one flight, I am under threat of death if I do not get at least one picture of her in the article.



I almost forgot the panoramic view that normally heads my write-ups, so here you go. I'll try for one depicting our side of the hall for next time.

*John Andrews*



*Extract from Model Aircraft July 1951*

### **Pot Luck**

Collectively known as "hardware," American model trophies would appear to be rather more ostentatious than the piffling little pots dispensed at our own prize giving ceremonies.

Whereas the contest winner in this conservative (sic) country would receive a slightly shop-soiled kit, or at best a chunky little chalice, his more fortunate counterpart in the States, quite apart from a few minor awards like a trip round the world, a full size aircraft and a few assorted ice-boxes, would qualify for the hardware handout by way of a towering edifice of monumental proportions; something like a composite of the Empire State Building and the Statue of Liberty.

It is interesting to record, that just such a flamboyant trophy was at one time introduced into this country. But, truth to tell it never quite felt at home among the billowing vases and studded shields of our traditional austerity. And many a modest comp. winner, who asked only a humble pot as token of his success, shied from the idea of having a silver-plated version of the Albert Memorial thrust upon him.

When, in course of time, the unpopularity of this handsome hunk of hardware reached the point of open hostility it was discreetly withdrawn from circulation. And possibly it would still be languishing in some odd, forgotten corner had not someone conceived the brilliant notion of erecting it on the Festival of Britain site.

### **Per Gala Ad Astra**

It is very gratifying to learn of the support and encouragement given by the R.A.F. to aeromodelling activities amongst its ranks :

Group Capt. : " Do any good in the Windslosh Gala, Aircraftsman Erkbod ? "

Erkbod : " Got a first prize, sir."

Group Capt. : " Rattling good show, Flight Sergeant Erkbod."

### **All About Eve**

I often feel it to be rather a whimsy on the part of our governing body to chivalrously include a Ladies' Event, so in our National contests when, in fact, the number of lady aeromodellers to be found in these scientific days comes to the sum total of Miss Fanny Adams.

But tradition dies hard. And, I suppose, the dear old gentlemen are loth to part with any nostalgic survival from the happy, family-picnic days of the earlier rallies, when model aircraft events were more in the nature of Sunday Garden Fetes, and quite, quite genteel enough for the ladies to indulge the sport without undue alarm or loss of feminine dignity.

In these hellfire days things are, of course, different, but the one constant characteristic of the female tribe still remains: a jealous antagonism towards those eccentric pursuits of the rogue male, known as "hobbies." And it says much for the tenacity of the predatory female that she will pursue her hapless victim even into the hateful noise and confusion of the flying field itself, patiently enduring the sordid smells and horrible clamour with a brave smile and a hidden determination to put a salutary end to all that childish nonsense just as soon as the last wedding bell echo has died away.

(We've lost more aeromodellers that way . . .)

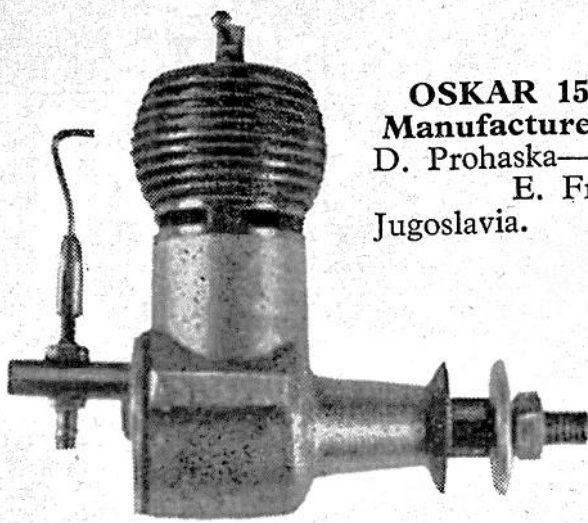
However, to get back to my earlier theme of ladies' events. One such appeared on the programme of a rally which was held at a popular seaside resort. The weather at the time was simply glorious (all right, it's only a fairy tale) and when, at the end of a perfect day, they set up the hardware dispensary a certain bright young thing was called upon to receive a shining, silver cup.

To the presentation dais she minced, all starry eyes and blushes, but only, alas, to learn the shattering truth that the trophy was not the first prize in the local beauty competition as she had so blissfully supposed, but had something to do with throwing her boyfriend's funny little aeroplane into the air.

So disgusted was she that even to this day there exists a strong belief that a rather dented, salt-encrusted silver cup still lies in the deep waters off a certain pier-head. In fact, there's one gay, old aeromodelling bachelor with a silver plated bump on his head who's absolutely convinced of it.

*Pylonius*





**OSKAR 150**  
**Manufacturers.**  
 D. Prohaska—  
 E. Fresl.  
 Jugoslavia.

**Retail Price.**

**Displacement.** 1.5 c.c. (.09 cu. in.).

**Bore.** 0.5 in. **Stroke.** 0.46 in.

**Bore/Stroke Ratio.** 1 : 1.

**Bare Weight.** 2 7/8 oz.

**Mounting.** Beam.

**MATERIAL SPECIFICATION**

**Crankcase.** Pressure diecast Duralumin light alloy.

**Crankcase Bearings.** Two ball bearings.

**Cylinder.** Nickel-chrome steel.

**Cylinder Casing.** Duralumin.

**Piston.** Plain.

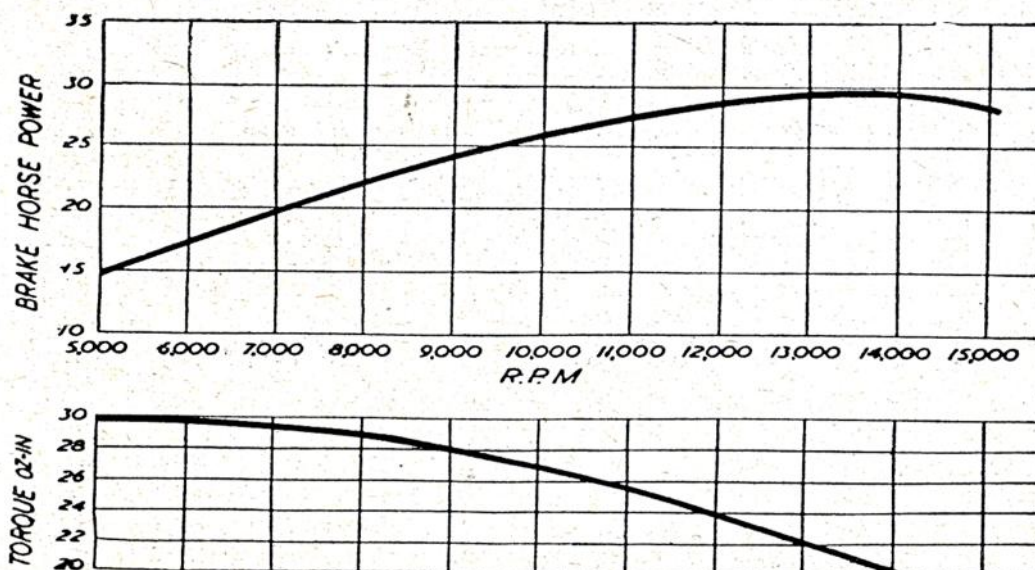
**Connecting Rod.** Turned Duralumin.

**Crankshaft.** Nickel-chrome steel.

**PROPELLER TEST DATA**

Propeller Dia.	Pitch	R.P.M.
10	× 4	5,950
9	× 6	4,900
9	× 5	6,400
9	× 4	7,000
8	× 6	6,550
8	× 5	7,550
8	× 4	9,200
7	× 5	9,900
7	× 4	10,400
6	× 4	11,700
6	× 3	12,100

*Fuel used: Mercury No. 8.*



### Vintage CO<sub>2</sub> models



**NEW!  
BUZZ  
CO<sub>2</sub> \$4.95**

complete with refillable tank & charging unit.

Modelers have long wanted a CO<sub>2</sub> engine they could fly indoors or outdoors. It's here, *now*—the Buzz CO<sub>2</sub> engine with the refillable tank. Not one, but five flights per Standard capsule! Only 2c per flight instead of 10c or if you use the giant CO<sub>2</sub> capsule, your flights cost you only 1/3 of a cent each!

The Buzz CO<sub>2</sub> is the *new* size—large enough for easy handling and good flights, small and light enough to give you full rpm and power without waste. The 3/16" bore and stroke is designed for maximum economy with maximum power.

The Buzz CO<sub>2</sub> is machined to microscopic tolerances, made of the finest materials for your lasting satisfaction.

Giant CO<sub>2</sub> Capsule & Adaptor \$2.00 (good for 100 flights — we recharge for only 30c)

photo exact size

- \* POWERFUL
- \* ECONOMICAL
- \* PRECISION BUILT
- \* FREE FLIGHT OR U-CONTROL
- \* 3/16" bore & stroke; .0052 cu. in. displ.; speed range 2,000 to 6,000 rpm.
- \* FLIES 18" to 24" models and up.
- \* Weight only 5/8 oz. ready to fly.

Continuing on the theme of the genuine vintage designs for CO<sub>2</sub> motors (i.e. those published before January 1951), this column looks at the plans for the 3/16in bore motors, as they were called in some of the construction articles. The January 1951 cut-off date seems quite convenient for this exercise because I can find very few plans for CO<sub>2</sub> powered models that were published after this date and before the later generation of motors started appearing some 20 odd years later.

### The 3/16in bore CO<sub>2</sub> motors

There were two 3/16in bore motors, the Buzz and the Campus Bee. Both were designed by Bill Brown; the Buzz (shown in the accompanying advert from Air Trails, December 1948) was part of a family of Buzz motors all selling at \$4.95 - see advertisement from the America's Hobby Centre from Model Airplane News, September 1949. The Buzz first appeared on the market in late 1948, whereas the Campus Bee was available sometime in 1949. Both motors were 3/16in bore and stroke, i.e. a 1.5 times linear scaling of the Campus A-100, giving a displacement of 0.0052 cu. in or 85mm<sup>3</sup> i.e. somewhat larger than the later Telco and Shark motors. This is still a practical size for indoor flying models, but many of the designs in the accompanying table are clearly of the outdoor variety. The motors appear to be almost identical in overall appearance and had the long tubular steel tank similar to that supplied with the Campus A-100. I would not recommend installing the motor and particularly the tank as shown in the photo in the advertisement to the left!

I have yet to find an advertisement showing the Campus Bee.

Perhaps I should have mentioned that the advert for the Campus A-100 last month was published in the August 1948 edition of Flying Models alongside the construction article and plans for the 'Living Room Lilliput'.

### Published designs for the 3/16in bore motors

The designs that I have found are given in the accompanying table. There are not as numerous and do not have the variety of those published for the Campus A-100. A number have alternative power sources, either rubber or glow plug motors. We previously met Bill Winter's Buzzer and Roy Clough's whirliCO<sub>2</sub>copter in IIFE 31 (NC August 2019) along with a photo of the Campus Bee.



SAN FRANCISCO  
ESTABLISHED 1931  
CHICAGO NEW YORK

America's Hobby Center is  
the country's **LARGEST** motor  
and gas model headquarters  
"where your interests come first"

1949  
**LARGEST  
MODEL & SUPPLY FIRM  
IN AMERICA**

## NOW!! BUZZ GLO ENGINES .....

.....have been produced by popular demand! BUZZ Engines have been used in every type of model flying, U-Contr., Free-Flight, Radio Control, and now the same high-quality engines are available as Glo-Engines. These engines are the simple, dependable BUZZ engines that in the past year have been time and field-tested by over 20,000 modelers! You'll enjoy more hours of flying per dollar investment with BUZZ Engines!

**Rising Costs...**

have been offset by the tremendous demand for BUZZ ENGINES. That's the only reason we are able to continue to offer you these Ignition BUZZ Engines at only \$4.95! Note we have been able to reduce the price of the "60" it, too, is only \$4.95!

### GLO BUZZ 19, 29 & 35

The interchangeable Class A, B and C Base Engines in gliding operation! The BUZZ 19, 29 & 35 Engines lead the field in low-cost FLYING FUN! Thousands of modelers all over the world depend on the rugged construction and easy starting of BUZZ Engines every day for their FUN in FLYING. Can be interchanged on the field as you can fit the same model in Class A, B or C—the crankcase mounting holes are identical.

**NOW! EACH ENGINE ON THIS PAGE....**

**\$4.95**

**\$4.95 EACH**

**The BUZZ 19, 29 & 35**

Thousands of modelers all over the world have depended on these ruggedly-constructed, easy to start BUZZ A, B & C Engines. They've changed engines on the field and have flown the same model in all three events, not once, but repeatedly, without afterthought. Four simple to change and your plane flies to a different class—the crankcase mounting flanges and screw holes are identical in all three engines.

### GLO BUZZ "60"

For large Class D models in Free-Flight or U-Contr. or as a simple way to avoid ignition interference for radio-controlled flight! Whenever you have a lot of airplanes to haul around, use this power-packed "60". It's the engine that generated power for the radio-command radio sets with the Army during the last War. A tip will start it and you'll have continuous, smooth power for every flight.

**NOW! EACH ENGINE ON THIS PAGE....**

**\$4.95**

**\$4.95 EACH**

**Use the BUZZ "60"**

For the same dependable, easy starting smooth power that thousands of modelers have been enjoying since this engine was first offered a year ago. This is the engine that generated radio-command sets during the last War.

Use the Buzz 60 for your large Class D Free-Flight or U-Contr. model. Each engine is factory tested and will provide you with smooth, dependable power that will avoid crash-land and disappointments in control model flying.

### A BIRTHDAY WE'RE PROUD OF

BUZZ Engines recently passed their first Birthday. One year has passed and of selling these famous engines to hobbyists all over the world. The letters and enthusiastic comments we have received make us proud of the fact that we can supply quality engines at this low price of

**NOW! ONLY \$4.95**

**\$4.95**

**Some facts about BUZZ Engines....**

SPECIFICATIONS:	19	29	35	60	CO-2
Dial	.159	.159	.150	.410	—
Bore	.640	.612	.630	1.000	3/16
Stroke	.562	.562	.562	.777	3/16
Manifold	1/7	1/8	1/8	1/4	—
Rev.	7,500	8,000	8,500	9,000	variable
Rev.	8"	10"	11"	12"	7 1/2"
Weight	4	4	4	9	10

The BUZZ Engines are manufactured by a company that for years has been the world's largest maker of automobile replacement pistons and other precision gas engine parts. Thousands of gas engines and parts were made during the war by this company for the War Dept. for use in vehicles, field generators, etc., etc. Since the war, thousands of gas engines have been made for tractors, lawn mowers and other industrial uses. When we say unconditionally that the BUZZ engine is well engineered and well constructed will give you plenty of good service, this is no idle boast, but a fact!

**ACCESSORY UNITS**

For IGNITION Engines...only \$2.49

For GLO Engines...only \$1.49

For CO-2 Engines...65c

**AT NO INCREASE IN PRICE!**

## BUZZ IGNITION ENGINES

**Order today!** Send remittance in full (two prepay packing and insure) or send \$1 and we ship collect C. O. D. same day for balance. Address your order to us at your nearest branch office.

**HOW TO ORDER**

**America's Hobby Center INC**

A GENERATION OF FAIR DEALING GUARANTEES YOUR SATISFACTION

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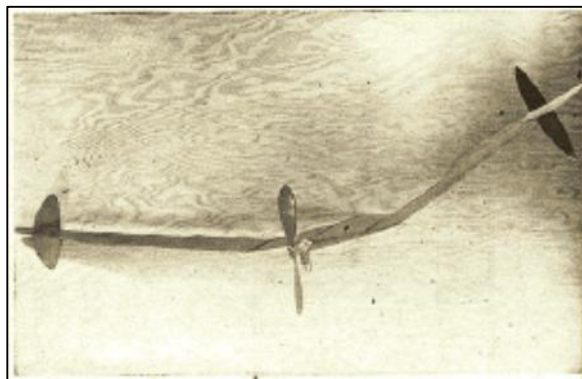
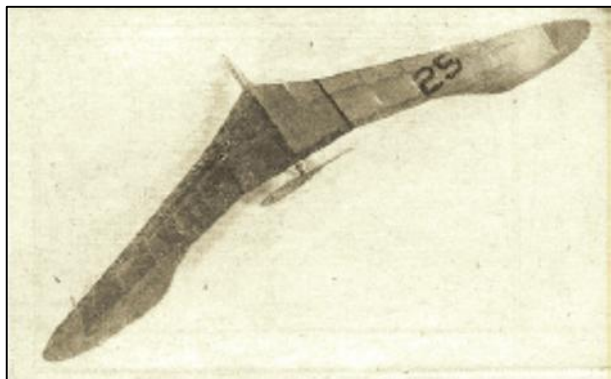
Dept. MB-99 55 E. Washington Street, Chicago 2, Illinois

Dept. MB-99 Suite 230 - 742 Market Street, San Francisco 23, California

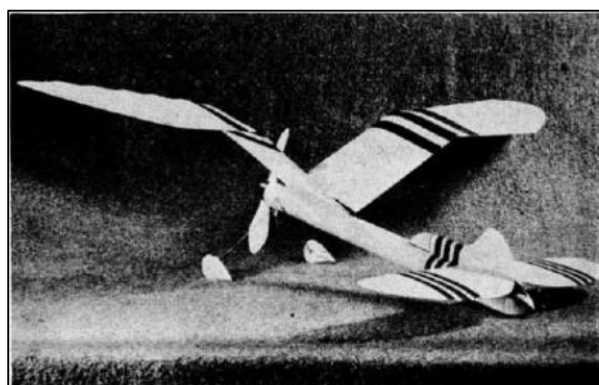
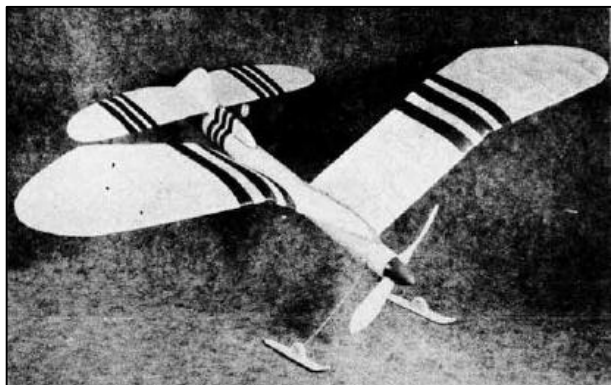
MODEL AIRPLANE NEWS • September, 1949

Lots of different engines from America's Hobby Center at only \$4.95 each in 1949!  
Who were they manufactured by?

As an example plan I have chosen Frank Ehling's Buzz Bat. It was the first published design for the Buzz motor. The long cylindrical CO<sub>2</sub> tank was housed in a rolled balsa tube pod and the CG was adjusted by moving the tank up and down this tube. Neither the plan nor accompanying article give an indication of where the CG should be.



Frank Ehling's Buzz Bat flying wing



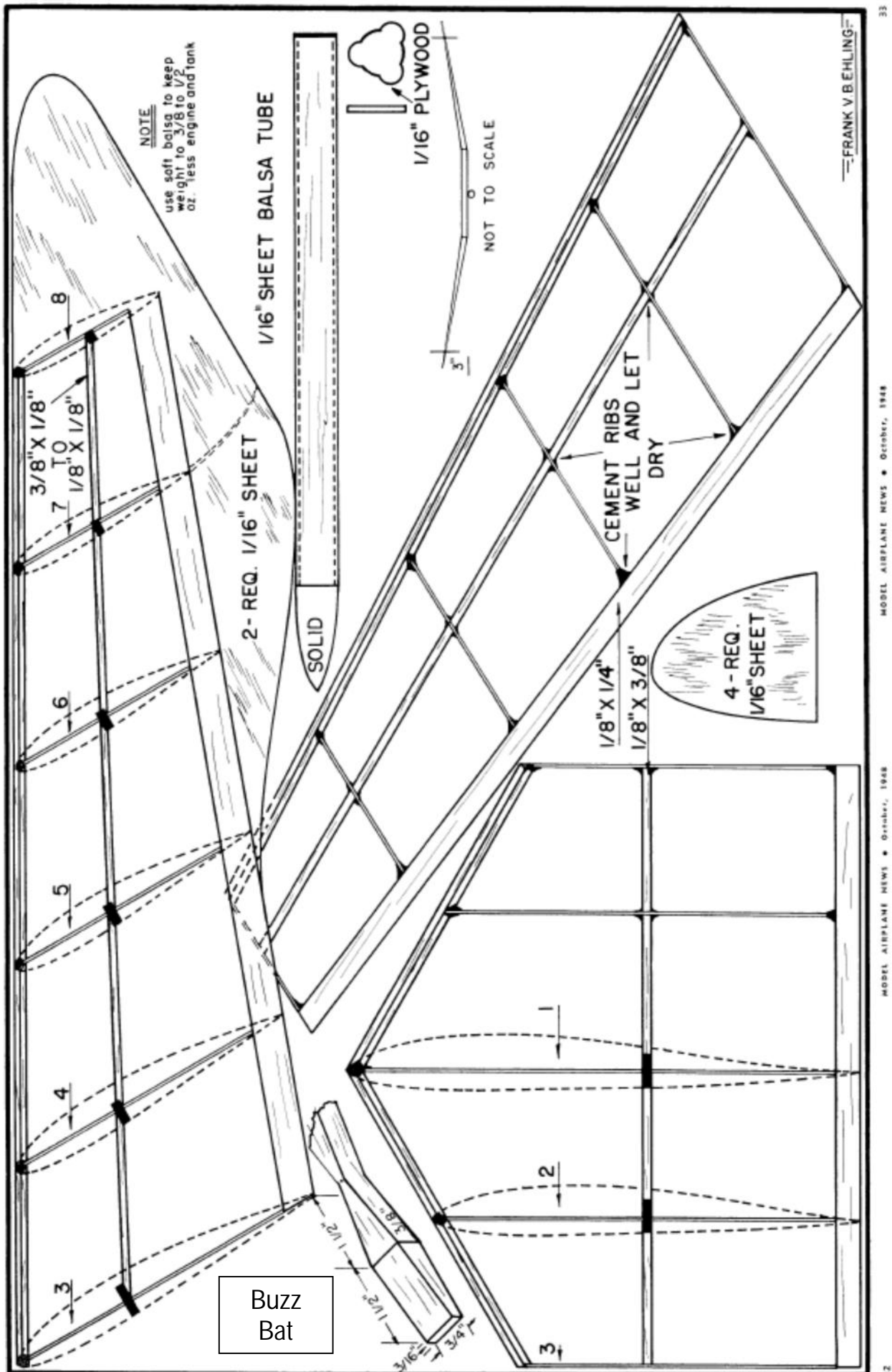
Roland Meyer's gull-winged Anopheles

Model aircraft designs for the Buzz and Campus Bee CO<sub>2</sub> motors

Design	Designer	Source	Date	Span (in)	Motor	Secondary plan source	Description	Construction
Buzz Bat	Frank Ehling	MAN	Oct-48	27	Buzz	S35S (Green Bottles 20) Outerzone	Flying wing	Stick and tissue
Buzzer	Bill Winter	Air Trails	Dec-48	30	Buzz	S35S (Green Bottles 20) Outerzone	High wing cabin monoplane	Stick and tissue
Curtiss Seahawk	Paul Plecan	Air Trails	Mar-49	20	Buzz or Campus Bee	Outerzone	Low wing monoplane flying boat (alternative power - rubber)	Stick and tissue
Anopheles	Roland Meyer	Flying Models	Aug-49	28	Buzz or Campus Bee	RCGroups	Gull winged monoplane	Sheet construction with built up wing
Bandit	Don McGovern	Flying Models	Oct-49	22	3/16" bore CO <sub>2</sub> motor	Outerzone	Shoulder wing monoplane. (alternative power rubber)	Stick and tissue
Profile Powerhouse	Bill Effinger	Berkeley kit	1949	24	Buzz	Outerzone	High wing pylon (alternative power K&B Infant glow)	Sheet construction with built up wing
Whirli CO <sub>2</sub> opter	Roy Clough	MAN	Apr-50		Campus Bee	New Clarion Aug -19	Helicopter	All-sheet
Stinger	Roland Meyer	MAN	Nov-50	18	Campus Bee	Outerzone	High wing pylon (alternate power Baby Spitfire glow)	Sheet construction with built up wing

MAN = Model Airplane News, S35S = SAM35Speaks, RC Groups = [www.rcgroups.com](http://www.rcgroups.com)





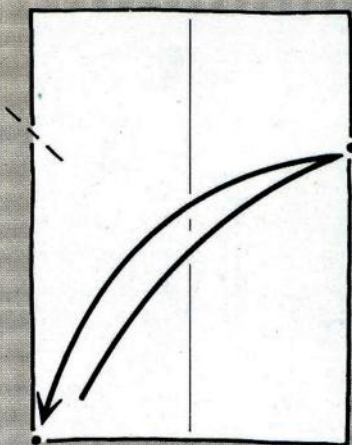


## KENDAL FLIER

DAVID MITCHELL

This is one of the two designs in this book that utilizes the stored energy in a stretched elastic band to power the launch. This means the plane moves very fast and travels for very long distances, but has poor stability. For this reason it is best made from stiff paper. David hails from Kendal, hence the name.

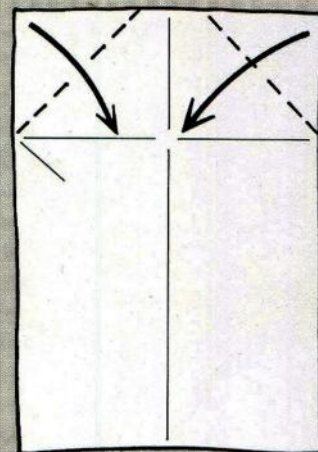
Start with A4 paper, fold the long edges together, crease and unfold.



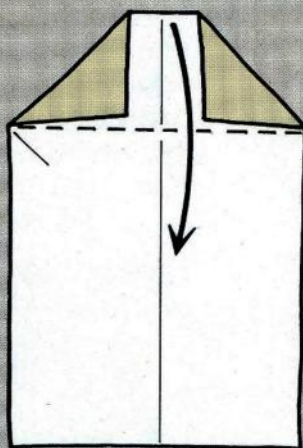
**1** Take the nearest short edge to the right-hand long edge, but don't flatten. Instead, pinch the upper end of the fold to make a location crease.



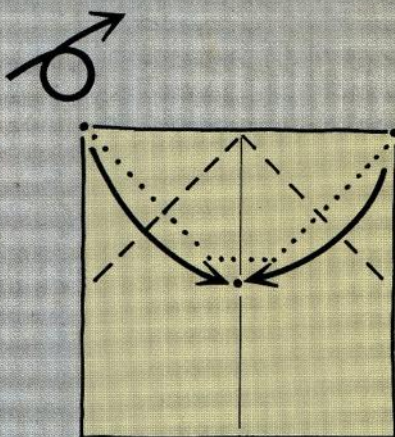
**2** Make a valley fold through that location point, then unfold.



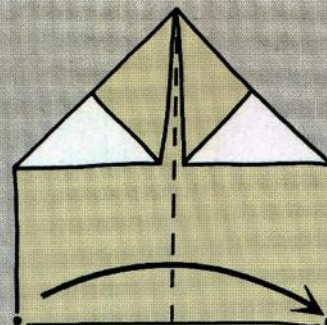
**3** Fold the upper corners to lie along the horizontal crease.



**4** Refold along the crease made in step 2, then turn the paper over.



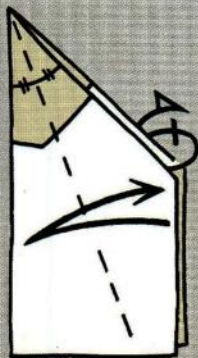
**5** Take either end of the folded edge to the centre point.



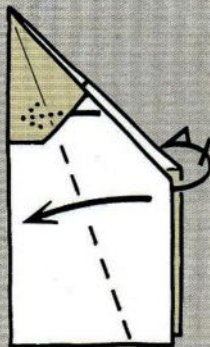
**6** Fold in half from left to right.



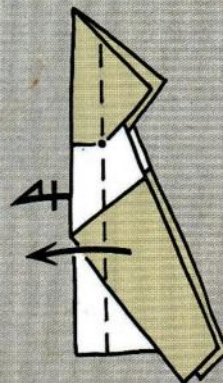
## KENDAL FLIER



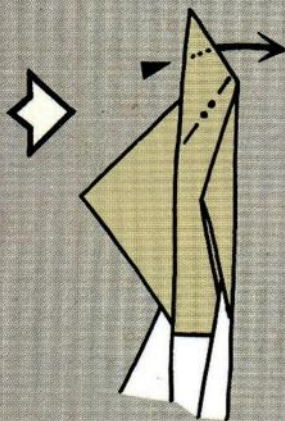
**7** Fold the nose section in half, making the crease the full length of the paper. Repeat underneath, then open both sides out again.



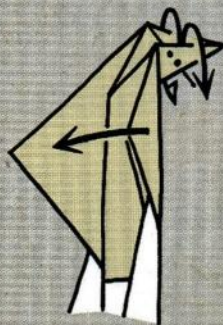
**8** Fold the wings down again, but make the paper fold underneath the layer at the nose.



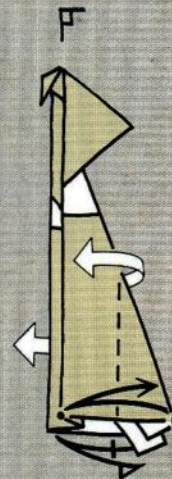
**9** Fold both wings down, making the crease pass through the location point shown.



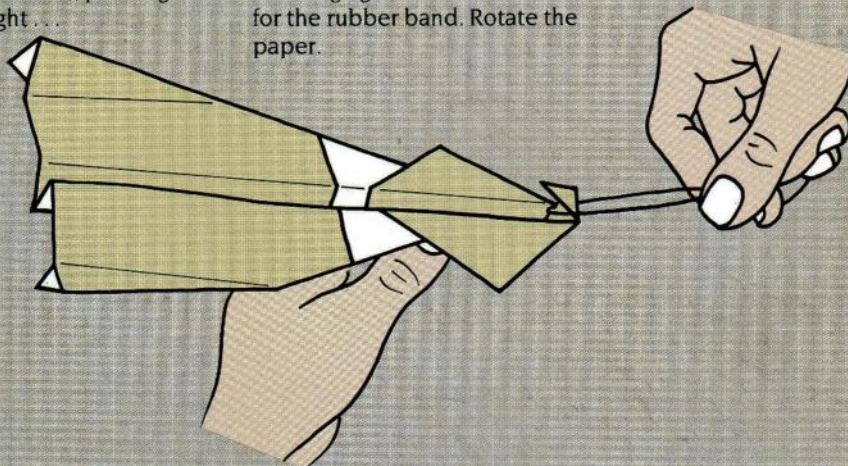
**10** Enlarged view of the nose with the top wing lifted up slightly. Make an inside reverse fold (pre-crease first if you wish), pushing the tip to the right.



**11** ... like this. Make a smaller outside reverse fold on the point (see the next diagram) and flatten the wing again. This forms the hook for the rubber band. Rotate the paper.



**12** Make shaping creases on the wings, then open them up to 90 degrees.



**13** Finished.



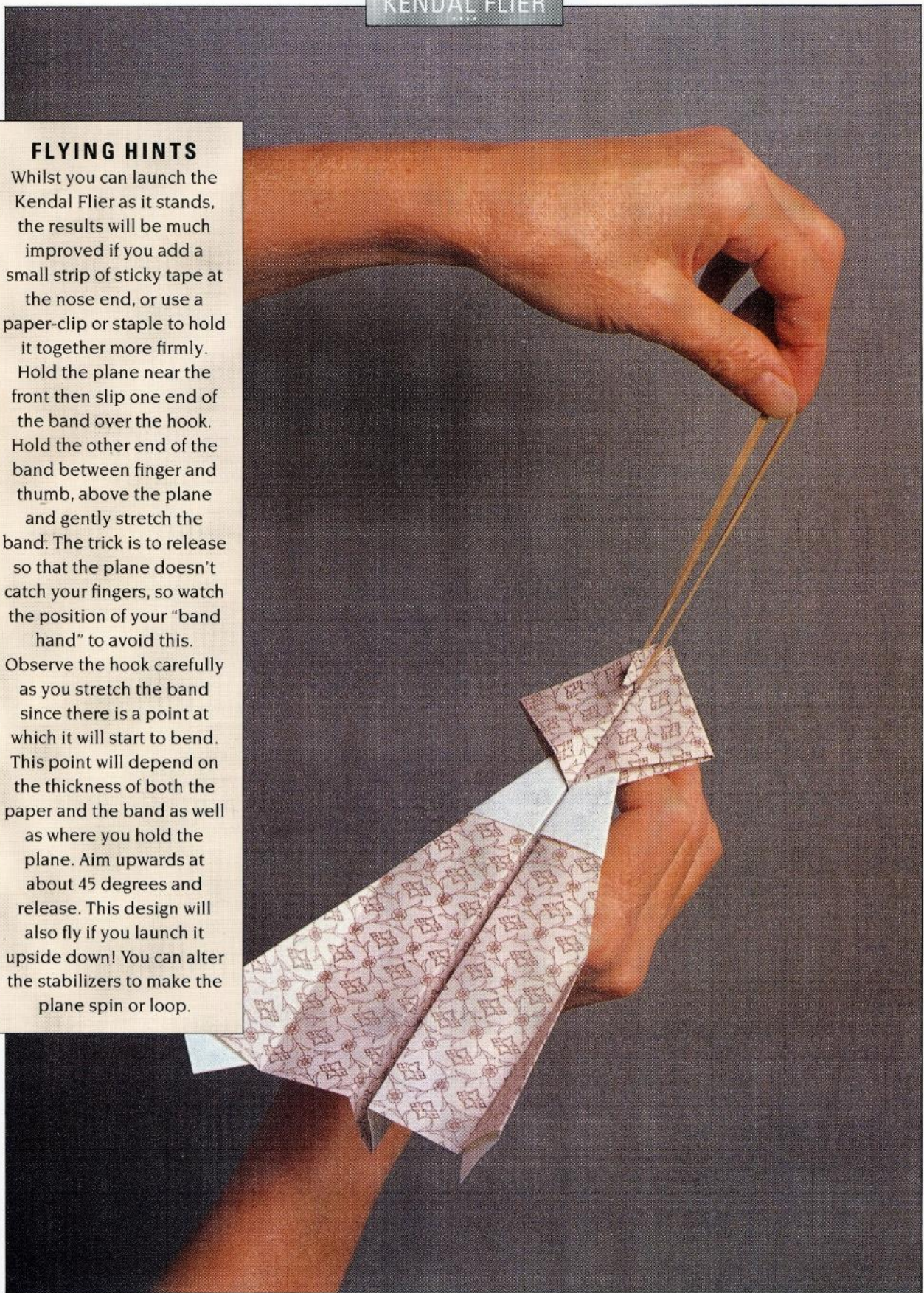
## KENDAL FLIER

**FLYING HINTS**

Whilst you can launch the Kendal Flier as it stands, the results will be much improved if you add a small strip of sticky tape at the nose end, or use a paper-clip or staple to hold it together more firmly.

Hold the plane near the front then slip one end of the band over the hook. Hold the other end of the band between finger and thumb, above the plane and gently stretch the band. The trick is to release so that the plane doesn't catch your fingers, so watch the position of your "band hand" to avoid this.

Observe the hook carefully as you stretch the band since there is a point at which it will start to bend. This point will depend on the thickness of both the paper and the band as well as where you hold the plane. Aim upwards at about 45 degrees and release. This design will also fly if you launch it upside down! You can alter the stabilizers to make the plane spin or loop.



From the book 'Paper Airplanes' by Nick Robinson

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*Once again, Dicks article is Courtesy Mauritius 'Weekly'*

This epithet, intended to be pejorative, must be one of the most erroneous ever invented! We are far too easily convinced by the proverbial chicken that chooses - apparently deliberately - to attempt a crossing of a busy road only when a passing car's arrival is imminent!

Okay, I won't defend those supposedly domesticated hens, but I will exonerate the greater majority of the avian family.

In point of fact birds in general are being accepted in the scientific world as being second to humans in the intelligence stakes, coming before monkeys, dogs, and all the animal kingdom. It is true that -- just like us humans -- birds have brains that are large in relation to the size of the rest of their bodies, and they have amongst their numbers champions in talking, mimicking, counting, recognizing basic colours and in fabricating and using tools.

The most intelligent of them all turn out to be the Parrots and all members of the Crow family, which includes Ravens, Jackdaws, Magpies and others.



**New Zealand 'Kea'**



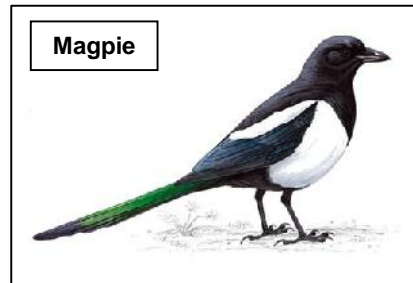
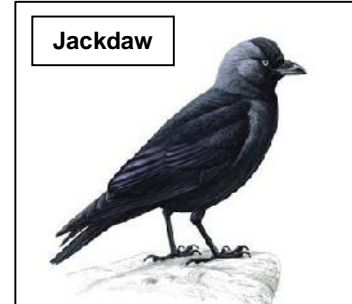
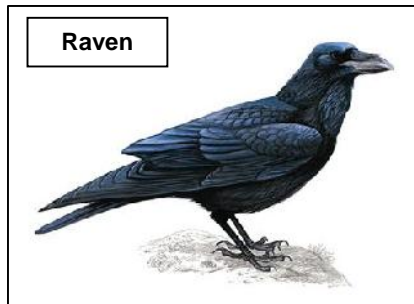
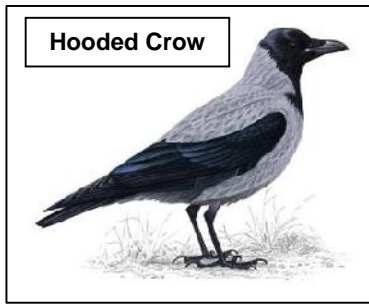
**African 'Grey'**

The cleverest parrots are the New Zealand Keas and the African Greys, the latter being credited with the ability to learn at least 200 words and to understand their meaning. In an experiment over a period of 30 years in the University of Arizona, an African Grey named 'Alex' apparently correctly identified several colours, shapes and quantities, and "could select objects with different combinations of these qualities", says the University's report.

The Corvids (Crow family) come next, proving they can make and use tools, understand causality, reason, count up to five and remember human faces. Hooded Crows have been seen using breadcrumbs as bait to catch fish, and in Scandinavia people have witnessed them dragging fishing lines out of the water to get the hooked dinner. The Intelligence hierarchy seems to stand like this: First humans, then birds, then apes, whales, dolphins and porpoises.

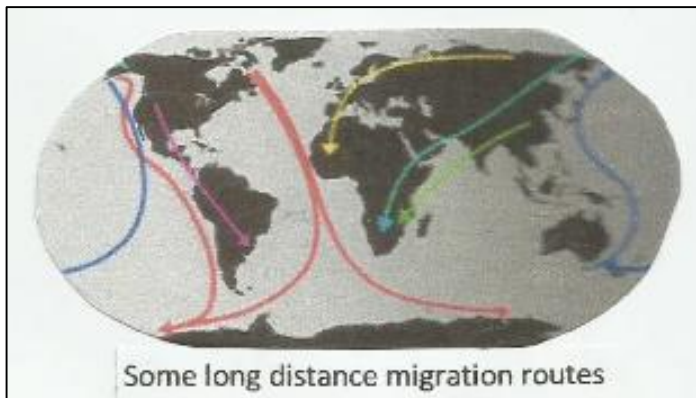
All have big brains.





We haven't yet mentioned the performance of birds in flight. The phenomenon of migration reveals some extraordinary abilities in birds, and as an aviator I marvel at their perceived

knowledge of the seasons as the trigger for regular and sometimes very long-range flights, one species (the Arctic Tern) actually flying between the North and South Poles, i.e. halfway around the world!



Birds know whether and when to fly, how to navigate, and how to conserve energy in the flock by opting for a Vee formation. Lift from a bird's wings (lower pressure over the top and higher underneath the wing) produces the very same spiraling vortices of air around the wingtips as is the case with aeroplanes, and each bird in a formation knows exactly where to position behind the leader, so as to benefit from the 'upwash' part of the rotating vortex. A formation will also change its leader from time to time, equalizing fatigue over all its members.

There is even more: The Creator invented the flexibility of birds' wings, which can change angle of attack, warp to initiate a turn, or fold back to achieve greater speed. Today's aircraft designers are working hard to reproduce all this morphability in aircraft design, so as to make feasible all these wing configurations to achieve the operating versatility required for either military or civil commercial operations. The birds have mastered these ultimate shape-changes for millennia.

"Bird-Brain"? That's actually a pretty big compliment!

*Dick Twomey*



312 THE AERO-MODELLER

SEPTEMBER, 1937

## THE WAKEFIELD INTERNATIONAL TROPHY

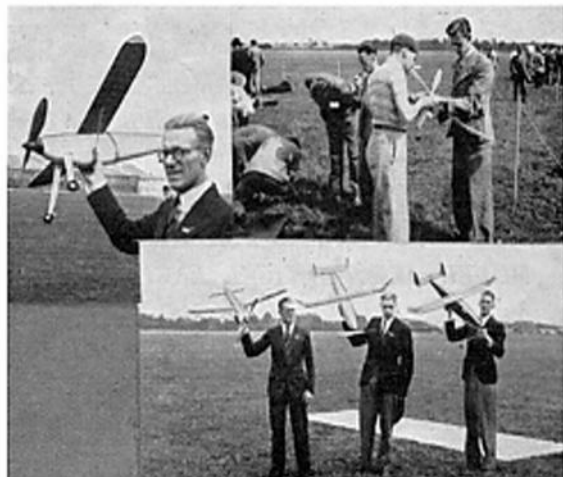
### HELD ON AUGUST 1st, 1937, AT FAIREY'S AERODROME

(By Kind Permission of C. R. Fairey, Esq.)

**Fully Illustrated Report by AERO-MODELLER Staff Reporters—All Photographs taken by our  
Special Staff Photographers**

"I AM glad to be able to assist in this movement, a rivalry between nations which is pure enthusiasm and goodwill." With these words Lord Wakefield further evinced his appreciation of the fine international spirit which aero-modelling arouses; the Wakefield International Contest on August 1st, won by M. Fillon, of France, with an average of 253.23 sec., was, perhaps, one of the finest examples yet seen. In previous contests the international atmosphere has been lacking in both entries and personal contact, foreign machines usually being flown by proxy. This year twelve nations entered, and of these nine sent men and machines.

The early morning weather showed little prospect, wet and a freshening wind, and it was with dampened spirits that we made our way down the Great West Road in the early hours. The delight of the contestants can best be imagined when, at about 11.30 a.m., the sun broke through with ever-increasing intensity. (This seems a typical prelude to competitions, as we remember that the '36 trials in America were held under similar circumstances).



Top right, "Rushy" and helper prepare the Canadian entry  
Bottom, left to right, Belgian and two Swedish entries  
Top right, the Belgian model, note the clear design

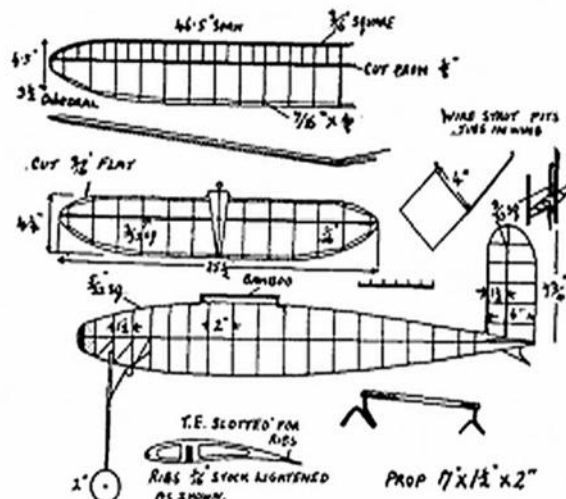
To those "not in the know" the constant arrival at the field of different foreign competitors was somewhat staggering; for so many years have countries made rash promises, and then on the actual day just the usual French, U.S.A. and British teams would appear! This year the world was represented *en masse*, the countries entered being France, New Zealand, U.S.A., Sweden, Holland, Germany, South Africa, Belgium, Canada, and Norway. As was perhaps only natural, the Yankee boys come in for

most of the attention. Frank Zaic, perhaps the best known modeller in the world, was one of the first to try out his machine. Very nicely built, it had twin rudders, monocoque fuselage, and a spinner.

Resplendent in peaked cap and uniform were Messrs. Fish and Bodle, Akron representatives, whilst Alvie Daigne, of Tulsa, Oklahoma, and Mr. Beadlemann formed the remainder of the American contingent. Soon the "golden voice" of Mr. J. C. Smith, S.M.A.E. Competition Secretary, was heard over the "mike" calling all contestants in, and, taking the opportunity of the "lull" we made some sketches of the salient features of some of the foreign aircraft.

Soon the competition was under way. First off was France. The designs were not unorthodox, having flat-sided fuselages, with airscrews of a design first made popular by early American efforts. All were finished orange, with French tricolour stripes running across the wings and fuselage. The climb was fairly slow but steady, and in the air the impression was given that a 4 oz. job rather than 8 oz. was flying.

The Swedish entrant provided the first surprise. Whilst he wound up a study of the machine was made. The fuselage was very long, with a resultant large cross-section. Mounted on the top of this was a wing of unfamiliar design to British eyes. Of fairly high aspect ratio, about 10-1, seventy-five per cent of the surface was flat with no dihedral. The remainder in the form of wing tips was sharply inclined upwards, and gave the machine



M. Fillon's winning machine.



Top: ready, a French competitor disengages his winder

M. Fillon demonstrates the sunny smile induced by victory. Although but young, Fillon showed many an 'old un' how to fly.

Top: M. Denois holds aloft the winner. This Shows the profile of the machine very well. Bottom: Aother French model, note the tri-colour stripes

perfect stability. Twin rudders were also employed. Mr. Anderson then placed his machine on the board and released the prop. We were surprised! The model positively whistled across the ground and then pulled up to a terrific steep climb to about 200—300 feet. The spectacular nature of this flight earned a round of applause, and it was evident that some pretty stiff competition was going to be put up.

Next, the New Zealand entry had a little trouble and, unfortunately, had to retire.

Americans seem to have a perfect passion for making models at the last moment, and Mr. Bodle built his entire machine, bar the airscrew, while he was in England, staying up till 4 a.m. on the Sunday to finish it. His second flight with it put up 199.4 sec. Of the American entrants two employed polyhedral wings, while the others were of conventional design. Mr. Fish kept his rubber on ice to store its energy; he was using 26 strands of  $\frac{3}{16}$  in. brown rubber in a single skein turning an 18 in.  $\times$   $1\frac{1}{2}$  in.  $\times$  2 in. airscrew. How the fuselage could withstand so much "juice" is amazing! Mr. Struck's machine, flown by Beadleman, was a diamond fuselage job with a midwing-taper. When launched the torque was so great that after taking off the model performed two rolls vertically before straightening off to a steep climb!

Mr. Fish was using a torque balance for recording the turns in his motor. The balance was hooked on to the propeller shaft, and when the requisite turns were obtained the balance weight would rise. A very cute idea!

The Belgians, of whom little model work was known, came to the fore with a vengeance. In general lay-out similar to the U.S.A. design the Belgian job had a climb

just as fast and steep, with an even better glide. A Belgian entrant had a monocoque fuselage, spinner, spats, and a strut-braced wing, but unfortunately had some trouble with his rubber slipping the hooks.

The German entries were very neatly built, and gave smooth, very fast flights, and appeared to be employing hardwood airscrews. One machine had an airscrew 20 in. in diameter. An unusual design of theirs which was not very successful, was a low-wing with knock-out panels, a peculiar flattened fuselage of large proportions, and a tail plane mounted high on the rudder. One of the German machines was timed out of sight overhead. It is of interest to note that they were using a synthetic white rubber.

Against all these fast jobs the English models took a back seat when it came to spectacular flying, although Mr. Leadbetter's machine was extremely fast. Mr. Bullock had lost his original model in the Wakefield Trials, and had built an entirely new machine. This is worth mentioning, as his model was beautifully finished, with no trace of hurry or skimped work. All control surfaces were hinged and the fuselage was faired to a round section with stringers. In the air the machine was a picture of grace, rising smoothly with no wobble or deviation, and making a large sweeping circle, climbing all the time. There was a complete lack of brute force about the design, and the durations he obtained were the result of sheer good flying. (Mr. R. Bullock won the trophy in 1929).

Some excitement was caused by an unusual French entry coming to the take-off board. Employing two propellers running simultaneously, one at the front and one at the back, the aircraft had no wheels, but took off quite successfully on three wire skids. Unfortunately, bad luck





Top left: Mrs Thurston speaking over the 'mike'  
Bottom: An unusual French model takes off.  
Note the twin airscrews

Top: Wakefield entry taking off  
Centre: S.R. Crow flying the S.African model  
Bottom: The sole Norwegian entry

followed it, for just after taking off the rubber burst or slipped its hooks, holes appeared in the fuselage, and, amidst a shower of wreckage, the machine fell out of control to the earth some 100 feet below! (It appears that "push-pull" designs require careful synchronization of airscrews, otherwise there is a tendency for the rear to slide round if it develops too much thrust).

The Dutch team were fortunate in having with them the well-known modeller, M. Van Hattum, who, in conjunction with Mr. Pelly-Fry, produced a great number of designs some years ago. (M. Van Hattum also designed some excellent wing sections for model work). The Dutch machines were very nicely built, mostly of the twin rudder type, a low-wing job which flew quite well, and a cabin job. They seemed a trifle under-powered, however, and their take-offs were rather laborious.

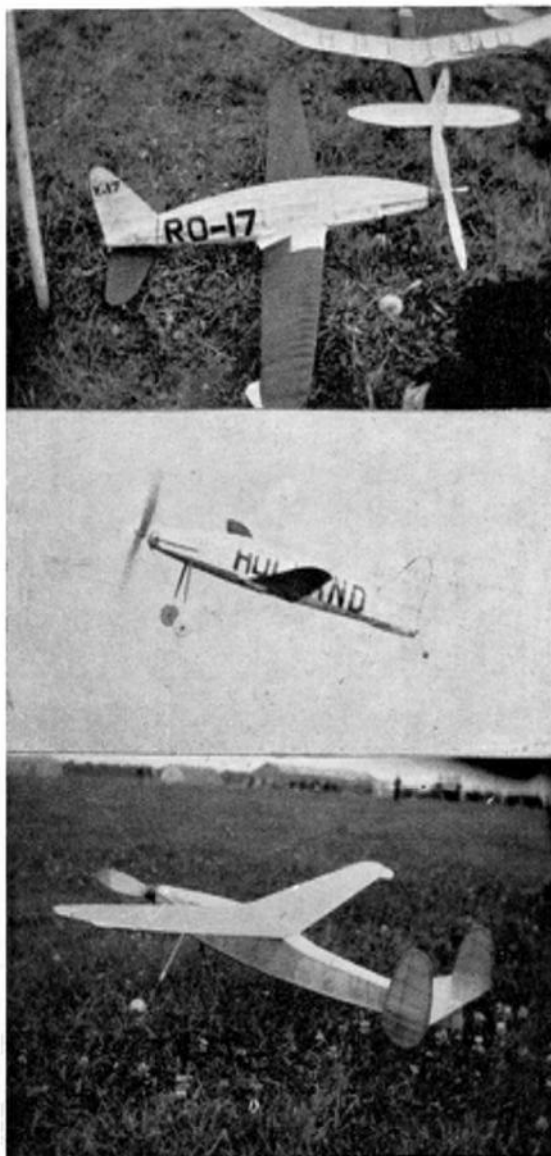
The Canadian jobs were exceptionally well finished; in fact, the one Mr. Rushbrooke was flying was so neatly made that "Rushy" must have felt quite at home flying it. The general design was a flat-sided cabin fuselage finished in glossy red. Wings, straight in centre, with upturned tips, flying surfaces finished with silver tissue; very fast performer. On one occasion we observed two machines in the air together, a French and U.S.A. The French job had struck a "riser," and was going up rapidly. The other was only about 200 feet away and circling in the opposite direction, could get nothing at all, and was descending rapidly! (This serves to show how easily competitions are won and lost!) The sole Norwegian entrant was an extremely beautiful job, and was quite a surprise to many. The machine, however, was badly

trimmed with regard to its line of thrust, with the result that the first burst of power was lost in a series of terrific stalls, after which it would level out and start "going places"! Late in the afternoon, in order to speed up results, Mr. Smith declared the contest free for all, and instead of coming in strict rotation it was a question of "first come, first served." This appealed mightily to the Americans, and almost as soon as the words were spoken Bodle was out on the board with a couple of timers, and winding up! With things moving so fast it was almost impossible to check everybody's flight; in fact, on one occasion, five models were in the air together. M. Fillon, unaware that he had won the trophy, was scouring the countryside for it, and the model was eventually found by M. Denois, who returned in a highly excited condition, waving the model above his head! We must say that the trophy could not have gone to a more deserving winner,

as the French have put up determined efforts to obtain the trophy for the past four years, sending a team of models and one man, M. Vincere, over to the States with the British team last year.



These two pictures show the contrast in power winding. Notice the tense air about the U.S.A. (above) compared to the easy way in which the French wind (bottom)



Top: Dutch low-wing on the ground, and, in the air

Bottom: Dutch twin-rudder job, Notice the paper trimming ailerons

## STOP PRESS

The petrol competition for which *Practical Mechanics* were offering a prize of £50 was postponed until September, the weather on August 14th being so atrocious that flying was impossible. There were twelve entries.

Competitors for the National Trophy on Sunday, August 15th were badly handicapped by a very high wind which amounted to gale force at times! It is most unfortunate that a contest of this nature, which necessitates entrants coming from all over the country, should have such bad flying conditions, and such provincial aero-modellists as did appear deserve to be congratulated for their enthusiasm. Results were as follow:—

1st Blackheath M.F.C. ...	115'63 sec.
2nd T.M.A.C. ...	86'89 sec.
3rd North Kent M.F.C. ...	79'42 sec.

## WAKEFIELD CUP RESULTS, 1937.

				AVERAGE.
1. E. Fillon ...	France ...	253'23	secs.	
2. R. Bullock ...	Great Britain ...	194'53	"	
3. R. T. Howse ...	Great Britain ...	193'46	"	
4. Chabot ...	France ...	157'6	"	
5. R. Clasens ...	Belgium ...	156'83	"	
6. B. Anderson ...	Sweden ...	156'73	"	
7. M. McKinney ...	Belgium ...	155'06	"	
8. G. Stark ...	Germany ...	151'83	"	
9. K. Schmidtberg ...	Germany ...	147'65	"	
10. A. Dague ...	America ...	145'1	"	
11. D. Bodle ...	America ...	138'16	"	
12. B. Lindn ...	Sweden ...	132'73	"	
13. A. Lippman ...	Germany ...	122'1	"	
14. Ducrot ...	France ...	117'26	"	
15. J. Leadbetter ...	Great Britain ...	114'0	"	
16. A. Palmgren ...	Sweden ...	109'3	"	
17. E. E. Olsen ...	Norway ...	102'1	"	
18. H. Fish ...	America ...	86'5	"	
19. Robert ...	France ...	83'63	"	
20. A. Van Wynersset ...	Belgium ...	82'23	"	
21. E. Wentzel ...	Sweden ...	81'16	"	
22. F. Zaic ...	America ...	78'7	"	
23. J. Worden ...	Great Britain ...	74'0	"	
24. W. G. Alexander ...	New Zealand ...	71'3	"	
				* (R. Copland)
25. J. E. Adams ...	Canada ...	70'083	"	
				*(C. S. Rushbrooke)
26. E. A. Davies ...	Great Britain ...	68'13	"	
27. E. Endean ...	South Africa ...	66'73	"	
				*(S. R. Crow)
28. J. Lemick ...	Canada ...	62'216	"	
				*(A. G. Newton)
29. G. Haase ...	Germany ...	56'826	"	
30. E. Klose ...	Germany ...	51'783	"	
31. P. Dalgety ...	South Africa ...	51'26	"	
				*(E. W. Evans)
32. A. Menzel ...	Germany ...	50'216	"	
33. P. Armes ...	Germany ...	49'96	"	
34. Blanchet ...	France ...	43'56	"	
35. E. Chasteneuf ...	Great Britain ...	38'93	"	
36. Parker ...	New Zealand ...	36'93	"	
				*(R. Bridgen)
37. H. Mosch ...	Holland ...	33'1	"	
38. H. Struck ...	America ...	34'8	"	
				*(J. Bieberman)
39. I. Besemer ...	Holland ...	28'25	"	
40. H. Kerkhoff ...	Holland ...	24'6	"	
41. Desnoes ...	France ...	19'0	"	
42. T. Van Velsen ...	Holland ...	16'9	"	
43. G. Collier ...	New Zealand ...	12'5	"	
				*(H. W. Rexley)
44. Wazoo II ...	New Zealand ...	11'46	"	
				*(C. Buffery)

### ENTRIES.

South Africa ...	4	Great Britain ...	6
Canada ...	3	Holland ...	5
New Zealand ...	4	Germany ...	6
France ...	6	Belgium ...	3
America ...	5	Sweden ...	6
Norway ...	1		

### RETIRED.

De Boer, Holland.

J. J. Haffey (T. Ives), Canada.

T. W. Harker (G. J. Liggett), South Africa.

A. Garvie (A. Judge), South Africa.

\* Proxy fliers.

## LOST, STOLEN, OR BORROWED

"The Council of the S.M.A.E., regretting that one of our French visitors lost a camera on the field at Fairey's which has not been returned, offer £1 for information which will lead to the return of the missing camera."



## F1G and Vintage Coupe Contests 2019-20

Date	Venue	F1G	Vint	Organiser	Comments
2020 league event					
1st Dec 2019	North Luffenham	✓*+	✓	gavin.manion84@gmail.com	6 <sup>th</sup> Coupe de Birmingham. F1G for AM Trophy, Vintage for Vintage Plate
2020 Dates					
25&26 Apl	Salisbury Plain	✓*		BMFA	London Gala F1G on Sunday 26th
<del>31<sup>st</sup> May</del>	RAF Odiham TBC	<del>✓*</del>	<del>✓</del>	TBC	<del>Southern Area Gala</del> Assumed cancelled
25 <sup>th</sup> May	Barkston Heath	✓		BMFA	FF Nationals. F1G Mon 25th for 308 trophy
14 <sup>th</sup> June	Oxford Portmeadow	✓*		laurencemarks64@googlemail.com Andy Crisp 01865 553800	Dreaming Spires F1G
28 <sup>th</sup> June	Area Venues	✓*		BMFA	4 <sup>th</sup> Area Summer Mini Day F1G for Plugge
19 <sup>th</sup> July	Area Venues	✓		BMFA	5 <sup>th</sup> Area F1G
9 <sup>th</sup> August	RAF Colerne TBC		✓	SAM	"Cagnarata Day" F1G/Vintage Coupe (handicap) (?)
23 <sup>rd</sup> Aug (NB Saturday)	Salisbury Plain	✓*		BMFA	Southern Gala F1G
13 <sup>th</sup> Sept	Salisbury Plain	✓*	✓	Crookham	Crookham Gala F1G + prize for best Vintage Coupe
3,4 or 5 <sup>th</sup> Oct TBC	BMFA Buckminster		✓?	John Ashmole 01406 370188 johnashmole@yahoo.co.uk	Buckminster Gala Vintage Coupe TBC
17 <sup>th</sup> Oct (NB Saturday)	Salisbury Plain	✓*+	✓	Croydon Coupe Day /SAM1066	Coupe Europa. Vintage for the AAA trophy, Team F1G for the FliteHook Trophy
24 <sup>th</sup> October (NB Saturday)	Barkston Heath	✓		BMFA	Midland Area Gala F1G
2021 league event					
6 <sup>th</sup> or 7 <sup>th</sup> Dec TBC	TBC	✓	✓	gavin.manion84@gmail.com	7 <sup>th</sup> Coupe De Birmingham

\* Qualifying event Southern Coupe League. + Qualifying event Eurochallenge F1G 2019/20

All Vintage events for SAM1066 Trophy,  
1st - 3points, 2nd - 2pts, 3rd - 1pt; no points for last place!

Vintage Coupe League 2019-20 as at 12/2/20

## North Luffenham Results

1 <sup>st</sup>	Pete Woodhouse	3pts
2 <sup>nd</sup>	Dave Taylor	2pts
3 <sup>rd</sup>	Gerry Ferer	1pt

These places are after the Birmingham Coupe on 1<sup>st</sup> December 2019 where 11 people flew. It's ages 'til the next event (assuming the Southern Area Gala at Odiham is cancelled) so plenty of time to build and trim a Vintage Coupe and join the fun in the second half of the year.

But what coupe to build?

The models placed so far are:

le Jump bis; Etienvre; and Bagatelle with Le Pipo just six seconds off the pace.

Variety is the spice they say, so review some recent Clarions and get building, my next one's a 'Garap'. Anyone for a forward swept Jumping II? Robin Kimber says his flies well.

Gavin Manion



Jack Humphries (SAM35) launches his (?) power model at Old Warden.



Cyril Shaw's (Zombies) McCoy 49 C/L speed model at Fairlop 1949.



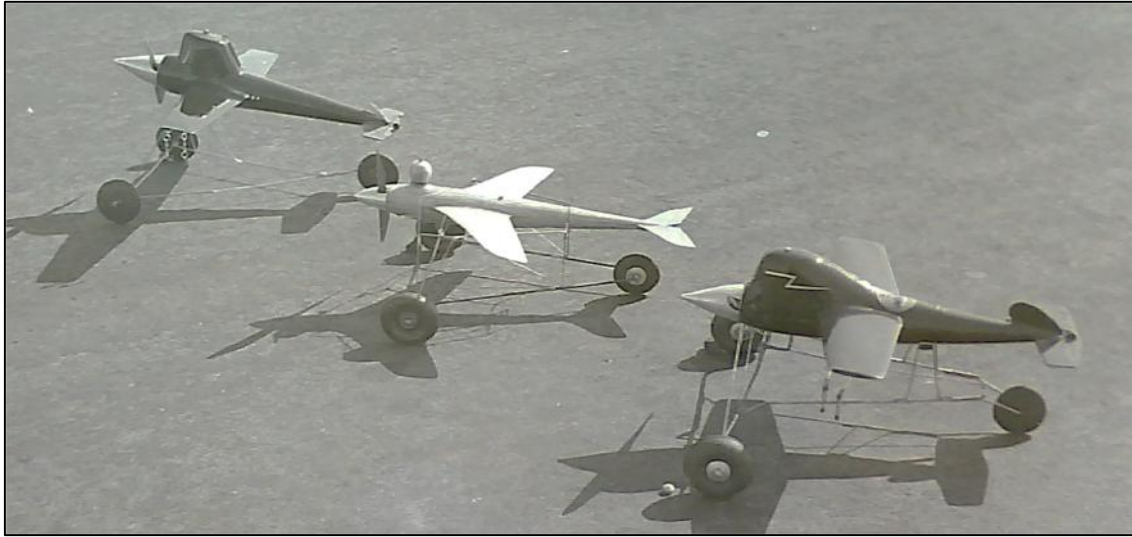


Cyril Shaw's (Zombies) McCoy 49 C/L speed model at Fairlop 1949.



Cyril Shaw's (Zombies) Fox 59 C/L speed model at Fairlop 1949.

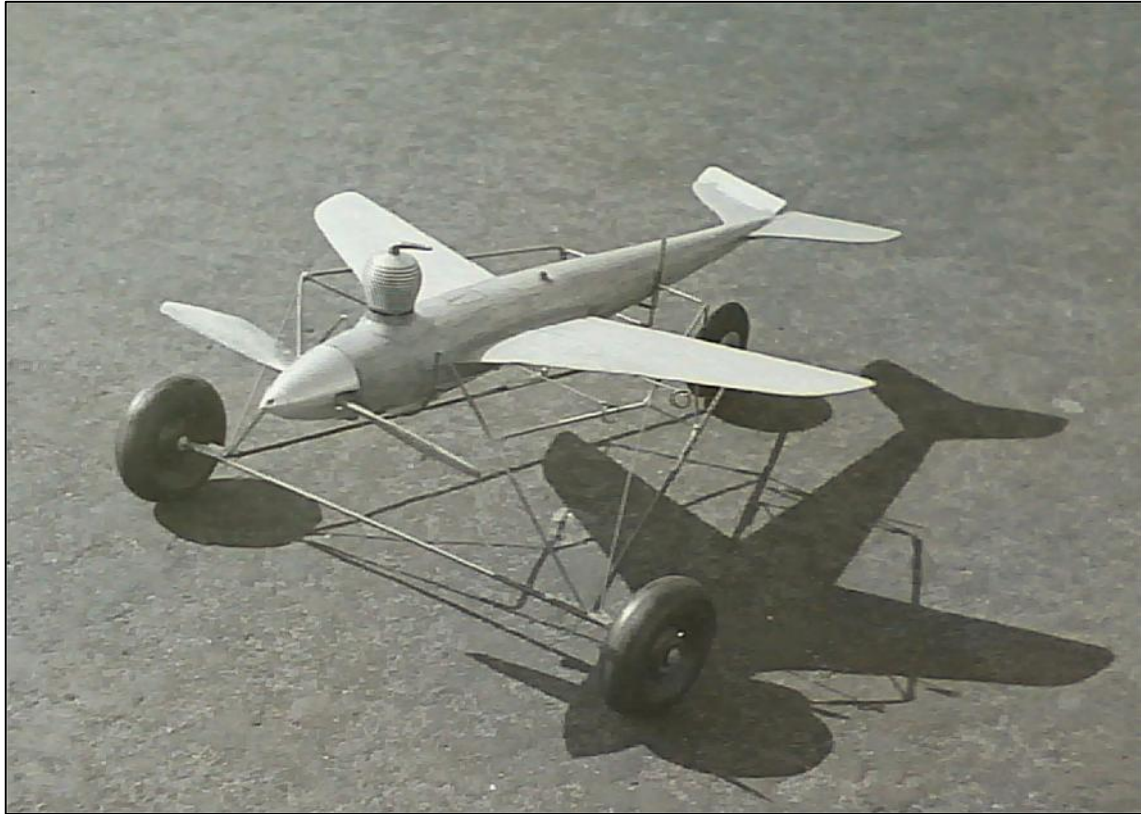




Three Croydon DMAC C/L speed models at Fairlop in the 50's. (L to R) & (Bottom to Top.)  
Jim Carter's Marajet 29 model, Keith Miller's Elfin 1.8 swept wing model,  
Jim Carter's "Flash" McCoy 19 powered class IIIa record holder







Keith Miller's (CDMAC) swept wing Elfin 1.8 C/L speed model in the 50's.



Dennis Allen and Sid Sutherland (both West Essex)  
with Dennis's Super Cyclone powered "Boxcar" C/L stunt model at Fairlop in 1949.



The David Baker Heritage Library (Magazines)  
Report No. 109

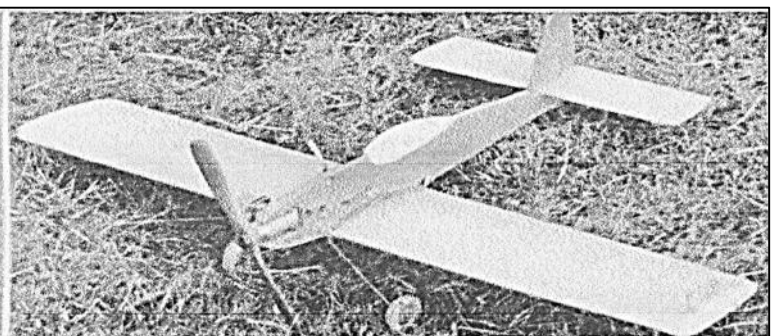
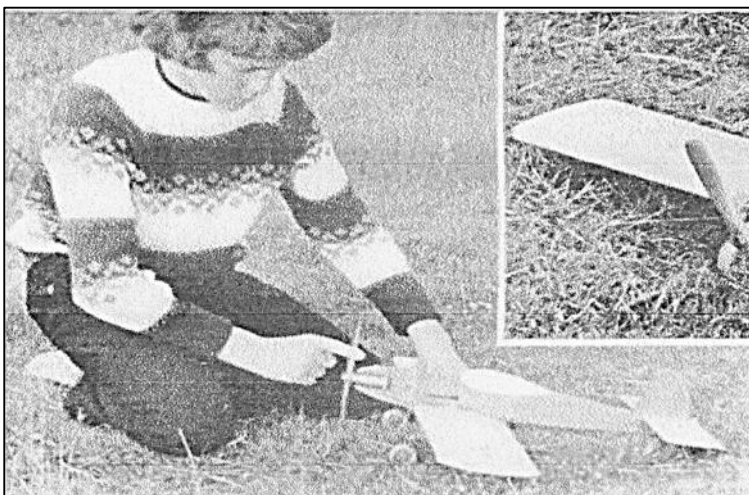
Meccano Magazine  
continued.

When looking at October 1971 Meccano Magazine I was struck that the wording on the front cover and in the advertisement on the inside cover seem to apply to aeromodellers who build their own models.

To paraphrase, "For the inventive and inquisitive with skill and patience".

Not the first time that these words had appeared in Meccano Magazine but the first time that I had really noticed them, too busy looking for plans.

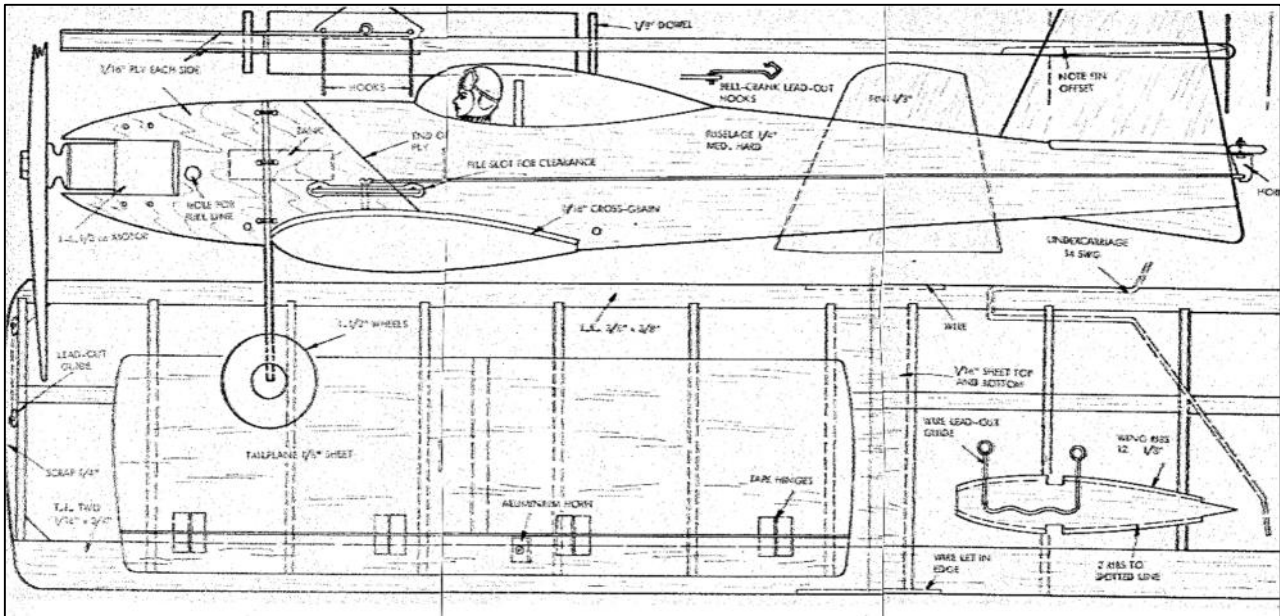
Not disappointed this month as this issue featured Vic Smeed's *Clippie* both on the front cover and inside with a full size plan over three pages. The builder/pilot of this 28" wingspan control line model is advised to first fit a 1cc engine in order to get used to flying the model. When familiar with the model then uprate to a 1,5cc engine for a further familiarisation period, as the model is now "quite fast" Next double the width of the elevator and you have a Stunt Trainer.



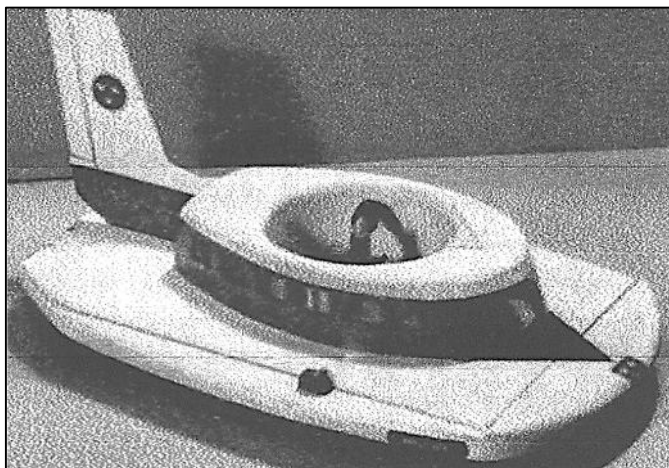
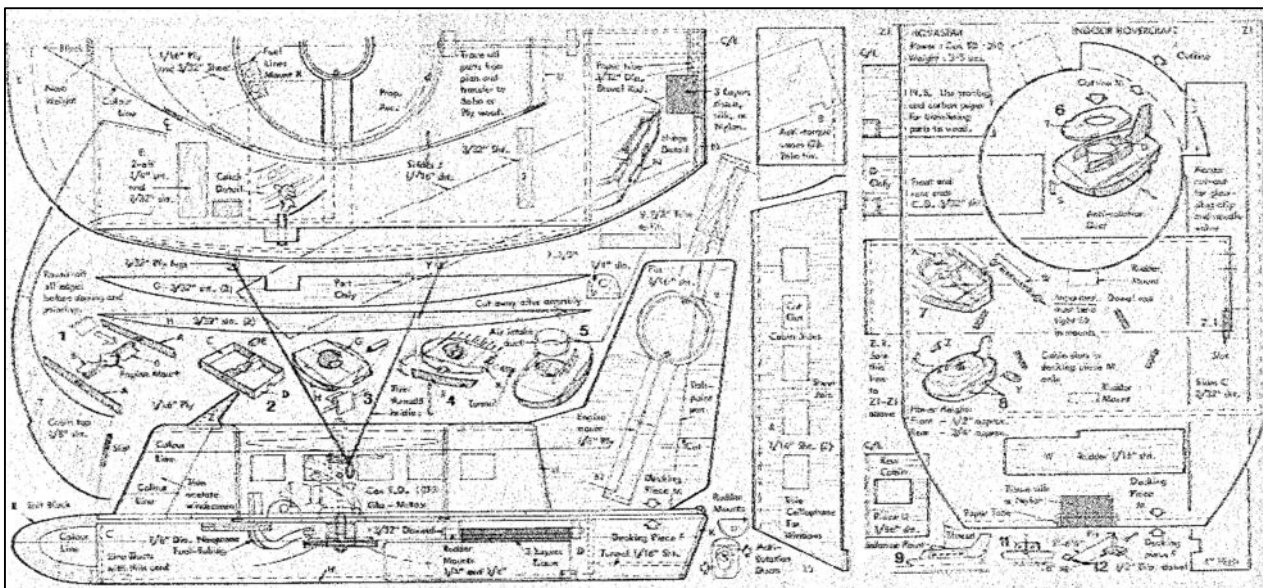
Full-size Plans for  
**CLIPPIE**

28in. Control-Line Sport Model and Stunt Trainer

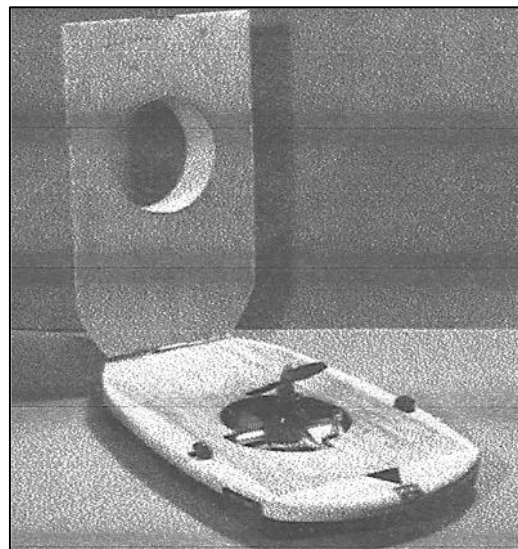




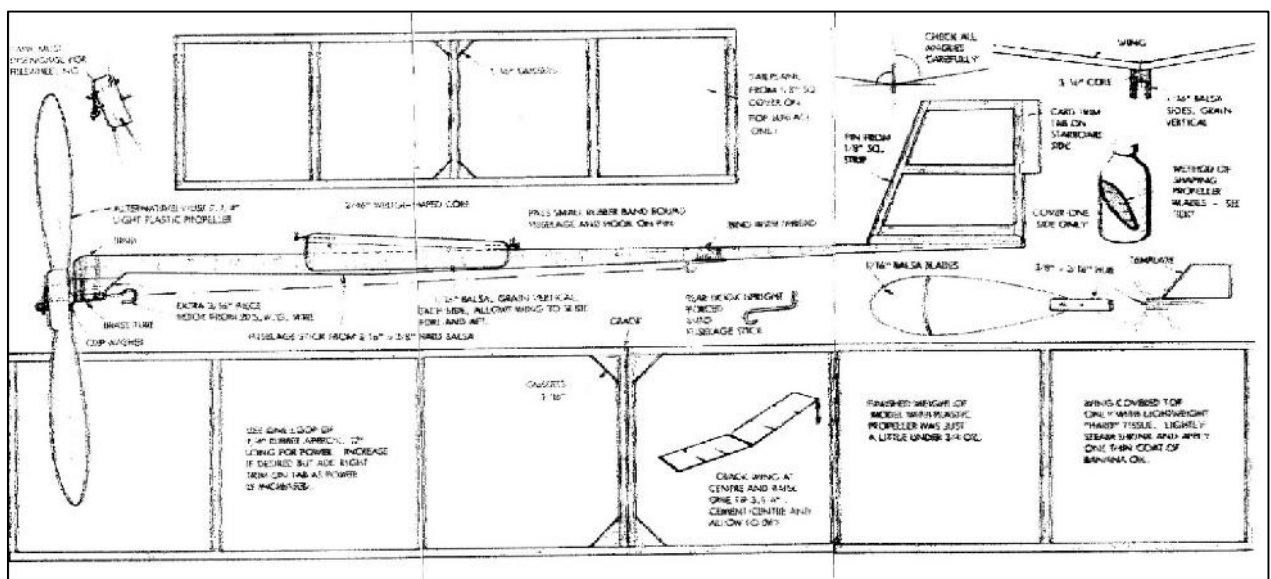
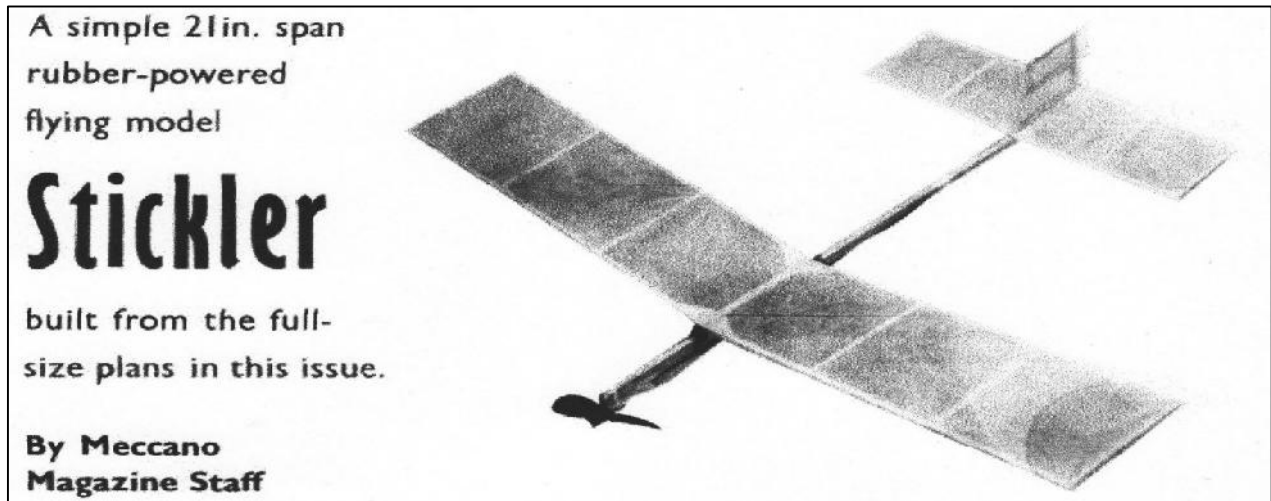
The next flying model, albeit with rather limited altitude abilities was the *Hoverstar*, a Ray Malmstrom design in the December 1971 issue. The picture on the right is not demonstrating its use as an emergency toilet but the open position for flick starting the engine. It is described as an indoor air cushion vehicle, presumably to run in a school or church hall. What would be the objections today? Smelly, noisy, dangerous. If you do build one put an electric motor in it!



# HOVASTAR



The next issue, January 1972 brought the *Stickler* a 21" wingspan stick model as the name suggests. The designer is stated as Meccano Magazine Staff, a pseudonym for Vick Smeed?



Lasts month's plan of the *Minimod* glider brought a comment from our esteemed Editor reporting that the plan had two sets of wings and no tailplane. That is certainly what the text on the plan said but one set of "wings" was much smaller than the other and was in fact the tailplane, so if you build all the bits on the plan it will make a complete and correct model.

*Free Flight Quarterly* is a newsletter, no adverts, published in Australia and it covers free flight both vintage and modern. The editorial team is international comprising Andrew Longhurst(UK), David Mills(USA), Sergio Montes(Australia), Paul Rossiter(Australia), Chris Stoddart(USA), and Allard van Wallene(Netherlands). The Library is now holding a full set of FFQ from No1 Oct 2001 to the latest issue No74 Jan 2020. The published articles cover their subject with authority and to considerable depth, well worth reading. Have a look at their website [www.freeflightquarterly.com/Wordpress](http://www.freeflightquarterly.com/Wordpress) on which you can see a resume of the contents of the latest issue, and subscribe to the digital edition at US\$20 (about £16) for four issues, printed editions are available if preferred. You will also see listed a number of FFQ books including, "The Compressed Air Engine Book", "P30 Survey 2010", Coupe d'Hiver(F16) Survey 2009", "The Great Gollywock Saga", etc.

More Meccano next month. All plans, as in Meccano Magazine available from:-

Roy Tiller, tel 01202 511309, email [roy.tiller@ntlworld.com](mailto:roy.tiller@ntlworld.com)

Roy Tiller



A reprint of one of my articles from the paperback Clarion of 2003

John Andrews - BMFA Nationals 2003 – etc.

My regular readers may recall that I made a block entry in the 2002 BMFA Nationals and laid the blame at Peter Martin's door. By the way, Peter's associates are amused by the fact that I seem to blame him for many of my activities; surely, that is what mates are for.

Well, I did it again; block entered the 2003 BMFA Nationals that is, not blaming Pete The mistake was all mine own.

I took stock of my models, I am not a prolific builder by any stretch of imagination, and neither do I build anything that could be described as vaguely near exhibition standard, to boot I had made only the STOMPER in the winter building programme (building programme, that's a laugh). Second thoughts, I have the framework of an ACHILLES ready for covering, I have been messing about with that on and off all winter. The wife is off with the car this afternoon, so I think I will go up to the workshop and stick a little tissue later on.

Drifted off course again did I not, back to the model stock. I have three open rubber models; (36-3) the little three-footer in the photo, (O-2) the model that I flew in last years Nationals and my new one (O-3), slimmer, lighter but not yet flown in anger. My new STOMPER-2 would do for Open Power & SLOP and the HEP-CAT for Vintage & Mini-vintage. My Gipsy was still in bits from Wallop, so no Wakefield for me and my LULU had been sucked up into the wide blue yonder at Wallop last year, so no glider. It had been the LULU's first competition flight, Peter had launched it and was timing, he saw the D/T tail go up but the lift was just too good for a lightweight like the LULU and it just kept on going up. I don't think I can blame Pete for that one though.

First day was the open events and I arrived to the howling gale that was to be the 2003 Nationals. I set the estate car into wind and as Open Rubber is my number one interest, began to assemble O-2 in the shelter of the back of the car. I did not intend to risk my lighter model O-3 in the high wind. (I was saving it for the fly-off Ha! Ha!).

With the wind being so strong, I fitted a 20 strands x 3/16-rubber motor rather than the 14 strands x 1/4. It punches through ground turbulence better with the bigger motor (that sounds like I know what I'm doing, Oh Boy! the power of the written word). Unusually for me, I had actually prepared for this year, I had de-stranded all my motors, lubricated and re-stranded. There are five nails stuck in the doorframe over the workshop door where I looped the motors to equalise the strand lengths for re-stranding (I don't think Rachel the wife has seen them yet but I bet she'll be interested when she reads this).

Back to the contest, I had set up my big winding stooge in the lee of a fishing umbrella, with four guys to take the strain (that's ropes not blokes, it's not that big) and two to keep it upright (still looks like I know what I'm doing). Now comes the big letdown. I pick up O-2 from the back of the car and moves around the umbrella towards the winding jig. I was now out in the in the open.

Bang! all of a sudden I have myself a two piece wing. I said it was windy. That was the end of O-2's interest in the day's proceedings. I quickly hid the bits of O-2 back in the box and set about assembling 36-3 to continue my onslaught on Open Rubber (still saving O-3 for the fly-off Ha! Ha! again).



Author with 36-3 in the winding stooge

I went over to Control, booked in and picked up my Flight Card. Peter Spalding was doing the honours, we had a quick chat and in the process, he warned me about the turbulence caused by the trees and cars around the peri-track. Peter suggested that I launch over by the main runway, bear that in mind, I didn't.

I thought I had better have a quick test flight, so I put on half turns and walked out about halfway to the runway. There was virtually no other activity and as a result a photographer appeared as if by magic to record the moment. Fame again thinks I, with my new hat and name blazoned across the front I was bound to make all the magazines. (Must have been a duff photographer).

Being a test flight 36-3 ignored the turbulence (what does Peter know thinks I) and 36-3 zoomed sedately up to a reasonable height, prop folds, glides OK, D/T pops, floats down, flips over and awaits recovery. Job done.

The maximum had been set at an easy (says who) 2 minutes, so I wind 36-3 up for my first competition flight with a conservative 850 turns. With my mate John Nicholson on the watch I walk out towards the runway but not as far as on the test flight. Big mistake. I make a good job of the launch and 36-3 goes straight up through the ground turbulence on the initial burst then settles down to climb. Now Peter Spalding's warning kicks in, before 36-3 reaches the runway she starts bucketing about all over the place and the climb cruise is ruined. However, when the prop finally folded, she still looked plenty high enough for 2 minutes. Wrong.

36-3 starts to glide very brick like, two circles and half the altitude had evaporated, now we were back down in the ground turbulence and this is halfway across the aerodrome. Two quick stalls and wallop, down to earth in something like 1-40 or so, memory dims when recalling disasters. Looking on the bright side, it saved O-3 from a windy fly-off (does it look like I know what I doing now? Do not think so, fly-off Ho! Ho! Ho!).

I recovered 36-3, one prop blade broken, one split and the wire hub somewhat out of shape. I decide I'm going to put in three flights if it kills me. Good old cyno, prop blades back in one piece and hub straightened. Wind up again and move out to the runway (clever Eh!, it takes time but I get the message in the end), good launch again, text book flight, D/T pops well up, simple max still on the airfield (any fool can do it second time).

When I got back from control, Ron Draper, the 1956 World Power Champion, had parked his camper van close by and I popped over for a chat. Knowing Ron, from the best part of 50 years ago (frightening aint it), I decided to give him a demo of my current prowess, as I was much less expert in those days of yore (difficult for regular fans to imagine I know).

I wound up 36-3 again and made a total pigs ear of the launch by not being straight. 36-3 whips round downwind, shooting off for 40 yards or so Quail high at unbelievable velocity before starting the climb. Face was saved however as 36-3 eventually managed to get up quite high in good air and maxed again (I imagine Ron thought 'just like the old days').

That was the end of my competitive efforts at Nats 2003; I gave it best and switched to spectator mode for the next two days.

Day two was even windier but as the wife Rachel and one grandson, 7-year old Jamie, were with me, we were in genuine picnic mode. The weather was quite good if you ignored the wind.

Highlight of the day was the Bowden Contest; we watched the activities from the opposite side of the runway with Ray Allbon and Peter Martin for company. It saddened the heart to see so many crashes as the competitors, brave enough to attempt to compete, struggled with the elements. It certainly was not a good advert for aero modelling, although I imagine there were not too many members of Joe Public watching. My grandson Jamie however, thought it was great as he manipulated my stopwatch as an unofficial timekeeper. He kept calling out the times, three seconds, five seconds etc and was highly delighted when someone flew away for a minute or more. It was just as well that we were on the opposite side of the runway, as his happy chortlings would not have pleased the contestants I'm sure.

We discovered that there were polystyrene indoor models in the hanger for kids use, we had a dabble and I resolved to bring some of my own the next day.

Day three I was on my own, I wandered about for a bit and then took some indoor models I had brought into the hanger and had quite a good time flying my Poly-rat and a couple of other styrene models. After a while, some little lads started kicking a football about and sure enough it finished in the corner with my models, it put a few creases in some of the styrene and snapped a tail-boom. The damage was not serious and I soon had it all fixed. While I was busy surveying the damage, a poor little downcast 6 or 7 year-old appeared at my elbow and set about trying to tell me he was sorry for causing the trouble. He had obviously been ordered over by some adult, but I managed to assure the lad that no serious damage had been done and the models would soon be all up in the roof again.

There were quite a few lads taking advantage of the other models that had been left for them to play with and I finished up as permanent winder-upper as they came to me, one after the other, asking for 300 turns or 500 turns. They had discovered that I had a counter on my winder. This took through lunch break.

In the afternoon, I wandered the flight line to see whom I could put the jinx on. First victim was Dave Greaves; I spotted him winding a coupe and watched with interest as he launched and some mechanical failure in the auto-trim devices brought a premature termination of the flight. "At least it was less than 20 seconds," say I, thinking of the first attempt rule. "I've got a no flight" Dave ruefully remarked, adding "That was the second attempt". I made my excuses and wandered on looking for another victim.

I spotted John O'Donnell with his lightweight shiny coupe waiting for good air. I watched and waited for him to launch, when he did he got the wrong side of the wind, which had veered and his model staggered off straight up the line of parked



cars, struggling for altitude in the turbulent air and dropping out of sight behind some caravan further up the flight line. I don't think he would have maxed with that one.

Victim number three was Noel Parry, one of our regular attendees at David's Friday meetings at the hanger. I spotted Noel with a group of the Biggles club members flying A1 or F1 whatever. I wandered over and discovered that Noel was sitting pretty with 4 maxes already in the bag. He was getting ready for his last flight and was waiting for some good air to fill in his full house and make the fly-off. He hadn't reckoned with my presence and when he eventually launched somewhat indifferently, he got duff air and was down far too soon.

Although Noel slipped down to 7<sup>th</sup>. place the event proved to be a Biggles benefit as other members of the club filled the first three places.

Not my best nationals ever, but I was there.

Change of subject, David passed to me a letter from non other than John Wingate, who has now moved to windswept Anglesey. He now lives in Amlwch, the same town that some old friends of the wife and I live in.

My May article on indoor RTP from Warring's book, prompted John to make some observations from his experiences in the London area during that era. He recalls that RTP flying was done with a line that made the centre line of the model 6 feet from the pole and used a pole height of 3 feet. He suggested that Laurie Barr might confirm his recollections. I had a word with Laurie at the first opportunity but he could not recall the details. He did remember however, being a member of a three man London champions RTP team who went up to the Manchester Corn Exchange to compete against them Northerners. Laurie ruefully recalls that the London lads were soundly beaten, principally because the wily Northern lads had found some micro-thin Tungsten wire for their lines whilst the Londoners were still using furry cotton.

Now I'm back on indoor again I must show you the biggest indoor model I've ever seen. Bob Bailey turned up with this monster model at the early Cardington meeting this year. I believe his intention must be to make an attempt on the Absolute Indoor World Record.



Bob Bailey with his huge indoor model. Weighs in at about 2.5 grams

Bob said he was a bit disappointed with it as the CG was not in the right place. When he flew it, it looked absolutely magnificent to my eyes.

Talking weights, I find it difficult to believe that he said it was about 2.5 grams. He further said that he would be putting this one away for the time being as he had another that was slightly smaller but only weighed 1.6 grams and looked a better option.

Those wings appear to be completely unbraced and the whole thing floats about at a ridiculously slow pace. I have some nice video footage of Bob releasing the model and it floats away like some enormous soap bubble with all the surfaces flexing as it goes.

I seem to be writing another book, don't want Clarion overweight again so I'll quit for now.

*John Andrews*

Saturday 22<sup>nd</sup>. February, took time off from New Clarion writing and was off to Bloxwich with Rachel for the Sneyd indoor meeting. I deposited Rachel at our daughters, a short distance from the Sneyd sports complex, and carried on down the road to the venue. Once in the car park it was, load up my sack barrow with Table, flight box and model box and off into the hall. Paid my dues at the door and acquired a seat, then sat down to recover from the exertions, not too fit these days. After a chat to Derek Richards & Eric Hawthorn, who were alongside me, I eventually set up my kit and unboxed my Gyminnie Cricket No1. Consultation with the flight logbook and I fitted a .090" x 12" loop motor and put 800 turns on for a serious test flight. It turned out to be a textbook flight, just up to the lighting array and a good cruise and let-down. By now it was the first R/C slot which is the last 15 minutes of the hour so I basked in the glow of my first effort and awaited the next FF slot. I took a couple of pictures and then in the next FF slot I pushed turns up to 1000 for a timed flight. Quite a bit of rafter banging ensued but the model survived to record 3-38. The motor is too strong really but flights are without stress when winding as turns are nowhere near maximum.

More chit chat and a few more pics and it was R/C slot No.2. after which I tried for a repeat Cricket flight with 950 turns and low level launch. Still a rafter banger and model was deflected into the wall to terminate the flight. That was my sum total for the afternoon.

I packed up my kit in the final R/C slot and it was back to my daughters for a coffee and later a nice Chinese takeaway supper before cruising back down the M6 to home.

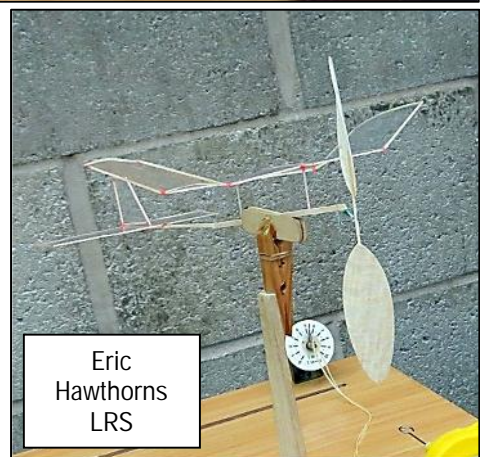
#### A few of the pictures



Mick Brown and the first of the new Frog Senior Redwings for Thorns xmas comp



Graham Smiths latest R/C Scale model of the Aviatc Berg DI.  
Out on initial test flights



Eric  
Hawthorns  
LRS

John Andrews



I wish I had never thought of this handicapping subject, it would have saved a lot of head scratching and I have the feeling that it is all to no avail.

Having started I felt I must follow through so I printed out the result sheets from the last four Free-Flight Nationals and took a look at them. My idea of calculating an average flight time for each class of model was soon put on the back burner as it was obvious that an enormous amount of work would be required, particularly as all times had to be converted to seconds before I could start. I tried with the 1919 Glider, Rubber, Power & Mini-vintage competitions for a first off and it took several attempts with the calculator before I managed to get realistic looking figures. Finger trouble and an iffy calculator were to blame.

I also recorded the times of the flyers who were halfway down the lists. Interestingly this  $\frac{1}{2}$  way time was a few seconds more than the average flight times in Glider, Rubber & Power but a few seconds less in Mini-v. This proved to be coincidental.

To get a bit more data I calculated the average flight times for 2018 as well. I also recorded the times for the contestants halfway down the results ( $\frac{1}{2}$ ).

For your interest (*if you have any left*) I list the results.

**Analysis** of three flight totals, times in seconds.

Class	2016	2017	2018	2019
Glider average time, secs	-	-	319	363
Glider $\frac{1}{2}$ table time, secs	395	252	306	380
Rubber average time, secs	-	-	260	349
Rubber $\frac{1}{2}$ table time, secs	228	150	276	396
Power average time, secs	-	-	399	330
Power $\frac{1}{2}$ table time, secs	450	150	450	353
Mini-v average time, secs	-	-	280	253
Mini-v $\frac{1}{2}$ table time, secs	233	315	310	225

The Cagnarata scoring system is intended to equalise the performance of the various model classes to enable them to compete against each other on a relatively level playing field.

To my eyes, from the few calculations I have done, there does not appear to be any form of consistency in the competition results I used that could possibly lead to any modification of the Cagnarata system nor suggest any alternative handicap system.

The fundamental problem is that there are too many variables: thermal assistance; maxes limiting flight; incomplete flights due to model loss or retirement. All these things, including the fact that I only had three flight competition results to work with, made the exercise fruitless. It should have been obvious from the off really.

To finally wrap up this exercise, a few words on handicaps for individual flyers. Last month I suggested that individual handicaps could be applied to the 'Southern Coupe League' and a flyer's handicap time deviation be added to his competition flight time for a handicap corrected score. This is where our friend the maximum destroys the idea as a flyer with a large h'cap could achieve a score that was unachievable by an expert with a lower h'cap.

I also mentioned a more accurate method where by the flight score is a ratio of h'cap time deviation from max and flight time deviation. This also falls apart due to maxes introducing the possibility of 0's and infinity.

Let's forget it, 'Cagnarata' rules OK.

*Andycapper*

Not a lot to report since last month other than a visit made to RAF Abingdon to assess the site. Pete Carter & Chris Redrup deem it to be sufficiently acceptable to hold the comp schedule for the Odiham venue, which is good news. Pete is now in the process of sorting out a licence in conjunction with the backup of the Southern Area BMFA. More news as it becomes available.

The 1<sup>st</sup> Area meeting is on the near horizon (1<sup>st</sup> March) but a quick look at the forecast for next Sunday doesn't bode particularly well! We can only hope.

On the Dick Twomey auto-biography front, he now has his ISBN number & I have a printed copy to forward to Andrew Boddington as he has kindly agreed to review it & report in a future *Aeromodeller*. Having now read this small volume, I can say that it is a very interesting read & well worth the probable asking price of £10. Dick's early aeromodelling activities stood him in very good stead when interviewed for the RAF - fair to say that he wouldn't have been accepted if he hadn't possessed that knowledge.

The KK Bandit fuselage is covered, doped & fuel proofed. All that remains is to fit the home made RDT & we're ready to go - assuming cooperation from the weather at some point. A start has been made on a replacement wing for a Lulu, hopefully to be flown at the Nats.

Not much else, other than more disquieting news on the drone front of further potential changes to the law.

To quote "In July 2020, new European drone regulations are scheduled to start in the UK, despite the UK having left the EU. This will see the UK align with the European Aviation Safety Agency.

*In a nutshell, the new rules will see drastic changes in the differences between leisure/hobbyist and commercial flights, with a greater emphasis on the type of drone(s) you have and where you intend to fly. This will be on top of the current registration requirements already in place.*

*New drones will be classified under a new system, as well as flights themselves being categorised. The aim is to make things simpler, and indeed safer, than they are now. But like with anything new, only time will tell how effective this new approach will be."*

In the meantime, beware: Police forces across the country have received new powers to land, inspect and seize drones thanks to new legislation - the Traffic Management and Unmanned Aircraft Bill. They also have new stop and search powers around airports, prisons and other restricted locations.

*Drone pilots could face on the spot fines of up to £1,000 for offences such as not having or displaying a flyer ID on drones weighing over 249g, not being able to provide proof of permissions and exemptions and, of course, for flying dangerously and/or in restricted locations.*

So if you fly anything over 250 grams, when flying be sure to carry your registration certificate with you & to have applied your Operator ID from the CAA to each & every model.

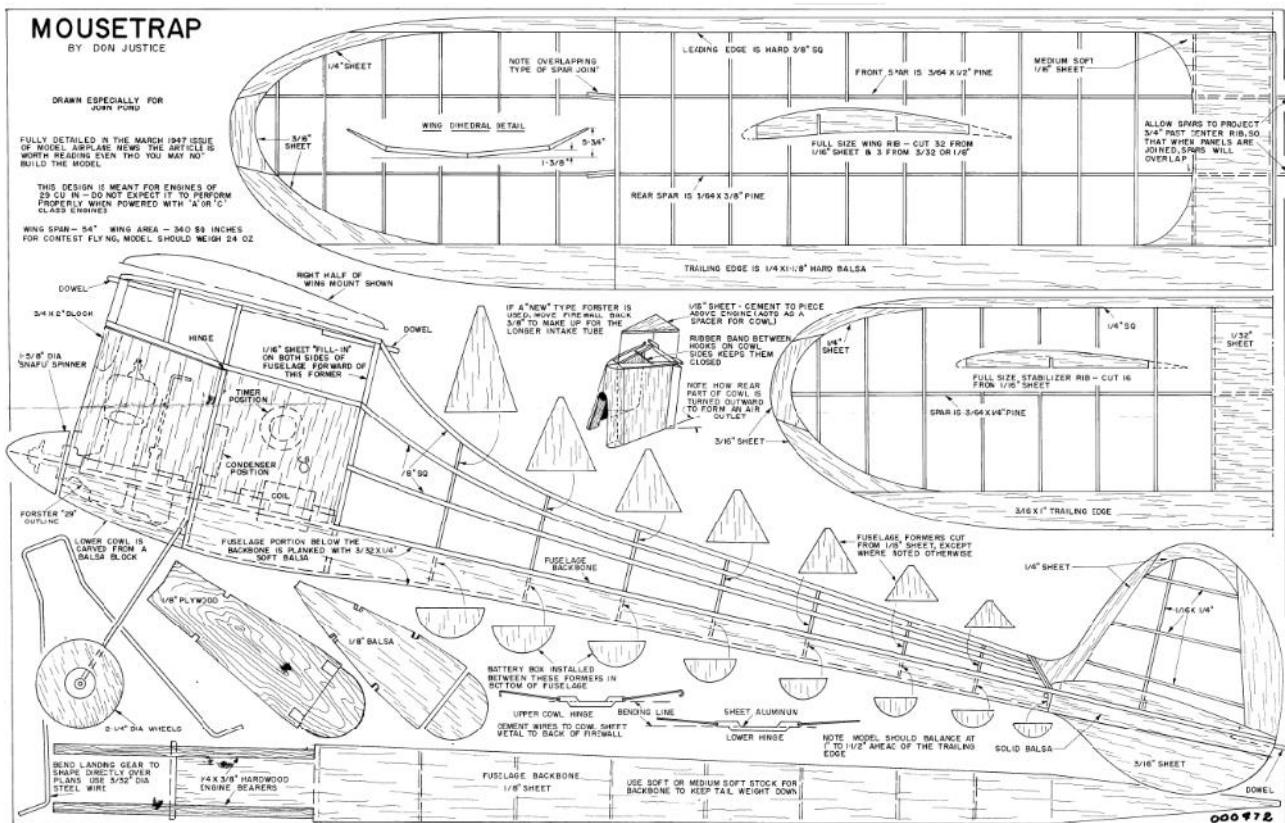
On that happy note, let the new flying season commence!

Roger Newman



[illegible]

## Power: Attractive vintage style pylon model from USA - Mousetrap



Roger Newman

### Aeromodeller Departed: Mike Evatt

Very sad news, I'm afraid. Mike Evatt died in the afternoon of Monday February 10<sup>th</sup>. in hospital after a short but devastating illness. He was a many-talented man and will be very much missed.

I know Maggie would very much appreciate your support, I'm sure.

Her address is 6, Armley Close, Long Buckby, Northampton, NN6 7YG

Mike's funeral will be on March 6th at 12.00 hrs at St. Edmund Church, Hardingstone, Northampton NN4 6BZ, with a wake afterwards at:

The Hopping Hare, 18 Hopping Hill Gardens, Duston, Northampton, NN5 6PF.

Could you please let Maggie know A.S.P. if you will be coming to the latter, so she can let caterers have an idea of numbers. She is at: [maggiewindeyer@aol.com](mailto:maggiewindeyer@aol.com).

Martin Dilley



## ODIHAM EVENT CANCELLED

The event planned to take place at Odiham this year on the 31<sup>st</sup> May has had to be cancelled. The available dates were very restricted this year because of the Farnborough air show and the planned resurfacing of the runway, and though the military authorities were keen for us to hold the event, they required a member of the RAFMAA being present to supervise. Unfortunately there are only two such personnel currently and neither of them are able to attend on the available dates. Nevertheless, RAF Odiham are keen for us to have at least one event next year.

Negotiations are currently in progress with a possible alternative venue and it is hoped that we will have good news shortly.

Chris Redup

## Southern Coupe League 2020

The latest schedule of events counting toward the Southern Coupe League is as follows. The loss of the First Area meeting means there is a gap until the next event in April, plenty of time to get your models trimmed.

01/12/19	Coupe de Brum	N Luffenham	
26/04/20	London Gala	Salisbury Plain	
14/06/20	Oxford Gala	Port Meadow	
28/06/20	4th Area	Area venues	
23/08/20	Southern Gala	Salisbury Plain	
13/09/20	Crookham Gala	Salisbury Plain	
17/10/20	Coupe Europa	Salisbury Plain	

## Impington Village College - Cambridge

**Indoor flying on 15th March 2020 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 hope to be in attendance to supply all your needs on the day. Contact Chris Strachan shortly before the event if you need to be certain. Contact details below.

### 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 and up to 90 "difficulty bonus points", the purpose being to encourage those flying models of difficult and adventurous prototypes**  
Any number of flights with a 10 second bonus for ROG.  
Total of best two flights plus scale and bonus 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. 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

Andrew Boddington will describe the work done by his late father David producing both models and full size manned replicas for the film industry. Andrew is well known to many of us as the Editor of Acromodeller and a good friend of Impington. I am sure that his audience will use this occasion to ask his views on the future direction of aeromodelling.

### Round the Pole

Will Beavor will be bringing his equipment, using 4605 connectors at the model, available from The RTP Hut ([www.thertphut.co.uk](http://www.thertphut.co.uk)). 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](http://www.impmac.co.uk) for more details of club activities

**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 R1049. At the roundabout take R1049 to North signed Cottenham, Histon. In ¾ km at 2<sup>nd</sup> 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](mailto:chris.strachan@btinternet.com)**



# CROYDON WAKEFIELD DAY

11<sup>th</sup> April (Saturday)

Salisbury Plain Area 8.

4oz and 8oz Wakefield, F1B (in rounds),

Marcus Lightweights (RAFF V, Bazooka, Dinahmite, Supa Dupa)

For further information please contact:

Ray Elliott tel 020 8997 7745, email [ray.elliott8@btinternet.com](mailto:ray.elliott8@btinternet.com).



**THE 2020**  
**SCALE INDOOR NATIONALS**

**WEEKEND**  
**EXTRAVAGANZA!**

**RC RADIO CONTROL**  
on the 18th April  
★ With new 'Kit' and 'Air Race' classes

**FREE FLIGHT**  
on the 19th April  
★ With new scale and 'No-Cal' classes

**The world's finest scale models – in action!**

For more information contact Mike Stuart - [ffscale@googlemail.com](mailto:ffscale@googlemail.com)

**WALSALL CAMPUS SPORTS CENTRE, WS1 3TA**

*Editors comment: I recommend these events above as a spectator, there is a superb viewing balcony with seats and catering available and it gets you level with the flying aircraft. The pits area is also accessible so you can get close to the competitors models.*

*It's a superb day out and Rachel and I attend every year.*



# Dreaming Spires Free-Flight Rally-2020

DATE : 14<sup>th</sup> JUNE 2020 - STARTING at 10 a.m.

VENUE :- PORT MEADOW, WOLVERCOTE, OXFORD

## CLASSES

FIG (COUPE d'HIVER) } 5 FLIGHTS  
FIH (A/I GLIDER) }

MINI VINTAGE RUBBER (Max span 34") }  
VINTAGE/CLASSIC GLIDER (Comb) } 3 FLIGHTS  
HI-START GLIDER }  
E30/P30/CO<sub>2</sub> (Combined) }

HLG/CATAPULT GLIDER (Comb.) 7 FLIGHTS

ALL TOWLINES 50 METRES



FREE-FLIGHT SCALE to "DREAMING SPIRES"

RULES - No Documentation, Static Judging, Quality of Flight etc. i/c motors up to 1.5 c.c. allowed.



ALL FLIERS MUST BE INSURED

NO STREAMERS ON POLES, NO THERMISTORS, NO BUBBLES. NO i/c POWERED MODELS OTHER THAN IN SCALE COMPETITION

CONTACTS :

LAURENCE MARKS  
laurencemarks64@googlemail.com

ANDREW CRISP  
4 GROVE STREET  
OXFORD OX2 7JT  
Tel:- 01865 553800

## **CROYDON COUPE EUROPA**

**17<sup>th</sup> October (Saturday)**

Salisbury Plain Area 8.

F1G ( in rounds), Vintage Coupe.

Flitehook trophy for F1G teams.

Start 10am.

Entrance to Area 8 is approx 2 miles west of Shrewton  
on B390 to Chitterne.

For further information please contact:

Ray Elliott, tel 020 8997 7745, email [ray.elliott8@btinternet.com](mailto:ray.elliott8@btinternet.com).



# Peterborough Flying Aces

Sunday 6<sup>th</sup> September 2020

At Ferry Meadows, Nene Park, Peterborough PE2 5UU

Competitions 10.00 to 16.15

## A NEW EVENT FOR 2020!

**KK Robin Precision Flight Time rubber event. £50 PRIZE FOR THE WINNER.**

3 **different** target times. Note! Model must use plastic prop 8" Max dia. For original KK kits for £20 (£22.90 inc p&p) contact Brian Lever at [blever@btinternet.com](mailto:blever@btinternet.com) or 01733 252416

**SCALE MODELS NOTE!** ALL scale classes, except MASEFIELD Rubber Scale are judged for flight profile and realism by the Flight Judges. They may ask for some verification, so please have the plan or, if scratch built, the 3 view available on the field.

**Masefield Rubber Scale-** Any scale rubber model, to which **Masefield** type bonuses will be applied. **No flight judging**, just duration plus bonuses. Present model to control for processing.

**Open Rubber / CO2 / Electric Scale** For models that are not necessarily "Kit" models Judged for flight profile and realism. Any CO2 motor/tank permitted. See note re verification

**Kit Scale** ANY rubber powered Kitted model up to 36" span. Judged for flight profile and realism. See note re verification

**Jetex/Rapier Authentic Scale** Judged for flight profile and realism. See note re verification

**EDF Authentic Scale** Judged for flight profile and realism. See note re verification

**Jetex/ Rapier Profile Scale** Judged for flight profile and realism See note re verification

**P-20.** 20" span and length. Max 8" plastic prop, 6 gram motors (may be external).

**Cloud Tramp** 5 flights NO MAX. (best and worst times discarded, and the remaining 3 times totalled. Note! If fewer than 5 flights logged the best and worst are still discarded.

**Frog "Senior" Rubber Duration** (for plan see <http://www.houseoffrog.co.uk>)

**Vintage Model Company "PILOT" Rubber Duration.** Senior and Junior Classes.

Model must use kit prop. Note! We would like to see that any junior has had a hand somewhere in the building of the model.

**Rubber Ratio: NO MAX.** Any rubber powered model with wing span 15" - 25" (tip to tip).

(KK "Elf" is eligible). Flight score is total time in secs (for 3 flights) divided by span inches.

**Catapult Glider:** Catapult, max 2 grams rubber on a 6" max handle. This equates to a 280mm length of 3/16" rubber tied into a single (140mm) loop. Any model permitted.

**TableTop Precision** Precision flight time Rubber event - models must Rise off Table.

**36 inch Hi-Start Glider:** Any glider up to 36" span launched by the supplied "Hi start" bungee.

**Best Unorthodox:** Unusual models. Must be seen to fly by the nominated Scale judge

**Open E20 Electric Duration** Max length and span, 20 inches. Any motor, battery and timer. Max motor run 8 secs. DT and RDT permitted. Certificate for best "Ferry 500" Restricted Class model. (for rules see [www.peterboroughmfc.org](http://www.peterboroughmfc.org)).

**Rubber Scramble:** 20 minutes, use any rubber powered model that qualifies for one of the above events. Competitor must both wind and launch, from box, but may use a retriever.

**Flying Swarm** Mass launch for any non electric model that is eligible for one of the day's competitions. Last model down is the winner.

**Young Flying Aces:** Prize for Best Junior, Scrolls for top 3 (Jun. 17yrs or under on 31/08/20)

Prize for 1<sup>st</sup> place: **Scrolls** for 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup>:

**Bumper Raffle: Note: this is a Free Flight event: No Radio Control:**

**Proof of Insurance required for all flyers.**

**Revel in the special atmosphere created at this unique event: Discounted parking. Toilets, Café, and Park Visitors Centre.**

Contact Brian Waterland on 01778 343722 (07717 461000 on the day).

See also Peterborough MFC Website at [www.peterboroughmfc.org](http://www.peterboroughmfc.org)

(1a)



## Salisbury Plain Area 8. 2020.

Bids have been submitted to use Area 8, Salisbury Plain, for free flight, every Saturday and Sunday, plus 3 Bank Holiday Mondays in 2020.

At present these bids have been formally authorised until the end of March, although I do not anticipate there will be any problem with the later bids.

For those wishing to sport fly/trim, an annual permit must be obtained through: [donna@bmfa.org](mailto:donna@bmfa.org) for £20.

The terms and conditions remain the same as in previous years.

On contest days only, non-permit holders can sport fly/trim on payment of a site access fee of £5.

All flyers entering a contest must also pay the site access fee. This applies to Club Galas, Centralised, and Decentralised BMFA events. The exception to this is for BMFA Contest Season Ticket holders, who will not be required to pay the site access fee for BMFA Centralised events, and the World Cup events.

We have been politely asked not to create any new vehicle tracks on the area and to ensure that we stick to the established tracks when driving.

Most of you will be aware that part of the area was used as a film set in the spring of 2019. This has resulted in the access track being improved. The set was a French farm, the film is 1917, and will soon be showing at a cinema near you.

Peter Watson.

### L'AQUILONE SAM 2001

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

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

#### Model

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

#### Engine/motors

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

#### Electric Motors:

Any electric motor is admitted with direct drive

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

-450 Mah 2 cell LiPo; separated batteries pack for Rx alimentation is allowed.

#### 48" Wingspan;

**I.C. Engines:** Any engine with 2.5 cc. maximum displacement; Fuel tank : 6 cc. R/C carburettor is admitted.

**Electric Motors:** Any electric motor is admitted with direct drive freely assembled admitted batteries: -500 Mah 3 cell LiPo separated batteries pack for Rx alimentation is allowed

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

#### Flights and results

Each competitor may fly as many flights as wished during the admitted period but only the best flight will be considered for the final result.

Hand launches are admitted. The flight time start when the model is released or takes off. The flight time ends when the model lands or hits a fixed obstacle. In case the model flies out of sight the timekeeper will time for 10 seconds after losing sight of the model. Timing will continue if model is seen again or stopped after 10" deducting this time from the total time of the flight.

#### Awards :

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

#### Results

Results, address, photos and technical specification about model must be forwarded to the Organization within the 15th June 2018 to Curzio Santoni ([cusantoni@tin.it](mailto:cusantoni@tin.it)) or to Sianfranco Lusso ([gfl@orange.fr](mailto:gfl@orange.fr)). Many pleasant flights and happy landings to ALL!!!!

#### Special Prize Vic Smeed

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

#### Special Prize David Baker

The 2012 was the 5th edition of SAM 2001 Tomboy Rally and we have scheduled a special prize for the three best flights obtained with 36" Tomboy F/F. Only engines diesel max 0.75 c.c. shall be used. The other rules are the same for 36" or 44" wingspan type. It is possible to use an R/C Tomboy, however, being this a free-flight contest, the time must be stopped when transmitter is used, since the aircraft model should fly freely from any control from the ground. Good thermals



Indoor Flying with the South Birmingham MAC  
**Mainly Free Flight**  
**Thorns Leisure Centre.**  
**Stockwell Ave.**  
**Off Thorns Road - Quarry Bank - West Midlands - DY5 2NU**  
**Saturdays 1pm until 4pm**

**2020**  
**Jan 11<sup>th</sup> – 8<sup>th</sup> Feb – 7<sup>th</sup> Mar – 4<sup>th</sup> Apl – 2<sup>nd</sup> May**

**Admission - Flyers £8.00 - Spectators £2.00**  
 Ultra-light R/C models may be flown for the first 15mins of each hour  
 (quad copters or heavy fast flying models not accepted)  
 For further information phone Colin Shepherd 0121 5506132  
 or e-mail [cosh43@hotmail.com](mailto:cosh43@hotmail.com)

**Indoor Flying**  
**Bethesda North Wales**  
 Sessions are first Sunday of the Month  
 September '19 through to May '20  
**13.00hrs til 16.00hrs**

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

Fee £7 - £10. Contact Martin or Allan on 07425 860821  
[martin.pike.xray@btinternet.com](mailto:martin.pike.xray@btinternet.com) [allanb2005@yahoo.co.uk](mailto:allanb2005@yahoo.co.uk)  
 Facebook <https://www.facebook.com/Flying.Bethesda/>  
 Teas & coffees available from the machine.



**Bloxwich Indoor Flyers**  
**Free Flight & lightweight RC**  
**Sneyd Community School**  
**Vernon Way, Sneyd Lane,**  
**Bloxwich, WS3 2PA**  
**Saturdays 2pm until 5pm**  
**Flyers - £8 Spectators £2**  
**2020 dates**

**Jan 25<sup>th</sup> - Feb 22<sup>nd</sup> - Mar 21<sup>st</sup> - Apl 18<sup>th</sup>**

**Contact- Allan Price Tel: 01922 701530**  
**e-mail: [montrose32@btinternet.com](mailto:montrose32@btinternet.com)**



## **BMFA South West Area** **Indoor Flying**

organised by

**Cornwall Vintage Aeromodellers**

at

Saints Health and Fitness Centre

St Austell Rugby Club

Tregorrick Park, St Austell

Cornwall, PL26 7FH

Flying from 1200 to 1600 on the following dates,

**2020**

**Sun 12<sup>th</sup> Jan - Sun 16<sup>th</sup> Feb - Sun 15<sup>th</sup> March**

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

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

Phone: David Powis on 01579 362951

Email: dave\_powis@hotmail.com

## **FLITEHOOK**

**Indoor Free Flight Meetings**

**West Totton Centre,**

**Hazel Farm Road,**

**Totton, Southampton.**

**SO40 8WU**

**2020**

**12<sup>th</sup> Jan: 9<sup>th</sup> Feb: 8<sup>th</sup> Mar: 12<sup>th</sup> Apl:**

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

Contact: Tel. 02380 861541

E-mail [flitehook@talktalk.net](mailto:flitehook@talktalk.net)

Café on Site

**Flyers £8**

**Juniors & Spectators Free**

Flyers must be BMFA Members



*Waltham Chase Aeromodellers*

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

**Tuesday Evenings**

**2020**

**7th.Jan - 4th.Feb - 3rd.Mar - 7th.Apr**

**5th.May - 2nd.Jun - 7th.Jul**

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

Admission to the meetings will be **£5** for fliers and **£1** for spectators,  
whilst accompanied children will be admitted free.

Junior fliers will be charged as adult spectators.  
Fliers will be required to show proof of insurance.

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

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

Waltham Chase Aeromodellers look forward to welcoming all indoor F/F fliers to these events.

For further details please contact:

Alan Wallington, "Wrenbeck", Bull Lane, Waltham Chase, Southampton, Hants.

(Tel. 01489 895157) (e-mail: [WCAero@outlook.com](mailto:WCAero@outlook.com))

or see our web site: <https://wcaero.bmfa.org>

# SAM Speaks USA.

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

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



## THE 2019 FREE FLIGHT FORUM REPORT

**It's a Bumper Issue**

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

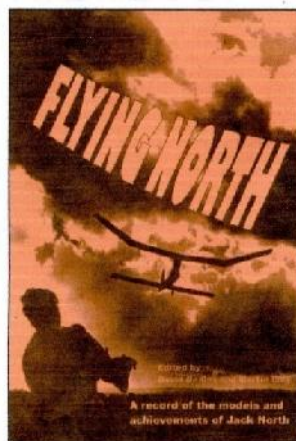
Only Joules and Forces - Peter Watson;  
 Classic 1/2A Models - Simon Dixon;  
 Trimming the Sopwith Snipe - Mike Smith;  
 Russell Strips - Russell Peers;  
 Testing June 2016 Tan Super Sport in April 2017 - Tim Chant;  
 Developments in Carbon Wing Construction - Stuart Darmon;  
 Buckminster - We've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



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

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





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

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

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

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

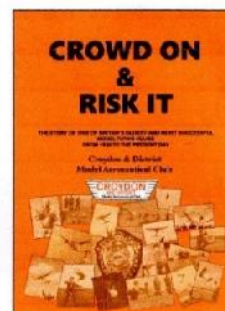
## CROWD ON & RISK IT

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

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

Just £8 by PayPal or cheque.

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



## DILLY JAP IS BACK

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

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

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

I'm on 0208-7775533 or e-mail: [martindilly20@gmail.com](mailto:martindilly20@gmail.com)

### INDEPENDENT REVIEW OF DILLY JAPANESE TISSUE

The following appeared on the Hip Pocket Aeronautics Builders' Forum. Nine different tissues were tested, doped and un-doped.

"I am really impressed with how well this tissue performed. Dilly Jap tissue with 2 coats of thinned nitrate dope is around 8% stronger than the old 00 silkspan with 2 coats of dope, yet Dilly Jap is 0.09 grams per square foot lighter. Here are the test results:

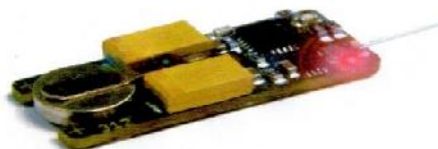
Test#	Tissue Type	gm/sq ft	Avg Ten Str lb	Spec Str lb/gm
9a	Dilly Jap tissue (UD)	1.20	14.74	12.28
9b	Dilly Jap Tissue (D)	2.04	19.70	9.66

So far, the Dilly Jap tissue has the highest specific strength of all the tissues and silkspans tested. Doped Dilly Jap has nearly double the strength of doped Japanese Esaki tissue and yet doped Dilly Jap weighs 0.1 grams per square foot less than doped Esaki. Dilly Jap can't be beat for weight critical contest models requiring the torsional rigidity afforded by tissue papers!"



# 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

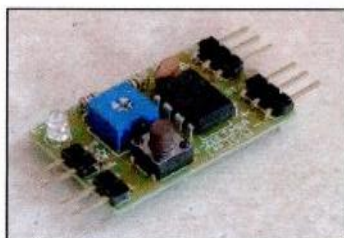
Very quick delivery, often next day

On sale at

[http://www.leobodnar.com/shop/index.php?products\\_id=217](http://www.leobodnar.com/shop/index.php?products_id=217)

or contact Peter Brown 07871 459291 for options

# E-Zee Timers



## *E-ZEE FF Combined Electric Motor Power and Servo Operated DT Timer Type EFF 1*

**Cost £15.00 + p & p**

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

a simple push button / LED interface

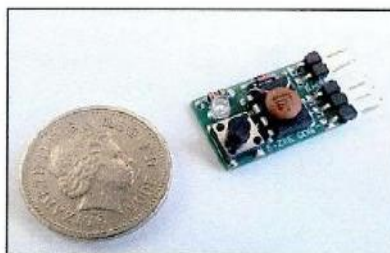
- motor run duration:-adjustable 1 to 30 seconds, set in 1 second increments
- d/t duration:-adjustable 10 seconds to 5 minutes, set in 10 second increments
- motor power:-adjustable at all times from zero to full throttle (by potentiometer)
- push button immediately stops the motor at any point during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

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

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

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

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



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

Timers are supplied with a comprehensive instruction manual and users guide

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

## Dens Model Supplies

*On Line shop at [www.densmodelsupplies.co.uk](http://www.densmodelsupplies.co.uk)  
Or phone Den on 01983 294182 for traditional service*



## Provisional Events Calendar 2020

With competitions for Vintage and/or Classic models

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

**Please check before travelling to any of these events.**

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

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

[www.SAM1066.org](http://www.SAM1066.org)

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

[www.freeflightuk.org](http://www.freeflightuk.org) or [www.BMFA.org](http://www.BMFA.org)

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

[www.SAM35.org](http://www.SAM35.org)

## Useful Websites

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

control/left click to go to sites

### Are You Getting Yours? - Membership Secretary

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

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

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

P.S.

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

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

Your editor *John Andrews*