NEW Clarion

SAM 1066 Newsletter

Issue nc032021

March 2021

Affiliated to SAM 1066 Website: **Club No. 2548** www.sam1066.org

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

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

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

Contents

Editorial

Currently awaiting the latest easing of restrictions which should be revealed before this magazine is published. Fingers crossed.

This last total lockdown Rachel and I have survived without any murderous inclinations, the current problem is the wine stock which is perilously near exhaustion. Looking back, after the last wine scare, we took delivery of 5 cases of wine before Christmas, that's 60 bottles, who has been drinking it all?

It's anyone's guess as to when the BMFA contest calendar will resume but I have booked accommodation for the East Anglian Gala, after Peter Watt's prodding, in the hope that things may allow outdoor competitions by then. We can only hope.

Right let's see what I've managed to cobble together for this issue thanks to support from my call to arms.

Our chairman Tony Shepherd is first up with news of his latest build, the 'Popsie'. One of Vic Smeed's many many designs. I had the good fortune to meet Vic at one of David Baker's hanger meetings in his home. Mike Myers was also on hand being over here on one of his frequent trips.

These pictures were probably taken early in the 2000's on film and subsequently scanned in 2016

Ben Hobbs, in answer to my call, has put together a few words on his modelling life. This is the sort of piece that most of you should be able to assemble, you may not believe it but members like to hear how others got started and progressed.

I've weighed in with another past memories piece. It takes me a while to drag a few occurrences to the surface whilst writing. I seem to be able to think of a few things whilst occupied elsewhere but they are gone when I come to write.

We have a bit of input from the USA in the shape of a couple of emails from Robert Hauk and Larry Jolley. I've tried to persuade them to write more, here is hoping.

I've dug up another historic article of mine from Clarion of the past, I find them interesting, I don't know about you.

Derek May is another stalwart who has answered my plea for content with a discourse on lost models of his own. He suggests we submit numbers of lost models for a comp to see who has cast away the most.

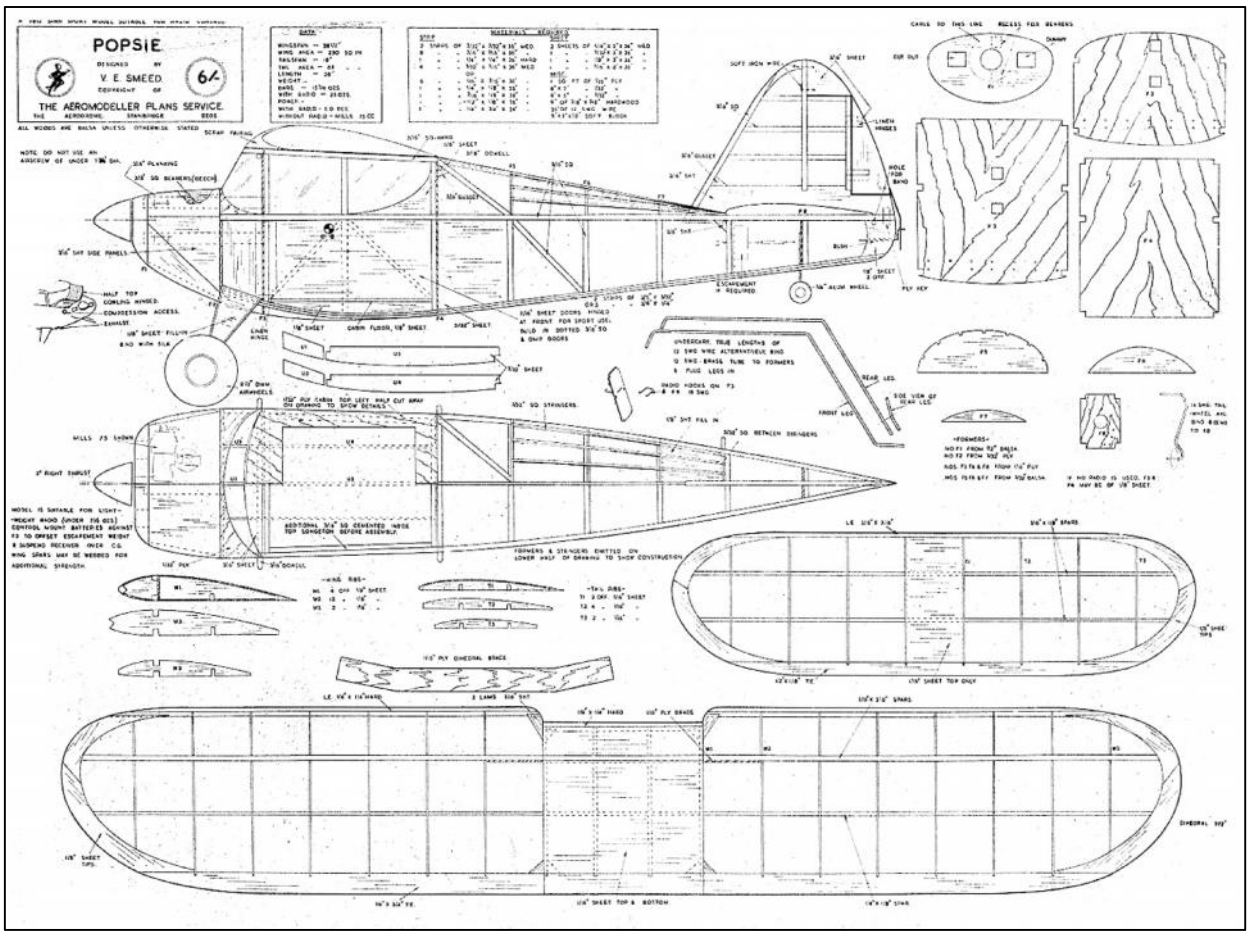
The rest of the content is from our regulars Nick Peppiatt, Roy Tiller, sec. Roger Newman and a collection of odds and ends I've scraped together.

Editor

Popsie - Tony Shepherd

Finishing the Vic Smeed Popsie - a partial lockdown job

So a few years ago I was at Beaulieu for some form of flying and was chatting with our Honourable Secretary who had brought with him Dennis Underwood for the day. Dennis had chucked a few models in the back of Roger's car and had included a Popsie which was a new one on me. It was clearly well used given that much of the engine bay and surrounding bits were well sprinkled with claggy old fuel residue and black splodges but this didn't detract too much from the quirkiness of the model and it went on my "to be built one day" list.



The model is one of Vic Smeed's designs and was featured in the December 1951 Aeromodeller. It was intended for early radio control which explains why you could fit half a house brick in the cabin but Vic also suggests that with a Mills 75 on the front it would be ok for "sport flying" - or free flight to us.

Moving on a year or two I was at the Nats and whilst poking around the Belair stand I noticed an enlarged version of the Popsie with radio control installed. Anyway a chat revealed that the original version was also available as a short kit so money changed hands and away I went with some balsa bits. Now if you're like me, new kits are often subjected to that initial burst of enthusiasm after which they languish in the state in which they were left, waiting for that next burst which can be weeks, months or even years later. I suspect that I started with the tailplane, and then the wing, and at some stage covered both of them before moving onto the incredibly voluminous fuselage - all of this happening in fits and starts whilst other things temporarily took centre stage.

I can remember a year, or maybe more, ago when I was shifting some stuff in the model room and something large fell from the top shelf and landed on the mostly constructed Popsie fuselage breaking the lower longerons and taking out a fair smattering of cross pieces and generally making a right mass of the whole shebang.

At this stage I have to admit that the quirkiness that had initially attracted me to the model had by now diminished more than somewhat and had the flying surfaces not been complete then I might well have stuck the fuselage in the bin. But it was decided that a repair was feasible and it actually turned out to be much easier than expected as these things usually do and before long the back and front ends were once again securely united albeit with double thickness longerons in the area of the earlier impact.

The arrival of last autumn saw another enthusiasm burst and the repaired fuselage coming out of mothballs for completion up to the firewall followed by covering with Mylar and jap tissue. Like so much of the latter part of the build it turned out to be much more fiddly than I'd have liked but gradually we got there and the addition of all those little hooks and guides and bits relating to the DT and bug completed that phase. That just left the engine bay.

As is probably the case with many of you, I happened to have a spare Mills 75 in my engine box and that had been earmarked for the Popsie.

But an offer from Mo's brother-in-law's twin brother saw the arrival of another that used to belong to an uncle of theirs. It didn't work at first but a fairly painless refurb (the topic of a future article) saw it starting and running nicely so the beams and cowling were manufactured. I couldn't be doing with the plan's sidewinder installation and instead went for a vertical mounting. The width at the front was also significantly reduced as despite being right handed, I'm a left handed engine flicker and have the prop horizontal at TDC and a wide front end would just mean that I gouged lumps out of it with my finger nail all the time.

Final job was the glazing, a job I can't stand (your Hon Sec and I were comparing notes the other day and agreed whole heartedly on this matter!) Has anyone ever found a screen template on a plan that actually works? Previous Chairman, Lord Thommo of Hartley Witney, on the rare occasion that he built a cabin model (see NC Jan 2011), never glazed them, preferring to just fill in the gaps with wood - as he said "Forget beauty and go with practicality". Anyway, I struggled and made a passable job of it and that was it, Popsie RTF.

Much like the bursts of enthusiasm for the build, the degree to which I like a model waxes and wanes and this one has clearly been no exception but having finally arrived at the end of the build I'm finding that I'm now looking forward to getting it out onto Salisbury Plain or Beaulieu Heath so if you're lucky and all goes well then a flying report will follow.

Popsie ready to go

Tony Shepherd

Extract from Model Aircraft March 1952

One writer to this journal appeals for the standardisation of lug-holes. While I agree that this would probably be of great benefit to the competition mike wielder, I should say that more urgent consideration should be given to the washing out of same.

Moddlecoddle Modeller

At last my eyes are open. I can see now just what kind of a spoilt little darling the average aeromodeller has become. For all that parental care and devotion which is lavished upon him so freely he shows not the least sign of gratitude, and to those who serve his interest so faithfully, with such prodigious feats of organising and administrative skill, his only reward is the usual outburst, of petulant criticism.

Recent exposure, of his ignorance of the "Code Sportif" is but one example of his selfish disregard of the heroic labours being carried out by others for his greater pleasure and enjoyment. While he might be romping light-heartedly over the flying field, earnest and self-sacrificing minds were being diligently applied to the compiling of this epic document. That it didn't make sense is beside the point. The appalling thing is that our mean-hearted little ingrate quite unashamedly declared that he wasn't even aware of its existence,

Perhaps the most shocking revelation of his nursery antics is to be seen in his peevish attitude towards, the recently introduced Official Secrets (Models) Act, 1951 ; legislation of which was first applied at the 1951 Wakefield Trials, and was later extended to embrace the much heralded British Championships.

The purpose of the Act was reasonable enough; to allow the model hierarchy to enjoy in comfort and privacy an occasional command performance of the star turns of the mode! world. Surely a meagre enough reward for its unremitting labours In organising all the multifarious contests, rallies, and other entertainments for the especial benefit of our spoilt little darling. Yet that over-pampered little monster begrudged his benevolent patrons even this small indulgence, complaining that such shows should be staged only for his particular interest and amusement.

And, instead of regarding the opportunity of performing at one of these select functions as a supreme honour and privilege, set up a whining little moan about carrying a few blankets some paltry fifty miles or so from the railway station to the flying field. Then, as if to add insult to injury, objected to a night's rude, healthy sleep on a concrete floor!

The most spoiled, and precocious of his kind are, as always, to be found in the 'London Area', where further legislation of the Official Secrets Act has surrounded his favourite flying field with barbed wire and Security Police. 'Naturally', like all the other whining imitates of concentration camps he hasn't the breadth of mind to appreciate that the barbed wire and guards are there solely for his protection.

Old World Charm

Though appropriately named for accent on the fair-sex, it does seem, rather ungallant of the members of the Evesham and District M.F.C., to allow the twin burdens of Secretaryship and Treasurer to bow the delicate shoulders of one poor damsel. Surely there is at least one member chivalrous enough to relieve this overworked young lady of one of these exacting offices.

Or must I ask :

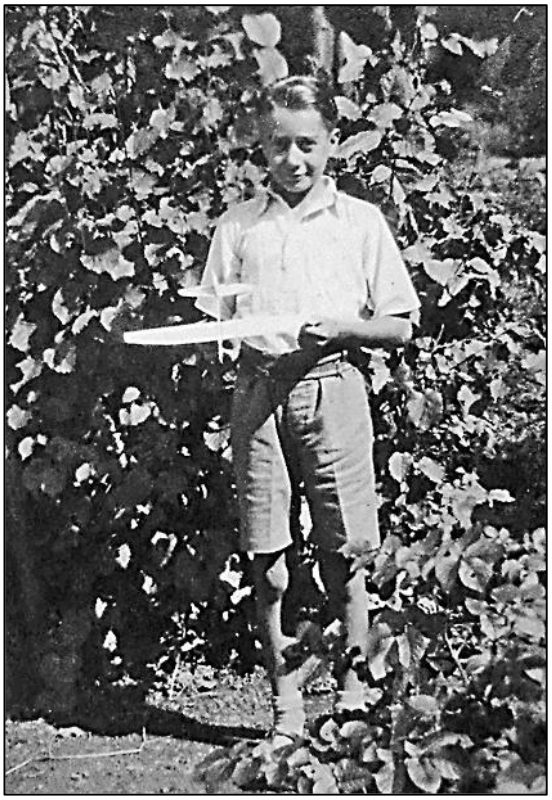
When Adam delved in Evesham,
Where was then the Gentleman?

Pylonius

Aeromodelling & Me - Ben Hobbs

Reminiscing, (or dribbling?)

The first photo was taken about 1955. The young man with a cow's lick (that's the hairstyle, not the plane!) is wearing short trousers, which suggests I was about 16 years old. The model is an o/d which was preceded by many kit builds from Kiel Kraft (and Veron), although the first model I built was a Frog Diana, bought by my Dad. He was feeling sorry for me at the time 'cause Mum was in hospital in Henley. The kit was purchased from a model shop there.



The model in the pic was covered in heavyweight Modelspan, with lashings of full strength dope, bought from a model shop in Wallingford, (Ralph's model shop). He had a drum of aircraft dope and we used to take a jam jar along to be filled with the thick stuff. Ginger Baker could have banged out a good rhythm on those wings.
The other photo also shows the cow's lick kid again, flanked by Bob Packer, brother of Olympic gold medallist Ann Packer (on my right).

The lad on the left went off to join the Navy as soon as he could. Later on in years, when he had left the services, his claim to fame was that he did a stint as Mayor of Gosport. His name was Don Lucas.

Bob and I used to collaborate on some builds. I remember a C/L speed model - we stripped down the engine and rounded off all the corners for better flow of fuel and air. The whole thing was very fast in its dolly, but I can't recall it getting off the ground. That engine was also bolted into a Meccano (actually Trix) frame with 3 wheels,. Revving high, the "thing" was released up the middle of the main A329 (not much traffic in those days)" to see how fast it would go". It was fast, 'til it hit a brick wall to convert to a twisted bundle of metal.

Back to the planes... most of them were gliders. They suffered from too many trees round our small field ('the rec'). They were often flown from a short towline, about 10 feet long was common! We didn't have any contact with "proper" modellers, until later years.

I ventured into radio, buying a second hand system that used 3 rubber powered escapements. It was very unreliable, probably due to vibration. The first flight I was afraid to over control it, and it got out of range flying out of the village, over the Thames and on to another village, Ipsden, where it landed on the apron to some farm buildings. Got it back, my phone number was on it.

The next flight, of course, I over controlled it, spiralling in to crash not far from myself and Brian, a non-modeller.
We strolled over to it, me looking down to see what repairs it needed, whilst Brian took a box of matches from his pocket chucked one into it and said "now it looks like a real crash".
The Albion Javelin survived.

By far the most successful model I built and flew was a KK Deacon, with Albion Javelin and single channel radio from RS. Flown from a small field, the clicking of the rubber powered escapement used to attract a small crowd as it came in low over a housing estate to land.
Oh those pleasant, calm, and sunny evenings.

I came back to aero modelling in recent years. Two pals, radio flyers, got me interested so I joined the BMFA, got the mag and read about a silent flight contest at Retford. Hugely impressed by the F5J class, I chatted to Bill Austin and bought his plans for "Watts Up".

At that point I should have thought of the old phrase about "running before one can walk" but I built a small electric powered glider. I thought I was going to learn radio in a couple of hours, or days, mmmm, this is not going well. I dropped that idea after 2 weeks and some instruction.

The 77 yr old brain ain't what it was but electric power was learned, before common sense dawned and I decided to settle back into freeflight, soon realising the fingers are not as nimble as before, but kicked off with a P30 (Sweet P).

I took it to Wittenham clumps for trimming, 2 young children offered to fetch it., and promptly fell on it.

So built 2 more but whilst trimming at a local field, I was too busy winding and setting a dt to notice that 24 inquisitive bull calves had crept up behind. I chucked everything into a bag, started to walk slowly away, looked back and the braver ones were getting their noses into the bag and the others either side of me.
I broke into a run, threw bag and plane over the gate and did one of those legs over head gate jumps, then home for a calming cup of coffee.
That model was then lost at Port Meadow, never to be seen again.

The second P30 got chewed up by cows at Salisbury.

Sometime around 1955/57 there was a big meeting at Chalgrove aerodrome, which Bob and I attended. Until then we had not seen expert flyers, we thought they were "professional flyers", whatever we thought that meant. Yes, we were "country lads". We were surprised there were so many, spread widely over the airfield. Also the number of models that went screaming vertically up, only to be doing the opposite 5 seconds later. I'm pretty sure we met Gerry and Bob (?) from the Reading model shop, they were a great help to us from then on.

After seeing all that, Bob was inspired to build a KK Skylon,. That disappeared over the horizon and I built a KK Peacemaker C/L stunt. It was good, until I tried an outside loop, say no more.

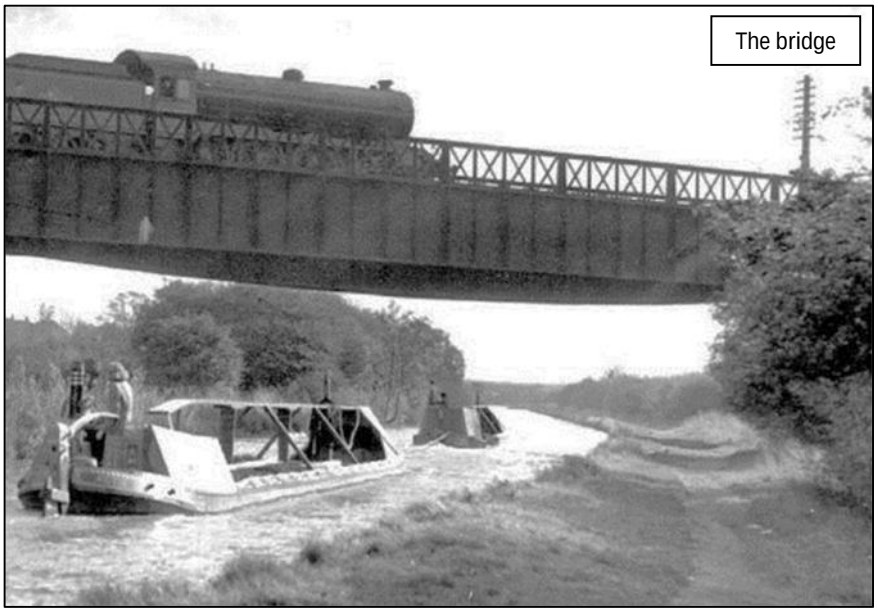
By the way those dates talked about are from memory.
If any flyers can remember that Chalgrove event I would love to hear about it. I mean, were the Nationals ever held there?

Ben Hobbs

More Memories - John Andrews

I'm just going to scratch along digging into memories of times past, I'm not sure where it will take me as I'm just thinking as I write.

The first daft episode that comes to mind shows my complete grasp of aerodynamics. My initial interest was in control-line flying, there were three of us flying Phantoms on string lines, it would be about 1948/9 I would guess. I decided to start own designing and made one or two all sheet models for my trusty ED Bee. We knew models could loop so I announced I would make a model for the purpose. I made a model, still all sheet, with the tail-plane virtually all elevator. Come the day, with the Bee running full blast, I applied my full elevator and the model reared up on end then slowly lowered itself to the deck.

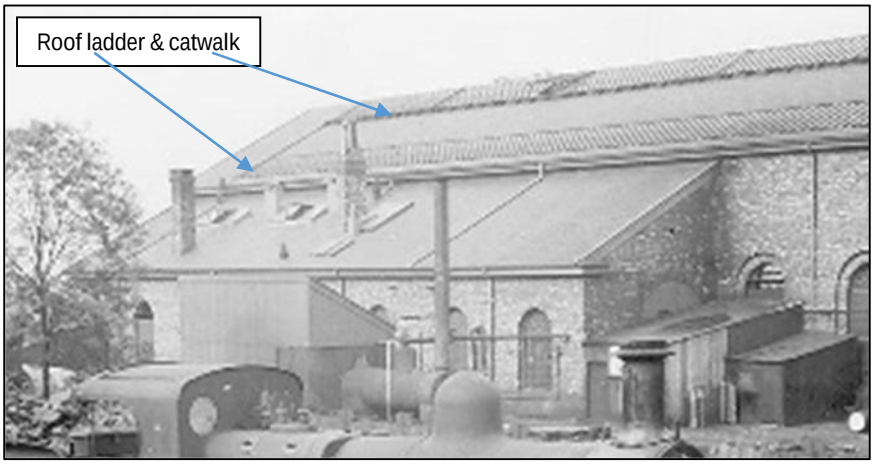

The bridge

In the early 50's, before my national service call to arms, I used to go flying on Boxing Day morning, usually alone. This one year I flew a rubber model in the recreation ground adjacent to our C/L field and it flew off over the next field to land in a spinney at the bottom of the Oxford canal embankment. I could not follow the model direct as there was a brook in the way. When I reached the spinney I searched for the model but looking up under the canopy was not easy. I had to give up and go off for dinner. I returned either after dinner or maybe next day to renew the search. There was a steel girder bridge crossing the canal by the spinney carrying the LNER railway line and I stood on the top of the bridge parapet on a narrow bridge girder at least 100 feet above ground to look down on the top of the spinney. I could see the model plain as day and recovered it eventually.
Youth does not entertain the idea that one might fall.

That reminds me, a few years later when the railway line closed we used the embankment for slope soaring. We (that's Ray Archer, Ian Lomas and myself) had a spell of towline R/C glider flying in that recreation ground and one day my glider must have crossed the brook and being over there towards the railway embankment I climbed up it and launched my model from the top. To my astonishment I managed a couple of passes and realised that soaring was possible. We did quite a bit of sloping from then on, still single channel radio therefore one at a time until we developed tone filtered Rx's, then we flew together. It was amazing how far out and above that embankment we could fly, I would estimate about double embankment height. The air came across the large BTH factory site about a quarter mile upwind so I imagine the air was warmed a little before it got to us.

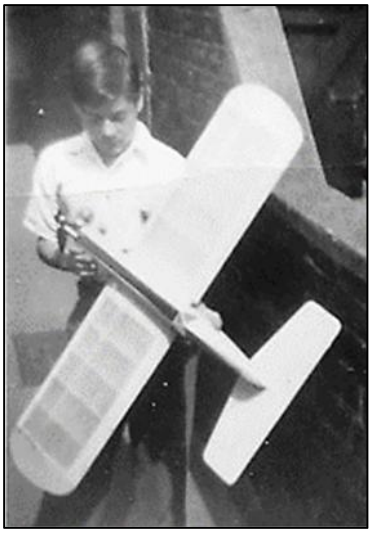
In the early days of C/L Combat we had a go of course and being inexperienced at two in a circle flying, one Sunday morning the lines got crossed and Ian let go of his handle. Off went his model still circling around the lines and managed to fly right down to end of the field before it returned to terra firma.

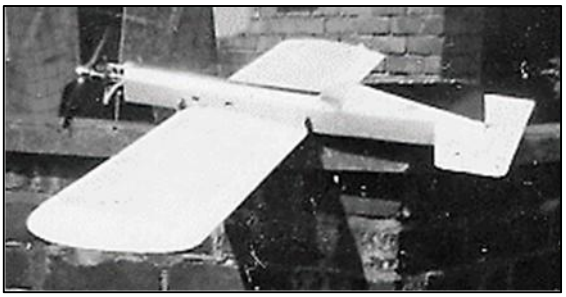
We had another climbing episode one Sunday morning when we were flying chuck gliders in our C/L field.
At one end of the field, the other side of a black cinder path, was a steam locomotive repair shed. Rugby LMS shed 2A was the second largest in the country.



Someone, whom I do not recall, had a good flight which landed on the roof of said repair shed and slid down to stop by the catwalk. Our flier went through a fence, crossed the repair yard, climbed up a ladder hidden behind the tree and onto the roof, up the roof ladder to the catwalk near the top, then walked along it to retrieve his glider. Whether there were any Sunday workers in the repair shed we did not know but being the back of the building our flyer was unobserved and got away scot free.

Engine failures, the best of mine was a Yulon 49. If you recall all the early Yulon glow motors had a series of small holes all around the cylinder as the exhaust exit. My failure was quite spectacular, I had the Yulon in the stunt model Ian is holding and whilst attempting to start the motor one Sunday morning session there was a bit of a bang and the top half of the engine shot off the crankcase, it having sheared off completely around the ring of exhaust holes.
Yulon's next design, the Eagle 29, had a conventional exhaust port.





Another engine incident occurred when I was trimming the power model on the left on Church Lawford airfield. The radial Elfin 2.49 on its ply former had come loose at the field so I re-glued it back on and left it to set until late in the afternoon. Eventually I fired up the motor for a flight and launched the model. The model got about three quarters of the way up the climb when the engine popped off the front and sods law saw it drop and hit the runway. Luckily I got away with it, the only damage was the compression lever which was flat against the cylinder head.

There was another lucky incident with this model when one afternoon the engine cut-out failed and the aircraft disappeared into cloud. However, on the way back home I was recognised by our milkman who had picked up the model when it landed on his allotment. Lucky or what.

John Andrews

Engine Analysis: Webra 2.5 Mach 1 - Aeromodeller Annual 1955-56

WEBRA 2.5 MACH I

Manufacturers:

Fein-Und Modelltechnik, 5 Genestrasse, Berlin-Schoneberg.

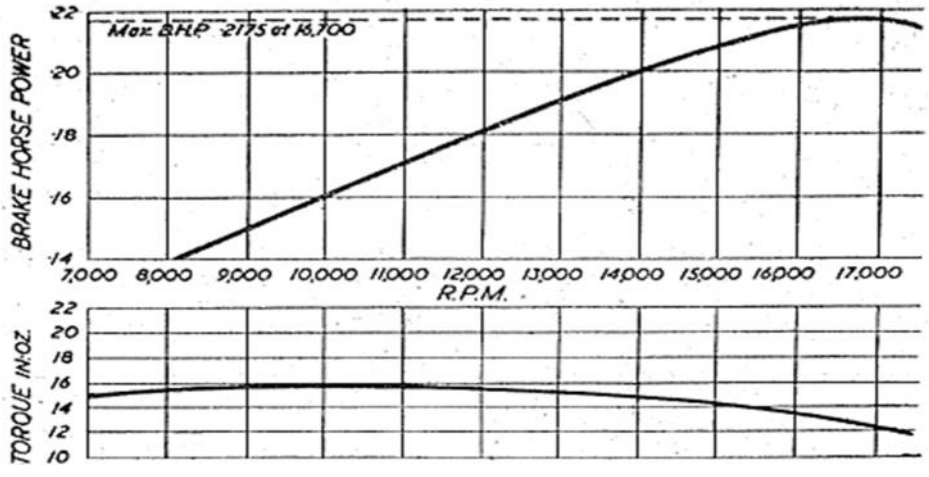
Retail price in U.K. £4 10s. for export only

Material Specification:
Crankcase: Die-cast aluminium alloy
Crankcase bearing: Twin ball races
Cylinder: Steel
Cylinder jacket: Duralumin
Piston: Cast iron
Piston: Cast iron (pointed dome)
Contra-piston: Steel
Con. Rod:
Connecting rod: Duralumin
Crankshaft: Hardened steel

Propeller	R.P.M.
lia. pitch	
9 × 4 (Stant)	9,550
9 × 4 (Truflo)	9,500
7 × 5 (Whirlwind)	13,250

Fuel: used Mercury No. 8

Displacement: 2.47 c.c. (.15 cu. in.)
Bore: 15.5 mm. (.61 in.)
Stroke: 13 mm. (.51 in.)
Bore/stroke ratio: 1.2
Bare weight: 4½ oz.
Power rating: .088 B.H.P. per c.c.



Aeromodeller Annual 1955-56

Email from America No1 - Robert Hauk (USA)

John,

I just read the February New Clarion today. I live in Portland Oregon in the US, I enjoy reading the New Clarion each month.

There was a nice little article about an all sheet balsa Clodhopper II that was originally published in the February 1973 American Aircraft Modeler by Paul Denson. I was a young teenager then and the Tenderfoot series in that magazine was my favorite.

I wanted to assure David Lovegrove that this is a really nice flying model, there is nothing wrong with the proportions. It might need a small incidence block under the leading edge of the wing but it is otherwise easy to trim and a delight to fly. I have included some of pictures of mine, built in the late 1980s, I replaced the wing in the early 1990s because the original had warped beyond fixing in storage.

It is decorated with cut tissue markings, I figured if you are going to have a shark mouth you could just as well have the whole shark. The red wing and stabilizer tips help with visibility, this one will use the least bit of lift and I have had a few flights of 10 minutes or more. Fortunately the thermals weren't really strong, and there was barely any drift so I haven't lost it yet.

I have built Cloud Tramps and this model is in another league of fun flying. It is the perfect thing for early morning flying at a place like Port Meadow. It would be a winner for a club event.

Anyway thank you for putting the Clarion together every month. I look forward to each new issue. If David has questions about this model please send my email address along to him.

Take care, *Robert Hauk (USA)*

Flying Wing Gliders - W.A.Dean

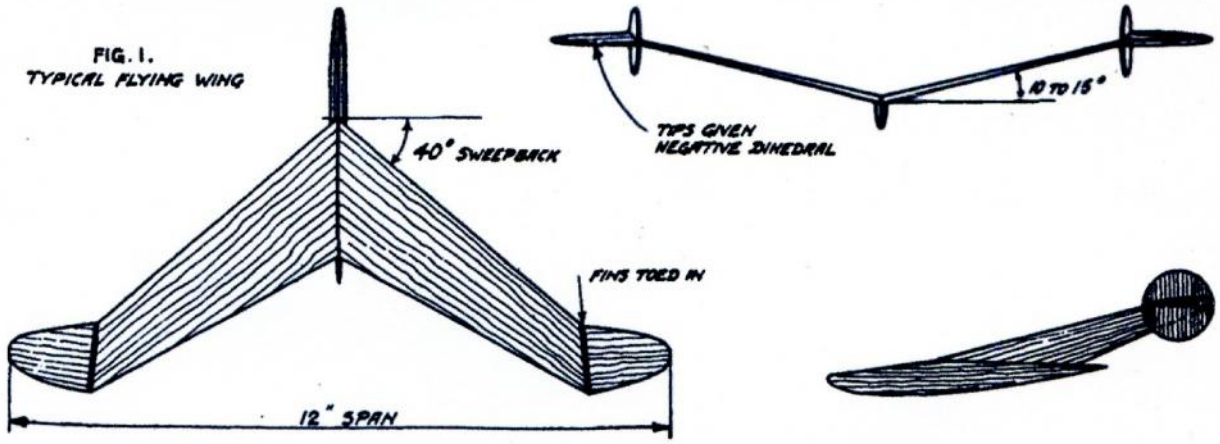
Extracted from Model Aircraft February 1946

FLYING WING GLIDERS

By W.A.DEAN

IN full size design circles nowadays there is much talk of the "Flying Wing," which has come to be regarded as the ultimate peak of aerodynamic economy. But apart from the Northrop machine and the M.E.163, very little seems to have been done with the pure Flying Wing. The Miles X and the new American McDonnel XP-67 both approach the Wing design insomuch that the wings are thickened up where they meet the fuselage—but they still rely on the normal type of tail assembly for longitudinal stability. No doubt the slow progress in real aircraft Wing design is partly responsible for the present lack of interest amongst modellers. Apart from a few successful German glider designs of 1936-38, which appeared in Frank Zaio's 1938 Year Book, there seems to be very little data to go on, for anyone contemplating the construction of a Wing-type of model.

Faced with these drawbacks and yet determined to make an attempt at a fairly large Flying Wing glider, I decided to experiment with solid chuck gliders until I had collected some practical data on which to base a big job. After a week of building various types of "Wings" and incidentally getting through several sheets of valuable balsa—I began to get results comparable with the conventional wing and tail solid gliders. The data I picked up from these experiments, although very elementary (the factor of built-up aerofoil sections being ignored completely), should help you to avoid a few of the difficulties and snags I myself encountered. All the models were built to a span of approximately 12 in. —the wings being cut from $\frac{1}{16}$-in. sheet with spruce pods in each case. (Fig. 1).



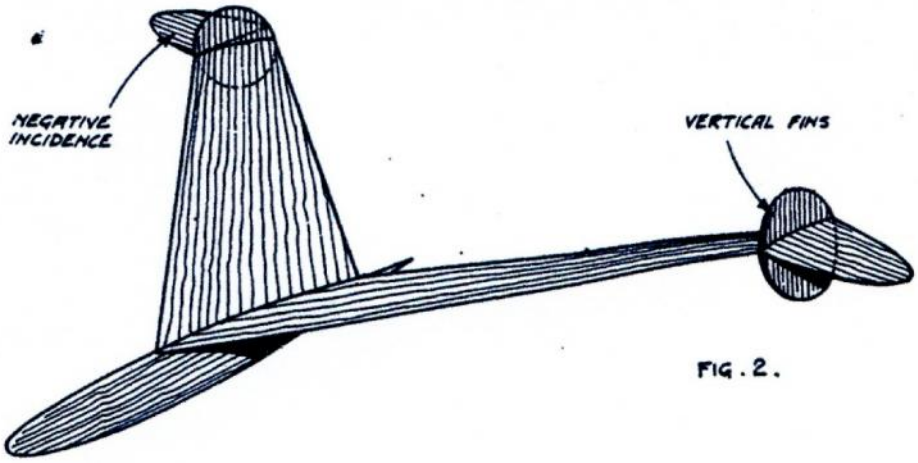


FIG. 2.

Somehow I had the idea that dihedral would have to be pretty sharp—but this did not prove to be the case. Actually very little is needed, it being far better to depend on the pendulum stability provided by a fairly heavy pod. Ten to fifteen degrees proved ample on these 12-in. models. That is about 1 in. and 1½ in. respectively, under each tip, about two-thirds of that normally employed on solid gliders. Any increase in dihedral was found to make the models extremely sensitive with tendencies to hunt from side to side.

For longitudinal stability, it is necessary to have the tips set at a different angle to the wing root, as they have to supply the correcting forces normally taken care of by the tailplane. This can either be steamed in to give washout at the tips, or trimmers may be cemented on at a negative angle of attack. This angle should be at least 4 deg., otherwise the stall recovery is very slow.

Directional Stability

For directional stability, we find that very little fin area is needed. This is partly due to the effect of sweepback and partly to the fact that there is little side area or keel surface forward of the C.G. to balance out. It follows, of course, that fin area is proportional to the sweepback. Keep the sweepback to 30-40 deg. (on the L.E.) and very little fin area will be needed. Setting the fins vertically and the tips at right angles to them improves the directional stability a lot. (Fig. 1.)

When trimmed correctly, wings should balance at about 20-25 per cent. forward of the root T.E. (Fig. 3). The ideal place for rudders is at the tips at approximately four-fifths of the span out. It is then easy to set the tip at a negative angle of attack as mentioned, simply by cutting it off and then cementing it back to the fin at the required angle. (Fig. 4.) The rudders need never be bigger than those shown in the sketches—in fact, they could probably be eliminated altogether, but it is hardly worth the trouble of the sensitive trimming which would result. Lastly, don't attempt to achieve directional stability by fitting a very large central rudder to overcome the short moment arm. This will make the model spirally unstable, the fin acting as a tailplane and pushing the nose round and down as soon as the model is banked. In the solids I built, even with the fins at the tips, the areas were placed above and below the horizontal surfaces to prevent any tendency to spin.

Wing taper is a matter of choice—I used a 3-in. root chord tapering to 2 in. at the tip in most cases. This helps to keep the tips light, which is again a good thing from the spiral stability point of view. Always aim to have the wings tapering in thickness towards the tips. If you use, say, ⅛-in. sheet, get the wings down to 1/32 in. at the tip or a tendency for wing dropping at low speeds will be noticeable.

Pod length should be nearly twice the root wing chord. If made of hardwood, no more ballast is usually needed.

Flying these solid Wings is much simpler than the normal type of chuck glider. However you throw them they always seem to fly. Stall recovery is remarkable. Dropped from 6 feet, they get out of the dive before they reach the ground. For towline or catapult the hook should be placed one-third of the chord back.

Trimming is not critical. Good flights usually result even if the model is trimmed in a stalling condition—recovery being good, with little loss of height. Trim into a left turn and launch with a right bank to achieve a roll off the top. Duration varies from 20-30 seconds, from hand-launches in still air—as good as any tailplane type.

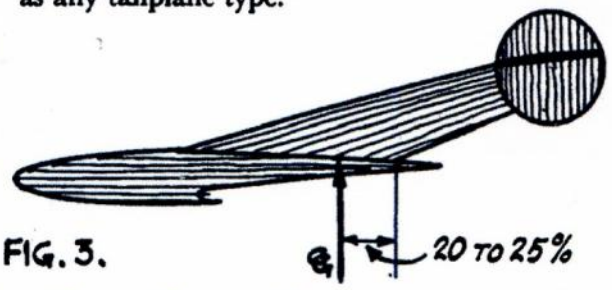


FIG. 3.

These tailless models show promise of being ideal for slope soaring—they always try to turn and keep into wind. In quite windy weather my models often finished quite a long way up wind from the launching point. That is a good tendency in competition work—so many good flights being spoilt by the models drifting away down wind and out of sight of the timekeeper.

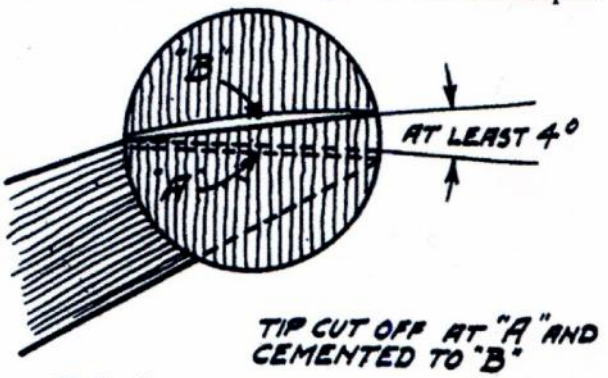


FIG. 4.

W.A.Dean
Model Aircraft February 1946

Clarion Past - John Andrews

Extract from old paperback Clarion circa 2004

John Andrews at Wallop & Peterborough Flying Aces

Wallop, SAM Championships 2004, the event is now distant history and my memory of the proceedings is more than a little hazy so I'll try to keep it brief. What a contrast in flying conditions, flat calm the first day to howling gale on the last day. I travelled the 200 mile round trip to the event each day, I had had the idea, of camping this year and had bought a 4 man igloo tent for the purpose. As it turned out, was I pleased that I decided to travel each day and chickened out of camping.

First day I arrived to perfect flying conditions, virtually flat calm with drift away from the campsite, so there was I was set up: near the entrance; near the Café; near the toilets; and all seemed well with the world. Too good to be true, you wouldn't chuckle.

Mistake No.1, I thought I would leave my attack on the Tomboy event until later and decided to first to fly in Small Rubber and get my maxes in with the good old Hep-Cat.

A quick check flight and then, with my usual expertise, down the pan with the first comp flight to the tune of 15 seconds short of requirements. I ask you, what is the point of having a check flight if you don't have a critical look at the glide? The Hep-Cat had changed again and was gliding too steeply, but muggings had not noticed. A piece of 1/32 under the tail and I filled in the other two maxes no trouble but the damage had been done.

Mistake No.2, still postponed my Tomboy attack in favour of a wander about, chit chat here and there, took a bit of video and had a leisurely lunch break. I also watched John Wingate fill in his maxes in the Flight Cup and then I decided to attempt to re-trim my old Gipsy.

The Gipsy just did not want to fly, the fuselage has had too many repairs and the aircraft weight is now just too high. I messed about for ages reducing motor weight to 80gms of rubber in 16 strands of ¼, but the performance was still pathetic and the motor run would have been quite short on full turns. Next thing I know, it's 4-30pm and still no Tomboy flights.

Mistake No.3, I abandon any thought of Tomboy flights and opt for an early return home to be fresh for a return to the fray on the second day to give the Tomboy a whirl.

Day two, I arrive, where the hell has all this wind come from, it must have been 20mph. I set up camp, it was too windy for the beach shelter so it was just the fishing umbrella and next thing I know is Rachel, the wife, and Kath Wingate are settled down in its shelter. Me, I'm left operating out of the back of the estate car.

Off goes I to control and see Carol Farley (the only bright spot of the day) and enter the Hilda Baker Memorial event. I knew that there was no way I could make any flights to beat what was achieved in the calm of day one but, having flown in all five events since 2000, I was not going to miss this one. I assembled my Tomboy and an initial low power test flight resulted in a time of 1-48 finishing just in the field by hanging in the hedge just in reach from within the airfield. The model had actually circled outside the field and come back in to fly into the hedge from the inside of the airfield. You can't get any closer than that. I had some brief thoughts about a series of 2-30 flights but the prospect of my ageing limbs rushing back and forth all day soon pushed those thoughts aside.

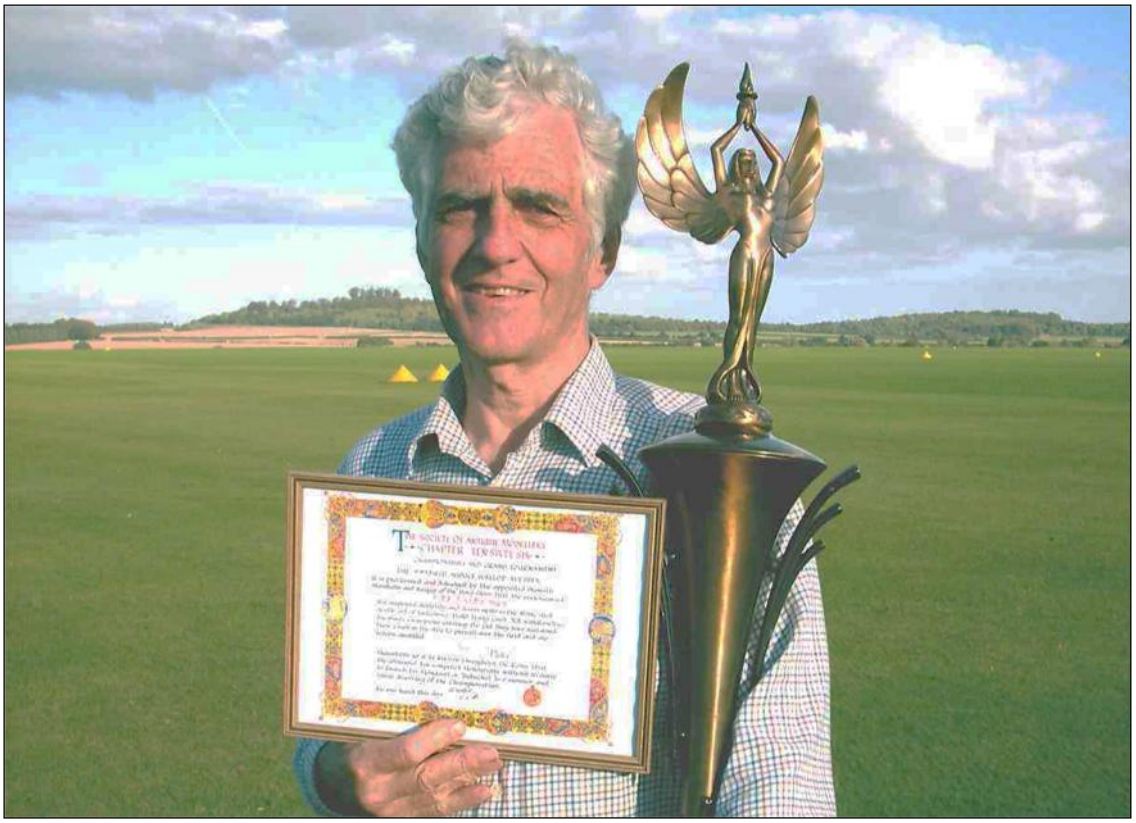
Long suffering wives, Rachel (mine) & Kath Wingate, (John's) under my shelter.
(The good ladies don't look too displeased with their lot do they?)

I suspect John Wingate is not completely happy when Rachel and Kath get together, as they start talking about computers, e-mail, mobile phones, genealogy, marathons (that's Kath) and other sundry subjects which loses John his right-hand man (woman). I realised this when I was recently watching a bit of video I'd taken of John winding his wakefield for his one and only flight. He finished winding and asked for his screwdriver to hold the wound motor, Kath was not to hand, so he grabs the fully wound motor with his hand and struggles to clip on the prop assembly muttering "never mind", with Kath oblivious to his plight.

I put the Tomboy to one side and had another go at trimming the Gipsy, but it was hopeless in the wind. The model was tumbling about on landing and needing minor repairs all the time so I eventually gave up. I think I will have to consign Gipsy to the dustbin. I've got the plan of the Lanzo 'Detroiter' which I must build for next season but I'm having difficulty getting building underway. The 'Jimp' is still only just started and I need another 'Hep-cat', then there is the 'Mallard', I really must get building.

Rain was now another problem but newcomer Reg Biddlecombe, was ignoring it all and had quietly filled in his card in 8oz Wakefield using a beautifully constructed example of the Keil Kraft Contestor. Reg, a compatriot of John Wingate, in his first Wallop, in atrocious conditions, was in the fly-off. Come the published time for the fly-off, it was still raining but Reg, undeterred, wound in the rain, his model in his camper-van and himself out in the wet. He launched at the last minute, still in the rain and recorded a creditable two minutes plus.

Mike Turner also flew in the 8oz fly-off and beat Reg by 48 seconds but, as I understand it, he had delayed his fly-off due to the inclement weather. The changing wind direction had resulted in Reg moving camp and unaware of change he flew at the published time. The two competitors, by mutual agreement, decided that Reg should take the Trophy. Personally, I think Mike knew what a big lump the Trophy was and was pleased to stand down and let Reg strain his back taking possession.



Reg Biddlecombe with the huge Chester Lanzo 8oz Wakefield Trophy
(Not bad for his first competition at Wallop)

The gales of the third day don't bear thinking about, I did not contemplate any more activity on my part and left it to the few stalwarts who will fly come hell or high water.

I watched with awe as John Godden and John Wingate flew their diminutive models in the under 25in class. The models were tossed about by the unmerciful winds, fluttering about like butterflies in a gale, but somehow these chaps get the flights in.

Reg Biddlecombe was at it again, flying in the Bournemouth Club Classic with an 'Urchin' (he doesn't know how difficult it is yet). He maxed on his first flight but suffered a broken wing and detached fin before retrieval. John Wingate persuaded him to effect repairs in case someone else flew. Sure enough, Spencer Willis, one of the hell & high water brigade, posted two maxes and Reg was soon winding for his second flight.

Bear in mind that the ravages of his first flight had left Reg's 'Urchin' wing in two pieces and the fin completely detached. Here was Reg, model repaired, no test flight and ready to launch for his second flight in the gale force wind. (He still doesn't realise how difficult it is).

Fuse lit and up goes the 'Urchin', it stalled and wallowed about a bit but then it was up and away, maxing easily with Reg in hot pursuit. The D/T fuse was a bit on the long side and the model came down obscured by the curve of the airfield but then, after a short period, up bobbed the model again in lift. The model finally D/T'd way off the line that Reg was walking so I set off to aid recovery. The usual story, off the airfield via the sewage plant, two or three fields out into the sticks and start searching. I saw Reg in the distance about two fields off to my right so I left him to it. I had a quick chat to Andy Crisp just before he sprinted across a ploughed field to pick up his power model. The reason for his haste was the huge cloud of dust containing a tractor harrowing the field.

I pressed on, skirted one more field, then back along the edge of a spinney, then out into the open, and I was back on line. Bingo! there lies Reg's 'Urchin' undamaged. You might think the search was over, but no, now I had to find Reg. I wander off to my right for a couple of fields, carefully carrying the model across my chest and shouting as I go until Reg appears through a hedge. I hand over the 'Urchin' much to Reg's delight but as soon as he has it in his grasp, he turns into wind and Bang! he's got a two piece wing again. That was the end of the contest for Reg, so we returned to base and waited for the prize giving. Reg's two maxes still placed him second, a real good first Wallop for him, two events, two prizes. (Will he ever find out how difficult it really is?).

My next outing was to Ferry Meadows in Nene Park at Peterborough, to compete in the Flying Aces meeting, a small model meeting in a large field bounded by a preserved railway one side and a huge water sport lake on the other. The meeting has a real plus to it, you can get a pint in the clubhouse by the lake. (So I'm told).

Flying Aces Flight line, Ferry Meadows, Nene Park, Peterborough 2004

Flying Aces is where my Cloud Tramp gets its annual airing. Currently I'm flying Tramp No.2 as I lost No.1 in lift on a re-trim flight two years ago. No.2 is de-thermalised, originally with a tip down tail but this made the back end a little heavy with extra wood and ply, so when I inadvertently shut the garage door on it, I refitted a standard tail end and a drop-off wing D/T.

The Tramp wing is held on with a single rubber band and is fused at the front to release the wing completely. The wing centre is attached to the fuselage by a 6-inch length of fishing line, so the two bits don't lose contact with each other completely, they are supposed to flutter down together. I haven't dared to try it yet but it's comforting to know the fuse is there if I ever catch another boomer.

I did get some good air on the first of my five comp flights and did over three minutes. My other flights were just over a minute or so, which is standard for an ordinary Tramp, the final flight I think was 107 seconds. The model performed more reliably this year trimmed right-left. Last year I trimmed right-right and launch attitude proved critical. I fly on 4 strands of 3/16th for a sharp ascent, others fly on 4 strands of 1/8th which appears to give reliable flights but I like to boom it up to thermal height in a more spectacular manner. I teamed up with Bert Whitehead again this year to make the flights. Bert flying on 4 x 1/8th had one real good flight of around 5 minutes but, as the best and worst flights from the five are discarded, I managed to beat him this year.

After the tramp competition, I had several flights with 36-3, my old 36in. open rubber job that I had taken with me for fun flying. The forecast had been good and the day had proved perfect with negligible drift,

Peterborough seems to be lucky with weather. Last year the forecast was diabolical but Flying Aces had perfect weather, I will always attend the event whatever the weathermen say.

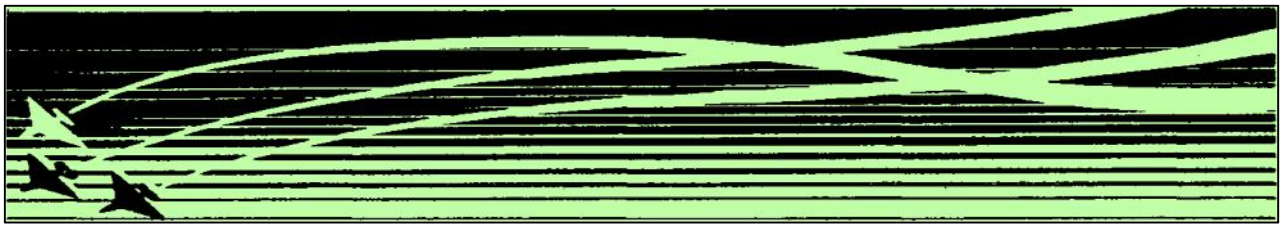
Late afternoon, as Bert and I launched our models for yet another pleasure flight, The PA boomed out "5 minutes to the Flying Swarm". I'd forgotten all about the mass launch job they always have, so there was I running across the field to recover 36-3 to get back in time for the swarm. I was still re-winding in the jig when the PA announced "1 minute to the flying swarm". I just managed to get into a reasonable launching spot when the 5 second count down began. I launched in the company of lord knows how many other bods, with no idea how many turns I'd managed to put on the motor or what time I had set the tomy D/T for.

36-3 must have had a good few turns on as it shot up like a rocket and finished up half as high again as all the other smaller models. I felt a bit like a cheat as my obviously larger model circled well above the rest. After a while, I heard someone remark "That's bound to win" and 36-3 was still circling, with height in hand, above the rest of the pack. I was quietly confident until I heard the same voice shout, "Hey look it's D/T'd". I thought I was about to snatch defeat from the jaws of victory as down came 36-3, but it just hung on to win the event.

Peter Martin with a Felix and someone's large collection, typical of models flown at Flying Aces

So much for Peterborough, I've got my 1st place brick in pride of place on top of the telly, I'm a winner, perhaps a little unfairly but not by intent.

I'll finish up with another pylonius snippet from a 1960 Model Aircraft. I find it quite relevant to my own modelling expertise.



TOPICAL TWISTS

by pylonius

Same Old Twist

Trimming models the old way was just a matter of juggling the wing backwards and forwards, and inserting slivers of balsa into strategic places. The new way is neither electronic nor atomic, but just the old-fashioned warp given an entirely new twist.

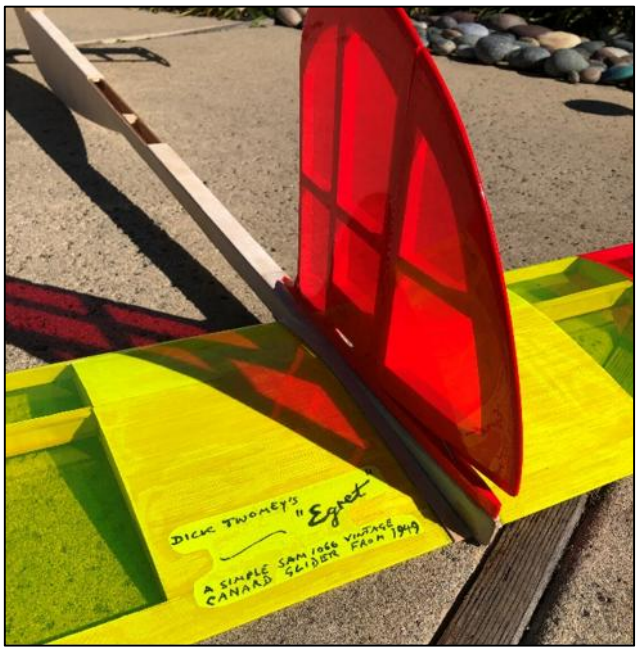
Steam age stuff, you might say, as you put the kettle on, but the very same warps that gave your model that one degree under look can, with slight displacement, put you right up in the expert class. Your only sacrifice will be one of appearance. If you're the pure-in-heart type who likes his model all sweet alignment and straight, clean living surfaces, then you'll have plenty of room on the sideboard for the budgerigar. If, on the other hand, you can face the world with a switchback wing, a drunken tail-plane, and an off-limits thrust line, then you could be all set for fame and fortune.

This gives me hope. If there's anything in the theory of a monkey on a typewriter eventually knocking out the complete works of Shakespeare, then there's a chance that one of my twisted up products might turn out to have the right warp formula for winning the Wakefield.

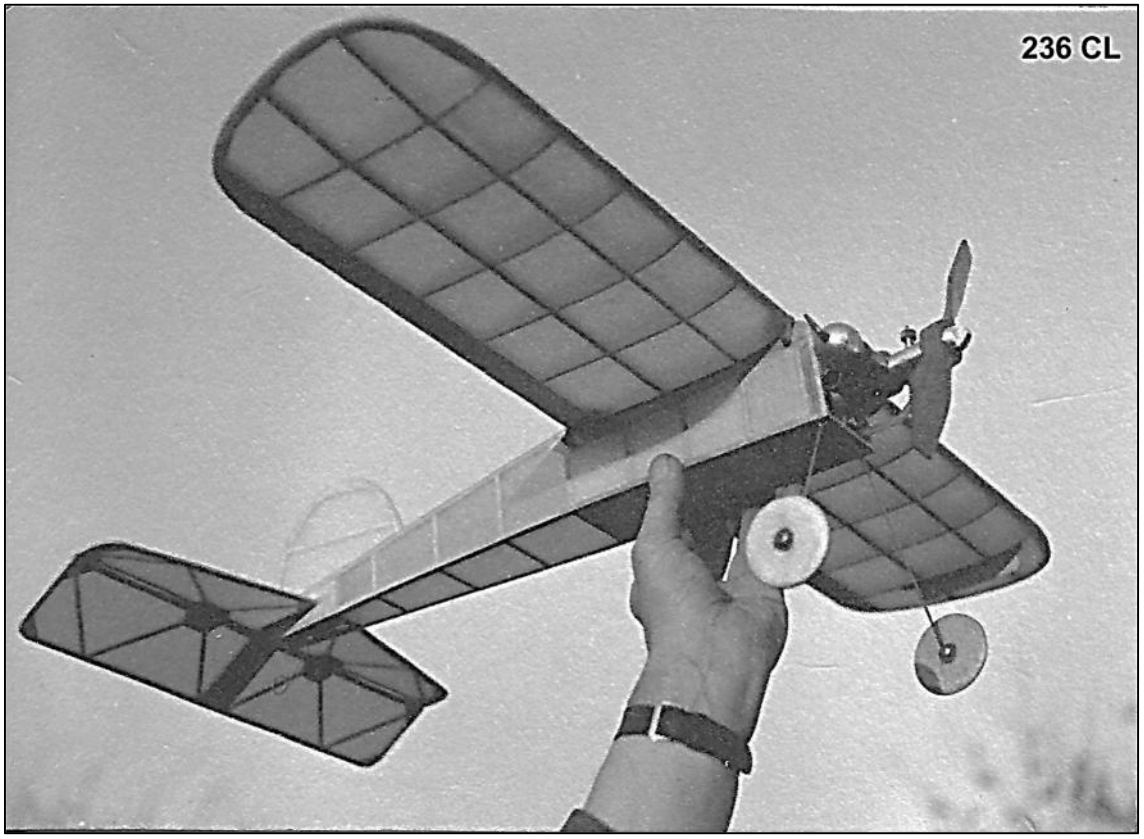
John Andrews

Email from America No2 - Larry Jolly (USA)

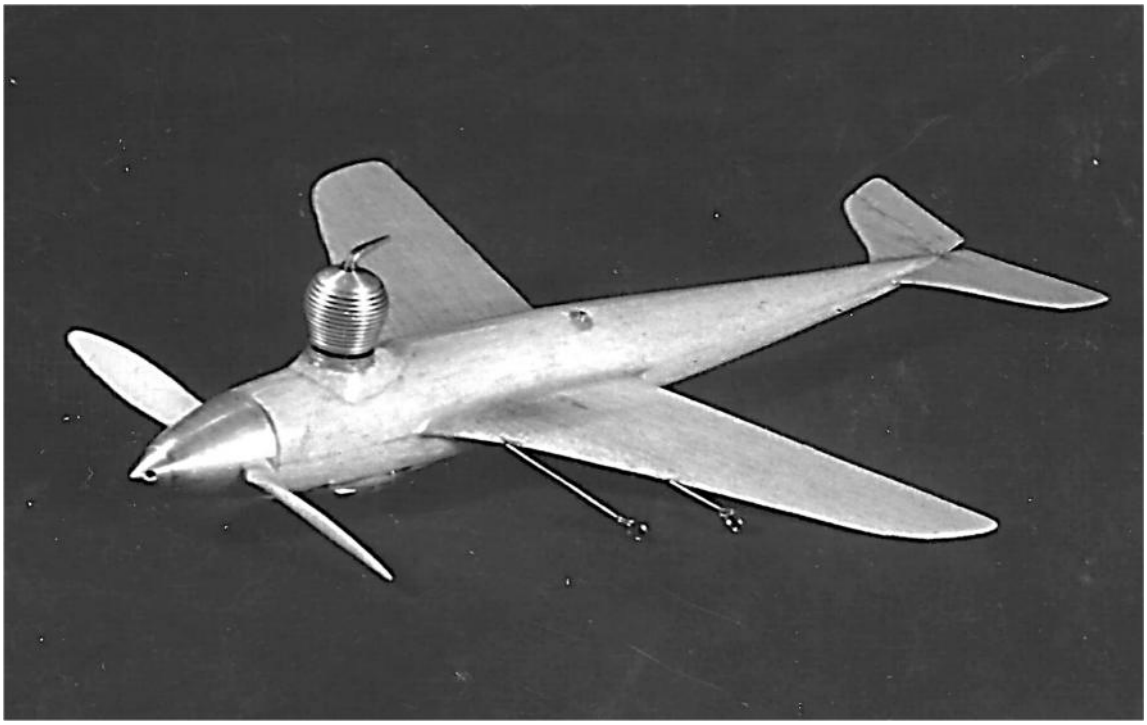
Mike Myers was kind enough to forward a copy of your monthly newsletter.
I found it very interesting and would love to view the SAM scene in GB each month. Thank you in advance. By the way just finish a Dick Twomey Egret at 200% scale for RC Old Timer Glider here in the US.
Please find Photo's included



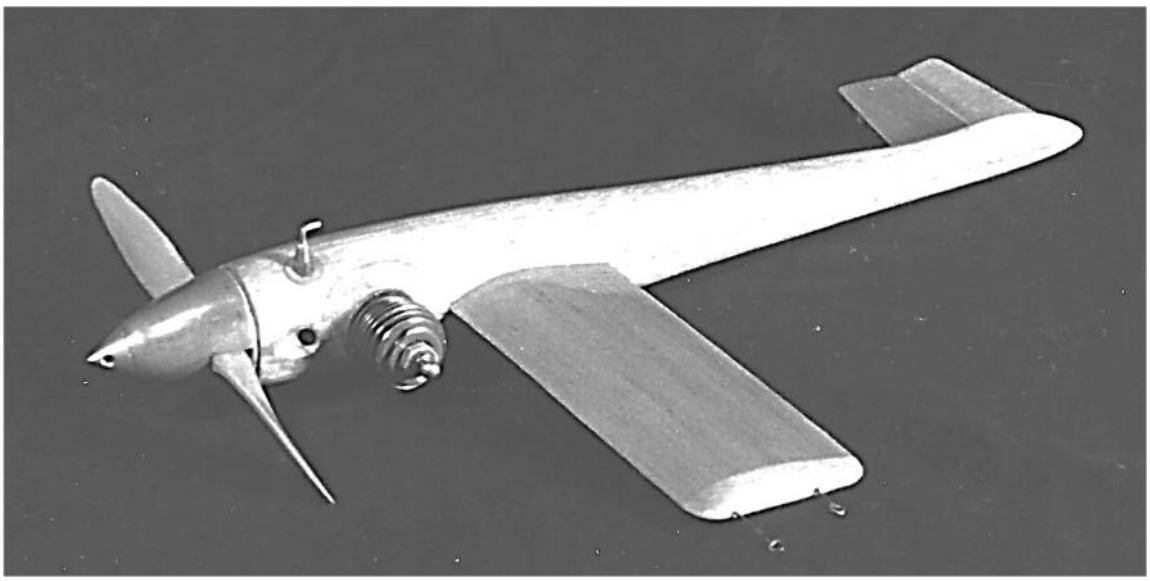
Larry Jolly (USA)



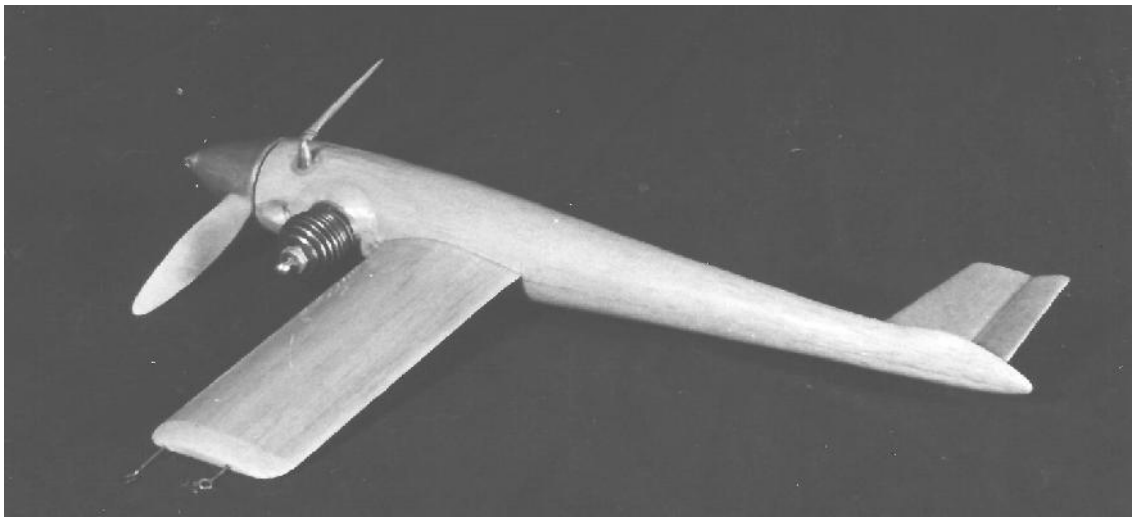
Keith Miller's (CDMAC) Elfin 1.8 C/L stunt model. Early 50's.



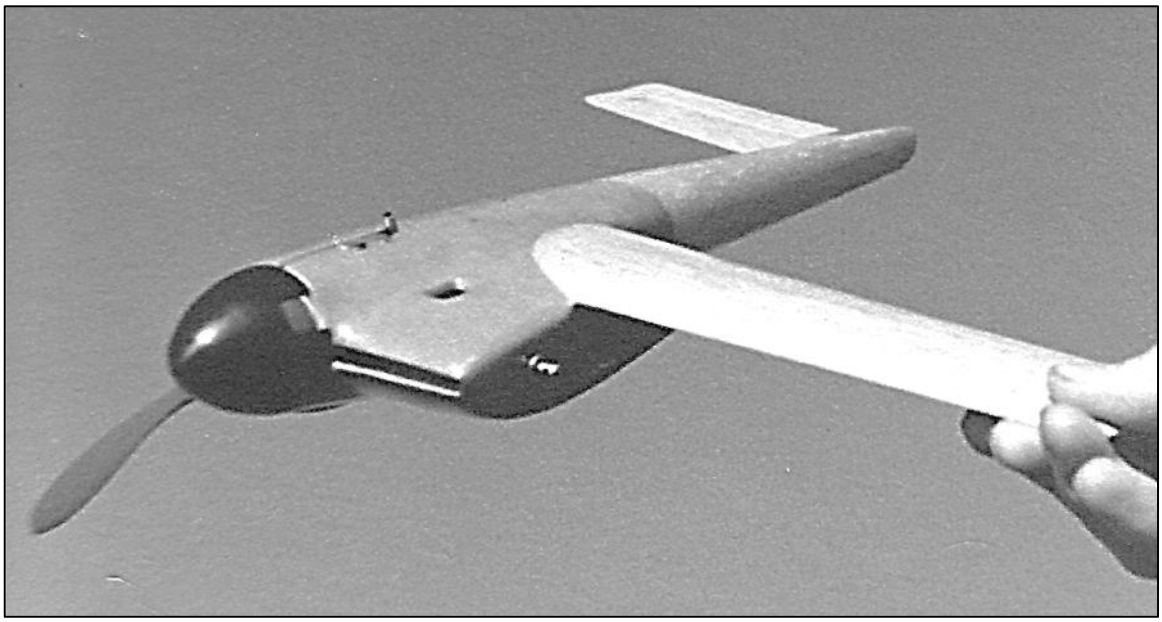
Keith Miller's (CDMAC) Elfin 1.8 control line speed model. Early 50's.



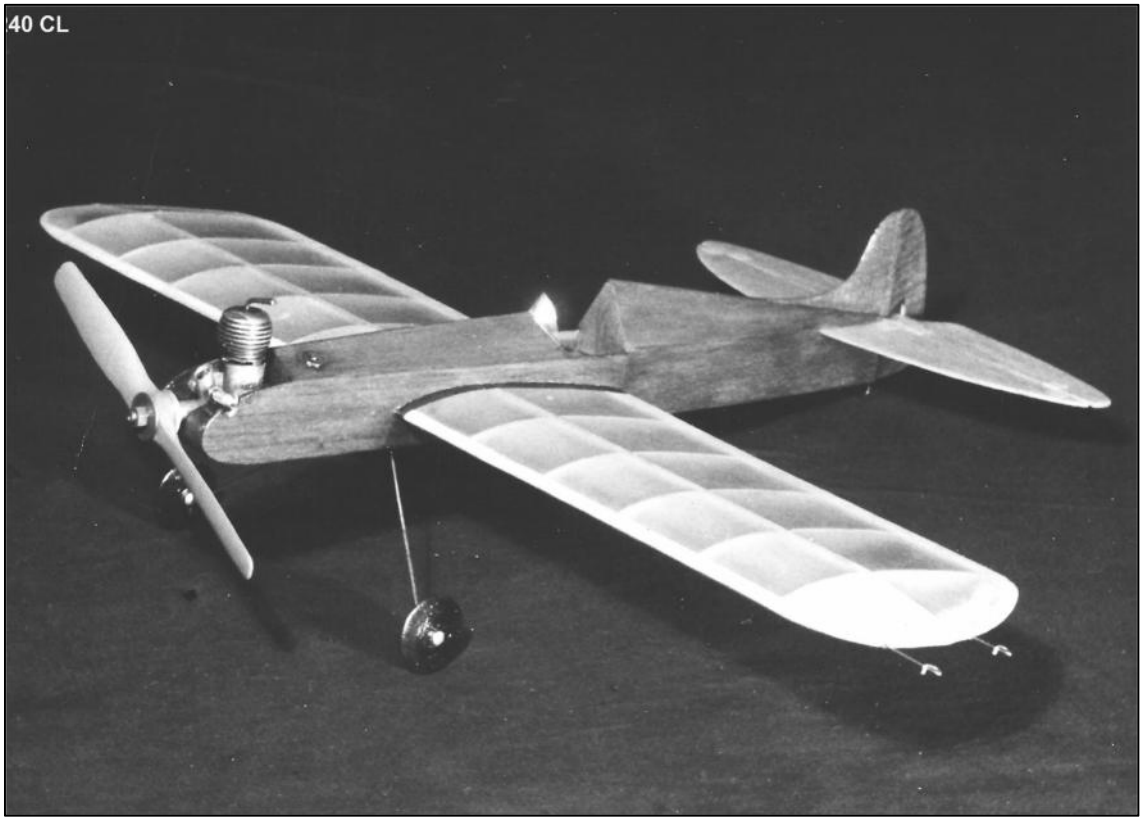
Keith Miller's (CDMAC) Allbon Arrow asymmetrical C/L speed model Early 50's.



Keith Miller's (CDMAC) Allbon Arrow asymmetrical C/L speed model Early 50's.



Norman Marcus's (CDMAC) Mills 1.3 diesel powered asymmetrical speed C/L model with single blade hand carved fibre prop. Early 50's.



Keith Miller's (CDMAC) Allbon Dart powered C/L stunt model in the mid 50's

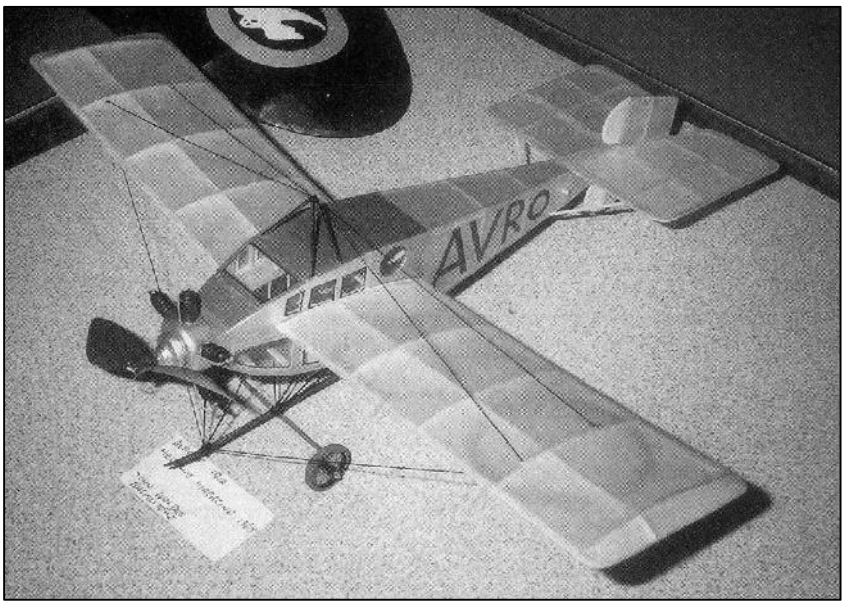
Jim Carter's (CDMAC) Marajet 29 C/L speed model. Early 50's.

The Avro.F - Ray Malmstrom

From the book Ray Malmstrom 60 years of IVCMAC, courtesy Chris Strachan

THE AVRO·F

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



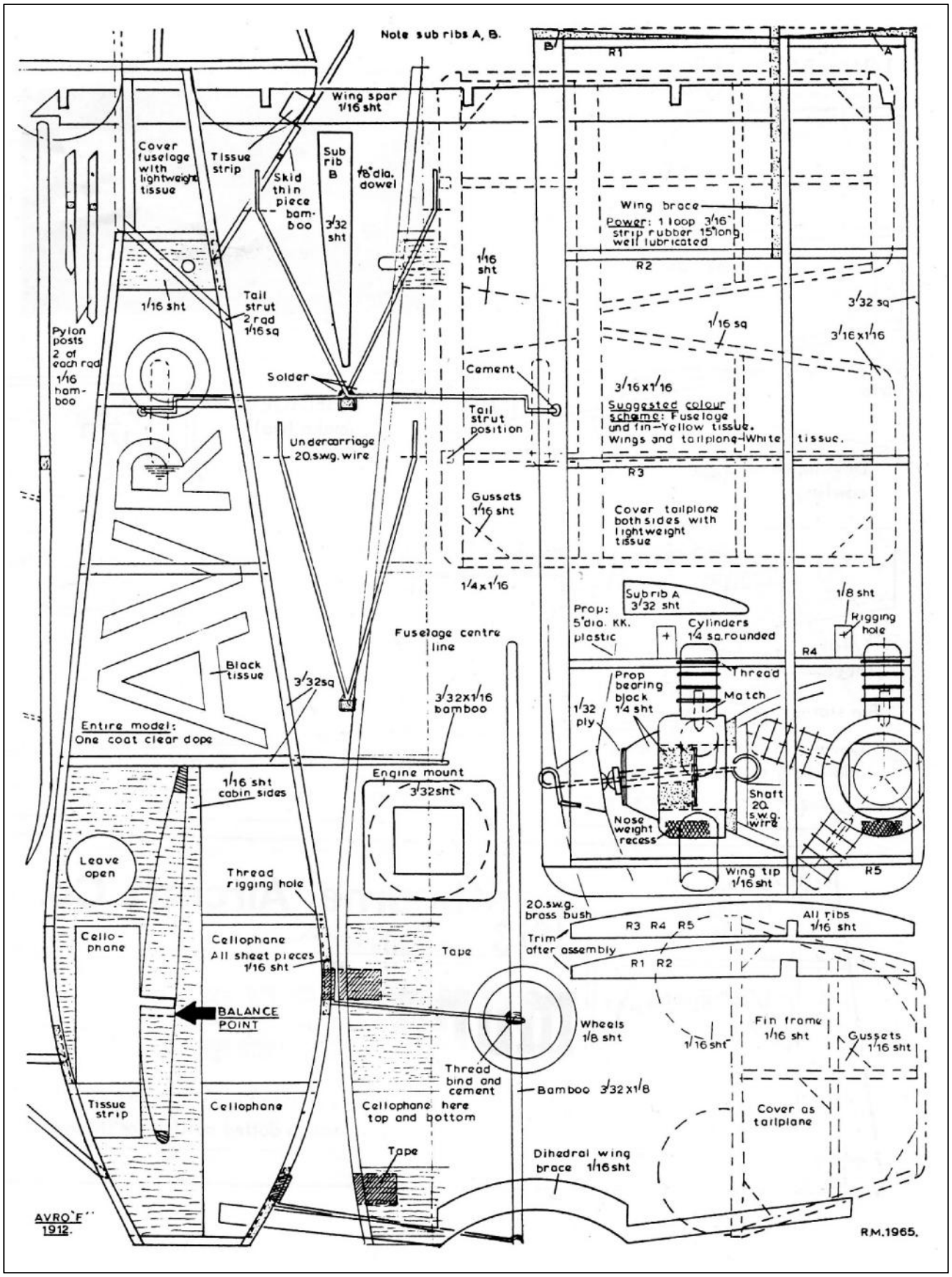
All of us owe & great deal to those gallant men who started out, over half a century ago, to conquer the air.
The model we are presenting this month is a scale model of the Avro F, which first flew in 1912 and was designed by A. V. Roe.

Its span was 29 feet, length 23 feet,
loaded weight 800 pounds,
and it was powered by a 40 h.p. five-cylinder 'Viale' engine.

Also, it was the first cabin-type aeroplane in the world. Our model Avro F does require a little skill and care to build, but it flies well and will capture for you some of the excitement and suspense of those early days of flying.
The stages for building the Avro *F* are shown in the 'easi-build' sketches, so we are confining these instructions to advice on the trickier stages and to notes on test-flying your model.
When adding the sheet cabin sides to the fuselage side frames, make sure the outline of the wing rib is accurately drawn on the cabin sides. This outline will assist you when you assemble the wings to the fuselage and to line up the wings at the correct incidence angle.
Cover the fuselage and fill in the cabin windows with thin cellophane. Use lightweight tissue for covering, water shrink and give one coat of clear dope. Do this before cementing the tailplane, fin and wings in place.
Before binding the bamboo central skid to the two undercarriage 'V's, moisten the front 1 inch and bend up gently. Around the thread binding rub a coating of balsa cement. Build the two wing panels as shown. You will need a tracing for the port wing panel. When covering, leave the inner underside panel open. This will help you to make an accurate union between the wing main-spar and the wing dihedral brace.

The Correct Dihedral

After the wings have been assembled to the fuselage, check that there is an equal amount of dihedral under each wing tip. The inner underside wing panels may now be covered, shrunk and doped. The wing bracings, so characteristic of these early aircraft, may be omitted if desired, but the original model has made dozens of flights without damage to the thread bracing and there is no doubt that the bracings add much to the 'old timer' look of your Avro 'F'.
Note that the 5 inch diameter K.K. plastic propeller has the cone of the spinner filed off. Very few early aircraft had the refinement of a spinner over the hub of the propeller. By the way, a 5 inch diameter balsa propeller fitted with a free wheel clutch, would increase the duration of flight. One important point, check your construction frequently, using a set square. Also, use coloured tissue on your Avro *F', not coloured dope, as this adds too much to the finished weight of the model. The engine should have the crankcase painted silver, the cylinders black and the cylinder heads silver.

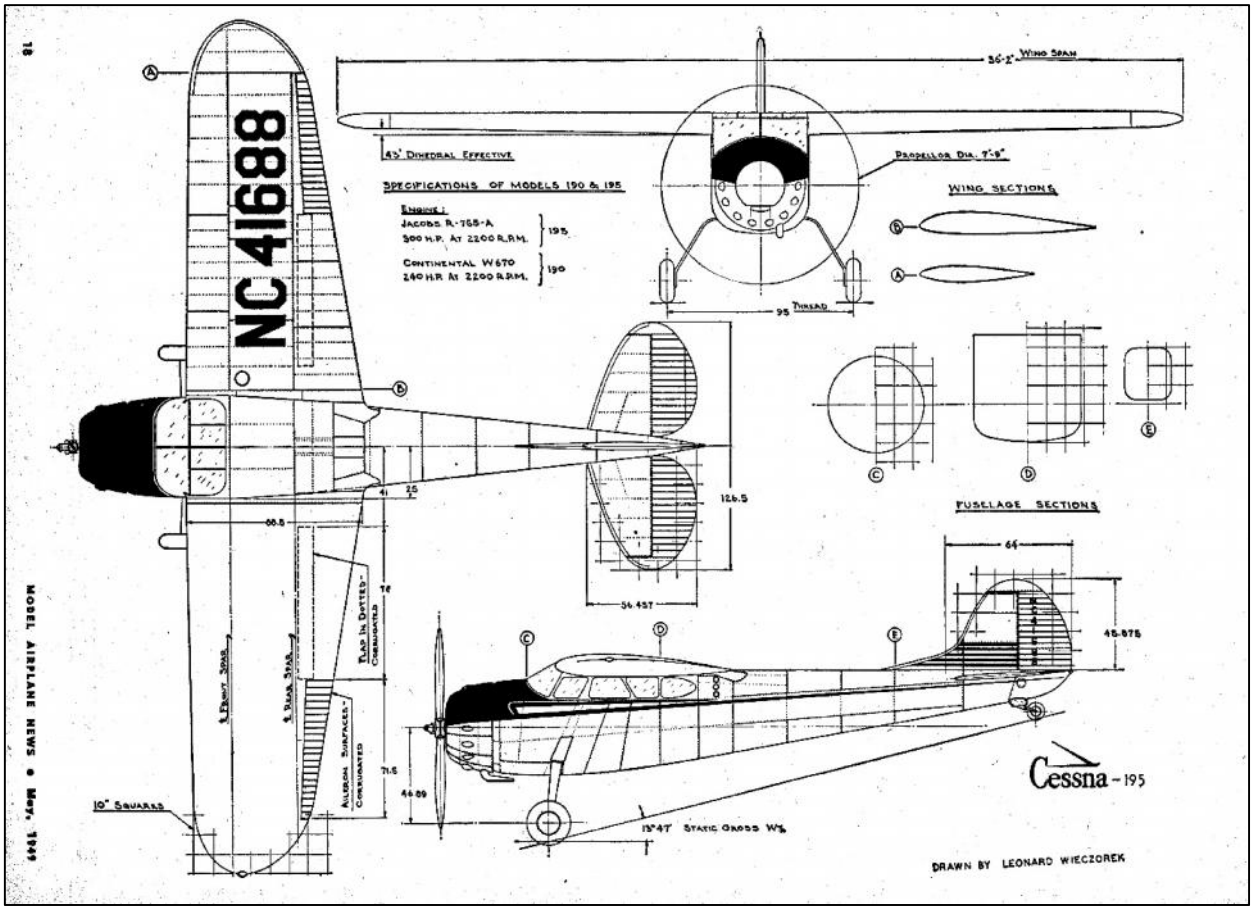


Ray Malmstrom

Shed Times - Nick Peppiatt

Well, the shed is a good place to keep one's head down and socially distanced in, considering the prevailing circumstances. As others have stated, we are fortunate to have this hobby, with its great variety of creative activities. My current build project is really too large to qualify for the indoor banner, although I'm sure, once sorted, it could be flown in a very large indoor space such as an empty Cardington airship shed, if ever that was to become available to us again.

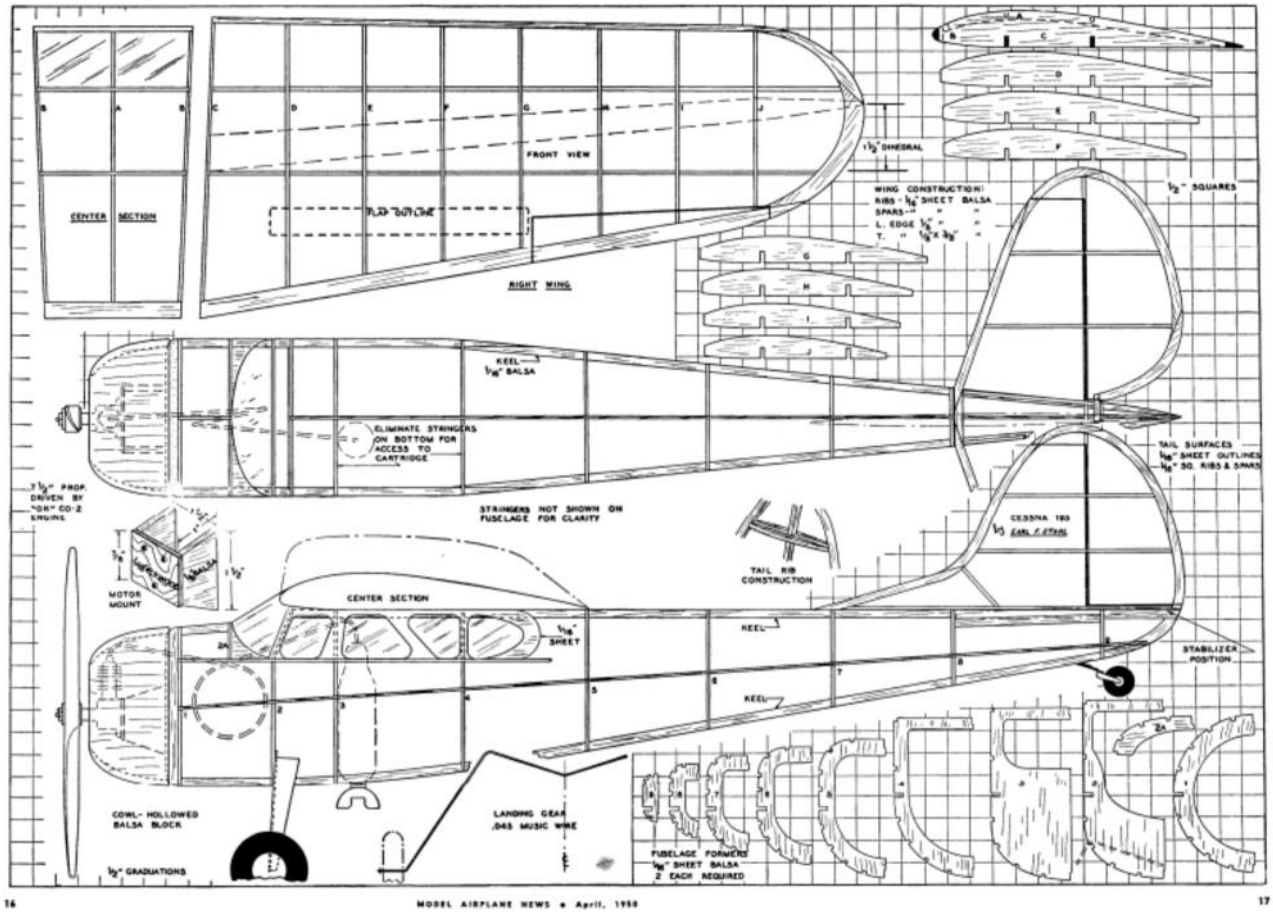
During my researches on vintage designs for CO_2 motors, I took a fancy to Earl Stahl's Cessna 195. As I mentioned at the time this was the only post-war Cessna fitted with a radial-engine. Well, the 195 was fitted with a Jacobs seven cylinder engine ('Shaky Jake', because of the vibration at start-up before all cylinders are firing) and the 190 was the same airframe fitted with a less powerful Continental seven cylinder radial. It first flew in 1947, and was produced up to 1954. A surprising number are still air-worthy and they are much loved by their owners. They are now finished in a wide variety of colour schemes, many being quite complex.



Earl Stahl's design is just under 34" wingspan, and the drawing was published at half size in the April 1950 edition of Model Airplane News, showing the installation of an OK CO_2 motor, but mention is made in the article of the possibility of converting it to rubber or small i.c. engine power, although I think the structure would require some beefing up in that case.

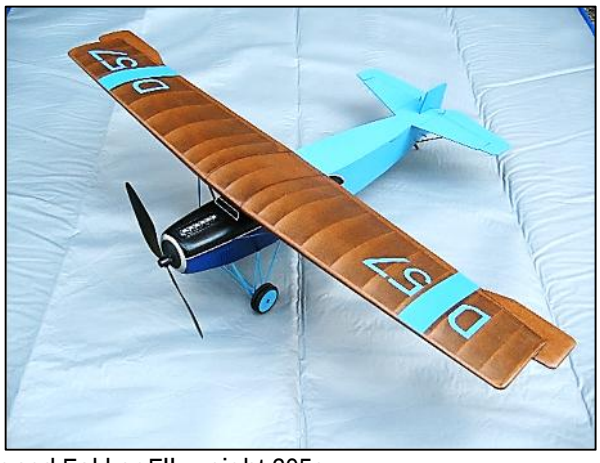
It is now available in a full-size version from Outerzone. Using the poster print option I printed it off on eight A4 size sheets, which were taped together to give an acceptable plan to work from.

I am not clear whether Earl based his model on the 3-view, above, previously published in MAN.



Copy of Earl Stahl's Cessna 195 from Outerzone (www.outerzone.co.uk)
where the magazine pages have been neatly stitched together. The squares are ½"x ½".

I could have produced a free-flight model, but Earl Stahl's high wing designs generally fly very well, and a dethermaliser would be required. I could not see an easy way to fit one. Building it for three channel RC means I can fly it on a local sports field and flights of 15 min or more should be possible.

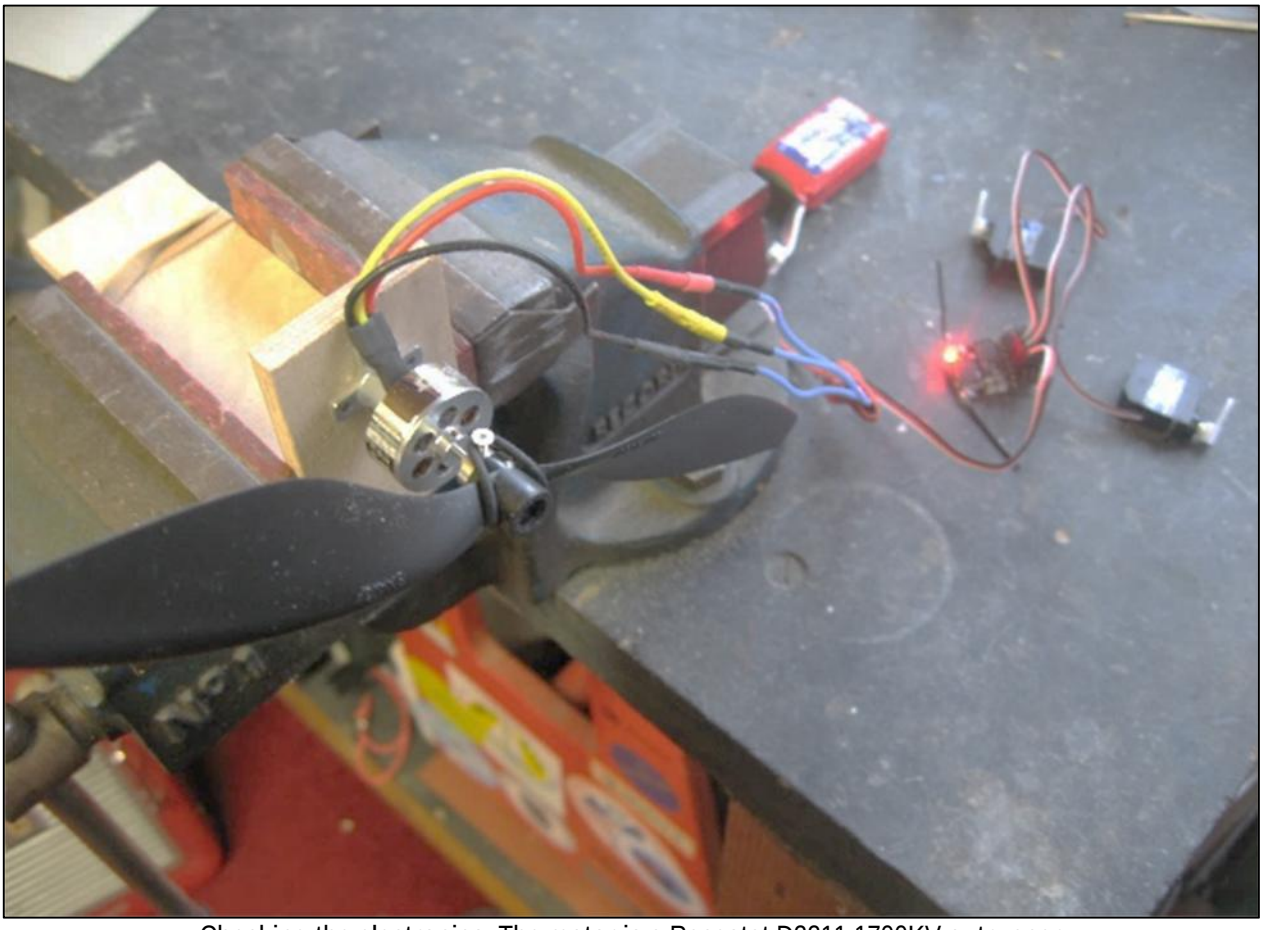


31.5" wingspan Peter Rake designed Fokker FII, weight 205g.
It started out with a GWS 8x4.3 propeller, but I changed it to an APC 7x5 (left) for greater ground clearance.
Mine's not resting on an elephant's trunk (see last month's NC)!

The nearest model I have to this specification is a Peter Rake designed Fokker FII, again for three channels, plans for which were published in Flying Scale Models, December 2012 which I built some years ago. I fitted a 22mm dia. 1700KV outrunner motor to this, powered by a 2S 500mAh battery. This gives more than adequate reserves of power.

This model is neutrally stable in roll. Centring the rudder after putting it in a turn has no effect; it continues to turn, and requires opposite rudder to straighten it. Like the Fokker Fll, the Cessna 195 will not be 'superscale', but as in one of the late Bill Hannan's adages last month 'Scale model accuracy is in the eye of the beholder.'

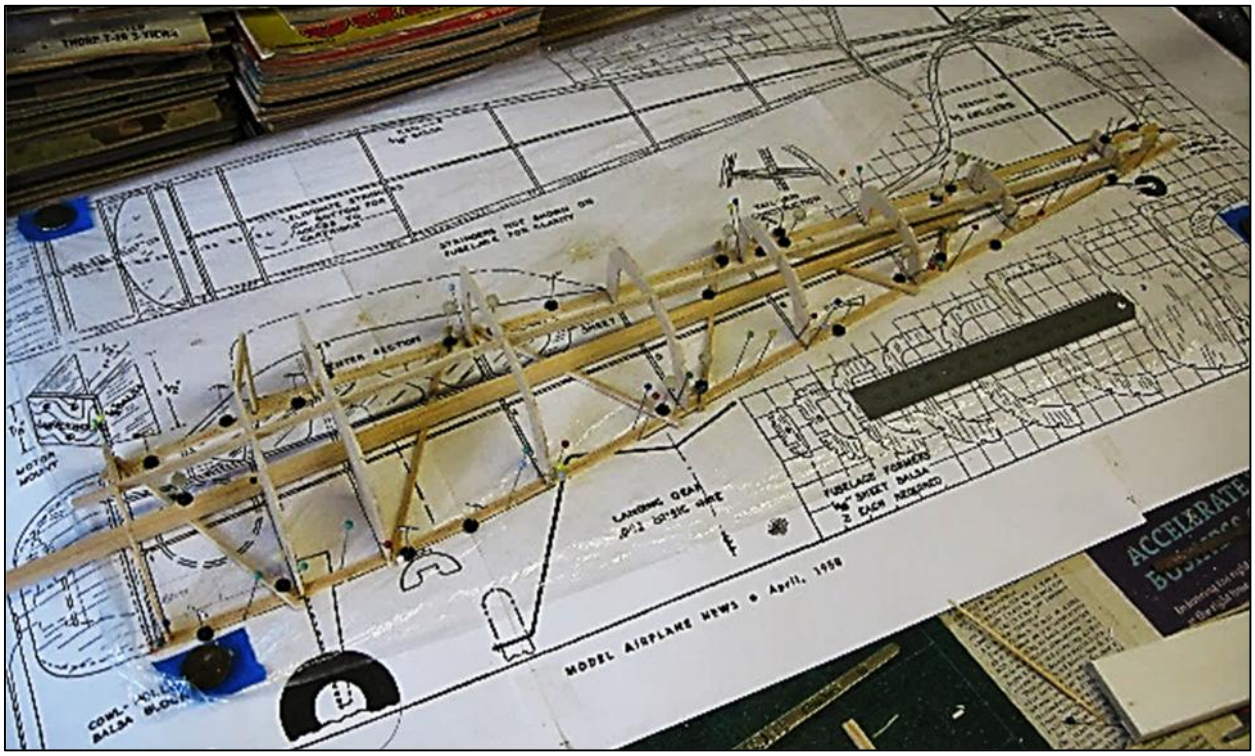
The Cessna 195 is of similar size to the Fokker Fll, so I set about obtaining a similar power system. The motor I used in the Fokker did not appear to be available, but Banggood were selling Racestar D2211 motors of similar specification and on receipt they turned out to be virtually identical with the same mounting plate.
I set up a bench test to check all was functioning correctly, as shown in the photo below.
The 10A ESC (SimonK) was also supplied by Banggood, the D56MG servos were from HobbyKing and the Rx is a Lemon six channel.
The weight of this set up is 78g, which is comparable to the original OK CO_2 motor system shown on the plan. The electric outrunner could be fitted on a similar mount to that shown for the CO_2 motor.
My plan was to make the cowl detachable and fit the battery to a tray under the motor. Of course, there is ample space in the cavernous fuselage for modern R/C gear.



Checking the electronics. The motor is a Racestat D2211 1700KV outrunner

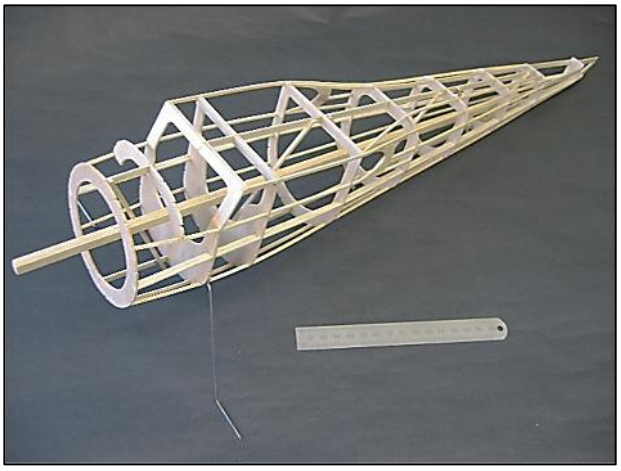
The shape and dimensions of the formers generally tied in well with the fuselage top view and side view. The major discrepancy is former 2A, in the dashboard area, which is too wide, as it does not allow for the fact that the stringers, to which it is mounted, taper in to the nose. I printed a second copy of the plan and cut out the former shapes, which were lightly glued to the wood for cutting out. Having a set of formers and keel pieces, I started construction.

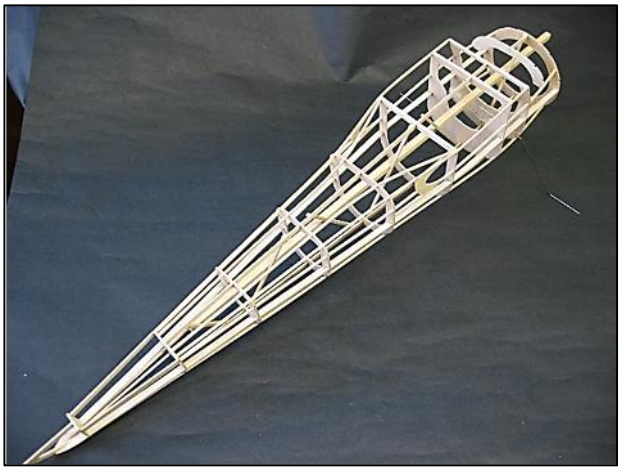
This is the largest half shell model that I have built, and to help keep the fuselage straight I glued some temporary 3/32" square strips diagonally to the top and bottom keels and then attached a piece of straight hard ¼" square over the top of these diagonals approximately down the centre line.
This also gives a convenient handling piece when the second half of the fuselage is built and stringers attached



Cessna 195 – start of fuselage construction, showing temporary diagonals and ¼" square member

.





Fuselage frame before removal of the temporary structure. The final stringers need to be added.

The fuselage construction was pretty much as per the plan, although I stripped and used 1/16"x3/32" stringers rather than the specified 1/16" square. The adhesive used was Titebond aliphatic resin, apart from the U/C wire which was attached with epoxy resin and encased in hard balsa sheet.
Well, at this time of the year I would usually be looking forward to writing a report on the annual indoor meeting at Crawley. For obvious reasons it is not taking place this year, so more on shed activities next time.

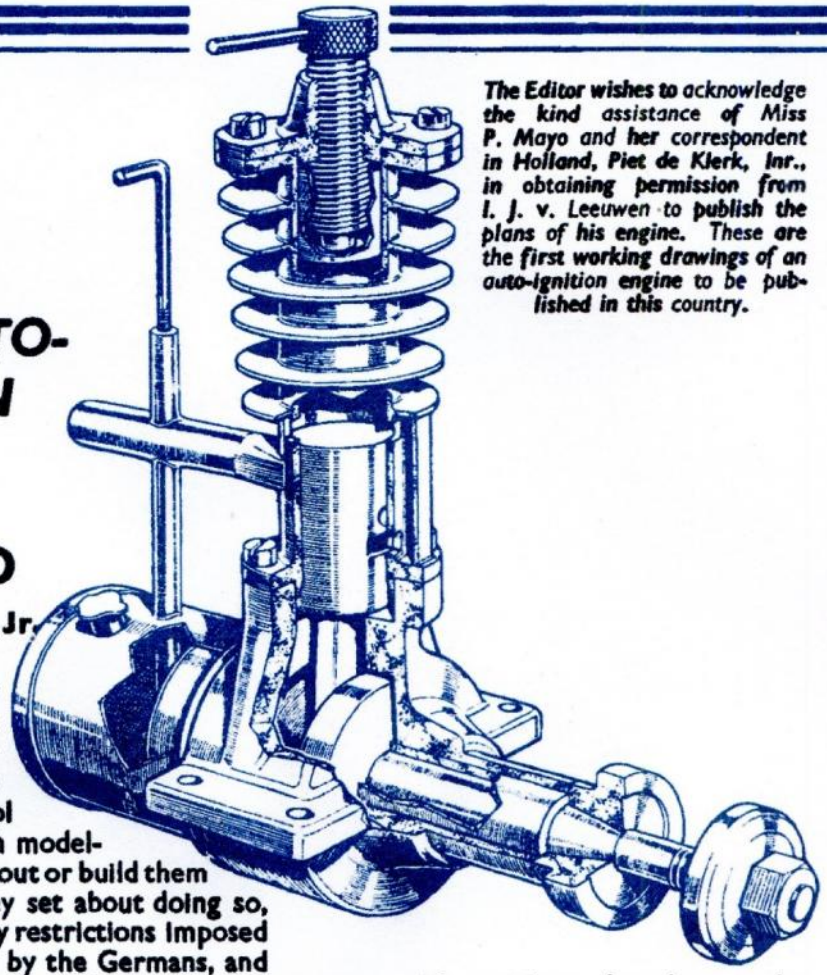
Nick Peppiatt

The Nova 1 Engine - I.J.v. Leeuwen (Holland)

Extract from Model Aircraft July 1946

THE "NOVA I" ENGINE

This sectional perspective drawing of the engine clearly shows its salient features.



The Editor wishes to acknowledge the kind assistance of Miss P. Mayo and her correspondent in Holland, Piet de Klerk, Jnr., in obtaining permission from I. J. v. Leeuwen to publish the plans of his engine. These are the first working drawings of an auto-ignition engine to be published in this country.

THE AUTO-IGNITION ENGINE in HOLLAND

By Piet de Klerk, Jr.

WHEN war broke out we could no longer obtain American or English petrol engines and Dutch modellers had to do without or build them themselves, so they set about doing so, in spite of the heavy restrictions imposed by the occupation by the Germans, and achieved some measure of success.

About the summer of 1941 we first received news about the Swiss compression-ignition motor called the Dyno 1, and, of course, our aero-modellists became extremely interested in it, but it was not until 1943 that we heard anything more about it or were able to obtain any details of it.

Then, in December, 1943, I. J. v. Leeuwen, a Dutch model engine-building enthusiast, designed and constructed the Nova 1, plans of which are published in this issue of your journal.

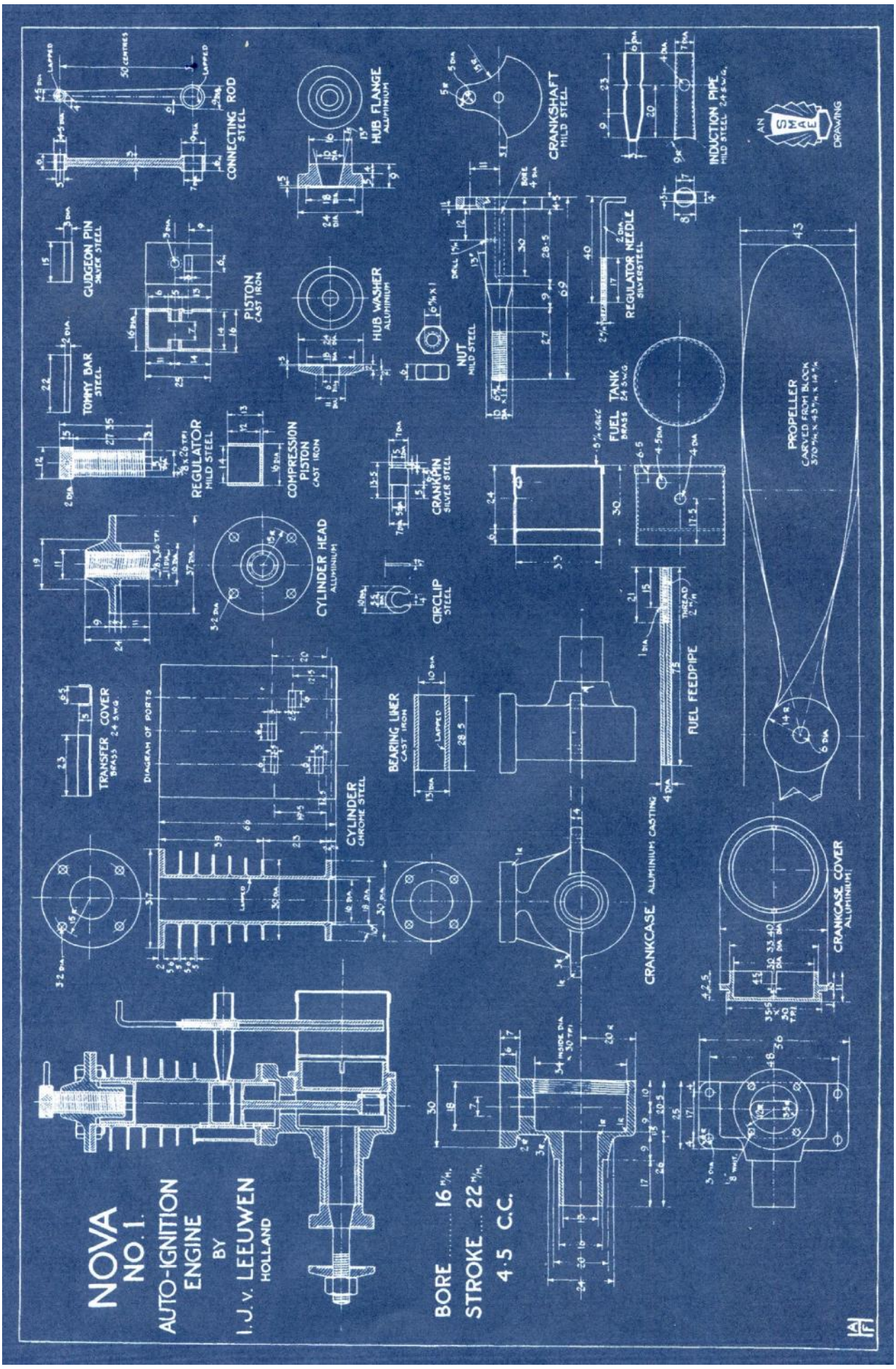
Although this engine was very successful he did not rest content with it and in a subsequent issue of "Model Aircraft" I hope to be able to let you describe his latest compression-ignition engine, the "Neiri," of 5 c.c. capacity, but in the meantime British aero-modellers may be interested to experiment with engines based on the "Nova 1."

The fuel recommended for the "Nova 1" consists of a mixture of 24 parts of petrol, 24 parts of paraffin, 27 parts of turpentine, 15 parts of motor lubricating oil (S.A.E. 70 grade) and 13 parts of sulphuric-ether.

The engine starts very easily and it cannot refuse to start on account of a discharged battery or ignition trouble.

For the purpose of timing the length of flight a valve can be made in the fuel feed-pipe from the tank, or a clear tank can be employed to control the quantity of fuel. The former is to be preferred, as it is more accurate.

From this you will see that the Dutch modellers have not been idle during the war, but have indeed made some advances, and I hope to be able to tell you something more about them very soon.



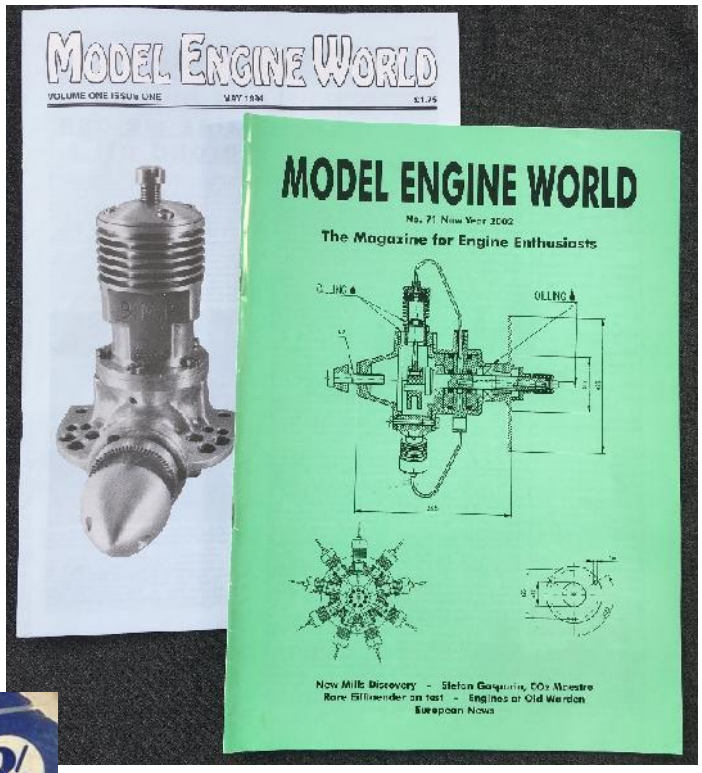
Model Aircraft May 1946 *I.J.v. Leeuwen (Holland)*

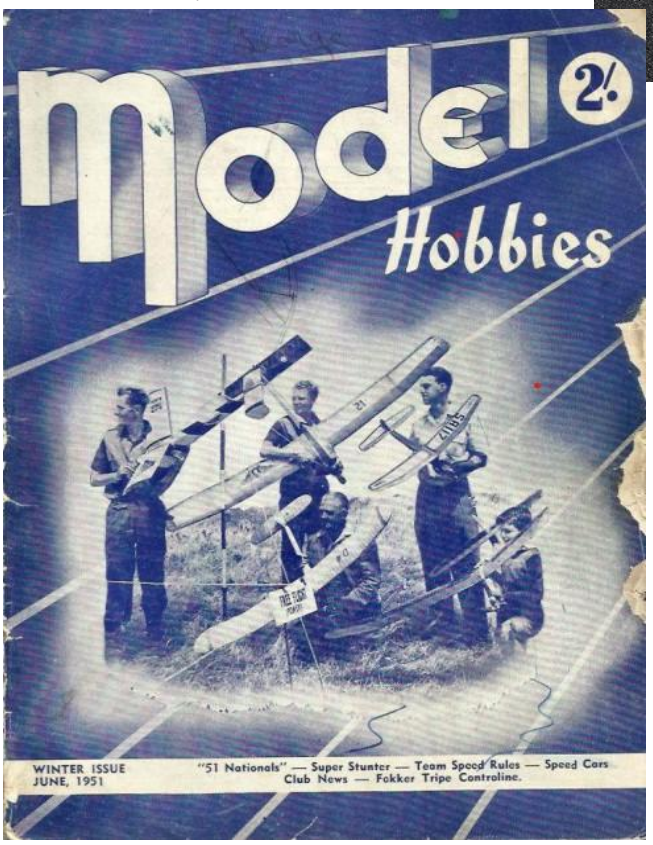
The DBHLibrary (Magazines) - Roy Tiller

Report No. 121 New arrivals throughout 2020 continued.

Last month's report covered new arrivals of newly published magazines and newsletters, now to the "old stuff", vintage and some not so vintage but certainly not published just yesterday. Printed paper arrivals included ***Arm Soar*** and ***Heave Ho***, both hand launch glider newsletters, ***Stabilo,*** a newsletter originating in the Netherlands and two ***Northern Area News Rubber Supplements***, all of which have been mentioned in earlier reports.

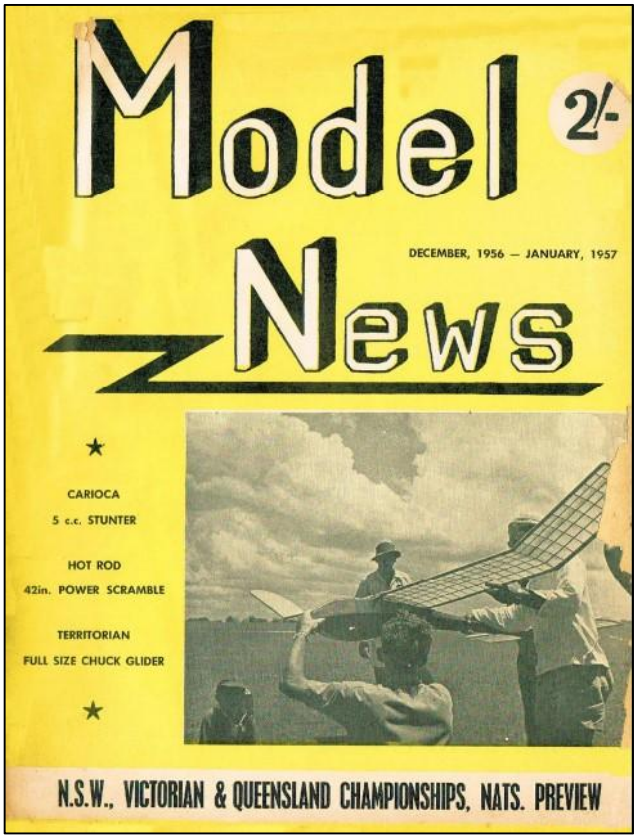
There was one further printed paper new arrival, a complete set of ***Model Engine World***. This was launched as a monthly magazine by the editor, John Goodall, in May 1994 and to quote the editorial "The coverage will include topics for constructors, users, restorers, collectors, historians and not forgetting traders in all types of model engines from ancient to modern." John ran Barton Model Products which published the magazine and traded in model engines, see website bamopro.co.uk. The April 2001 issue announced that the editor from the next issue would be Andrew Nahum, under whose hand the content continued much as before. The last issue that we have is No 77 dated November 2004 and that is thought to be the last issue published.

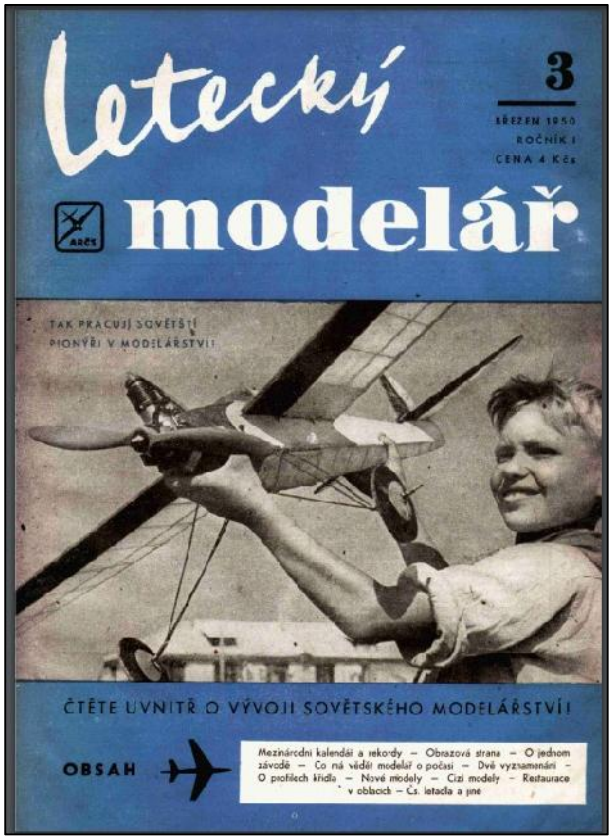


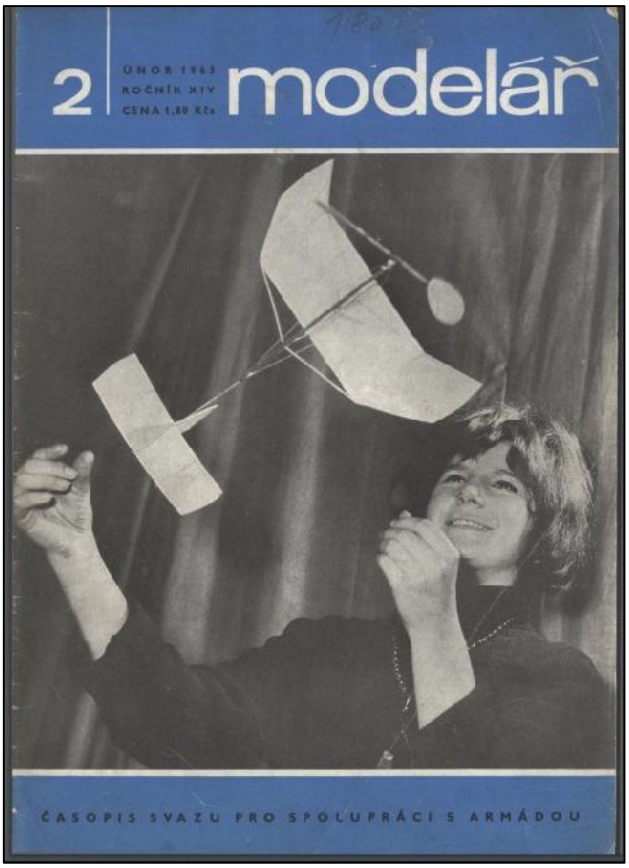


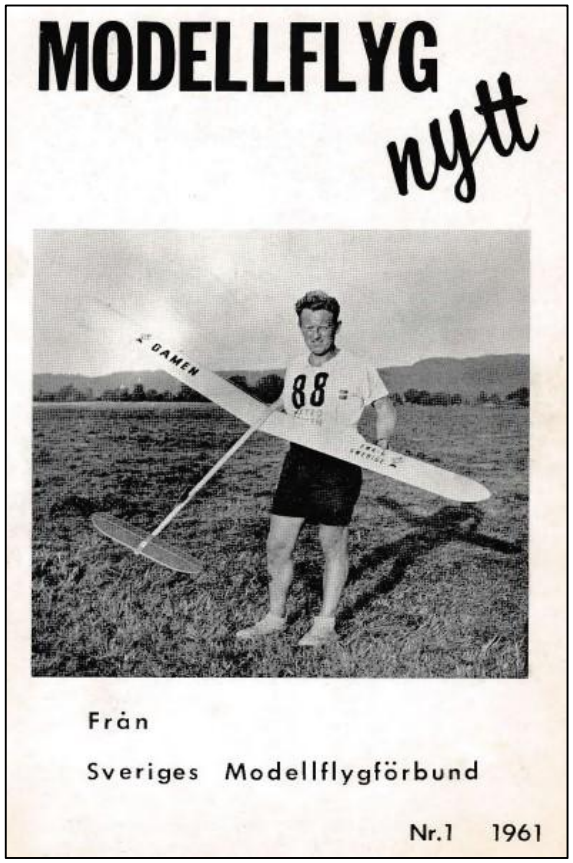
The next batch of new arrivals did not just arrive, one had to go and get them from various websites such as rclibrary.co.uk, rcbookcase.com and rc-paper.com. Visiting these websites will give you access to a wide range of magazines including ***Aeromodeller, Model Aircraft, Model Airplane News***, ***Air Trails, Flying Models, Model Builder*** and many that you may never have heard of. Reproduced here are some covers of magazines from Australia, New Zealand, Czechoslovakia, France and Sweden, all found on websites. In respect of the library I do have to look at any "Rules of usage" on websites, some are quite free of restrictions, some specify for personal use only and at least one permits viewing only of content and blocks any attempt to download.

Above, ***Model Hobbies*** June 1951 is from Australia, and below, distributed in Australia and New Zealand, is ***Model News*** December 1956. From Czechoslovakia is ***Letecky Modelar*** March 1953 and with a name change to ***Modelar*** the February 1963 issue and then from France ***Modele Magazine*** October 1963 and finally, on the next page, ***Modellflygnytt*** No 1 1961 from Sweden.



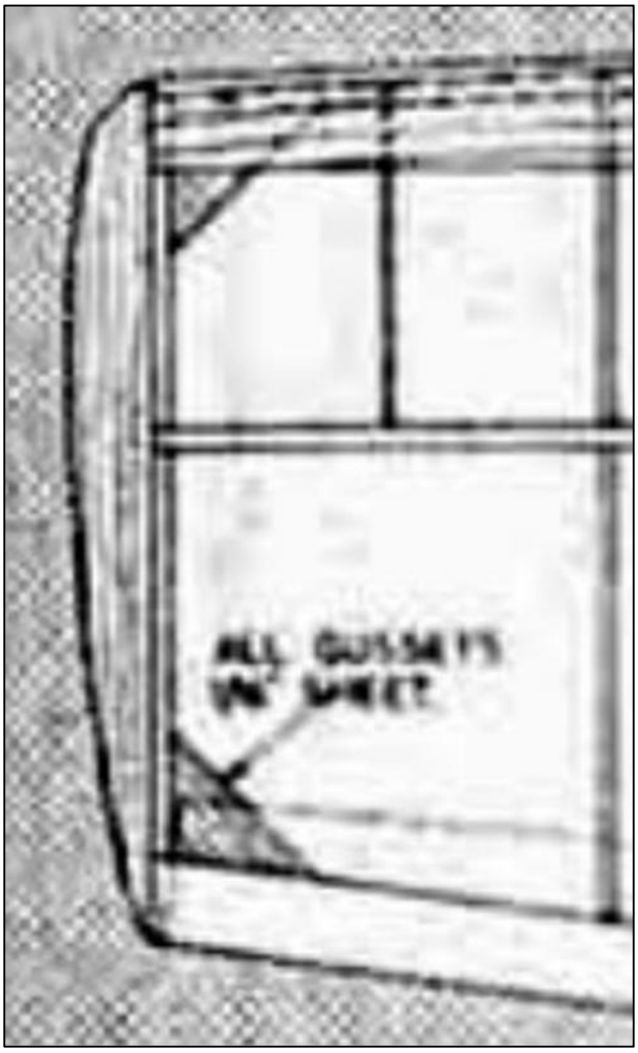






Try a web search for aeromodelling magazines and you will likely find something of interest, but what are the snags? No site has everything, so for a particular magazine issue you may need to search more than one site. Some items seem to be quite rare and may not be found on any web site. File size limitations mean that items such as the one quarter size plans found in Aeromodeller lose quality if enlarged to full size. Below you will see two wingtips which are approximately full size if the page is viewed as an A4 sheet, the left one is from a downloaded copy of the magazine and right one is from a 600 dpi scan of the printed paper magazine page in the library. Fortunately most of such plans can be downloaded from plans websites such as Outerzone.

Now to the question of language. You do not need to have "Fluent Foreign" as it was known where I worked. We exported to Germany, Italy, Spain, Turkey and with language difficulties just to France and U.S.A., all the others spoke English.



Svenska framgångar vid VM i friflyg i Finland

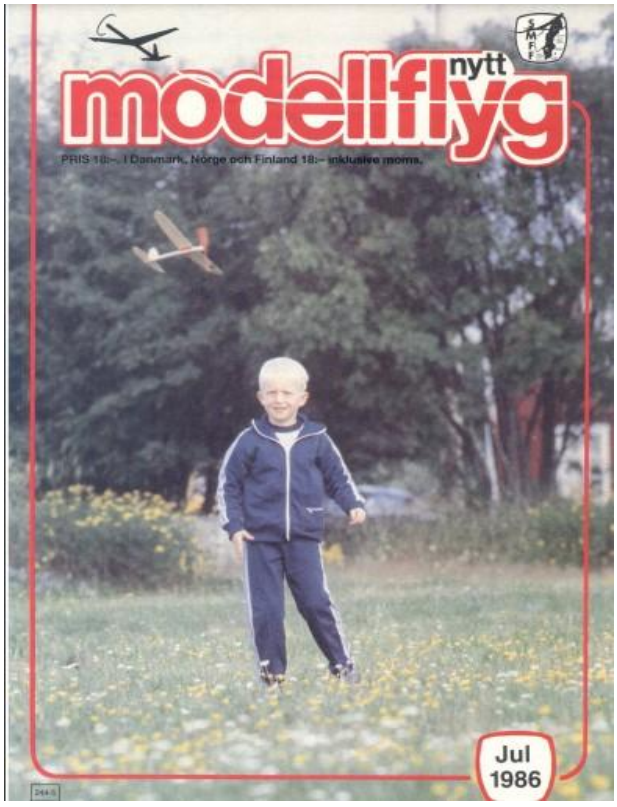
Kauhava, en liten kommun cirka 8 mil öster om Vaasa i Finland, med ekonomin baserad på småindustri, skolor och militärt flygfält, en motsvarighet till vårt eget Ljungbyhed, en idyll trots de ofta förekommande lågsvepen av vinande jetplan. Denna plats invaderades mellan den 8 och 12 juli i år av cirka 170 modellflygare, hundratalet funktionärer och en ansenlig s. k. idrottens svans. Alla målmedvetna, i högsta grad levande och förmodligen tämligen störande för den inhemska befolkningen.

A smart phone with the Google Translate app installed will solve most of the language problems. With the foreign text on your PC or laptop screen, open Google Translate on your smartphone, set the language to be translated from and to, select **Camera**, then **Scan**, aim at the text to be translated and click on the **camera button**, the camera will scan and draw a box around all text recognised, click on **Select All**, then on the **arrow** in the blue bar, wait a second and you will see the original text on a white background and the translation on a blue background. This generally works well, but do not expect it to identify blurred or faded text and it may not translate colloquial or technical or aeromodelling terms or abbreviations.

Swedish to English example herewith.

Swedish success vld World Championships in free flight in Finland

Kauhava, a small municipality about 80 km east of Vaasa in Finland, with the economy based on small industry, schools and military airfields, an equivalent to our own Ljungbyhed, an idyll despite the frequent the low sweep of whistling jet planes. This place was invaded between 8 and 12 July this year by about 170 model pilots, hundreds of officials and a considerable so-called sports tail. All purposeful, highly alive and probably quite disturbing to the indigenous population.



Pretty dammed good I call that, Czechoslovakian sometimes gives rather more problems and I have not had cause to try Russian or Japanese, those might be interesting!

Happy scene from 1986 cover of ***Modellflygnytt.*** The caption for the cover translates as "Winter issue, Christmas issue- why not let us dream of next summer's wonderfully warm and sunny days for beginners and elite pilots alike."

The oval at the bottom right hand corner of the cover had me somewhat confused at first. How can it be "Jul 1986" and the Winter issue? Surely they have not moved Sweden to the southern hemisphere! Google translate to the rescue once again "Jul 1986" translates as "Christmas 1986"

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

Roy Tiller

More Lost Models - Derek May

I have been interested in all the articles about wayward models.
As we are unable to fly at the moment what about a contest for a lost model champ?
We all have lost models in the past with some people losing more than anyone else. I remember Norman Rogerson always seem to lose a plane every time we met at Rufford, I joked to him that there must be a balsa wood forest down-wind!!
The first model that I remember losing was when I was at RAF Akrotiri in Cyprus , we used to fly at a dried up lake at Ladies Mile. It used to be calm until about midday when a strong off shore wind would blow. My first loss was a Lucifer that flew offshore and splashed down about ½ mile away!
After that I lost a Caprice on very first flight – I never even saw it, must ditched way offshore!
When I got back to UK I joined Chester MFC and flew mostly gliders and single channel RC (until I saw the light!!) The next glider I lost was a 'Classic' at a big comp (I can't remember where!) last seen with D/T on and disappearing with load of other models –never seen or heard of again
An A1 was stolen at Elvington – I even chased after the bloke in his car- what do these people do with the models they steal?
At least 3 gliders at Barkston over the years, some long flyaways with, I think D/t failures- you never know what happened do you? also a 'Sunspot' that wasn't where it landed!
The next loss was at my local field (Delyn MFC) when I was trimming a bunting glider. I had just got it launching well with a good bunting height and I forgot to wind up timer and, of course, it was in a really good thermal. I watched it for about 20minutes going into clouds. I had to leave to pick up my grandson from school. I never saw it again despite searching for many days, as our field is only 3 miles from the sea I assume it came down in the Mersey! This was a carbon wing model with all mod cons for 20 years ago, so I was a bit peeved about losing it!!
I can't remember losing any more gliders but I started to fly 50g open rubber, M/V, P30 etc.
I have been fairly lucky and only lost a few that I can remember, and with trackers on board it makes life easier. 2 planes come to mind however, first was at the Delyn field when I decided to let an old model flyaway as it was past its sell by date, I lost sight of it after a about 10 minutes, I had a line on it but I think it came down in a thick wood where it probably still resides! Secondly I lost a 1/2a 'Eliminator' at Tatton Park when the wing D/T failed and the wing fell off at a great height, I found the remains of the fuz but the wing fluttered away never to be seen again!
Then there was my 'Urchin' lost at East Anglia gala in 2018 when it was never seen again with RDT and tracker on board, I can only think it was picked up from the main road, I had two independent lines on it so it should have been a routine retrieval, I was sorry to lose that plane because of tracker and RDT- the plane itself was rubbish!!
I still fly with Gerry Ferer at Tatton Park and we all have tree'd many times –but that is many other stories!
That is about all I can remember at the moment, I have had many returned or course.
So what's the score?

Who has lost the most models???

Many Max's to everyone

Derek May

Secretary's Notes for March 2021 - Roger Newman

For sure, the 1st Area meetings (28th Feb) are cancelled. There must be doubt regarding the 2nd Area meetings (21st March) as this is in advance of any modest relaxation of the current rules on outdoor activities.
But perhaps there is light in the tunnel as more people are vaccinated & rules on outdoor activities are clarified.
As far as flying is concerned, access to Beaulieu looks possible until end of June & hopefully thereafter. No doubt there will be news regarding Area 8 on Salisbury Plain once more is known about Government policy. We wait with some apprehension & concerns.

On the drone front, to keep everyone in the picture, the bill authorising police powers (Air Traffic Management and Unmanned Aircraft Bill) will soon have its 3rd reading in the House of Commons & will then become law shortly afterwards. Haven't quite worked out what the fines will be for transgressions, but all indications are that they will quite punitive. There was also a very detailed Air Accident Investigation Report recently published regarding a flyaway drone from Goodwood due to loss of control & an eventual crash – for further reading, the report can be downloaded from-

https://assets.publishing.service.gov.uk/media/602bb22f8fa8f50388f9f000/Alauda_Airspeeder_Mk_II_UAS_reg_na_03-21.pdf

Suffice to say that the report was politely scathing about both the Operator & the CAA. Interestingly, within the text it quotes "The CAA reported that as of August 2020, there are over 106,000 registered UA operators in the UK and over 45,000 operators of flying model aircraft." As the BMFA membership currently hovers around the 31000 mark, does this mean that there are some 14000 operators of model aircraft who are not BMFA members & if so, where do they fly & do they have insurance? Maybe someone knows the answers.

On the home front, enthusiasm is at an all-time low. The Ballerina construction is complete, silk panels have been cut out ready for covering, but that's where it has stalled for the past few weeks. Other things have taken precedence – like the garden & cataloguing my collection of railway books in an attempt to avoid further duplication of purchases!

Peter Tolhurst is asking if there is any enthusiasm for flying E20. Not really knowing what the class comprises, I had a quick look & the Peterborough Club seem to have done a good job on defining a set of rules, as well as publishing a very comprehensive note on motor timers. Until I read the latter doc, I hadn't appreciated that the motor run is:

a) very short – like 8 secs;
b) that the motor runs from a charged capacitor – no battery onboard.

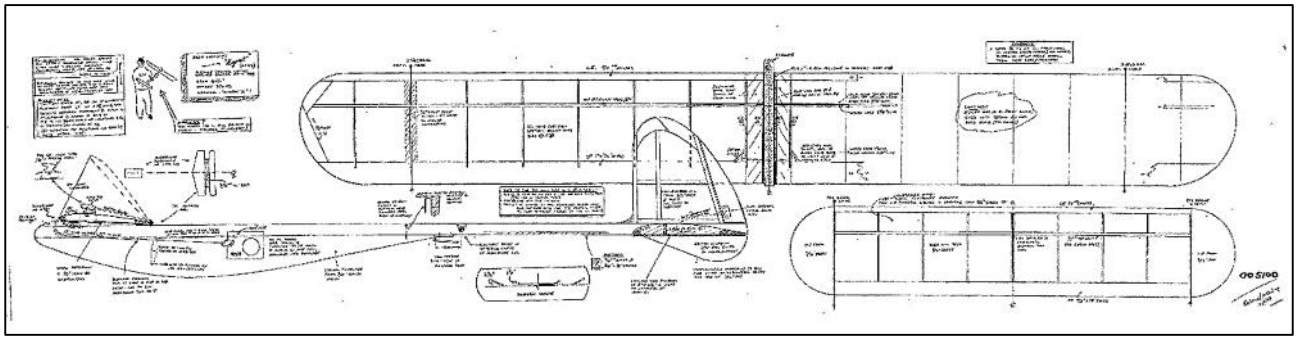
As the models are definitely light weight & small field jobs, I guess the only other pre-requisite is a calm balmy day.

During the month, I had an interesting email dialogue with Mike Myers in California, who was a long-time friend of Dick Twomey as was another friend of Mike, (Larry Jolly), with whom he flies in California.
Mike tells me that Larry has built a twice size RC assist version of the canard Egret designed by Dick, which he tows up. According to Mike it flies "like a dream". It certainly looks very impressive. This prompted me to look up the plan (this month's glider choice of course) & get a copy printed off for the endless list of models that I have to build. However, judging my rate of progress as expounded above, this may take quite some time yet!

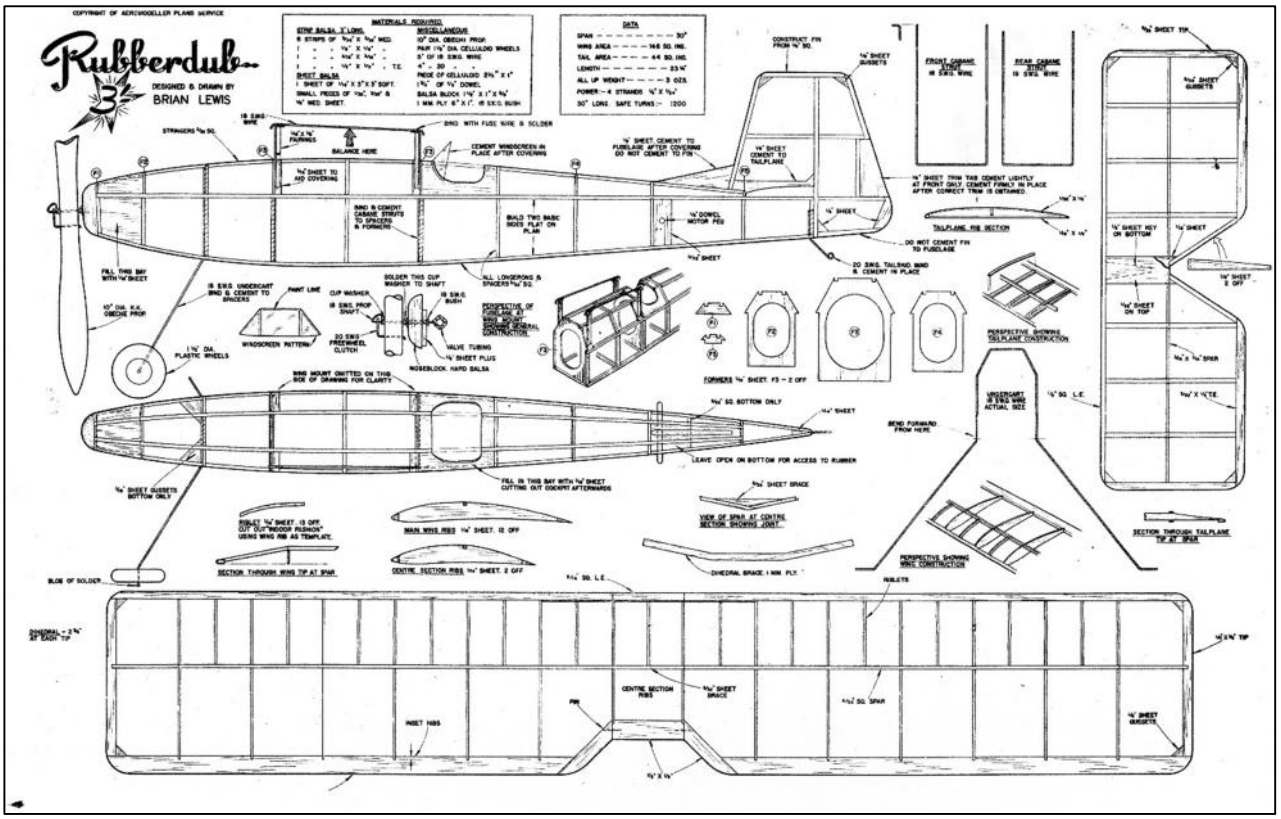

Larry Jolly and the 'Egret' x 2

Plans for the Month

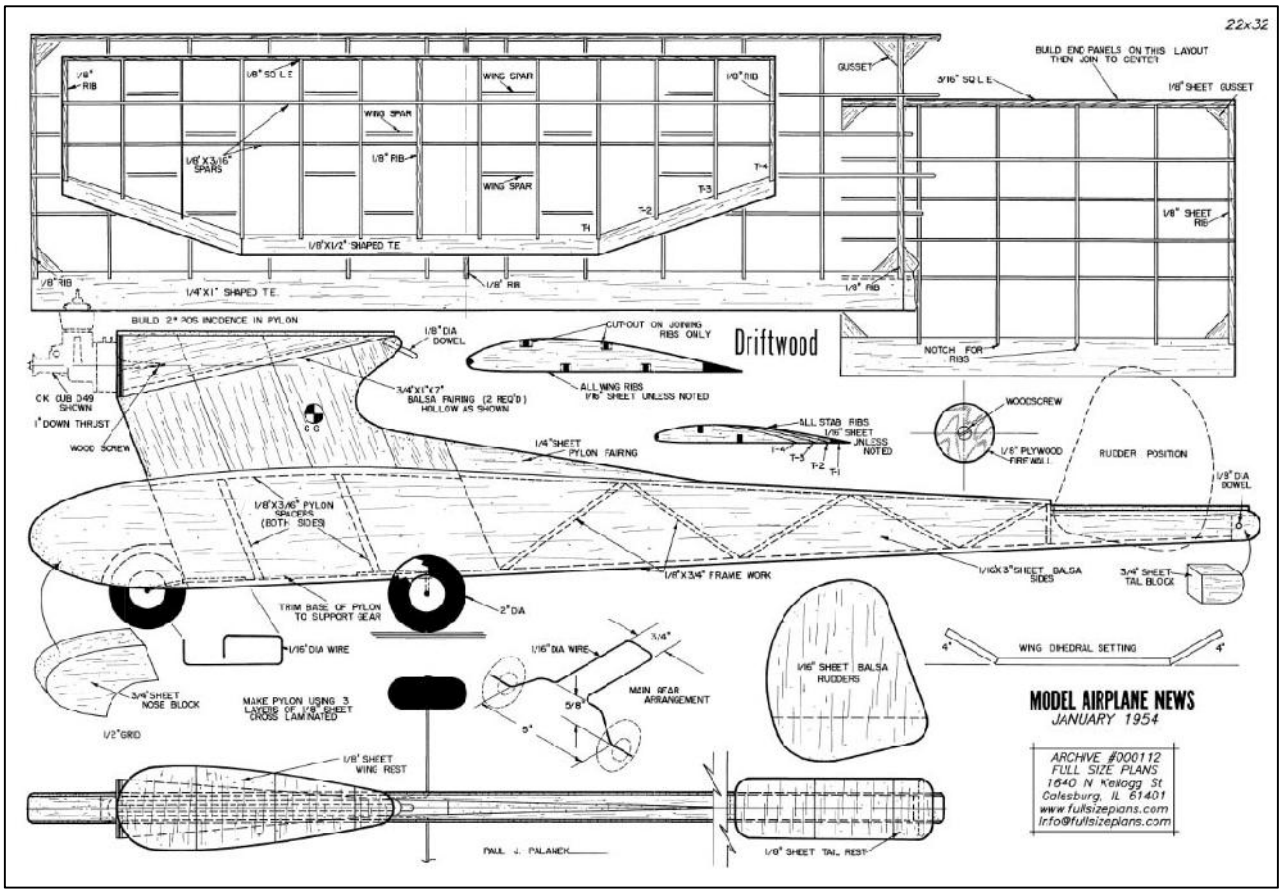
Glider: Egret of course



Rubber: Rubberdub – small model from Aeromodeller of Dec '54



Power: From the USA, a high thrust line model for .049 engines – Driftwood



Roger Newman

Classic A1 Glider Email International 2021

Eligible Models

A Classic A1 glider is any Free Flight towline glider of total projected surface area not exceeding 18 square decimetres, built in accordance with a design published or kitted between January 1951 and January 1961, as per BMFA Classic Glider rules (https://britishmfa.sharepoint.com/sites/public/Rule Books)

Maximum length of towline 50 metres under 2Kg. tensile load

The Contest

All flights for each entry must be made on the same day between 01 January 2021 and 01 July 2021 inclusive. All flights must comply with local regulations governing model flying and with the guidelines of the national aeromodelling governing body (BMFA, AMA, etc.)

All flights for each entry must be made with the same model. An individual may make up to three separate entries provided that each is made with an entirely different eligible model.

A model may not be used by more than one individual over the age of 16 years. Juniors below this age may fly a model borrowed from another entrant.

The maximum for the first flight of each entry is 30 seconds. If this is achieved, the entrant is permitted a second flight of maximum 60 seconds, and so on, the maximum increasing in increments of 30 seconds until either a max is not achieved ,or flying cannot continue (e.g. because the model is lost or damaged). The score for that entry is the total flight time including the sub- max final flight.

All flights must be timed by a person other than the entrant. Procedure for starts, timing, attempts etc. is per F1H except that a flight aborted by RDT does not qualify for a second attempt, even if less than 20 seconds (in line with BMFA classic rules)

Entry

Entry is free of charge. Once the flights are completed, entry is submitted no later than 07 July 2021 by email to classica1postal@gmail.com by sending the following information;

The name & contact email* of the entrant
The name(s) of the timekeeper(s)
The sore, in seconds, in the form of an addition, e.g.
30+ 60+ 90+ 120+ 124= 424
The name of the model and where it was published
The country and location where the flights were made
If entrants aged 16 or under wish to be eligible for the junior prize they must include their age in years (D.O.B. not required). Juniors are also included in the overall results and are eligible for the other prizes.
In order to qualify for the team prize the entries of all three team members must be submitted in the same email, also stating the name of the team. Entries received in this way will also be included in the individual results.

Information about the flying, the site, etc. plus photographs will be very welcome and will help in reporting the contest in the modelling press.

Southern Coupe League 2021

Date	Competition	Location
21 March	Second Area	Area venues
9 May	London Gala	Salisbury Plain
T.B.A.	Oxford gala	Port Meadow
11 July	Fifth Area	Area Venues
15 August	Southern Gala	Salisbury Plain
18 or 19 September* (tbc)	Crookham Gala	Salisbury Plain
9 October	Coupe Europa	Salisbury Plain

Peterborough Flying Aces Nationals 2021

SUNDAY 12th September

at Ferry Meadows, Nene Park, Peterborough PE2 5UU .

Competitions 10.00 to 16.15

A NEW EVENT FOR 2021 !
Keil Kraft "Sedan" / "Rapier" / "Sportster", Nostalgia Rubber Duration Competition .
A rubber duration event for these great old KK designs:
Cash Prizes to 3rd Place! Model to be built to plan but plastic prop up to 6" dia. permitted
Plans available from Brian Lever 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 Incorporating KIT Scale:- Judged for flight profile and realism. Any C02 motor/tank permitted. See note re verification. Up to 36" Span. 'Judged' for flight profile and realism. See note re verification

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

Jetex/Rapier/EDF 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)

VMC "PILOT" & KK "ROBIN" Rubber Duration:-. Senior and Junior Classes. Models must use plastic prop and kit prop. size 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",tip to tip, span launched by the supplied "Hi Start" bungee.

Best Unorthodox:- Unusual models. Flight must be seen 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).

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 12/09/21)

Prize for 1st place: **Scrolls** for 1st, 2nd and 3rd**:**

Bumper Raffle:-

Note: this is a Free Flight event: No Radio Control:
Proof of Insurance required for all flyers.
PLEASE NOTE ! NO GROUND PENETRATING STOOGES PERMITTED
Revel in the special atmosphere created at this unique event.
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
Note! Govt. and BMFA Covid restrictions applying at the time will be enforced.

La Grande Coupe de Birmingham 2021

Preliminary Notification -

This year's event will take place at its traditional home of MOD North Luffenham on the

6th or 7th of November 2021.

Do please note that this is a month earlier than the traditional date for this meeting. The reason for this change is to try and pre-empt any restriction of travel which may be brought about by a winter surge in Covid19 infection rates. We all hope that the vaccination programme now underway will mean a return to "normality" by Autumn, but many experts still caution that the Winter will see a rise in Covid19 infections as happens with all respiratory viruses.

So that's why we're moving it, now some changes, hopefully improvements, that we will be making to the event:

Many Coupe fliers will be aware of the on-line 1960s Coupe postal run by Mark Braunlich and for several years we have included these coupes as a separate classification within the F1G event. We believe that these models have great potential as a reduced technology alternative to F1G and to raise their profile we intend to introduce a new three flight event "pre-1970 Coupe d'Hiver". To encourage participation in this new event we will award prizes for the top three places with a trophy for the winner.

Within this event there will continue be a classification for Vintage Coupes which meet our existing "pre-58" cut-off date and fliers should declare such models as "Vintage" to control when entering. The top 1st ,2nd and 3rd placed models meeting the pre 1958 date will all be awarded prizes, with the first placed receiving the Vintage Plate Trophy.

A flier may use up to 2 models in the pre-1970 class; to be eligible for the Vintage Coupe awards all models flown must meet the pre-'58 cut-off.

As ever the F1G event for the Aeromodeller Trophy will be flown in five rounds to a published timetable and with an unrestricted fly-off. Any model which meets the current F1G rules is eligible to fly in this event and up to 3 models may be flown.

As soon as we have some certainty of how the year will unfold we will confirm details of venue and timing. This early announcement is to make fliers aware of the change in date and prompt those who's lockdown building may have stalled to start that pre-1970 coupe that they've always fancied.

Stu Darmon

Gavin Manion - gavin.manion84@gmail.com

AREA 8. SALISBURY PLAIN. 2021.

Area 8 has been booked for free flight use, every Saturday/Sunday, plus 3 Bank Holiday Mondays in 2021, subject to final approval on the Friday morning preceding each weekend.

Those wishing to sport fly/trim must hold an annual season ticket. 2020 season tickets remain valid for 2021, with no new tickets being issued, or payment requested in this case. Those not having a 2020 season ticket may obtain one for 2021 via donna@bmfa.org for £20. The terms and conditions remain the same as in previous years, although users are also reminded that when driving they should stick to established tracks and avoid creating new ones.

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.

You are reminded that the BMFA pay for an annual licence to use the site via the FFTC.

Driving on Salisbury Plain.

We have frequently been reminded by the authorities that allow our access to Area 8 of,
The need to drive and behave safely, as it is a potentially dangerous place.
Respect the environment, as it is a conservation area with numerous vulnerable species.
More recently all users of the Plain have been asked to avoid creating any new vehicle tracks.
The Salisbury Plain Military Lands Byelaws 1983, state that a driver may only leave the road (Public Right of Way), by 15 yards, and then only to park. For practical reasons, the interpretation of this can be somewhat liberal for our purposes.
Three farmers have grazing licences for Area 8, and an annual hay crop is taken from the plateau. Their rights and livelihoods must be respected.
This leads to the conclusion that vehicle movements should be kept to a minimum on grassy areas, and any motorised retrieval should be confined to the well-established tracks.
We never know who is watching our behaviour on any of our few remaining flying sites.

Peter Watson. FFTC Area 8 liaison.

Free Flight Supplies

Michael Woodhouse

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

Free Flight Supplies is still operating. I have made arrangements to both receive and despatch materials. If you need stuff I can supply, it just might take a bit longer to get things to you. Carry on building!
Stay safe and look after yourselves.

We are only posting on an occasional basis. Any calls or e-mails asking "where's my order" will receive a curt load of invective from me or June.
If you get June the reply will leave you stunned!

E30 Batteries

I have bought some batteries direct from China which are suitable for E30. They are labelled 75mAh. I have so far only had time to test three and I can report that they are all good and in fact give a better performance than any I have previously tried. If you send me £10 I will put four in a Jiffy bag and send them to you.

Ron Marking, Pros Kairon, Pennance Road, Lanner,
Redruth TR16 5TF

CARBON BOOMS
For Hand Launched Gliders

If you need tapered carbon tubes for HLG booms I may have what you want. As supplied they are 99cm long, taper from 5.2mm to 2mm and weigh 6.4gm. As a rough test a 58cm length, suitable for a Yashinskiy type of model, weighs 3gm after a little application of wet-and-dry paper (used wet, of course) and it looks as if there's quite a bit more that can come off. The thin end that's left is good for a catapult glider.

Price is £7.00. In normal times I'd sell direct at contests, but postage and packing would be extra, depending on how many you need.

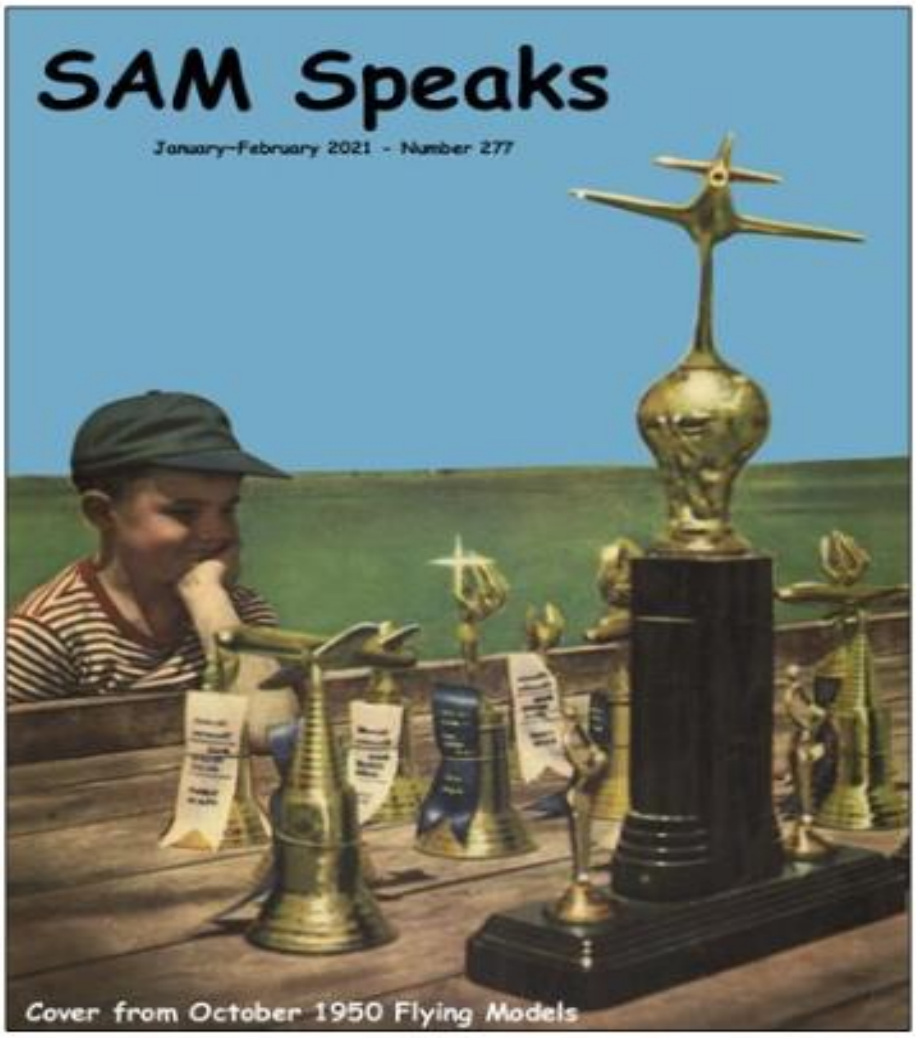
Contact Martin Dilly to order

Tel: 0208 7775533 or e-mail martindilly20@gmail.com.

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!



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 seventh roll. Doing the sums, that means that there's now just over a mile of Dilly Jap covering models all over the world.

.To re-cap on the details, it's 12 gm/M2 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.

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, or £15 by mail to the UK. I normally sell it in rolls at contests, but lately many people have had it sent lightly folded, so I can do that if you prefer.

I'm on 0208-7775533 or e-mail: martindillv20@gmail.com

INDEPENDENT REVIEW OF DILLY JAPANESE TISSUE

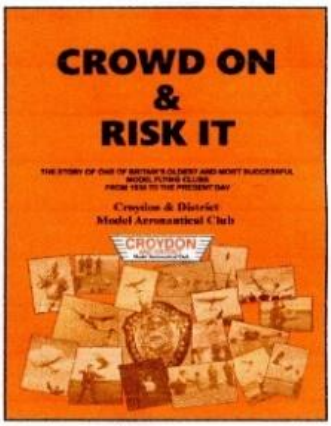
The following appeared on the Hip Pocket Aeronautics Builders' Forum. Nine different tissues were tested, doped and un-doped.

"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/sqft	Avg Ten Str lb	Spec Str lb/gm
9a	Dilly 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!"

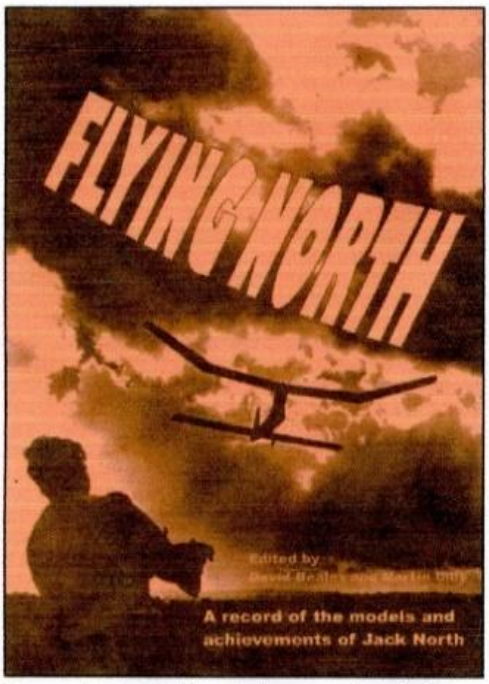
CROWD ON & RISK IT



This is the story of one of Britain's oldest and most successful model flying clubs, Croydon & District MAC, from 1936 onwards. The club contributed much to aviation, both model and full-size, and the late Keith Miller compiled its history till around 1960. Now, this up-dated 73 page version of the club's history, copiously illustrated with many previously unpublished photos, takes the Croydon saga up to the present. Contributions by past and present members vividly capture the atmosphere of the heyday of free-flight, with almost weekly contests at Chobham or Bassingbourn.
53 designs by Croydon members have been published in the model press and 24 of its members have represented Great Britain in World and European Championship teams. Several have gone on to notable careers in aerospace. Crowd On & Risk It covers all this and more.

Just £8 by PayPal or cheque.

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



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

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

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

FREE FLIGHT FORUM REPORT 2020

Warps - Right way? Wrong way? What way? –
Mike Woodhouse;
Moment Arm - A Novel Stability and Control Arrangement -
George Seyfang;
How Big Should I Build My Next Coupe? - Alan Brocklehurst;
Scale Matters - Ivan Taylor;
Evgeny Verbitski - An Appreciation - by Mike Fantham, Ken Faux and Peter Watson;
Do Freewheelers Drag? - Spencer Willis;
The Hammer and the Feather - Aram Schlosberg;
The Performance of Rubber Motors - John Gibbings;
Gurney Flaps - George Seyfang;
Gyros in Free Flight Scale - Ivan Taylor;
A Glass Act - Russell Peers;
A Glider for Every Occasion - Stuart Darmon;
A Love Letter to the Free Flight Community - Bernard Guest.

The UK price is £12.00 including postage; to Europe it's £15 and everywhere else £17. Sales of the Forum Reports help to defray the heavy expenses of those representing Great Britain at World and European Free-Flight Championships. Cheques should be payable to 'BMFA F/F Team Support Fund' in pounds sterling, drawn on a bank with a UK branch; you may also order by credit card, which is a lot easier (and cheaper).

Copies are available from :

Martin Dilly
20, Links Road,
West Wickham,
Kent,
BR4 OQW

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

Provisional Events Calendar 2021

With competitions for Vintage and/or Classic models

All competitions are provisional and Covid restrictions may apply, **Check websites before attending**

~~February 28th~~	~~Sunday~~	~~BMFA 1st Area~~ Competitions **Cancelled**
March 21st	Sunday	BMFA 2nd Area Competitions
April 2nd	Friday	Northern Gala, Barkston
April 3rd	Saturday	Croydon Wake Day & **SAM1066**, Salisbury Plain
April 25th	Sunday	BMFA 3rd Area Competitions
May 8th / 9th	Sat/Sunday	London Gala, Salisbury Plain
May 29th	Saturday	BMFA Free-flight Nats, Barkston
May 30th	Sunday	BMFA Free-flight Nats, Barkston
May 31st	Monday	BMFA Free-flight Nats, Barkston
June 20th	Sunday	BMFA 4th Area Competitions
July 11th	Sunday	BMFA 5th Area Competitions
July 25th	Sunday	**SAM1066** Cagnarata +, RAF Colerne
July 31st	Saturday	East Anglian Gala, Sculthorpe
August 1st	Sunday	East Anglian Gala, Sculthorpe
August 15th	Sunday	Southern Gala, Salisbury Plain
September 4th	Saturday	Stonehenge Cup, Salisbury Plain
September 5th	Sunday	Equinox Cup, Salisbury Plain
September 12th	Sunday	BMFA 6th Area Competitions
October 3rd	Sunday	BMFA 7th Area Competitions
October 9th	Saturday	Croydon Coupe Day & **SAM1066**, Salisbury Plain
October 17th	Sunday	BMFA 8th Area Competitions
October 30th	Saturday	Midland Gala, North Luffenham

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

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

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

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

Useful Websites

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

control/left click to go to sites

Are You Getting Yours? - Membership Secretary

As most of you know, we send out an email each month letting you know about the posting of the latest edition of the *New Clarion* on the website. Invariably, a few emails get bounced back, so if you're suddenly not hearing from us, could it be you've changed your email address and not told us? To get back on track, email membership@sam1066.org to let us know your new cyber address (snailmail address too, if that's changed as well).

P.S.

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

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

Your editor

John Andrews