



NEW Clarion

SAM 1066 Newsletter

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Editorial

We are now well into the FF season and I have yet to cast a model skyward, perhaps this coming weekend at the 3rd Area comp at Luffenham, it's Combined Rubber for me, the Gamage Cup. I remember when the Gamage was the season opener and we all looked forward to the comp which was decentralised if memory serves. One year I had a model based roughly on Norman Marcus's 'Bazooka' but the CG was too far back and this meant that too much incidence on the flat plate tailplane was required to trim it, (the 20/20 vision of hindsight). First comp flight was a good un, second flight was looking good until speed built up and the model dumped itself vertically into the runway. Unbelievably there was no damage other than the prop shaft being flattened against the ply front noseblock. Third flight hooked a riser and model disappeared, no DT. Got it back from a farmer a week later with a wing looking more like a propellor. Those were the days, I did not know what I was doing then any more than I do now.

A bit of international flavour again this issue with a letter from Allen Teal in New Zealand and an article from Brisbane Free Flight Society Digest March 2017 supplied by Malcolm Campbell in Australia.

Good news on the Odiham front, our chairman John Thompson has been allocated Saturday September 9th for the 70th year of this annual event. Now he has the unenviable task of putting together all the paperwork to get the licence for the meeting. I wish him well.

We have a report from John Taylor on the goings on at Bournemouth MAC indoor meetings supported by a few pictures. One in particular of indoor slope soaring is quite intriguing, as is the flyer, something of an expert it would seem. I hope John will continue to feed us with reports, it makes a change from all of mine.

Nick Peppiatt continues with his 'Cougar' build, this issue is the propeller and Nick, in his eleventh article, has produced a comprehensive description of various alternatives which will prove of use to other indoor flyers of 'Legal Eagles', 'No Cals' and the like.

Our chairman John Thompson has finally gotten around to his own extremely successful power model of the late 50's, his 'Zimbabwe'. John flew the model, representing Ireland, in several World Championships and finished in 6th spot in 1956 when Ron Draper won. John only dropped 7seconds on one of his 5 flights. The good old days 'eh' John.

For any electric flight buff who fancies himself as a master of the soldering iron, Terry Tippett outlines the details of a self-build timer.

The piece by C.S.Rushbrooke on rubber models shows that in the 50's the Wakefield model was the major design specification and its performance was such that it was in general use for all competitions. Not so today, as the Vintage Wakefield seems to have all but died away.

Reading his tail-end piece voicing his concern over lack of sport flying, I feel he would be pleased to see the variety of rubber model specifications now being flown, albeit mostly in competition but variety never-the-less.

It is sad to report the death of yet another Aeromodeller, I did not know Fred Chilton but the loss of another active FF modeller affects us all as our numbers decline. Looking back at my old photographic files of Middle Wallop meetings where the line of cars was as far as the eyes could see brings home the fact that there are not so many of us as there was a while ago.

Editor

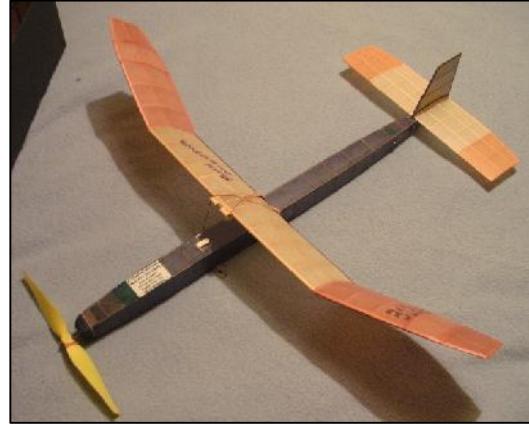


The Midland Area were at North Luffenham.

I had done some minor repairs to an ex John Wingate P30, just tissue repairs and wing location. The model had a tip-up wing DT and the strings allowed the wing to skew too easily so I stuck a key on the front.

This was the first time that I had had a model to fly in a second area comp but one look at the weather forecast and I had already chickened out of flying.

I did load up the car with all the where-with-all to fly in case by some miracle the weather relented.



Rachel and I arrived at Luffenham late morning, noting that the Wheatsheaf pub was open again after the fire so our Sunday lunch after the meeting was secure. It was still raining and blowing and a small group of modellers were gathered in the lee of one of the block houses presumably chatting about the chances of flying. We stayed in the car, although Rachel did dive out for a very short period to pass the time of day with one or two folk, but she was soon back in the wagon. She never left the car again until we were in the pub carpark at 5 o'clock.

The rain relented around midday as forecast and modellers emerged from shelter and still chatted on. At this point Frank Rushby called our attention to the fact that the wind strength had dropped to a light breeze and the direction was one of the best for Luffenham. Even I was thinking of trimming and flying, but inactivity was still the order of the day and by the time anyone was thinking of flying the wind, as forecast, started to swing. Swing it did, must have been best part of a 100deg shift or more, it backed round such that we all decamped to the far side of the field directly opposite our first location. The wind was now back up to strong but as time was pressing on, modellers, (not I), began to make ready.



Dixon



Parry



Watson

I spent most of the afternoon observing from the comparative warmth of the car with occasional excursions out to take a few pictures. I even took a few pics through the car windscreen. I was keeping tabs on the One Day cricket, England v Windies, so I have no idea of the goings on other than conjecture through observation so I'll just show you the pics.



Phil Balls catty glider box



Hand Launch glider boys', telephoto through the windscreen



Ready



Steady



GO!

Dave Taylor, one of the two P30 entrants does his thing, broke a motor or two.



Terry Bailey was the other P30 man, once again second pic telephoto through car window.



Frank Rushby, ½ A



Trevor Payne, E36 electric



Pete Watson, E36 electric

Frank was well wrapped up against the cold, he only put in two flights in 1/2A both maxes, he may well have had retrieval difficulties which prevented a third flight.

The picture of Trevor Payne (right) has an amusing story behind it, I was out in the cold and a long way from Trev so the camera was on significant zoom but the comical part is that my fingers were so cold that I involuntarily took 5 consecutive pictures without realising as I waited for him to launch.

Then I missed it.



Pete Watson was another two flight max man with no third flight. I'm pretty sure he had retrieval problems on his second flight in electric as I photographed him returning together with his companion well after the close of the contest.



Photography iffy again but I did nearly catch Pete's launch. I'm best at static groups, they give my little camera time to get itself organised and focus. It really was a rough day and max's must have been a long way out. The cold wind was very wearing and plenty of clothing was the order of the day. I had long-johns and thermal vest.

John Andrews



Model Aircraft from around April 1954

A Lot of Tribe

Whatever vicissitudes and problems may beset the dark continent, at least its TV programmes have not yet suffered the Western fate of being smothered by old American movies; but no doubt Foxfam will soon remedy this cultural deficiency. Meanwhile, youthful natives of Zambia are given the civilised privilege of watching a fortnightly programme on the delights of model flying. Odd though, to think of the old hobby enjoying an extension of life in the emergent states. Satisfying in one way, but in another I'm a bit sorry to see the old gnu and hartebestee pushed off their stamping grounds in order to make way for six lane highways and ten channel radio models, but we all have to pay the price of progress. In this country it is the rapid erosion of our available flying territory, and I have no doubt that we shall soon hear the same cry from Africa's limitless acres, by which time we can be sure that the youth of Zambia will not be watching telly programmes of model flyers cavorting over the grasslands, but looking at Gary Cooper adventuring over the vast empty spaces of yesteryear.

Swinging Scene

The latest swinging thing in the full size glider world is the super swing wing sailplane, with built in thermal detector and everything for the nimbus lover. The idea of the swinging wing is to give a surge of rakish speed to get from dead spot to uplift, and the only thing missing is the retro rocket, just in case.

But what progressive equivalent have we in the model world. We may have the electronics, but the aerodynamics still remain way back in the "What's cooking, Sir William Hayley?" period in spite of all the inspiration we get from "Thunderbirds".

In the basic areas of the hobby we don't expect anything very revolutionary, apart from the rotation of the time honoured prop. For the Rubber and Glider enthusiast an occasional change of aerofoil is as much upheaval as his spacious but not space, way of life can stomach, but I should have thought the whizz kids of radio might have thrown a few gimmicky spanners into the workings of conventional thought, for instance, automatic penetration for Single Channel models. Or is that like so many of the windblown machines 'far-fetched'.

Entente Discordiale.

I don't know what happens behind the scenes at our International governing institute; it means sweet F.A.I., to me, but their habit of changing rules is even worse than the propensity of our area officials to ignore them. Particularly annoying to me is the change in the cross section rule, which now makes my 1954 Wakefield obsolete. Lucky thing I haven't built it yet!

I now find that I have got to eat my words. I don't know how I shall fare since nobody else seems to be able to swallow the things I say. But to put the whole thing in a literary digest, I stated some time ago that at least the team race boys were immune from the caprices of the F.A.I. How wrong I was; a recently published set of International rules have got the team race types running round in circles.

V.I.P.-R.S.V.P.

An indication that aeromodelling is finding greater public favour is to be seen in the number of V.I.P. bookings we are getting for our prizegiving ceremonies.

But hardly can we claim aeromodelling as having arrived until the elusive V.I.P.'s begin to arrive also.

The Bournemouth club hold a monthly indoor flying meeting in the Allendale Centre in Wimborne Dorset.



The hall is 75ft x 48ft x 16ft high and the only hazard is a row of suspended spot lights at the stage end of the hall.

We fly all sorts of FF models [no radio]. The high light of the evening are the mass launches, one for Gyminnie Crickets and one for Serenes.

We have had as many as 16 models launched at one time with the inevitable mid airs to add to the spectacle. The best 4 times achieved over the winter session decide the winner.

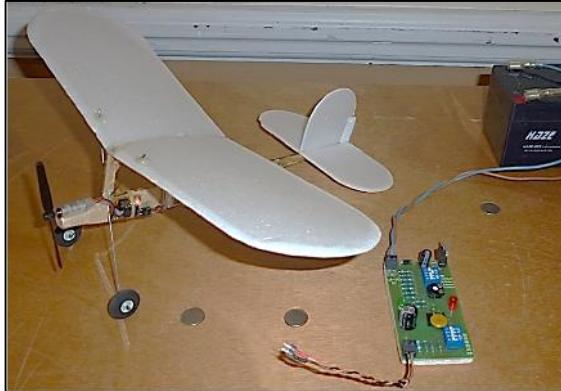


The winner this winter was Roy Tiller with a best time of 1.49. We keep a record of best flights with other types and to date best times are: 1.50 with a Serene and 1.30 with a Butterfly and these are held by our junior flyer Ruby King who also beat her dad in the Serene league.

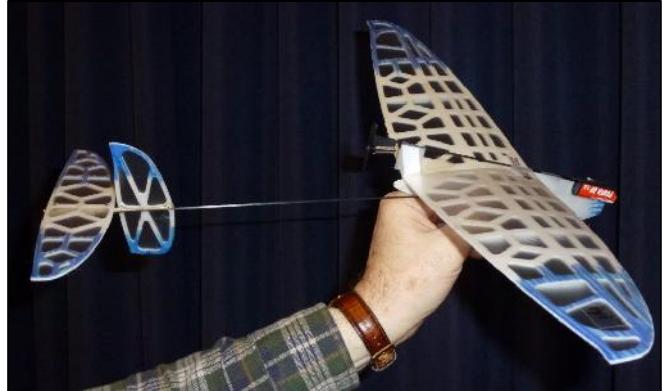
Ruby has also demonstrated her skill at indoor slope soaring with her Mama Bug by flying it for 6.12 and then landing it back on her table. Details on Mama Bug can be found on:- sciencetoymaker.org/air/MamaBug.

We are now building any size model with any commercial prop with material from any polystyrene picnic plate. So far some interesting models have appeared.

If any of you are in the area at any time pop in and see us, we will be pleased to see you. One or two more pics of interest, I trust.



This is Alan Bond's 'Chirp' powered by a Pager motor
Have a look at his web site for all things electronic
for indoor flying and DT systems.
<http://www.forge-electronics.co.uk>

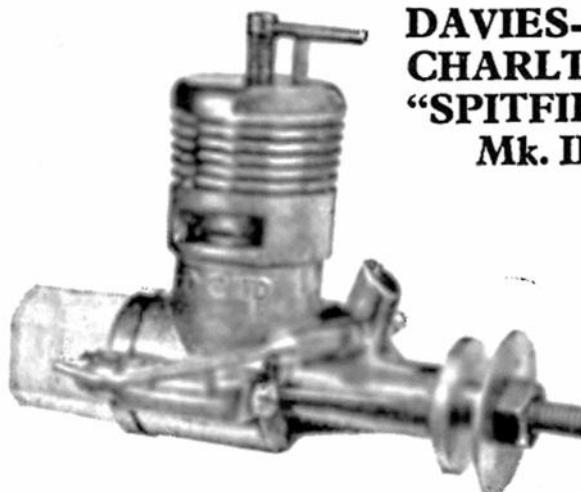


This is Alan Bond's electric motor powered. 'i y i'
The model is sold by Gordon Cook,
laser cut from polystyrene and is available rubber powered



Found this pic of our member Tony Searle with his Airfish.
Rubber motor is in Gondola taped to underside of fish.

John Taylor



**DAVIES-
CHARLTON
"SPITFIRE"
Mk. II**

Manufacturers:

Davies-Charlton Ltd.,
Hill Meadows, Douglas, Isle of Man.
Retail price: £2/12/7 (including tax).

Specification

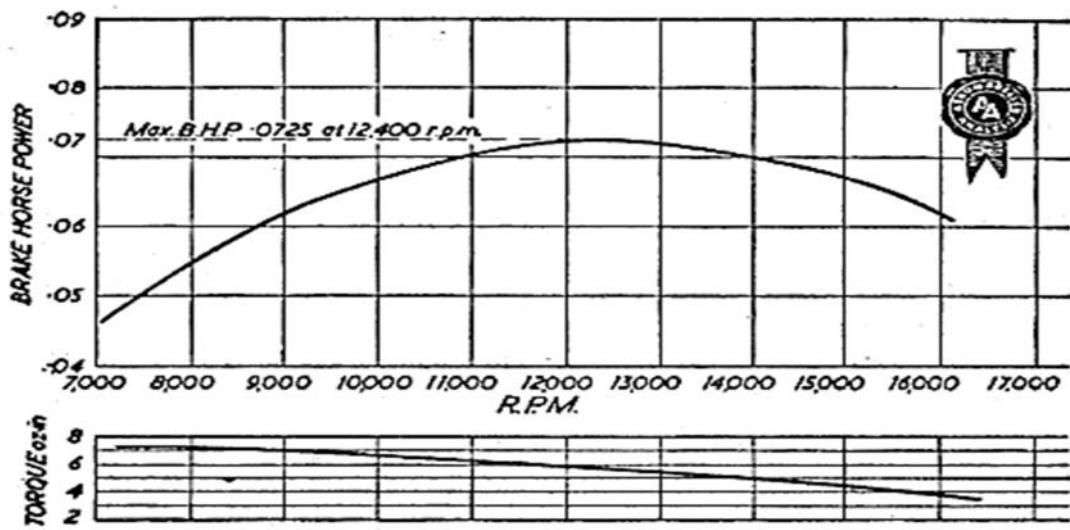
Displacement: .9915 c.c. (.6053 cu. in.)
Bore: .427 in.
Stroke: .422 in.
Bore/stroke ratio: 1 : 1.01.
Weight (with tank): 3 ounces.
Max. B.H.P.: .0725 at 12,400 r.p.m.
Max. torque: 7 ounce-inches at 8,000 r.p.m.
Power rating: .073 B.H.P. per c.c.
Power/weight ratio: .023 B.H.P. per ounce.

Material Specification

Crankcase: pressure die casting in light alloy.
Cylinder: hardened steel.
Contra piston: steel.
Piston: cast iron.
Connecting rod: light alloy forging.
Cylinder jacket: light alloy, anodised green.
Spraybar assembly: brass.
Tank: transparent acetate plastic.
Propeller shaft thread: 2 B.A.
Mounting bolts: 8 B.A.

PROPELLER—R.P.M. FIGURES

| <i>Propeller dia. × pitch</i> | <i>r.p.m.</i> |
|-----------------------------------|---------------|
| 6 × 4 (Stant) | 12,200 |
| 6 × 5 (Stant) | 11,800 |
| 6 × 6 (Stant) | 10,300 |
| 7 × 4 (Stant) | 9,800 |
| 7 × 6 (Stant) | 8,500 |
| 8 × 3½ (Tiger) | 9,700 |
| 8 × 4 (Tiger) | 9,300 |
| 5 × 3 (Trucut) | 15,400 |
| 6 × 3 (Trucut) | 12,400 |
| 6 × 4 (Trucut) | 11,500 |
| 7 × 4 (Trucut) | 10,700 |



Until, shortly before the last war the rubber-driven model was practically the only type of machine built in this country, and it was not until the inception of the King Peter Cup that model gliding achieved more than a casual interest amongst British aeromodellers ; the average model glider of that time being nothing more than a converted rubber-driven model that had usually seen better days ; The acquisition of an American " Brown Junior " engine had tempted a handful into experimenting with the power-driven model, but it is true to say that the vast majority of aeromodellers prior to 1939 devoted their attention solely to the rubber-driven model, interest being fairly evenly divided between the Wakefield specification and general sports fliers.

Since that time the model glider and power-driven model have rocketed in favour, and many new phases of aeromodelling such as control-line (stunt and speed), Jetex and radio control have come into being. Probably the greatest increase in popularity has been in the glider field, and this was undoubtedly the outcome of various restrictions imposed on aeromodelling during the war years, which gave this phase of the hobby a degree of advancement which would have taken years under normal conditions. This, plus the astounding increase in small engine manufacture following the war years, has somewhat naturally diverted a great deal of attention from the rubber-driven model, and generally speaking this class of aeromodelling has taken a back seat of recent years.

The outstanding exception is, of course, in connection with the Wakefield specification model, and in spite of the numerous other issues now common in aeromodelling, the Wakefield model seems to have the greatest attraction for those who study the game seriously, the general opinion being that this class of model demands the greatest amount of concentration in both designing, building and flying to produce the ultimate. This vogue perhaps reflects the present-day tendency towards specialisation, and whereas the pre-war years found the majority of experts dabbling with all kinds of rubber-driven models and occasionally the new-fangled power and glider models, the much greater interest currently shown in the competition type of model demands a degree of specialisation practically unknown in the last decade.

Unfortunately, this contest specialisation has led to an almost complete desertion of the general sports type of rubber-driven model, and it is rare nowadays to see any modeller flying other than a hot contest type of machine, whether it be to Wakefield specification or a lightweight. This was very noticeable at the majority of the big open meetings which were such a feature of 1951, and a peculiar factor is that at least 90% of rubber driven models seen at such meetings have been of the Wakefield class. Obviously this points to one thing, namely, that concentration on, and specialisation with, the Wakefield class of model has produced a standard of flying that is hard to match with other classes of machines, and it has been proved time and again that the Wakefield model has reached such a high pitch of development, plus an ability to withstand the average weather conditions met in Great Britain, that it has become an almost automatic choice for the rubber-driven competition. The writer views this tendency with some apprehension, for specialisation in any phase of the hobby eventually leads to a lack of support by the rank and file, and it is to be hoped that the ordinary non-specialist class of rubber-driven model receives more attention during the coming year than has been apparent in 1951.

Accepting the Wakefield as typical of the past years' rubber-driven model, we see that the streamliner is fast fading from the picture, a mere handful of diehards still continuing with this class of machine. Though aerodynamically superior from some viewpoints, the streamliner suffers by virtue of construction complications with its attendant handicaps under field repair requirements. In these days of ultra-keen competition, and where the ability to retrieve or repair a model in time for each round is a major factor, the streamliner has given way to the more simple-slabsider with which can be grouped the diamond and semi-streamlined type of fuselage.

Following Ellila's double win with the return gear system a fair amount of attention was devoted during 1951 to this type of rubber accommodation, but it is interesting to note that the majority still stick to the single skein straight-drive machine.

Modification of the Wakefield specification did not lead to the expected freak designs, the general practice being to lengthen the fuselage slightly although nothing out of the way appeared amongst the better-known British Wakefield exponents. It was left to the Americans to produce the unexpected when the abnormally long fuselages used by Foster and Andrade in Finland created a great deal of comment. Whether these 60-inch fuselages will become a regular feature of the future rubber-driven model it is too soon to predict, but there is no doubt that the majority of modellers in Great Britain are not too sure of the advantages to be gained by such practices. Whilst the American, machines are undoubtedly top class performers it was obvious that they had their limitations according to weather conditions, and I have no doubt that the majority of modellers would prefer to stick to the type of machine which they know can be successfully operated under the average conditions met with in this country.

Whilst the Aeromodeller has introduced the " Walthew " and " Junior Miss " in recent months in an endeavour to stimulate interest in the non-Wakefield class of machine, the tendency is for the more experienced class of modeller to ignore such designs and leave them to the beginner, devoting his abilities to the development of better Wakefield durations.

This is a pity, for the general sports type of machine can give a great deal of pleasure and we rather deprecate the current tendency in the hobby to devote far too much attention to the development of the out-and-out contest machine, overlooking the fact that flying for fun can give just as much pleasure as a win in a big competition. Perhaps 1952 will see a change in this position, which I am sure will be to the improvement of this great hobby of ours.

Hi John

Must write and thank you for regularly sending through the Clarion mag. Do so enjoy reading through this and was particularly interested in this issue with the reports/photos of some of recent indoor events there in the UK. I have had a heavy involvement in large scale and vintage R/C flying but after a couple of year's break I am returning to my youth with some rubber models. It won't return the energy I once had, as a youth, but it will keep my brain challenged and me physically active which is a good thing, right?

Attached is a photo of the Pilatus Porter which I am just finishing off with some detailing yet to be completed. This is an Airsail kit which is produced now by Avetek Ltd (Gwyn Avernell who lives not far from me). Gwyn has modified the kit and it is now all laser cut. Beautiful to put together with all parts fitting well. However, for me after building large scale models of around 2 meter wing span, I found it a little more fiddly with the smaller parts and used tweezers to position some parts that were difficult for my fat fingers! That said, I did enjoy the build and it was somewhat easier on the pocket but just as challenging if not more so.

I have a number of plans for other rubber models but think the next will be a Hanger Rat. Witnessed one flying recently for a little under three minutes. Rather like the Turbulent and Bebe Jodel as potential models in the future too.

That's the problem with model aircraft, too many lovely plans to build from for one lifetime!

So, thanks again for the work you put into the Clarion. I look forward to each issue.



Hi John,

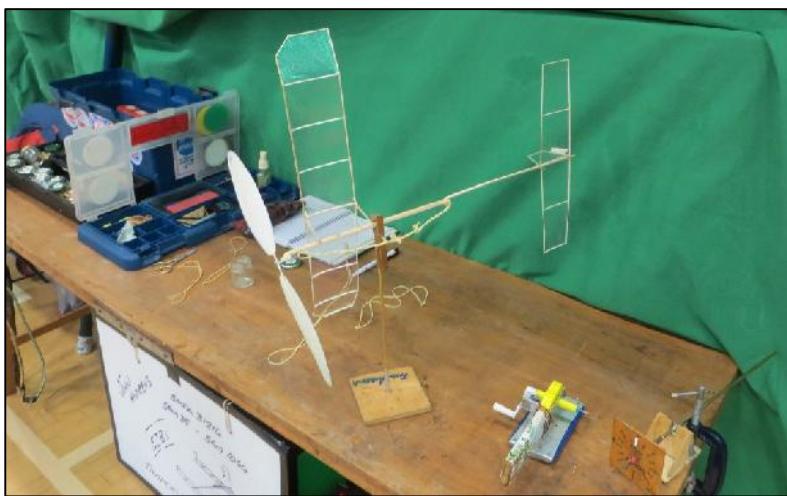
Thanks a million for publishing my letter about ED Bee bits or dimensions in your New Clarion so that I could refurbish an incomplete engine that I had acquired. Thanks to that I've had several responses and offers of help. I particularly want to thank you for the publishing, Martin Ambrose for his offer of dimensions and a copy of the Aeromodeller ED Bee engine test, Gary Dickens for offering to strip one of his engines to provide dimensions and Roger Newman for providing me with parts to rebuild the one that I have as well as a complete engine that feels great and only requires a little attention to the needle valve, this one is likely to grace my new Madcap.

Without your assistance and the generosity of the people mentioned this would not have happened.

Regards,

Hans van Leeuwen

Sunday 11th March and Rachel and I were nice and early into the hall at the Thorns Leisure Centre. The first $\frac{1}{4}$ hour is light radio and Rachel has a 'Mini Stick' gifted by Terry Beese and has yet to fly it. At the last meeting I set it up and handed her the Tx to fly it but she froze and the model flew straight down the full length of the hall into the wall as I calmly said "Right - Right - Right". This time I tried to get her to steer it around on the ground, but that is not easy. I think she may well have given up.



I did get a couple of 4min + flights that afternoon with no ceiling hits. Good afternoon for me.

In the second radio slot Mick Chilton's grandson Jack was showing off one of his Christmas presents, a radio controlled helicopter for kids. Typical bright coloured plastic model and control box, twin rotors with soft safety rings around blades and performance was amazing.



Control was simple, you pressed the take-off button and up went the helicopter to about 6 to 8 ft altitude and stayed there moving slowly forward. There was a steering button which turned the model slightly to the right each time. Press the landing button and gently down it came.

John Andrews

Aeromodeller Departed: Fred Chilton



Fred started building and flying model aircraft at the age of 9, mostly control line and some free flight sport models.

He later joined West Essex flying club where he got involved in control line team race competitions.

In the early 1960's he started flying free flight duration competition which mainly took place on Chobham Common.

In 1971 he got the chance to fly F1C at the world champs, not for Great Britain but as proxy for Joe Johnson of New Zealand. This started his interest in international competition and for the next 40 years him and mum would spend their summer holidays in Europe, him flying F1C and later F1J with mum doing the time keeping and helping with the retrieving. This continued until 2012 when he suffered a heart attack whilst out flying on Chobham Common and doctors advised against the long drive to Europe.

He continued with domestic competitions and also took up the new challenge of indoor free flight and flew in his last indoor competition at Crawley just 6 days before he passed away.

A life time spent enjoying flying model aeroplanes.

Andrew Chilton

R.I.P.

Hawker Hind

-

Dick Twomey



I saw a shot of the take-off by a Hawker Hart (or Hind?), and having had the Frog model in 1939 complete with geared propeller and some snazzy wing attachments! I thought the pic of a Hind replica I built 60 years later might make a page filler.

Dick Twomey

Weather 8 to 30 mph plus wind from the SWW. occasional rain.

The weather forecast was awful. Everyone, with the exception of Dave Cox with Hooky assistance, said they would not be attending. In order to keep these two company I said I would go down but not at crack of dawn.

I left around 8.30am with it raining quite hard. As the traffic news indicated lane closures, due to a crash on the M27, I choose to go the A30 route. The roads were all quite badly flooded before I got to Stockbridge, on the way to Romsey. Now this is a narrow, windy, up and down road is ideal for cycling time trialling and one was in progress which of course was holding up the traffic. At this point a storm came through with torrential rain and very, very high winds. I did feel somewhat sorry for the cyclists exposed to this sort of weather!!

Arriving at Beaulieu the sky was almost totally blue with a wind of around 8 mph. The Isle of Wight was clearly visible, what was this miracle?

Dave Cox had just started A1, but it was not windy enough for him initially. At this point some phone conversations I had, risking incredulity with my descriptions of the weather, however Chris Redrup said he would come down, although I did warn, that we thought the wind would increase.

It did so at about 11.00 hours by increasing to 20/30 mph, we had a couple of short showers but otherwise the sun showed its face. Dave promptly then did two max's with his 15 year old model going a long way. It is rather difficult with the terrain to run down wind fast enough whilst towing a glider, but he succeeded except for one flight where he stuck it in.

This necessitated the change of a model to one that possibly had last flown 10 years ago, hence only a 1.17 on his last flight. Not bad for a working OAP!

Meanwhile Chris had arrived and put together his P30 (an oldish one because of the weather). He had a bit of trouble fixing the timer start mechanism.

First launch a bit too straight (remember it's blowing 25 mph plus) model only did 1.25.

Next launch a bit to the right a perfect climb for a max. which then was picked up and taken to Lymington, before phoning Chris. Anyway Chris went to collect it, came back and did another excellent max.

I then suggested he could get out one of his electric models to obtain a few extra Plugge points. Somehow or the other this suggestion was not taken up, with me being politely told to push off!

We left the old airfield about 4.15 and then the heavens opened all the way home.

Talk about luck.

A Good Day,

Results:

| F1H | | |
|-------|-----------------|------|
| D Cox | 073114 Crookham | 7.52 |

| P30 | | |
|----------|----------------|------|
| C Redrup | 34457 Crookham | 5.25 |

NO ENTRIES in F1J. HLG. 1/2 A power. Combined Electric

John Thompson

Items for Sale etc.

VINTAGE WAKEFIELDS FREE TO A GOOD HOME

Among the effects of the late Alan Armes of the Hayes club were a large number of models; Alan was a member of the 1965 Wakefield team at Kauhava, Finland and the top-placing Brit. Jim Wright and I have recently collected nine large boxes of models, among which are a number of apparently un-flown Vintage Wakefields. The build quality is very good and these need to go to a good home and to be flown. There are other models which we are trying to identify and details will be available soon.

The models Alan flew at Kauhava are also available, complete with original Finnish processing stickers.

Anyhow, the first batch consists of:

a 1936 Judge, a Northern Star, a Gordon Light and a Fillon.

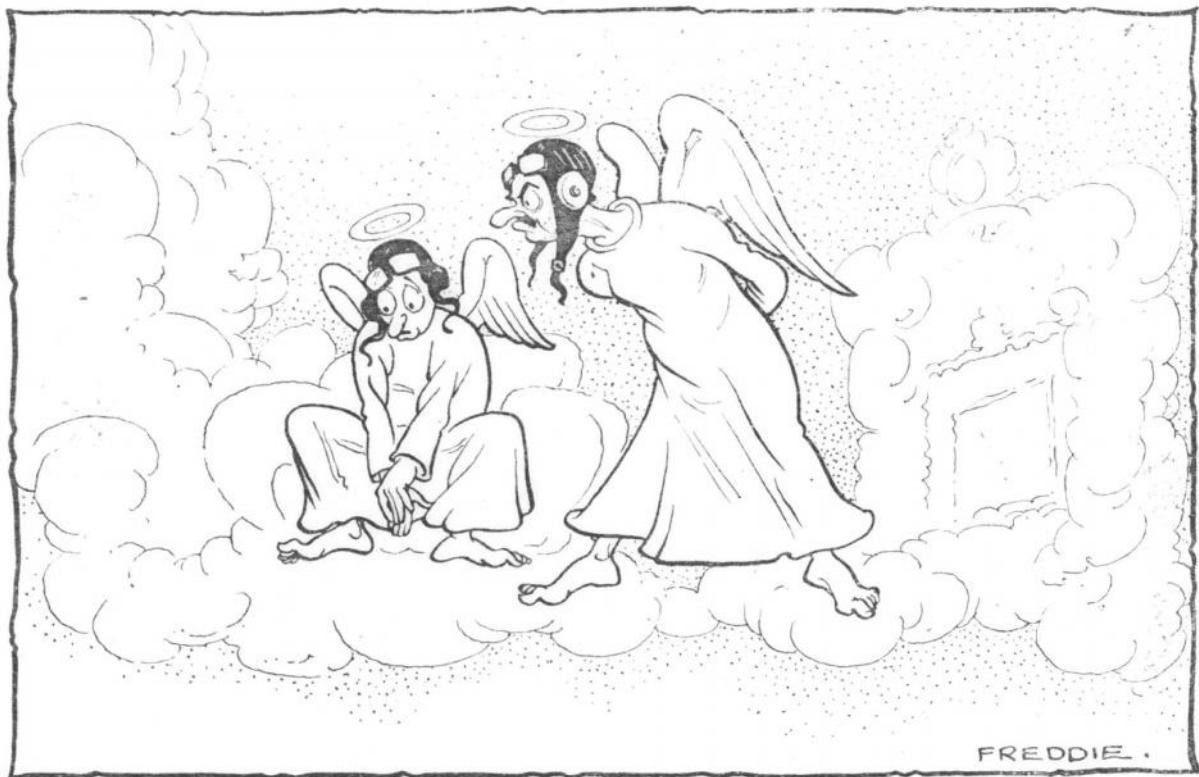
Each is available on a first come, first served basis and a hand-over method can be arranged. Contact Martin Dilly on 0208 7775533 or e-mail: martindilly20@gmail.com

RUBBER FOR THE REAL VINTAGE FLYER

To make the vintage rubber flying experience complete for you, why not use the right rubber? I've found at the back of a cupboard a box of March 1983 1/8" Champion rubber (about 400 grams) and about 250 grams of 3/16" FAI Supplies rubber of about the same vintage.

Both are from my F1B flying days and have been carefully stored. Yours for £5 each.

Contact Martin Dilly on 02087775533 or e-mail: martindilly20@gmail.com.



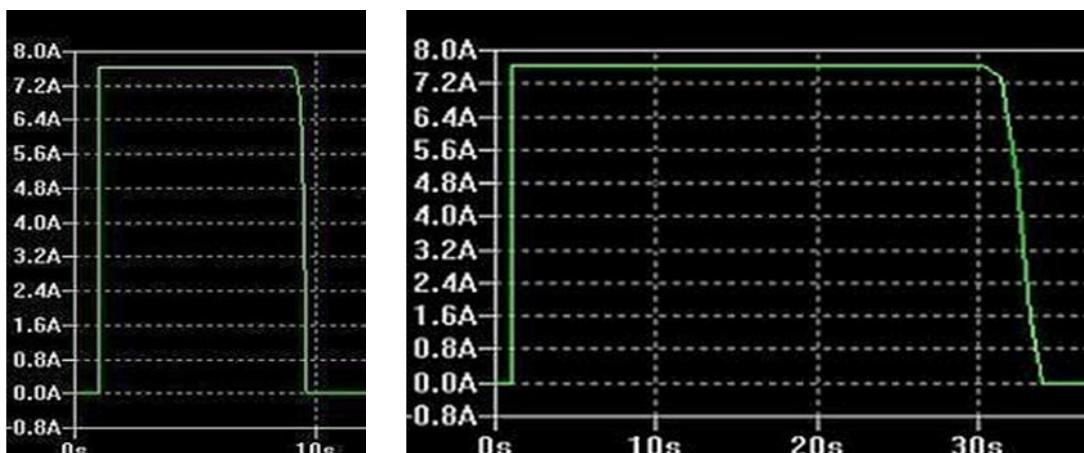
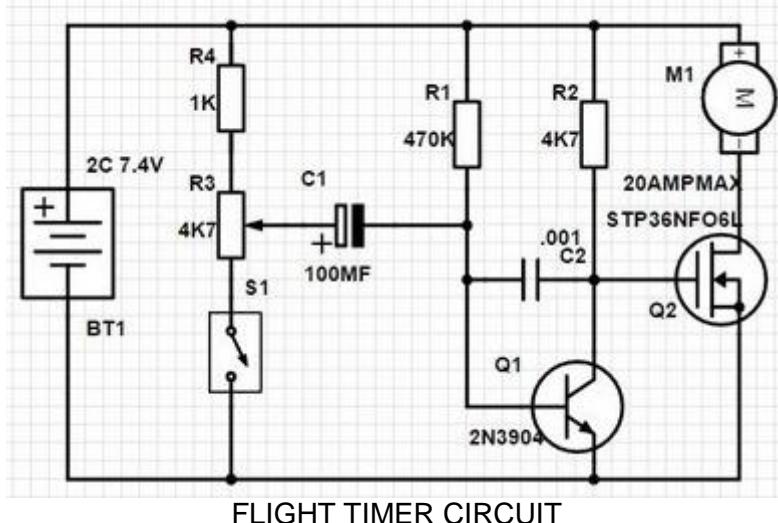
"AND WHEN I SAY 'PULL THE STICK BACK,' I DONT MEAN 'PUSH IT FORWARD'".

Electric Flight Timer

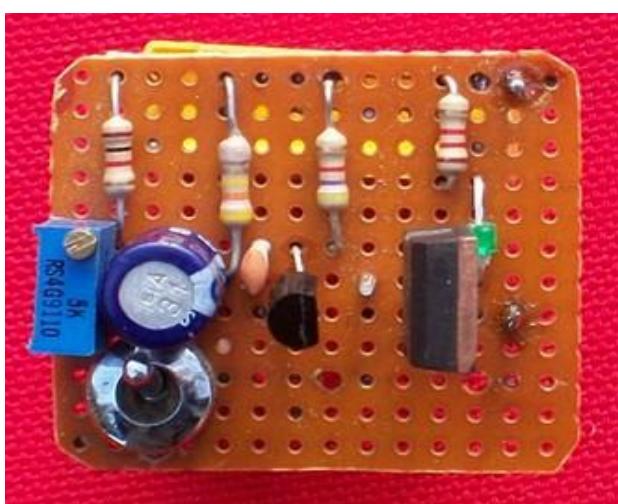
Terry Tippett

A POSSIBLE 10 TO 30 SECOND ELECTRIC FLIGHT TIMER CIRCUIT for free flight model aircraft.

Inspiration for this circuit design came from Ian Kirkpatrick (see page 23 of the Norcim website). The model electric flight motor is connected to the Lipo 2C battery via the circuit with the switch in the off position. At the point of 'switch on' the flight motor will run for a time depending on the position of the variable resistor setting. This should be between ten and thirty seconds.



SIMULATIONS



<< PROTOTYPE USING STRIPBOARD

The circuit gives instant motor at 'switch on' with a 'soft' switch off of around 1>2 seconds which will help prevent a stall. Increasing C2 would make the switch off softer. Assembly using stripboard. Note if R4 = 100R will give 0 to 30 seconds motor run.

NORCIM-RC 03/17

Terry Tippett

THE LITTLE BEACON – BASED ON A TRUE STORY

SUITABLE FOR THOSE WHO LOVE ADVENTURE

FOR AGES 6 – 12

Once upon a time there was a little beacon that became bored with doing 3 minute flights on its local flying field. So its owner, Young Albert, glued down the stab of his LSq/100 vintage rubber model and the little beacon soared majestically skyward, disappearing upwards, in the general direction of The Big Blue Lake. Young Albert and his BFF, Uncle Dassy, went looking for the model later in the day after Albert had won another event. Young Albert is very clever with rubber models but not so clever when it comes to putting glue in the wrong place.



To get to The Big Blue Lake, they had to walk through The Black Forest that bordered one side of the lake. Albert's tracker went berserk, signalling the model was very near, but they spent ages walking in circles until they reasoned that the model was high up in a tree. And it was, just on the edge of a clearing. There was no hope of getting it down as it was very high and a branch had snared its wing. The little beacon's adventure had only just begun. At home, Young Albert used Mr Google to look at the map of the area and found a neat way to get back to the tree without using The Black Forest. He was scared of snakes and reckoned the forest must have been crawling with them.

So weeks later, the gallant pair returned to the big tree where the model had been found. This time they



Uncle Dassy never stopped dreaming up new gadgets

years. That would surely include the little beacon. Well, he built such an amazing device. With much enthusiasm and just after a Fun Fly day where Uncle Dassy had bought a bootful of models and flown all of them, he and Young Albert, accompanied by Billy (one of the smartest boys in the club) and Peter (Uncle Dassy's equally clever son) formed a search party and put the magnet to work. But the little beacon could not be found.

Months went by but Uncle Dassy would not give up his desire to find the little beacon. As luck would have it, Santa gave Uncle Dassy a metal detector for Christmas. This was the Ants Pants, thought Uncle Dassy. With half a dozen dials and a big swinging gauge and flashing lights, this would surely find the little beacon. He proudly displayed his impressive gadget to all the flyers at the next flying day.



used Mr Google's map to avoid the forest and that pleased Young Albert but he was still scared because he was sure he could hear the roar of crocodiles in The Big Blue Lake but Uncle Dassy, a bit of a bushie himself, laughed and said they were only jet skis. Young Albert was not convinced and stayed close to Uncle Dassy. Now when they first found the model high in the tree Uncle Dassy had carved a big "X" in the trunk with his trusty penknife, but the model had gone! It had been blown out of the tree by strong winds. Luckily it had not gone far. It was resting on the forest floor, its wing ajar. Overjoyed, Young Albert was pleased to have the model back in his hands, but the little beacon had vanished. A search proved futile and Young Albert decided to cut his losses, although Uncle Dassy did carve another "X", this time in the little tree where the model was found. That was smart!

So Young Albert had given the little beacon up for lost but Uncle Dassy hadn't. What could he do? He imagined scouring the forest floor with a giant magnet, scooping up all the metal that had laid there for

Now Young Albert always wore tracky daks when flying but it was a hot day and snakes were on his mind, so he put on huge snake gaiters up to his knees. Albert was British and was not used to snakes that could kill you with a single bite, they frightened him. Uncle Dessy was not concerned. He always wore shorts and reckoned snakes couldn't get him because he had such hairy legs.

So Uncle Dessy and Young Albert joined up with another couple of keen searchers – Sweet Kathy, who had a bad habit of beating the boys with her planes and Malcolm, who boasted about his ability to track lost models. Uncle Dessy was supremely confident that his space-age device would find the little beacon in a jiffy. Both he and Albert were so enthusiastic, they eagerly assembled the untested device as they walked out across the field towards The Big Blue Lake, loudly reading and cross-checking their actions to the printed instructions in the handbook.

It seemed like ages to get to the trees where Uncle Dessy had carved the "X's" so long ago. It was good that he did this as all trees look the same after a while. But I did say Uncle Dessy was smart, and wise. When they got to the smaller tree, Young Albert found some blue and green rubber bands that he said had come from the model. Sweet Kathy was impressed with their optimism. Uncle Dessy fired up his electronic gadget and started sweeping the leafy forest floor. He was excited. Minutes later, he was jumping with joy. The detector was beeping and flashing – he'd found it! Young Albert scratched away the leaves and started to dig. The detector shared his enthusiasm by beeping even louder. A glint of steel and everyone lent forward as Albert pulled up a fishing hook with metal trace and lure. It looked magnificent but it was such an anti-climax. Uncle Dessy reminded the others that the day was young and that his detector was the "Ducks Guts" as it could find anything. They would soon have the little beacon.



They found a lot of stuff

Young Albert wasn't so sure, even suggesting that a bower bird may have claimed the shiny beacon to adorn its nest. Uncle Dessy soon tired of waving his detector across the ground and handed it to Malcolm who systematically started to sweep the forest floor. Twice the detector sprung into life, once heralding the discovery of a ring-pull from a soft drink can and later something much deeper underground. The search party felt that they shouldn't be digging for things they didn't want to find. To ease the tension, Uncle Dessy decided to act the goat and hide a \$2 coin in the leaves. The detector went mental and he laughed and laughed. Uncle Dessy enjoyed a good joke.

But an hour went by and they hadn't found the little beacon. Had the space-age gadget been a failure? They didn't think so – Uncle Dessy always turned up to the field with groovy gadgets and he always got them to work. He was smart.

Sweet Kathy hadn't said much as she quietly searched through the leaves. "Is this it?" she cried, holding up a dirty and battered metal and plastic object. The little beacon had been found without its aerial and

much the worse for wear. Even the birds had pecked at the battery, peppering its shiny face with dents and scratches.



The battered little beacon

Young Albert couldn't believe it, although Uncle Dessy was aghast that his space age gadget hadn't found it. As they proudly strolled back with their prize, five wild horses galloped down to greet them in the open paddock. Dust swirled up from their thundering hooves and their manes flowed freely in the breeze. Young Albert thought the horses knew the beacon been found and wanted to join in with the excitement, but Sweet Kathy said they were just curious and hungry. Sweet Kathy understood horses and always talked to them when she saw them in the paddocks. She was not afraid of horses. Uncle Dessy thought they were after his metal detector.

What a great end to a great day. Young Albert was so excited he went straight home and soldered on a new aerial and fitted a new battery. Guess what? The little beacon worked again. And Young Albert smiled, and celebrated.

The End.

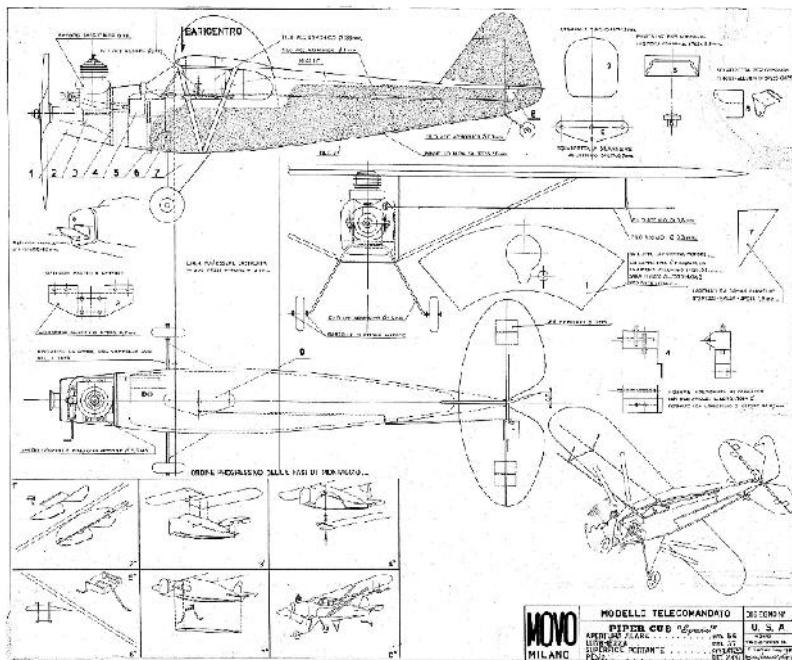
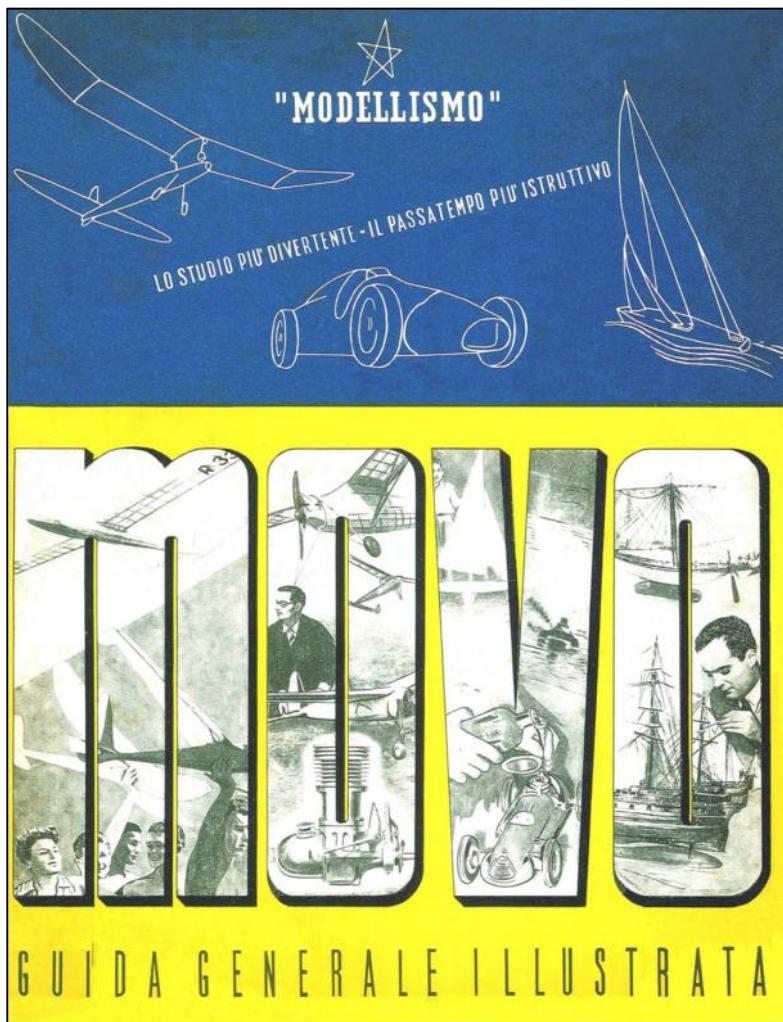


You can bite it, you can rain on it and you can stomp on it, but it keeps tracking on.

VIN MORGAN TRACKERS

Never leave home without them.

Report No. 75. MOVO catalogues 1953 and 1962.



The MOVO catalogue 1953 offers most of the range of model aircraft kits from earlier catalogues but there are a few new ones and just one for which I have a plan to show, this being the MOVO Piper Cub Special, a control-line scale model of 22" span.

The MOVO range of solid 1:50 scale models are augmented by "Scatale di Construzione Inglesi di Modelli Solidi in Scala 1:72". These comprise "Serie Veron" and "Serie Keil Kraft".

The range of glider, rubber, power and control-line models is similarly augmented by kits from Veron, Keil Kraft and B.M.A. (Skyrova and Skyleada) and now radio control models including the Keil Kraft Junior 60 and Veron Skyskooter.

Jetex motors are also listed, these being under the title "Motori a Reazione Jetex" and their virtues include "Minimo Peso" which I assumed meant low price until I noticed also "Basso Costo" which indeed is low price, the former being minimum weight.

You probably need no help with translating the next phrase of your lesson in technical Italian "Semplicità di Installazione".

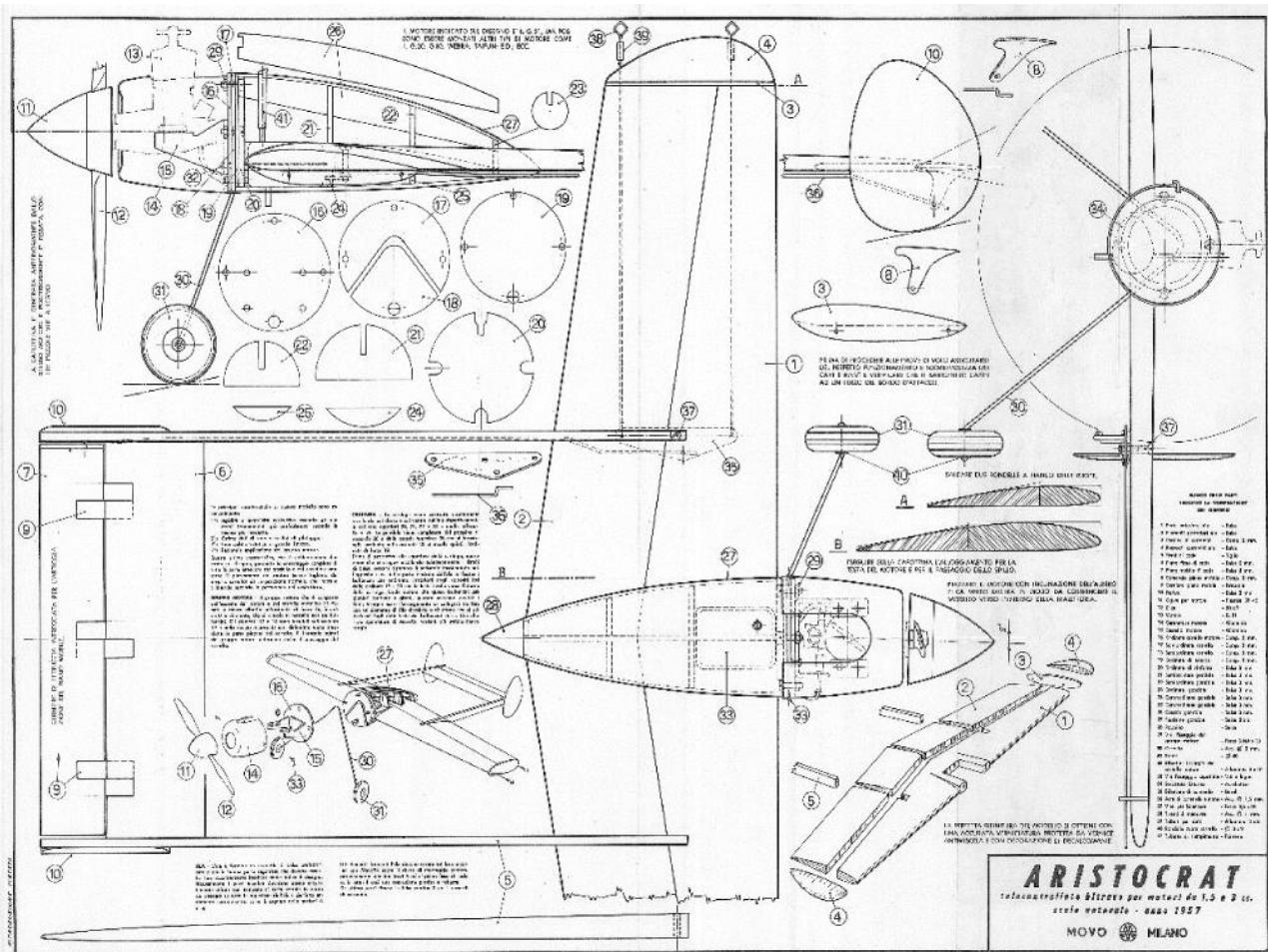
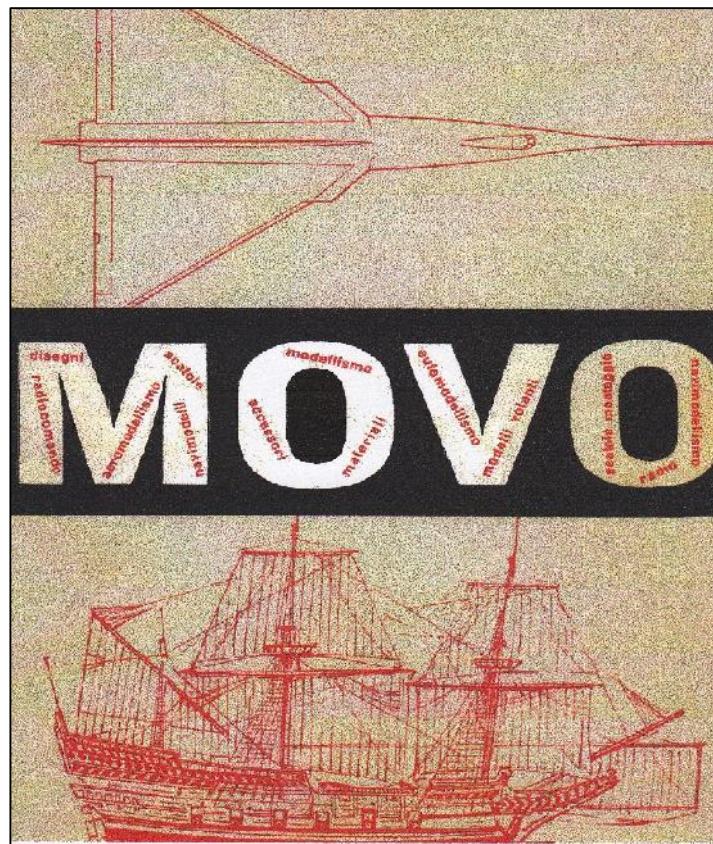
As I was once told by a Buyer at the Fiat plant, Turin, "English is only Italian with a bad accent."

Now to the 1962 catalogue which celebrates 30 years of MOVO 1932-1962.

The range of MOVO solid scale models is much reduced being replaced by offerings in "Plastica".

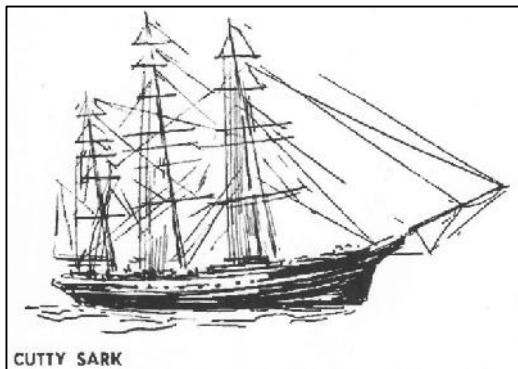
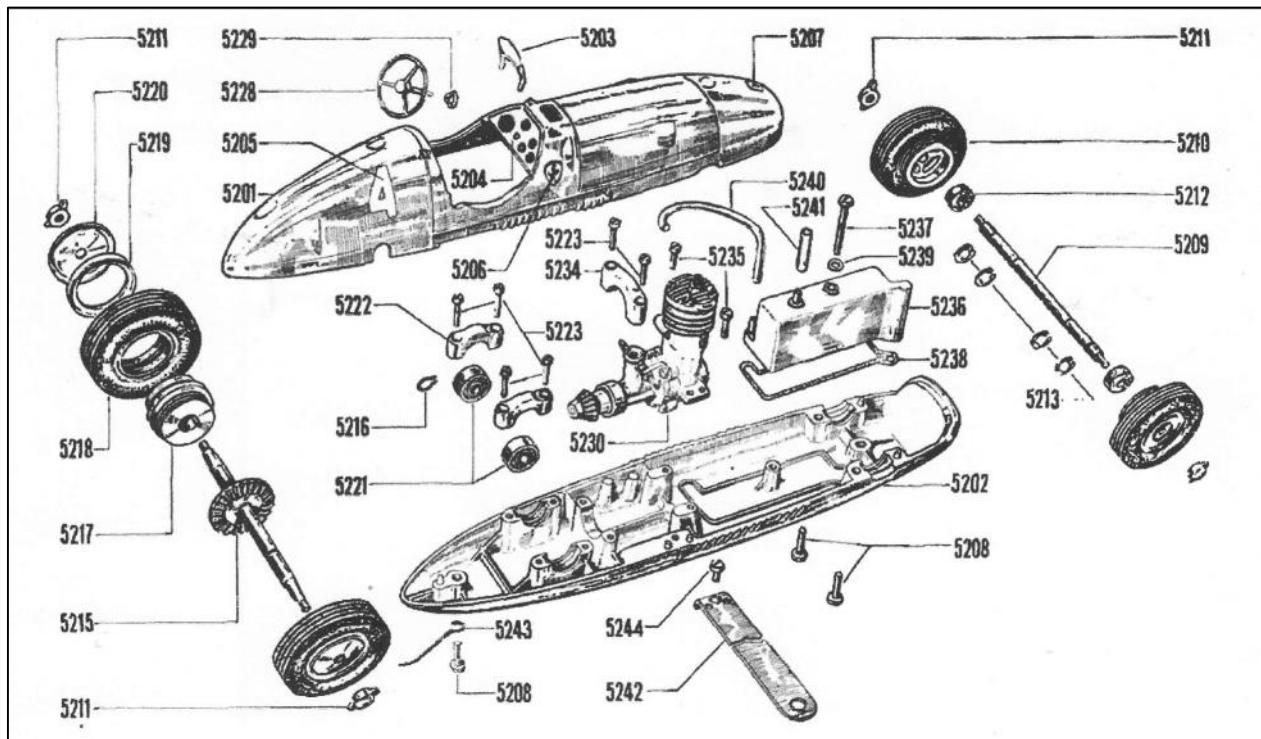
I recall at one Bournemouth MAS annual lunch the President, Phil Smith, who always gave us a most informative and amusing talk, telling that the quite large and profitable Veron business of solid scale model kits slumped virtually overnight once the "Plastics" came on the market.

Much of the MOVO range of flying models continues to be offered with a few new items and again I can show you just one plan, the Aristocrat control-line twin boom model of 23" wing span.



Whilst some Veron and Keil Kraft kits continue to be offered, they now have competition from such as UHU, Avio, Hegi and Graupner.

Other models featured in the catalogue include cars, boats and trains and here are a few pictures to illustrate a just little of the range.



Wanted:

A hardback book "World Free Flight Review 1975-1976-1977", edited by William H. Hartill, has recently been donated to the library by Yvonne Pressnell widow of the late Martyn Pressnell. This book contains reports, photos and 3 views covering the main FAI Free Flight classes.

There are about 100 A4 size 3 views of models, generally with dimensions and detailed rib profiles. I noticed that some of these 3 views are credited to the East Anglian News.

We have no issues of this newsletter in the library but I obtained from Mike Woodhouse a full set of the 3 views.

It would be good to have the newsletters in order to put a date to the models and to have any further information written about them.

I am therefore seeking copies of East Anglian News to form a complete set. If you have any such newsletters either for sale or looking for a good home please get in touch.

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

Roy Tiller

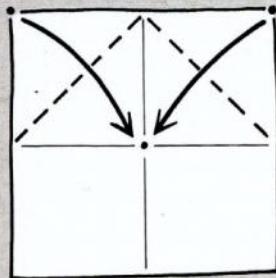
PARROT

EDWIN CORRIE AND
NICK ROBINSON

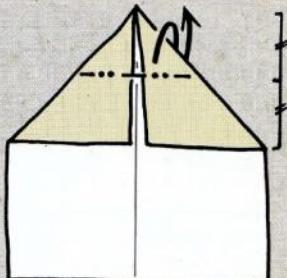
This design is an excellent example of the cross-fertilization of ideas between designers of origami. The first nine steps are by Edwin Corrie, the remainder by the author. The Japanese folder Kunihiko Kasahara has also produced a similar design.

The clean lines of the body are blended with the distinctive beak of a parrot to produce an interesting combination of bird and machine.

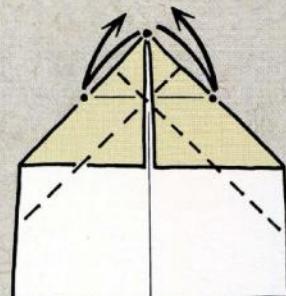
Start with a square, coloured side down, creased in half both ways.



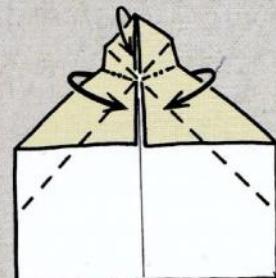
1 Fold two adjacent corners to the centre.



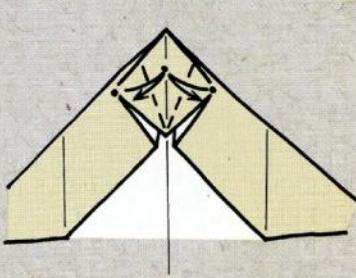
2 Fold the top corner behind to the centre point and return.



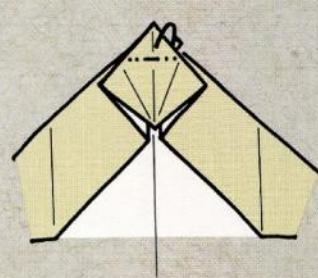
3 Fold the top corner to either end of the crease made in the last step.



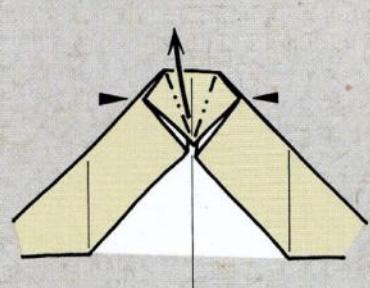
4 Use established creases to collapse the corner forwards into a small square.



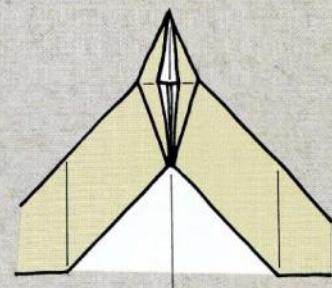
5 Fold the lower sides of the square neatly to the centre and return.



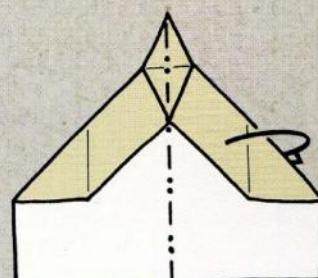
6 Mountain fold the tip of the kite shape behind.



7 Lift the lower corner of the square upwards, carefully flattening the sides inwards ...

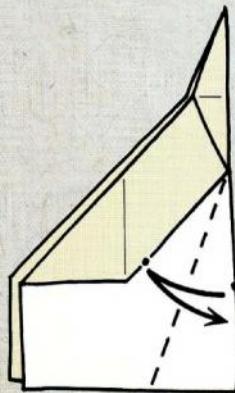


... like this. Press flat.

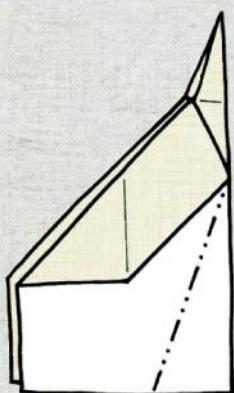


9 Take the right-hand side behind on the centre crease.

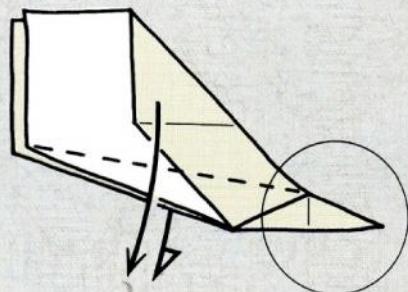
PARROT



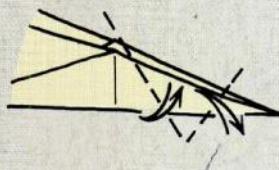
10 Take the vertical edge to the adjacent edge, crease firmly and return.



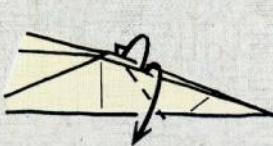
11 Sink the triangular section within the two layers.



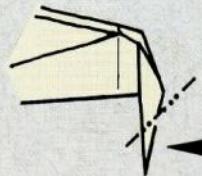
12 Fold both wings downwards. (The next three diagrams show the circled area enlarged.)



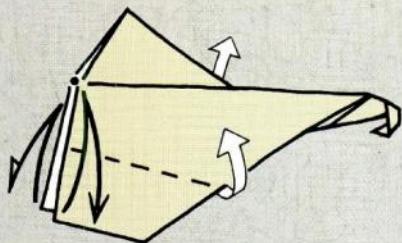
13 Pre-crease two 45-degree folds on the nose cone.



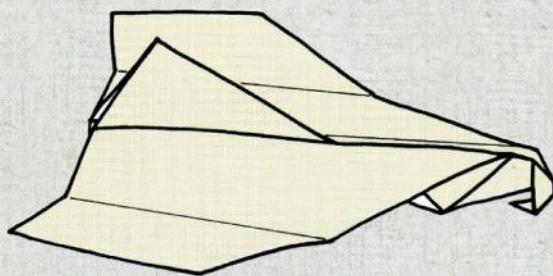
14 Outside-reverse fold on the inner creases.



15 Inside-reverse fold the tip of the beak.



16 Add a shaping crease on either wing. Open the main wings out again and adjust the stabilizers to the angle shown.



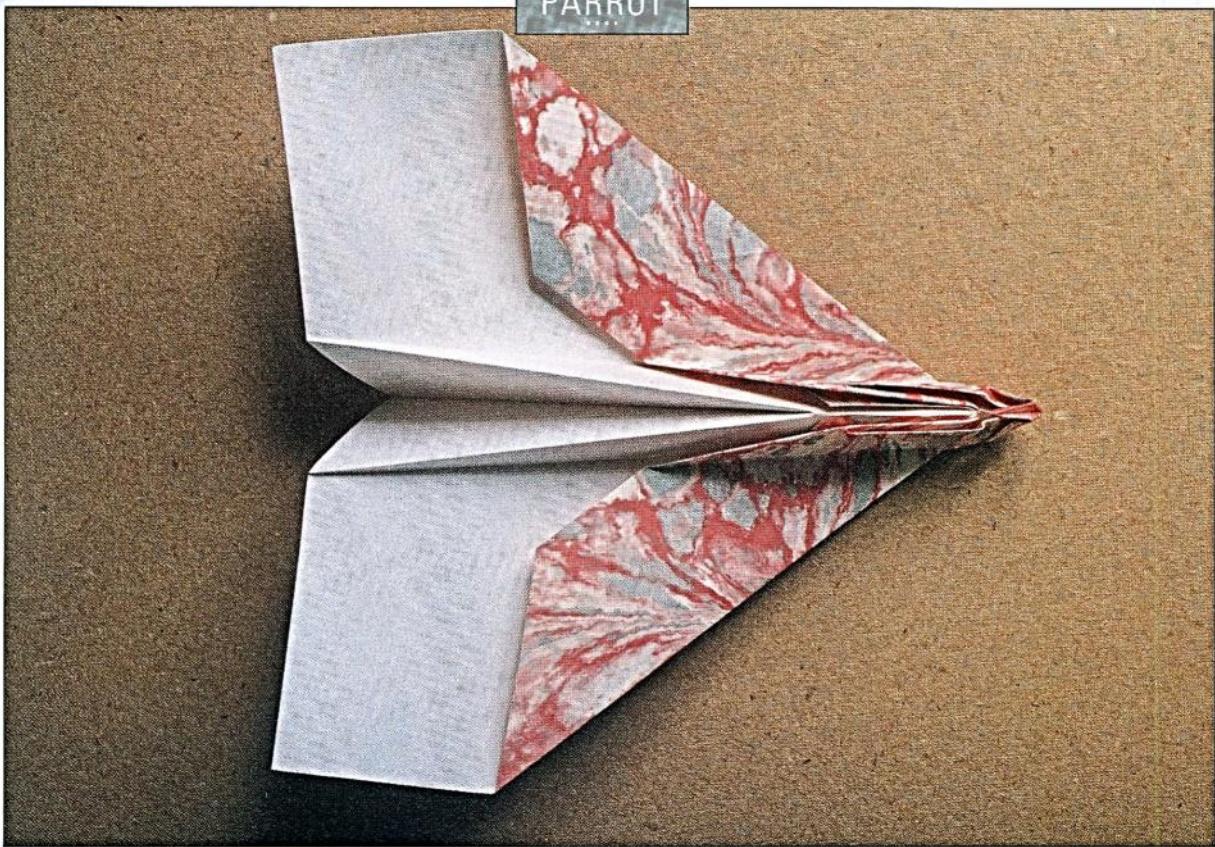
17 Finished.



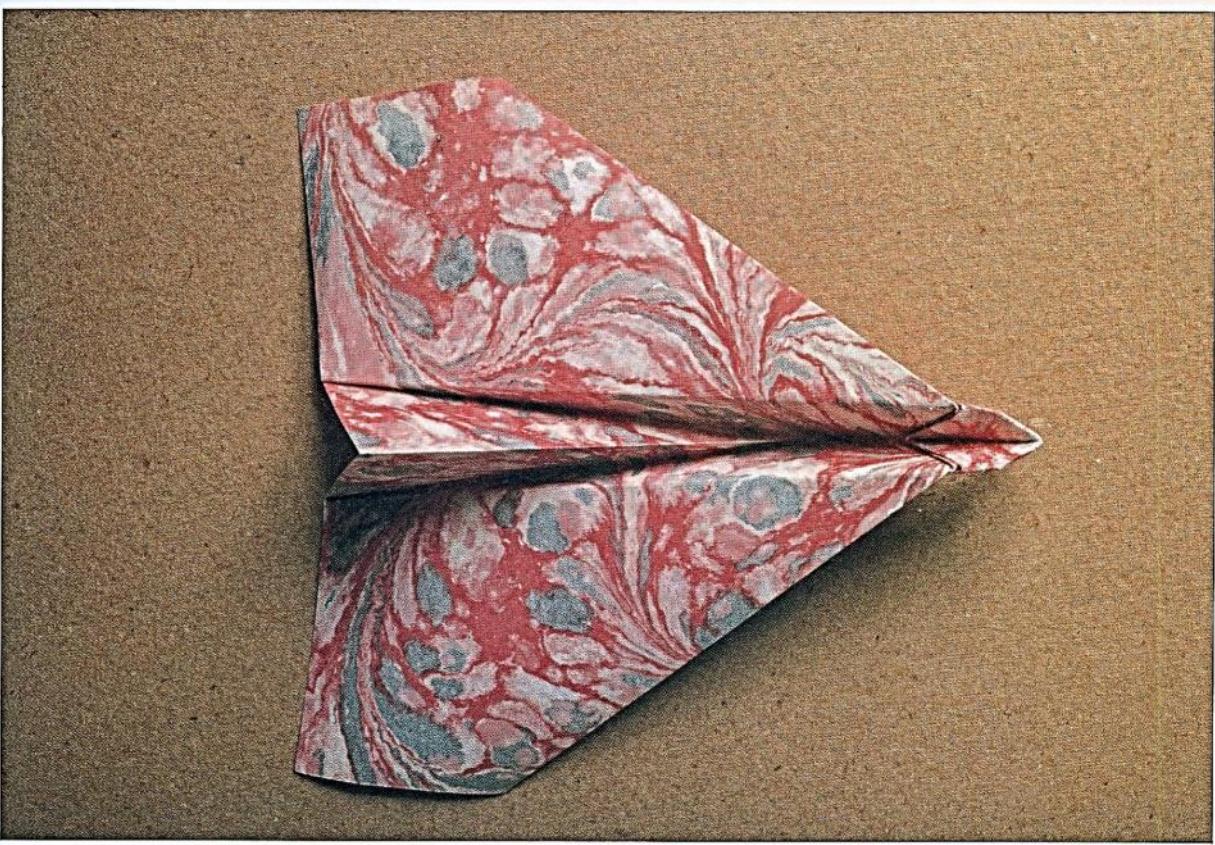
FLYING HINTS

If the bird has too much lift, flatten the stabilizers slightly. Launch with moderate strength.

PARROT



VIEW FROM BELOW



TOP VIEW

From the book 'Paper Airplanes' by Nick Robinson

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The propeller for the Peanut scale Nesmith Cougar

There are a number of possibilities here, including: -

- 1) Use a commercial moulded plastic propeller, as supplied with the kit
- 2) Carve propeller from a balsa block
- 3) Fabricate propeller from a suitable conical or tubular plastic part, such as a large yoghurt pot
- 4) Mould propeller blades from wood



Fig 1. Red Sleek Streak prop on hanger as supplied with the North Pacific ARTF, 5.5 in dia. Sleek Streak prop, brown 4.75 in Peck prop, 5 in yoghurt carton prop

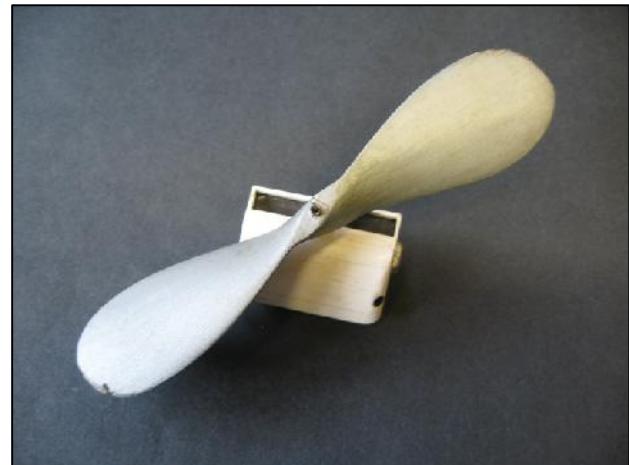


Fig 2. 5 in dia. carved balsa prop for Lacey M10 Peanut



Fig 3. Wooden vee-block to aid drilling of hole in 5/32 aluminium tube.



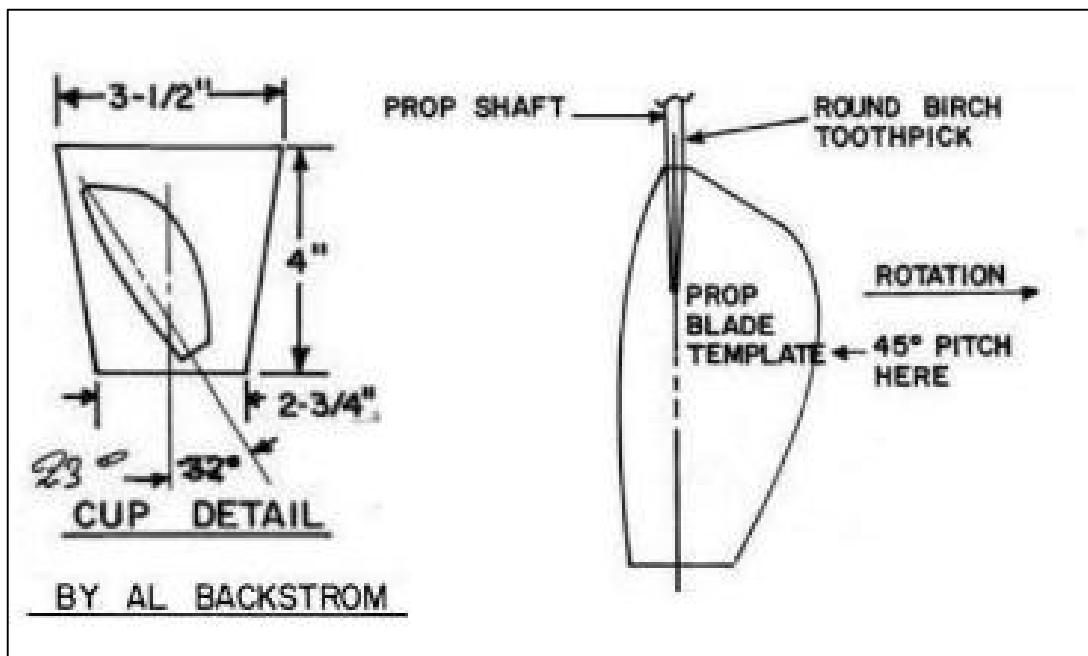
Fig 4. Balsa spinner with brass hub tube and aluminium cross tube for propeller blades, with wire trident used for forming the spinner

The Peck Polymer plan calls for a 5.5 in propeller trimmed to 5.25 in diameter, so I believe the original specification was for a Sleek Streak propeller, however, a 4.75in plastic prop was supplied with the kit, which could be rather confusing for a beginner! These props are shown in Fig 1. For those unfamiliar with it, the North Pacific Sleek Streak was a good performing all balsa rubber-powered ARTF that was widely available when my children were young. It had a useful propeller. However, I decided to eschew the plastic prop route as a home-made one is more satisfying and should be more efficient. I considered carving one - the Lacey M10 propeller shown in Fig 2 was made from a block 5 x 1 x 0.562 in.

This worked well but nowadays I would consider the pitch too fine and I would add a 1/64 in ply reinforcement around the edges to help prevent the damage that has occurred. However, I came to the view that a fabricated prop would help represent the spinner better. The blades are mounted on 1/8 in dowel and plugged into a suitable aluminium tube (5/32 in od). A cross-hole needs to be drilled in the tube to take the bushing for the 1/32 in shaft (see Fig 10 in IIFE 5, NC, October 16). This can be done using a mini-drill in a drill stand and a vee block made in a 'W' form from five lengths of $\frac{1}{4}$ in square hardwood (Fig 3). The shaft bushing is a length of 1/16 in od brass tube with a short length of 3/32 in od tube soldered to its end. This can be filed to produce a clutch to engage the bent end of the prop shaft. This is effectively a free-wheel device, but for indoor use this is not strictly necessary, as the model should land with a few turns left. However, it provides a convenient way of driving the propeller. The tube within a tube arrangement used on outdoor free-wheelers is obviously not required.

The spinner was made using the 1/8 in thick print-wood balsa discs supplied with the kit. The two smaller discs were glued together and the other two tacked on. The assembly was then spun using the wire trident device shown in Fig 4; the centre prong is pushed through the axis of the spinner blank and the prongs drive it around. The speed of a mini-drill was too fast and resulted in the spinner blank being flung around the shed, but I also have an old Black and Decker drill and horizontal drill stand with which I could turn the spinner at a much gentler 900 rpm. The masking tape was wrapped around the centre wire so that the chuck would grip it. The spinner form was shaped with garnet paper. The discs were then separated and the second largest cut to accommodate the 5/32 in dia aluminium cross tube. The largest was grooved to locate this tube and parts re-glued together with the central brass bush and ali tube (Fig 4). Any gaps were filled with lightweight filler.

With regard to the profile of the blades, I have used the Larrabee profile, as explained by Reg Boor in the October 1990 AeroModeller with some success (see Fig 1 IIFE 5 for an example). However, because of the proximity of a wide nose block with the adjustable bush I felt an asymmetric blade profile was necessary.



I found the above Al Backstrom form for a blade formed from a cup after a search through my folder on propellers. I also had some large polystyrene 450 g yoghurt pots, so I thought I'd try making the propeller blades from these.

To give some science for the angle on the bucket or cup, there is an excellent Excel spreadsheet by Fred H Rash freely available from the 'Airfoils and Propellers' (sic) section of the Hip Pocket Aeronautics Builders' Plan Gallery website, which enables one to play about with size and angle values. The usual comment about propellers made from tubes or cones is that they are not helical, but they can be close for the useful part of the blade, as the plot for the blade angle against the radius for the propeller I eventually used shows. There is some washout at the tip, but, to me, that is no bad thing. The propeller is 5 in diameter, 6 in pitch.

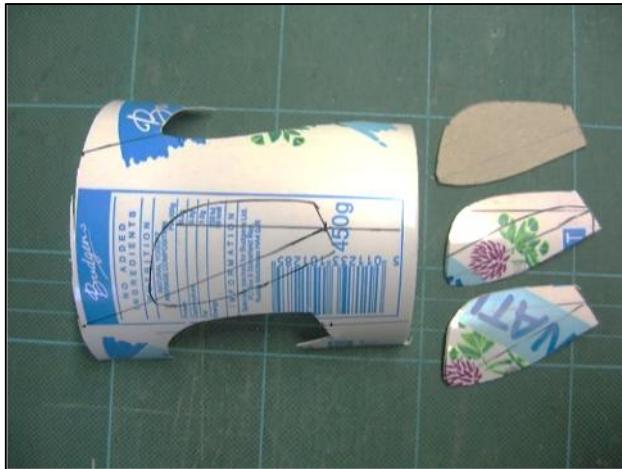
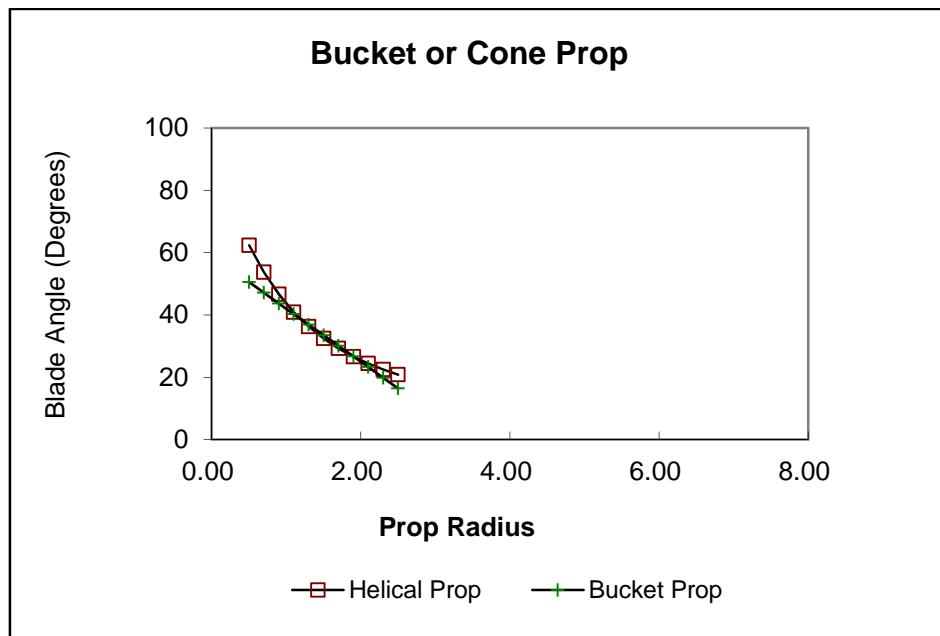


Fig 5. Marking out and cutting blades from large yoghurt pot using card template



Fig 6. Double thickness yoghurt pot blades with spinner assembly.

So I cut some blades from my yoghurt pot (Fig 5) and thought they might be too flexible. I then had the idea of laminating two together with liquid polystyrene adhesive - much stiffer. I cut a slit in some 1/8 in dowel and bonded the blades with epoxy and assembled the propeller see (Fig 6).

The pitch can be readily adjusted and checked using a simple pitch gauge jig as shown in Fig 7. When this propeller was mounted on the model the centre of gravity seemed well forward, so I decided to resort to balsa blades to overcome this problem.

There are some models that I can think of where a heavier prop would be most useful, but not this one.

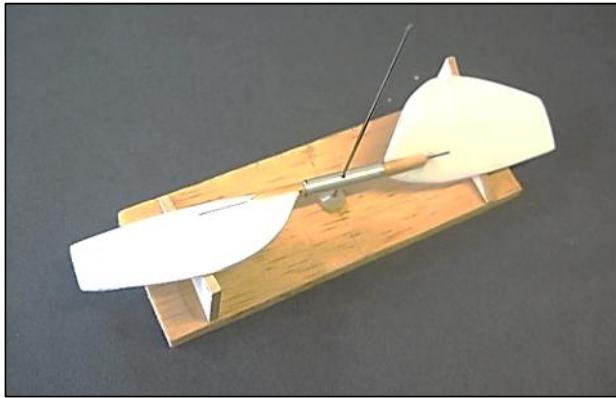


Fig 7. Jig for setting prop pitch



Fig 8. Balsa blades on forming bottle

Using the card template, I cut four blades from 1/32 in sheet. The grain was about 10° to the blade axis so that there would be some crossing of the grain in the two laminations of the formed blade. They were then well soaked in water and mounted on a 2.5 in diameter bottle with masking tape at an angle of 22° to the bottle axis. There was a layer of tissue between the top blade and the tape. They were then cooked in the oven at 180°C (or in my case Gas Mark 4) for about 10 minutes and allowed to cool and settle at least overnight.



Fig 9. Formed balsa blade laminae. Note grain direction.



Fig 10. Final prop with laminated balsa blades shown with double thickness yoghurt pot blades.

The two blade laminations (Fig 9) were then assembled for each blade on the bottle using 5 minute epoxy and a layer of very fine glass fibre cloth between them. The excess glass fibre was sanded off, the blades sanded to final shape. I first learnt of this glass fibre reinforcement technique in John O'Donnell's *Cagebird* article in the September 1984 *AeroModeller*. The result was a considerably lighter propeller, which is shown in Fig 10. In this case the 1/8 in dowel root pegs were stepped to give a flat surface on which to glue the blade with aliphatic resin. It might be a bit belt and braces, but I also reinforced the peg to blade area on the rear side with a small piece of glass fibre cloth attached with Eze-Kote laminating and finishing resin. The blades were then finished with a couple of coats of sanding sealer and mounted into the hub using the pitch jig. I used a spot of Super Phatic to secure the tight dowel to tube joint. If necessary, the propeller can be balanced by sanding the heavier side or adding a coat of dope to the lighter side.

For reference I have summarised the details of the propellers considered in the table below.

| Propeller | Diameter (in) | Weight (gm) |
|--|---------------|-------------|
| Red Sleek Streak moulded (unbalanced*) | 5.5 | 1.95 |
| Brown Peck moulded (unbalanced*) | 4.75 | 2.08 |
| Double thickness yoghurt pot bladed with spinner | 5 | 2.25 |
| Laminated balsa bladed with spinner | 5 | 1.59 |

*Moulded plastic props should be balanced by scraping the heavier blade with a sharp knife.

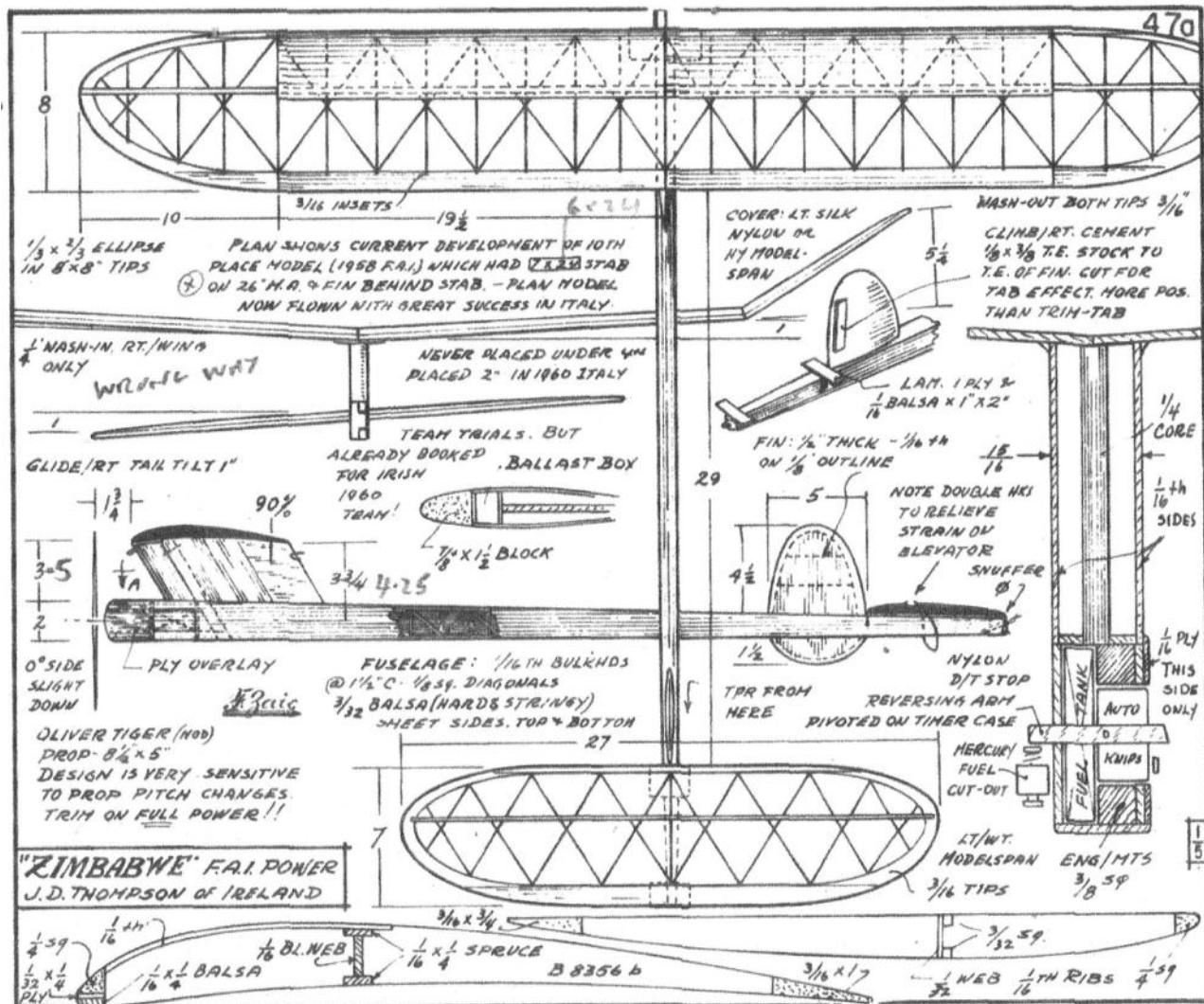
Nick Peppiatt

Finally got around to reviewing the design that, in one form or the other, I used at the WC's in 1958, 1960 and 1961.

Most were powered with Oliver Tigers 2.5cc although the 61-version used a modified Super Tigre diesel. I was living in Italy at the time and it had been reworked by a local expert in Milan.

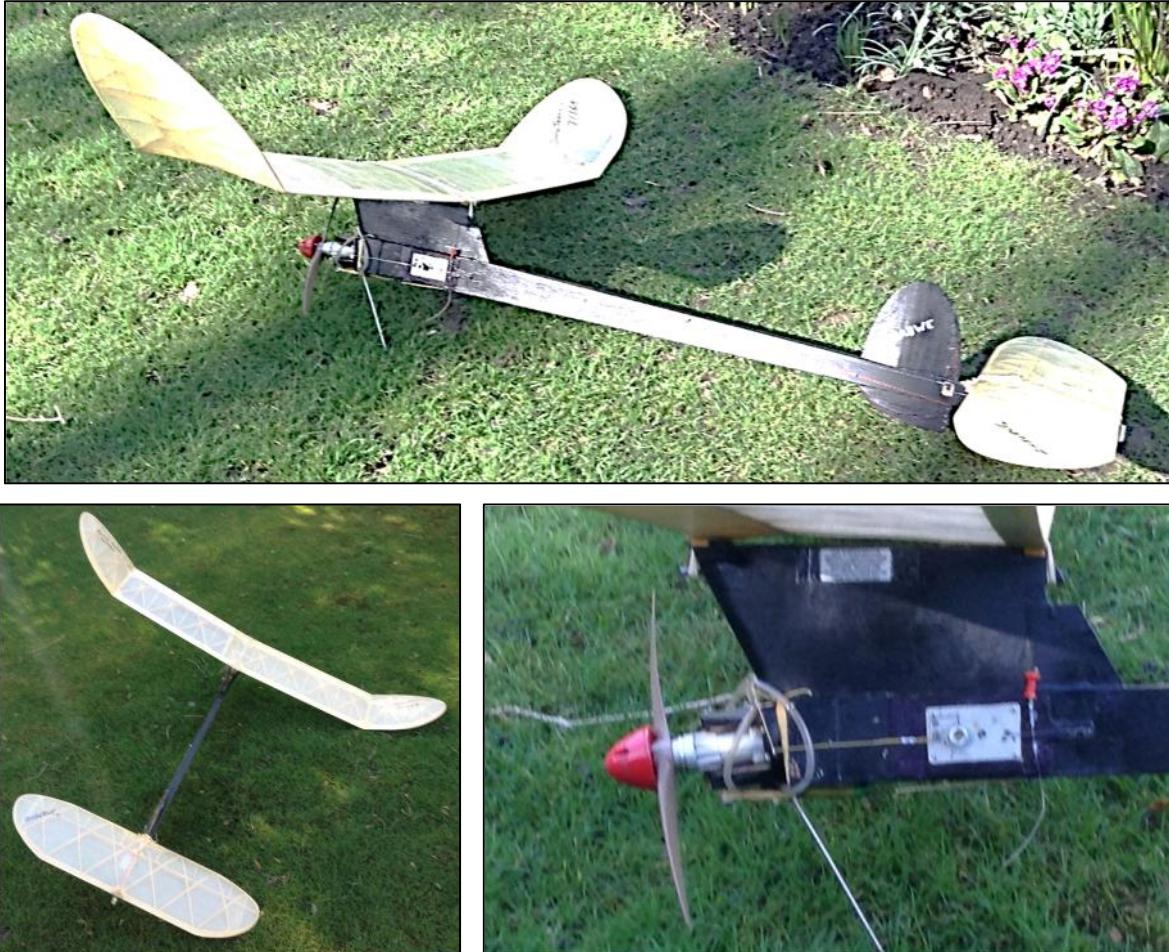
Why the name of a country? Well in those days I always gave my models a name beginning with Z, why, I have no idea! Anyway, at that time the name referred to an almost lost city in Africa, it was only afterwards that they named the country after it.

The model I decided must have geometrics to try to ensure rigidity and hopefully lack of warping problems. It also must have a clockwork timer to ensure consistency of runs. Such measures were intended to give confidence in competition flying.



In general, the models were probably as good as most, with others having better pilots. I had a shortage of trimming time, as most of the year I spent in various parts of Italy carrying out audit duties. Luckily living in Milan, my base, had an airfield at Bresso, very near the city. Now it is a park and suburb. I used to motor out there on my Lambretta Scooter with a big cardboard box, holding the model, on my back. However, in those days there was a tax called "Dazio" for imports into the city. It was levied on a weight basis. Many times, I was held up at the Customs Post to see what I was carrying. The lightweight contents were not considered taxable, possibly because the scales only weighed from a 1000 kilos up or so!

I have built a couple of these models in recent years. One is powered with an Oliver ballasted up to 750 g. This model turning a Scimitar 8x4 at 13.3k reaches about 500 feet in 14 seconds. The engine run permitted in those days. The glide is almost as good as the 500-g model but faster. The additional weight increase in 1958 from 500 to 750 g reduced the climb height by about 100/120 feet.



The other model about 546g powered with an OSMaxCv 15, complete with Nelson/Dixon head turning a Bolly 8.5x4 at 17.6k reaches 802 feet in 11 seconds (say 1000 feet in the old 15 seconds run time. About double that obtained in the 50's) Such is progress, which has resulted in almost no one being interested in power models, outside the FAI classes. We should really consider going to maximum runs of say 5/6 seconds in UK comps?

The real fun of the 50's was that it was still possible to believe that one could design a world beater with new ideas, in one's own workshop! Today FAI, is generally all about flying (not building and designing) with much care and attention to small details with endless trimming and preparation at suitable sites which permit 10-minute fly off times. It is still a hobby, but different.

Model Data

Motor, OS Max Cv 15; Prop, Bolly 8.5 x 4, revs to 17.6k.

Weights; Wing 119g; Tail 30g; Fuselage 397 g;

Total 546g (19.2 ounces)

Wing +3.1 deg. Tail +2.6 deg. CG 95%. Thrust line 5deg down and 4deg left.
No warps only 2 deg washout both tips.

Trimming is straight forward, with RDT helping enormously in preventing crashes or long walks.

John Thompson

I've been doing a little thinking, although it makes my brain hurt, about allowable modifications to vintage/classic model designs and I thought I'd promote some discussion by making a few comments.

It all started when John Thompson sent me a picture of George Peek holding a Jaded Maid with the tailplane mounted on the top of the fuselage.

The Jaded Maid was a Norman Marcus design and, as with many of his models, the tailplane was under-slung below the fuselage. This makes a standard tip-up tail DT rather difficult and I understand that Marcus often used a parachute DT as evidenced by the well-known Keith Miller photograph accompanying the aeromodeller article on Marcus's Bazooka and in the aeromodeller article on the Maid.

George Peek solved the problem by mounting the tailplane on top of the fuselage and, as the picture was within the Classic design period, John T wondered whether this modification was allowable under BMFA & SAM rules.

The fundamental rule is that designs must be built to published plan but there are statements in the rules that **Minor** modifications may be made to accommodate certain material changes, engine mounting and DT functions. The actual section of the BMFA rules regarding DT's is as below.

(f) Minor alterations may be made to enable a D/T to be fitted to a design which was not originally so fitted.

The literal interpretation is that DT mods may only be made where one was not originally fitted. As the Jaded Maid article references a parachute DT then it can be argued that mods to fit other forms of DT are not allowable.

I personally do not subscribe to this literal interpretation and feel that any modification to fit any sort of alternative DT arrangement is well within the spirit of the rules, particularly in view of the now widespread use of Radio DT's.

The possibility of modifying the Jaded Maid by fitting the tailplane on top of the fuselage is really dependant on definition of the rule statement that **Minor** mods may be made. I would consider repositioning of the tailplane to be a **Major** mod and thus not allowable.

This brings us to who is the arbiter on such mods. Vintage flyers are supposed to carry evidence of the validity of the model they are using, thus the contest CD would appear to carry the responsibility of modification approval. However, CD's have a daunting enough task just running the events and it is unrealistic to burden them with the responsibility of examining details of each entry. This means in reality that the competitor is expected to ensure his model meets the rules and, unless there is a protest at a meeting, the CD need not be concerned.

It is debateable whether, in the case of the Jaded Maid, the repositioning of the tailplane from below to above the fuselage is considered a **Minor** or **Major** modification or indeed if using any alternative to the parachute DT outlined in the original Aeromodeller article is allowable.

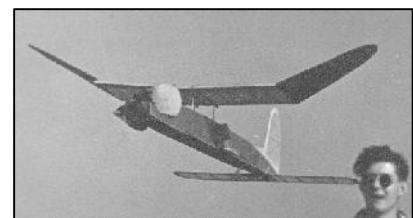
I consider the fitting of an alternative DT to the parachute to be allowable but consider repositioning the tailplane to be a **Major** mod and not allowed.

Major or Minor definitions will always be subjective, pity the CD.

John Andrews



East Anglian power men, Peter Wyatt (Ipswich) and George Peek (Chelmsford) compare their Dart (144 sq. ins. wing) and Elfin 2-49 Jaded Maid (475 sq. ins. wing) contest models.



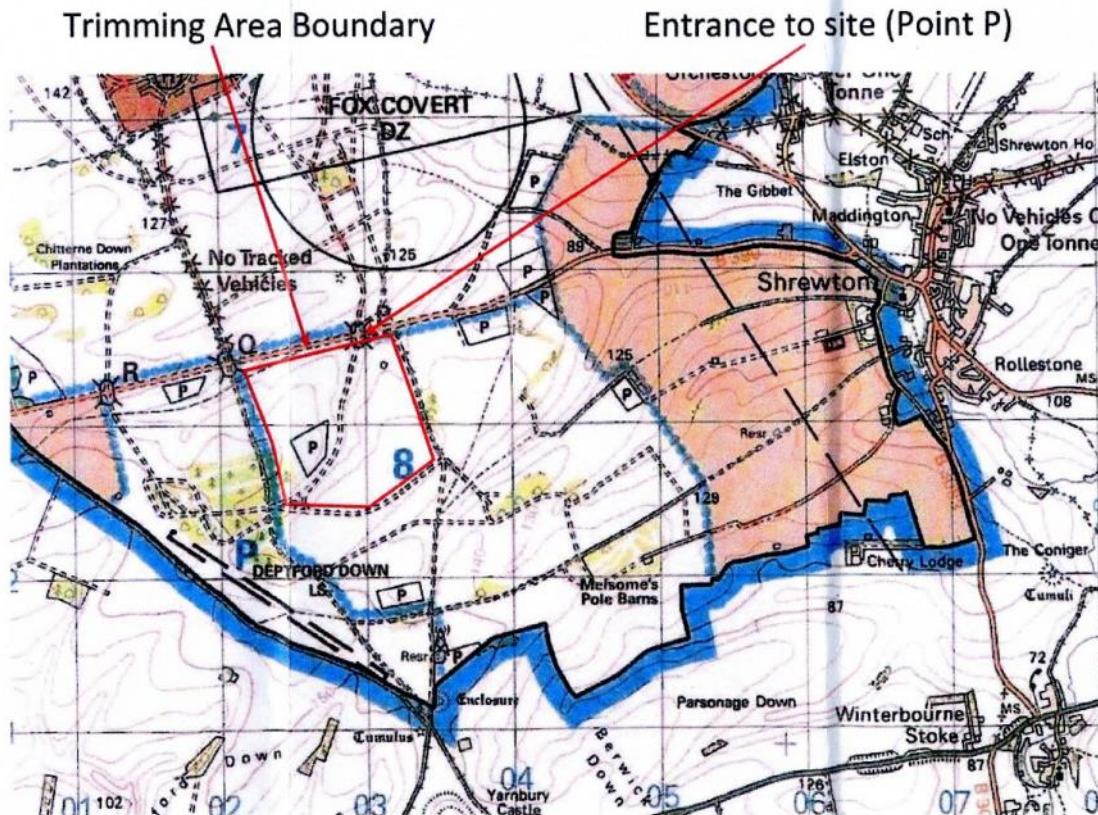
March has seen both the 2nd & 3rd Area meetings pass by, with contrasting weather & fortunes. More on those below. Apart from one very nice day during the month, there hasn't been much opportunity for fun flying either. Nevertheless, life proceeds - albeit at a relatively slow pace.

First on the agenda is to repeat the message from last month. Continue to blow the dust off a few models for our first meeting of the year, 17th April (Easter Monday) on Salisbury Plain. The meeting is joint hosted in conjunction with the Croydon Club. Events are: 8oz Wakefield, 4oz Wakefield, Marcus Lightweights (RAFF V, Bazooka, Dinah-mite, Supa Dupa) - these are Croydon Club events & SAM 1066 events comprise Combined Vintage/Classic Glider over 50" & E36 Electric Power. As previously noted, sports fliers are of course most welcome. Charges will be as for last year.

Courtesy of the BMFA & FFTC, here is an updated location map. Dependent on wind direction, we normally try to fly approximately from where the figure "8" is shown, but sometimes from the area further south where parking is noted (P). BMFA have received the permit for flying on the Plain & the Portaloo is in place. **Look out for & follow the signposted arrows** to the actual flying area - wind dependent on the day. As usual, take care in driving on the access track.

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

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



This meeting is followed by our June meeting. One small change to the schedule - the power event will now be a combined Vintage/Classic event, otherwise things stay as stated below.

SAM 1066 events - 18th June (Sunday) Salisbury Plain

E36 Electric Power; - Combined Vintage/Classic Glider under 50"; - Combined 4oz / 8oz Wakefield; Small Vintage Rubber (Vintage Lightweights); - Combined Vintage/Classic Power; - Jimmy Allen

2nd & 3rd Area Meets at Beaulieu

The 2nd Area meet was weather dominated - being primarily bad! So much so that most folk opted not to attend, however a couple of stalwarts did so & surprise, surprise - were rewarded by a few hours of just about flyable weather:

8 to 30 mph plus wind from the SWW. occasional rain.

Results as follows:

| F1H | | |
|-------|-----------------|------|
| D Cox | 073114 Crookham | 7.52 |

| P30 | | |
|----------|----------------|------|
| C Redrup | 34457 Crookham | 5.25 |

NO ENTRIES in F1J .HLG . 1/2 A power . Combined Electric

To paraphrase the report by our Chairman, a triumph over adversity by the two guys who did fly! The day ending with torrential rain.

The 3rd Area meet promised sun but wind speeds averaging 15mph from the East, gusting to 30mph. Stalwart contingents from Crookham, Croydon & Chichester in attendance as always.

Results as follows:

| F1C | Club | Time | Comments |
|------------------------|-------------|-------------|---------------------------------------|
| John Hook | Crookham | 3.01 | Very old Faital – still performs well |
| | | | |
| HLG/CLG | | | |
| Mo Peters | Crookham | 2.35 | |
| John Hook | Crookham | 0.33 | |
| | | | |
| Vintage Glider | | | |
| Chris Redrup | Crookham | 5.00 | Lulu lost after two flights |
| Dave Etherton | Chichester | 1.46 | Nord also lost |
| Peter Hall | Crookham | 0.55 | Sunnanvind |
| | | | |
| Combined Rubber | | | |
| Ray Elliott | Croydon | 6.56 | |
| John White | Croydon | 6.02 | |
| Peter Jellis | Croydon | 2.30 | |

Chris had two exceedingly long flights with his Lulu, both landing outside the field even with RDT operating. The second necessitated retrieval with the Crookham 55' roach poles at the end of the day. Dave Etherton's Nord remains to be found. John White had a third flight landing just inside the tree line of the airfield - your Sec, being the retriever, had a very long walk! Chris Redrup's Lulu 2nd very long flight - the start! More photos from Peter Hall next issue.

Wooden props

An unusual discovery by John Taylor of Bournemouth, who gave me an old leather suitcase containing a range of wooden props, prop blanks & a carving jig made by a past member of BMAS. Assuming the BMFA are interested, it is intended to donate the complete kit to them for their archive collection. Many thanks to John.





The suitcase



Collection of prop blanks & jig



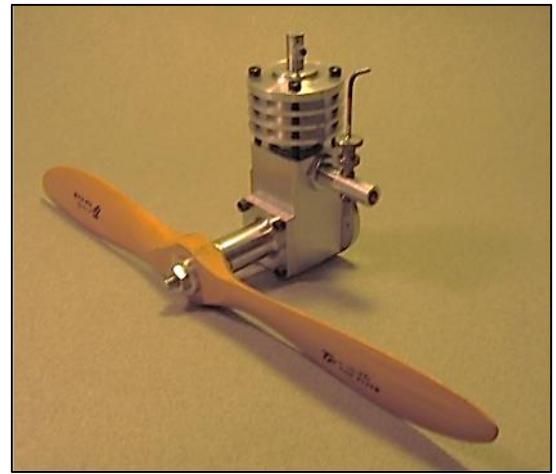
A few finished props

Dave Acton from USA

An email request for vintage coupe plans resulted in an on-going dialogue with Dave Acton who resides on the East Coast of the USA. It transpires he is having a go at stimulating interest in vintage coupe flying around his area. Not only that, he has a strong interest in small diesels (very unusual in the USA), being the owner of a large collection of Mills engines & the maker of some very fine looking small engines, as well as flying quite a collection of very nice models. Great to have such a dialogue.

To quote Dave: "my home built Boll Aero bar stock diesel, which is radial mounted and of similar weight

(to a Mills). The Boll Aero fulfilled one of my life long dreams of building an engine and an aeroplane for it and flying it successfully. The engine is currently awaiting a new drive washer system as it likes to throw props."





Here is the model complete with his Boll Aero

More photos to follow next month. Dave also provided a link to last year's Flying Aces meeting at Genesco - a "must read" for any scale enthusiast.

Go to <http://www.maxfliart.com/geneseo2016/> to read the full document.

The Drone front

Nothing from EASA yet, but their notional date for publishing a revised document taking into account feedback received from their original draft was "end March". The UK Government public consultation also ended during this month. My personal view is that

- (i) EASA may well decide that rules regarding model aircraft operation can be passed back to the local designated authority, in our case, the CAA;
- (ii) there may well be an over-riding caveat regarding mandatory registration for all flying devices that come within the remit of the revised EASA regulation. This would apply to drones & model aircraft. No clues on how it might be implemented or possible charges;
- (iii) there is considerable debate regarding Brexit & how it would affect EASA - no-one knows. However, it is fair to say that if EASA sets out the revised regulation on its published timescales, the UK would have to conform on any registration requirements, as it will be well in advance of the conclusion of any Brexit negotiations.
- (iv) this is implied in current UK Government thinking in its recent consultation on drones, where there is a specific question regarding registration of model aircraft.

The Beaulieu Model Flying Club, in conjunction with the Forestry Commission, has set aside a specific area within the old airfield that attempts to isolate drone flyers from the RC area & the free flight areas. Education & time will tell.

More from Italy

Johnny Lofredo has been busy sorting out some old photos of when he was a young man flying in Libya in 1955, prior to his enforced move back to Italy. Here is that young man about to embark on his first control line flight - Johny says he managed about half a lap comprising a wing over into the ground!



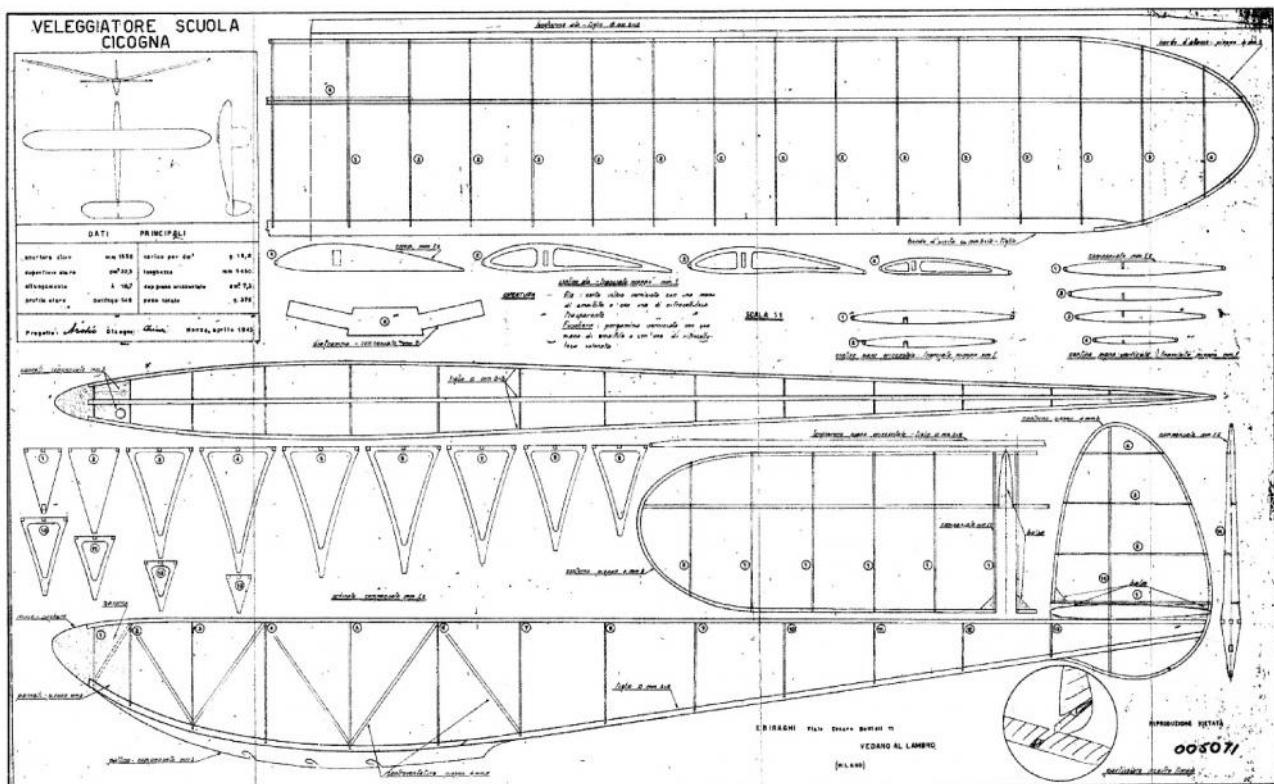
Editor: Looks like a 'Lil Abner' by AE Burch

Wallop War Day

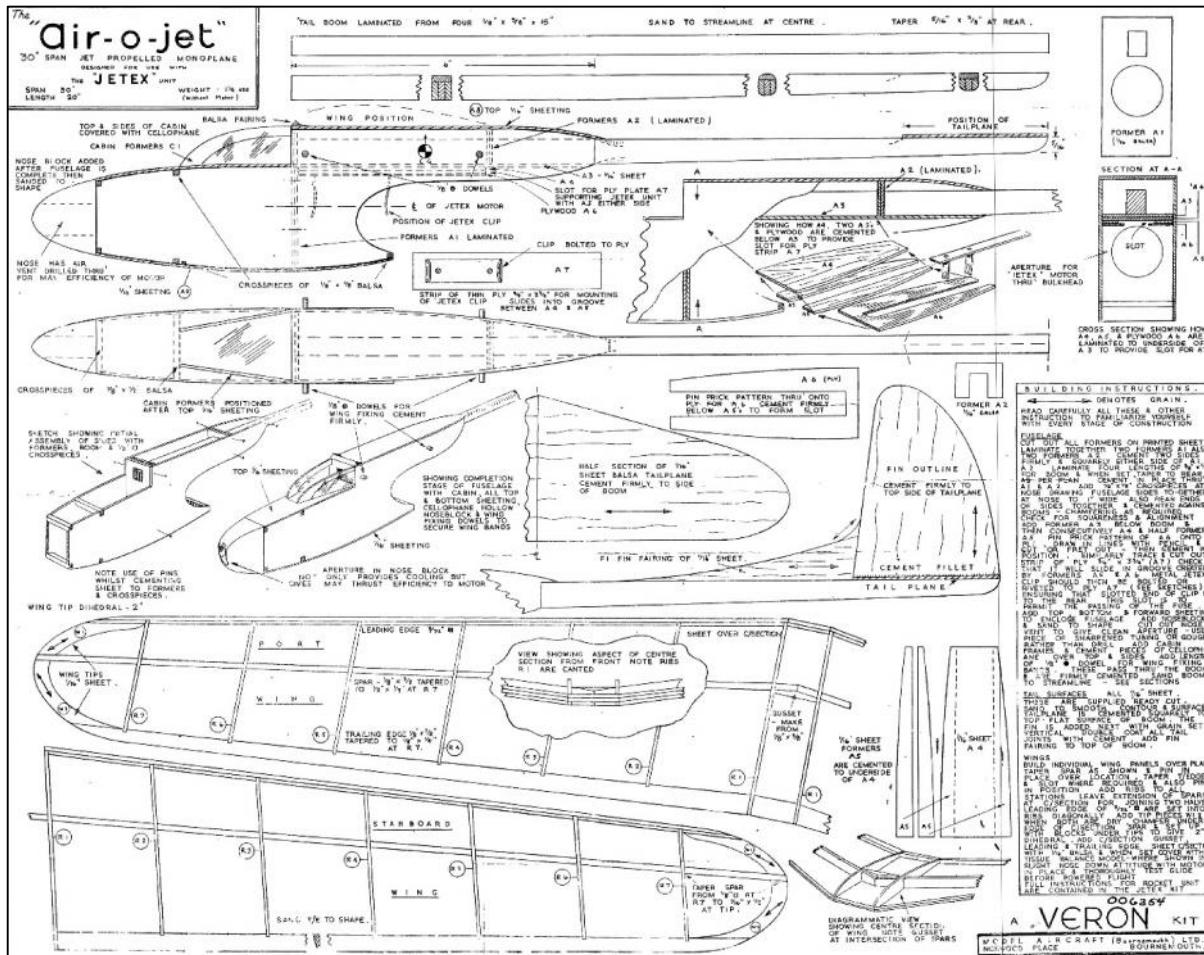
As we have done for the previous two years, members of SAM1066 & the Southern Area will put on a static display at the Wallop War Day on 29th May. There is also the possibility that we may be permitted to put on some form of RC flying display as an added interest. It all helps to maintain contact & good relations with the Museum. The major downside is that I don't get the opportunity to get to the free flight Nationals.

Plans for the month

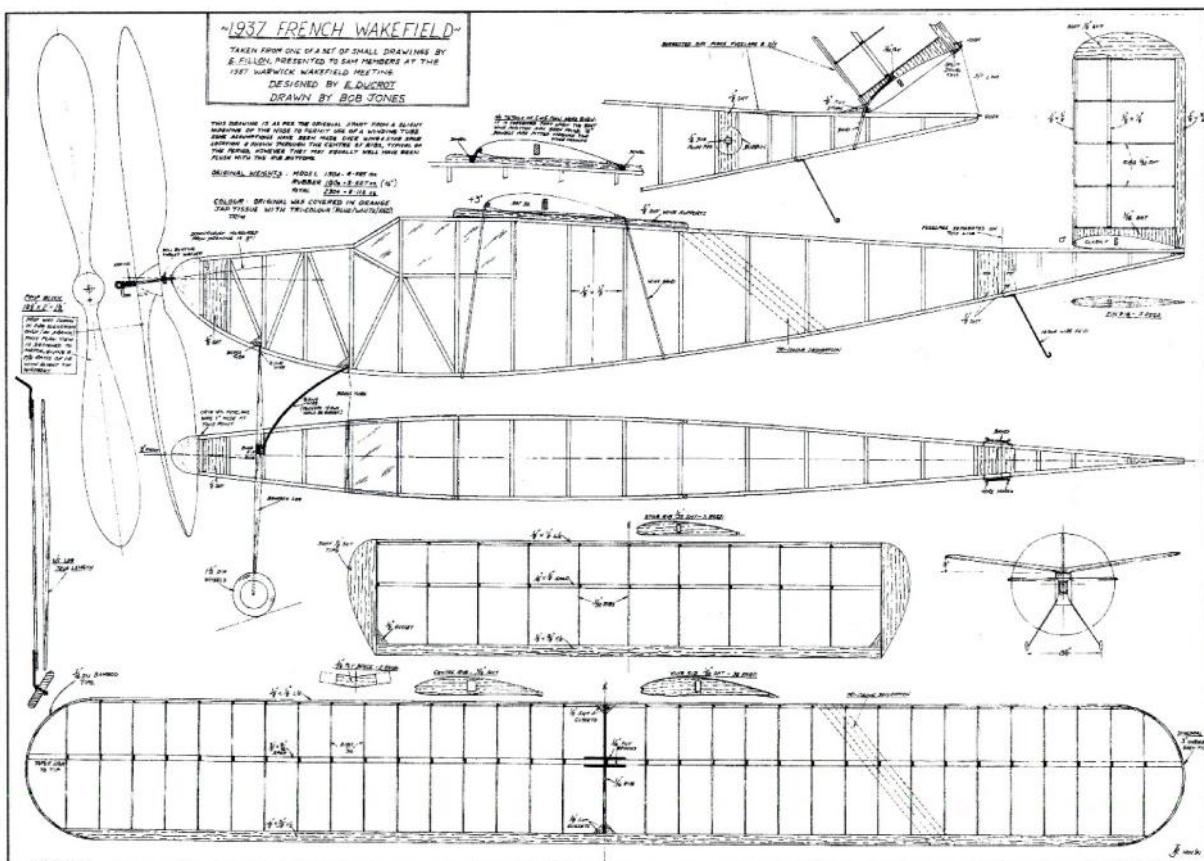
Glider: Another Italian choice - would it fly? Note the zero zero incidence. Cicogna.



Power: One for Jetex enthusiasts - Veron Air-O-Jet



Rubber: A French 1937 design - Ducrot Wakefield



Roger Newman

Salisbury Plain Area 8 users

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

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

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

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

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

Please do not shoot the messenger.

Peter Watson. BMFA FFTC Area 8 Liaison.

We invite you at

15. EUROPEAN SAM RC CHAMPIONSHIP

18.6 – 23.6. 2017

SLOVAKIA – Airport NITRA

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

Yet see, where is the airfield located:

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

...bulletin coming soon !!!

We are looking forward to meet You in Nitra.

SAM SLOVAK REPUBLIC, chapter 119

Fero Swiety president

Tel.: 00421 905 339 894

e-mail: fero@swiety.sk



John Ashmole SAM35 FF sec Free Flight Calendar for 2017

Postal contests:

29th Apl to 28th May.....Under 25" Vintage Rubber.
17th Sep to 15th OctLulu Glider (Two classes, towline and Hi Start)

Area Posts:

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

"March Wynde" for lightweight Rubber (Two classes)

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

"Summerglide" for under 50" Classic and Vintage Gliders

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

"Autumn Trophy" for P30

At the Free Flight Nationals:

Sunday 28th May.....Wakefield, 4oz. And 8oz. (Administered by FFTC.)
Monday 29th May.....36" Hi Start Glider.....Under 25" Vintage Rubber
Biplane precision (two classes. Rubber and i.c.)

At Old Warden:

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

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

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

Oxford Model Flying Club
Free Flight Rally, 2017
 Port Meadow, Wolvercote, Oxford
 10th & 11th June, 2017

SATURDAY — STARTING at 6.30P.M.

Champagne Fly-offs — FIG, FIH, HLG/CATA

SUNDAY — STARTING at 10.00 a.m.

FIG (C'd'H) } 5 FLIGHTS, IN ROUNDS

FIH (AI) } ~flown from line

P30/CO₂ (Combined)

E36

VINTAGE RUBBER (34" Max Span)

VINTAGE/CLASSIC GLIDER (comb)

TAILLESS R+G (Combined)

H.L.G./CATAPULT (Combined) ~ Flown from "box"

ALL TOWLINES 50 metres

ALL FLIERS MUST BE INSURED!

No streamers on poles, thermistors, bubbles etc.

No i/c powered models to be flown.

CONTACT:—

ANDREW CRISP

4 GROVE STREET
OXFORD OX2 7JT

Telephone:—

01865
553800

**Southern Coupe League
Fixtures 2017**

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

Contact Peter Hall: email: phall789@btinternet.com

Peterborough Flying Aces Nationals

Sunday 3rd September 2017

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

NEW EVENT ! BIG CASH PRIZES ! KK Elf Precision.

Precision flight time contest for the "Elf model (Super complete kit available from The Vintage Model Company (VMC) or Brian Lever (blever@btinternet.com). Target times posted on the day at control.) Model must use a 6 inch Dia Plastic prop (spares available from VMC)

Note! The Elf is also eligible for the Rubber Ratio Contest (see below). Prizes, kindly donated by The VMC, will be determined by "Elf "Placings in both "Rubber Ratio" and "Elf Precision"(1st £50,2nd £30, 3rd £20 LPhoto by Aeromodeller of "World Record for Most Elfs"-12.45pm at Scramble location.

Rubber Ratio: NO MAX. Any rubber powered model with wing span 16"-25" (tip to tip). Flight score is total time in sees (from 3 flights) divided by span in inches. Cash Prizes for "Elf models! See above.

SCALE MODELS - NOTE! All scale models, except Masefield entries, are judged for accuracy, workmanship and flight profile. Please bring the plan or, if scratch built, the 3 view.

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

Open CQ2/Electric Scale "Stand off" scale judged against plan/ three view plus judged flight profile of launch/flight/landing. Any C02 motor/tank permitted.

Kit Scale ANY rubber powered kit model up to 36"span. Model judged against kit plan plus judged flight profile. Cash Prizes, donated by The Vintage Model Company, for highest placed VMC models

Jetex/Rapier Authentic Scale Judged against model plan/three view and judged flight profile.

Jetex/Rapier Profile Scale Judged against model plan/three view and judged flight.

Electric Ducted Fan, true Scale

Electric Ducted Fan, profile

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.

Tailless Rubber Duration: Max span 30" (tip to tip). Max rubber 10gm, Prop 9.5" max dia. commercial plastic, (may be modified.) No inflight movable surfaces except DT)

Frog"Senior"Rubber Duration (for plan <http://www.houseoffrog.co.uk> or PMFC see below

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 event for Rubber models which must Rise off Table.

36 inch Hi-Start Glider: Any glider up to 36"span launched by the supplied "Hi start" bungee. Also includes a prize for best performance of a SCALE glider (proof of scale reqd.) **Best Unorthodox:** Must be seen to fly (by either Scale Flight judge)

Rubber Scramble: 20 minutes, use any rubber powered model that qualifies for one of the above events. Competitor must both wind and launch 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: Prizes for 3 best Juniors (Junior -17 years or under on 31/08/17)

World War One Tribute event: Until 2018 we will award a prize for the best scoring model of a WW1 combat aircraft flown in any of the scale competitions.

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

Raffle Including Kits donated by The Vintage Model Company.

Note: this is a Free Flight event: strictly no Radio Control: Proof of Insurance required for all flyers.

Revel in the special atmosphere created at this unique event:

Discounted parking. Toilets, cafe, and Park Visitors Centre.

For more details of events visit the Peterborough MFC Website at:

www.peterboroughmfc.org OR contact Brian Waterland on 01778 343722 (07717 461000 on the day)

New SAM 35 Vintage-themed Events At Middle Wallop

I'm pleased to announce that SAM 35 has arranged a couple of days' flying at Middle Wallop this Summer and Autumn.

These are **June 11th and October 8th**, both Sundays.

Note: unfortunately, freeflight isn't permitted

but there will be Vintage RC of all kinds,

as well as control-line, including the "Bee Bug Bash".

Entry to the airfield is via the Museum of Army Flying car park, located alongside the A343, from 9.30am. The Museum's volunteer will collect £6 per person at the gate, and a further charge of £5 per person will be taken at the SAM 35 site (at the northern end of the peritrack close to Knockwood) to help cover our expenses.

No BMFA Certificates are required but flyers must register their transmitters
(NOTE: 2.4 GHz ONLY) and show their current BMFA Membership Cards.

Further details appear on the website, <http://www.sam35.org>

We hope to see you there!

It will come as no surprise that the Health and Safety regime within the MOD has become increasingly onerous in the past couple of years. That means there are a few extra "Rules and Regs" we'll need to observe. Nothing difficult, but please read the following carefully.

ONLY 2.4 GHZ RADIO EQUIPMENT IS PERMITTED.

ALTHOUGH WE DO NOT ASK FOR BMFA "A" OR "B" CERTIFICATES, FLYERS MUST REGISTER AND SHOW A CURRENT BMFA MEMBERSHIP CARD.

THE MAXIMUM NUMBER OF MODELS AIRBORNE AT ANY ONE TIME WILL BE RESTRICTED TO FIVE

WE WILL CARRY OUT RANDOM CHECKS FOR CORRECT "FAILSAFE" OPERATION (IF AVAILABLE) - ENSURE YOUR MODEL(S) ARE SET UP CORRECTLY.

OUR LICENCE STIPULATES THAT FREEFLIGHT IS NOT PERMITTED
NOTE ALSO THAT DOGS MAY NOT BE BROUGHT ONTO THE AIRFIELD

Everyone is welcome, non-members of SAM 35 too, so invite your flying friends (make sure they are aware of the above conditions) and let's all enjoy Middle Wallop - Europe's biggest grass airfield!

Any questions, ring David Lovegrove on 01491 200558
or email david.lovegrove11@btinternet.com

BRUMIFLY 2017

This year's Brumfly is on
SATURDAY May 20th
on North Luffenham, starting at 9.00 a.m.

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

Brumfly classes will be;

E 36 & Mini Vintage - (3x2.00), F1H (A1) - (5x2.00)
Combined HLG/Cat.-(7x 1.00) plus;
Combined F1J/ BMFA 1/2A – (4x2.00)
(F1J, 5 sec run, 1/2A 10 sec.)

Combined A2- for models conforming to F1A specification with three equal prizes for overall winners, highest placing using non-bunting model(s) and highest placing using design(s) published prior to Jan. 1961. **Combined A2 only** is flown in FOUR rounds, first flight before 12.30 followed by three 90 minute rounds to appropriate maxes. Except where stated contests will be run to BMFA rules, though the CD reserves the right to make changes with adequate notice if conditions demand.

This will NOT include DT flyoffs.

Again Bill Dennis will be running scale classes, for details contact billdennis747@aol.com

There will also be SAM 35 events run by John Ashmole Rubber and Power Precision and Cloud Tramp duration, contact johnashmole@yahoo.co.uk

Sport flyers (FF only) and those keen to get in some pre-Nats trimming are welcome (you must be a BMFA member), £5 airfield fee (excluding Midland FF Club members of course). Refreshments will be served, prizes and trophies for the winners. Contact Stuart Darmon Tel: 01858882057

stuardarmonf1a@yahoo.com
Or Gavin Manion gavin.manion84@gmail.com

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

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

Model

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

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

Engine/motors

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

36"-44" WINGSPAN

I.C. Engines:

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

Electric Motors:

Any electric motor is admitted with direct drive

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

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

48" WINGSPAN

I.C. Engines:

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

Electric Motors:

Any electric motor is admitted with direct drive

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

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

Flights and results

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

Awards :

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

Special prize for best flight in float version.

Results

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

SPECIAL PRIZE VIC SMEED

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

SPECIAL PRIZE DAVID BAKER

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

Good thermals

Hedfan awyrennau model dan do

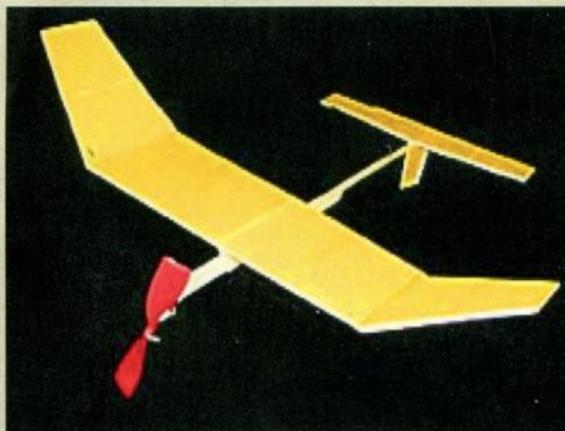
Indoor Model Flying Events

Canolfan Hamdden Plas Ffrancon leisure centre
Bethesda LL57 3DT

Sad/Sat 18th Maw/Mar 1230-1530

Sad/Sat 6th Mai/May 1230-1530

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



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

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

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

martin.pike.xray@btinternet.com 07831 141418

Find us on 

**Indoor Model Flying
in Bethesda**

FLITEHOOK

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

Café on Site

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

Flyers £6, Spectators £2

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

CANCELLED

2017
Sundays

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

Bloxwich Indoor Flyers

Free Flight & lightweight RC
Sneyd Community School

**Vernon Way, Sneyd Lane,
Bloxwich, WS3 2PA**

Saturdays 2pm until 5pm
Flyers - £8 Spectators £2

Jan 28th – Feb 25th – Mar 25th – Apr 22nd

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

Indoor Flying with the South Birmingham MAC
Mainly Free Flight

Thorns Leisure Centre.

Stockwell Ave.

Off Thorns Road - Quarry Bank - West Midlands - DY5 2NU
Saturdays 1pm until 4pm

**Jan 14th - Feb 11th – Mar 11th
Apr 8th – May 13th**

Admission - Flyers £5.50 - Spectators £2.00

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

For further information phone Colin Shepherd 0121 5506132
or e-mail colin@colinwilliam.wanadoo.co.uk

THE 2016 FREE FLIGHT FORUM REPORT

HOT OFF THE PRESS

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

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



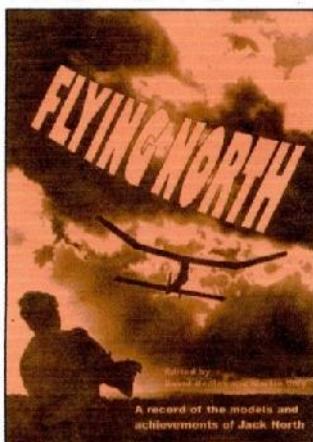
The UK price is £12.00 including postage;
 to Europe it's £15 and everywhere else £17.

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

Copies are available from :

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

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



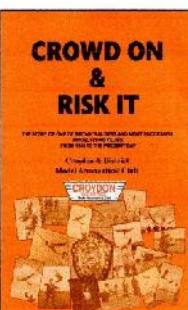
Flying North is a 163 page book covering the model flying career of Jack North, and including 23 previously un-published plans of his aircraft. Access to Jack's drawings and notes dating back to 1938 means that there are a number of designs in the book likely to be tempting to the nostalgia-minded.

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

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

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.

E-Zee Timers



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

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

a simple push button / LED interface

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

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

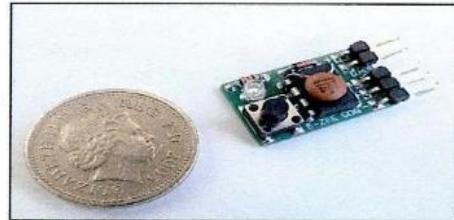
For installations where the timer is inaccessible remote pushbuttons and LED's are available

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

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

- d/t duration:-adjustable 10 seconds to 5 minutes, set in 10 second increments
- push button immediately cancels the flight at any time
- duration settings are saved in memory a single button push serves to repeat a flight.

Length 22mm Width 13mm Height 11mm Weight 2gm



Timers are supplied with a comprehensive instruction manual and users guide

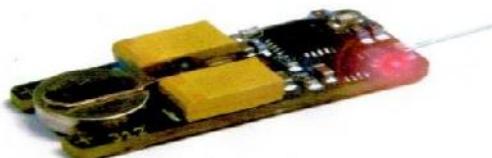
E-Zee Timers have been designed and are manufactured in the UK
Exclusively available from

Dens Model Supplies

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

BUGS

Free Flight Model Tracker



£50.00 - each including 6 batteries

Ready to use radio tracker

Suitable for most handheld receivers

Powered by one 312 ZincAir hearing aid battery

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

Run time around 10 days

Red LED flashes when transmitting

Available in any frequency from 140MHz to 980MHz

Supplied in protective heatshrink

Very quick delivery, often next day

On sale at

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

or contact Peter Brown 07871 459291 for options

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

Plans of models designed by Geoff Lefever

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

DBHL Plan Service

The rules for obtaining plans.

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

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

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

Email request to rogerknewman@yahoo.com,
quoting Plan Name & I.D. number (1st & 2nd Cols respectively in the list).

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

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

This service is provided at no charge.

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

VINTAGE COUPE PLANS.

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

Further information will be advised in due course.

Provisional Events Calendar 2017

With competitions for Vintage and/or Classic models

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

Please check before travelling to any of these events.

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

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

www.SAM1066.org

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

www.freeflightuk.org or www.BMFA.org

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

www.SAM35.org

Useful Websites

| | | |
|--------------------------------------|---|--|
| SAM 1066 | - | www.sam1066.org |
| Flitehook, John & Pauline | - | www.flitehook.net |
| Mike Woodhouse | - | www.freeflightsupplies.co.uk |
| GAD | - | www.greenairdesigns.com |
| BMFA Free Flight Technical Committee | - | www.freeflightUK.org |
| BMFA | - | www.BMFA.org |
| BMFA Southern Area | - | www.southerarea.hampshire.org.uk |
| SAM 35 | - | www.sam35.org |
| MSP Plans | - | www.msp-plans.blogspot.com |
| X-List Plans | - | www.xlistplans.demon.co.uk |
| National Free Flight Society (USA) | - | www.freeflight.org |
| Ray Alban | - | www.vintagemodelearplane.com |
| David Lloyd-Jones | - | www.magazinesandbooks.co.uk |
| Belair Kits | - | www.belairkits.com |
| Wessex Aeromodellers | - | www.wessexam1.co.uk |
| US SAM website | - | www.antiquemodeleur.org |
| Peterborough MFC | - | www.peterboroughmfc.org |
| Outerzone -free plans | - | www.outerzone.co.uk |
| Vintage Radio Control | - | http://www.norcim-rc.club |
| Model Flying New Zealand | - | http://www.modelflyingnz.org |

Are You Getting Yours? - Membership Secretary

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

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

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

P.S.

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

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

From Your editor John Andrews