NEW Clarion

SAM 1066 Newsletter

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Editorial

The axe has fallen, there will be no meetings at Wallop this year. Our secretary Roger was given the bad news at his last meeting with the authorities. He is still awaiting the official written statement as I write, but it would appear that our ancestral home will no longer be available to us now or in the foreseeable future.
On the plus side Roger is looking into an indoor flying possibility at Wallop in a building out back somewhere. Indications are positive and if successful it will maintain a vital link with the site should situations change in the future.

Having booked our accommodation for the cancelled April meeting, Rachel and I decided to venture forth onto the dreaded Salisbury Plain to spectate at the London Gala. Never having been on the plain before it was a good opportunity to see for ourselves what Area 8 really looked like. The entrance track was more than a little rough for the first 100 yards or so but as long as you watched where you put your wheels it was no real problem. There after it was plain sailing and we followed arrows to the flight line. The expected assault course terrain was nowhere to be seen, just a vast completely clear level grassed area as far as the eye could see. There was, I understand, a huge valley to negotiate during recovery some ½ mile or so away but still suffering from a bad back I did not investigate. It must be said that, although the ground looked smooth, it was somewhat deceptive as it is best described as tufty and walking on it was hard on the ankles I would assume. I was staggering about with my bad back and a walking stick so I was not in the best of condition to judge. The size of the place is unbelievable, in front of us down wind was an area far greater than Wallop and turning around to look in the opposite direction it was exactly the same. All in all nowhere near the image I had in my mind.

Content for the Clarion looked a little thin on the ground when I started putting this issue together, I started off with my indoor report, (I wish someone else would write a few words about indoor meets that they attend), then I dug out an engine report.

Roy Tiller was early with his report this month so in went that and content had dried up.

I decided that I had better write something else so I thought, what about my earliest memories of aeromodelling. I started off and as I wrote I started to recall things I had long forgotten and before I realised it I had rambled on and on and on. I considered editing some of it out but with content still lacking I pressed on, I hope my ramblings do not bore you too much. Perhaps it might encourage someone else to write a few of their own recollections and start a new series 'My Early Days'.

More on RDT turned up with Roy Tiller writing about the practicalities of his installation.

With a nudge Jim Paton put a few words together about the 3rd Area comp, which was a commendable exercise on his part considering he did not attend the meeting.

Whilst I was scratching about in my computer files I found a miss-filed folder with quite a few really good pictures taken by Dave Kern in the States, so I've popped a few of those in. These date back to 2015 and, as I have no contact email address for Dave, I must apologise here for losing his pictures for so long.

As usual content flooded in towards the end, particularly the start of a series on indoor modelling, by Nick Peppiatt, on the more sports style of models as opposed to out and out duration.
I've finished up with quite a big issue.

Editor

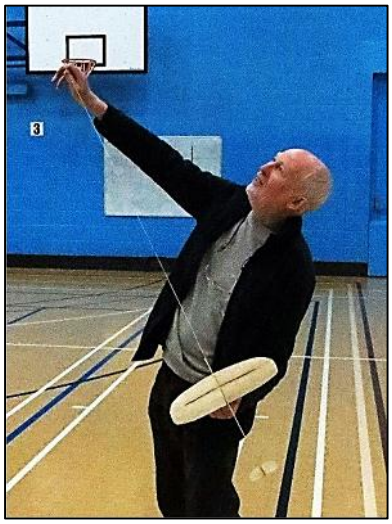
Thorns Indoors April - John Andrews

A few 'Night Vapors and other RC models flitting about in one of the 15min slots

It was good to be back with the South Birmingham lads, having missed the March meeting due to my post new year cold. Got held up on the way on the M40 in what now appears to be a regular slowing of traffic around the M40/M42 junction but we now anticipate the problem and start out a little earlier. We arrived 15 minutes before time but the hall was open so we were in and settled before kick-off.

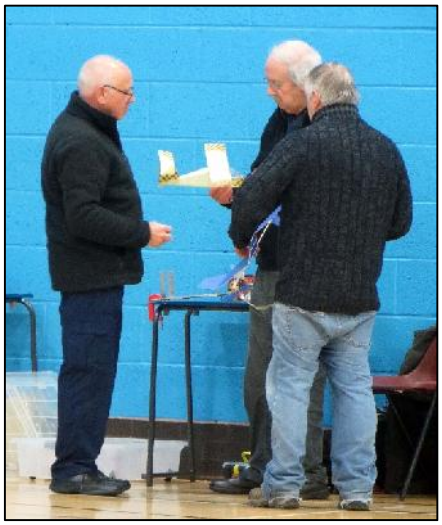
The first thing I flew was the BMFA Dart that I had made for the cub-scout demo. At the demo I had had trouble with motor bunching knots catching on the motor stick and stopping the prop when I tried longer motors. At the demo I cut away the stick at the front just to the rear of the prop hook which improved things a little but more was needed. I have now altered the nose, lowering the prop bearing by adding a bit of 1/8 thick balsa under the nose and cutting away the top to suit. This enabled me to work up to an 18" loop of 1/8 rubber with 1200 plus turns. The duration was still only 38 seconds but I did get the model doing a couple of circles up at the 20ft ceiling mark.

After I'd finished messing about with the Dart I flew the EZB bitsa which I had also flown at the cub demo and it flew quite well at Thorns, best flight not much short of 4 minutes but I ran out of time as I had been wandering about taking a few pictures as follows.

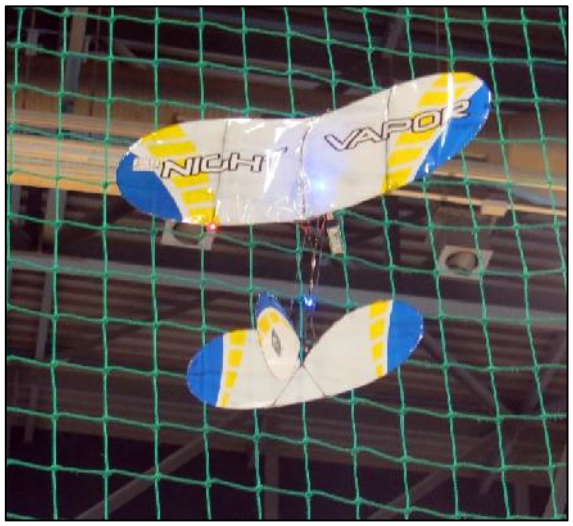


Mick Chilton with something different in his catapult launched flex wing glider.

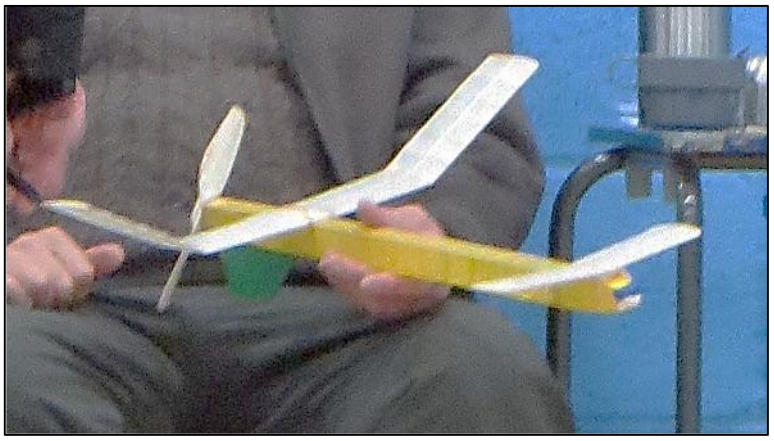
Eric Hawthorn releasing his Kit Cricket he used in last year's Xmas competition.



A group of regulars discussing the merits of what appears to be a 'Bostonian'



My nemesis Tom Brooks above, tending his 'Frog' low winger, no doubt ready for a flight across the hall to chew a few bits off one of my models. To the right is the result of his failed 'kamikaze' attempt to dive his RC 'Night Vapor' down onto my table but my net screen thwarted his efforts.

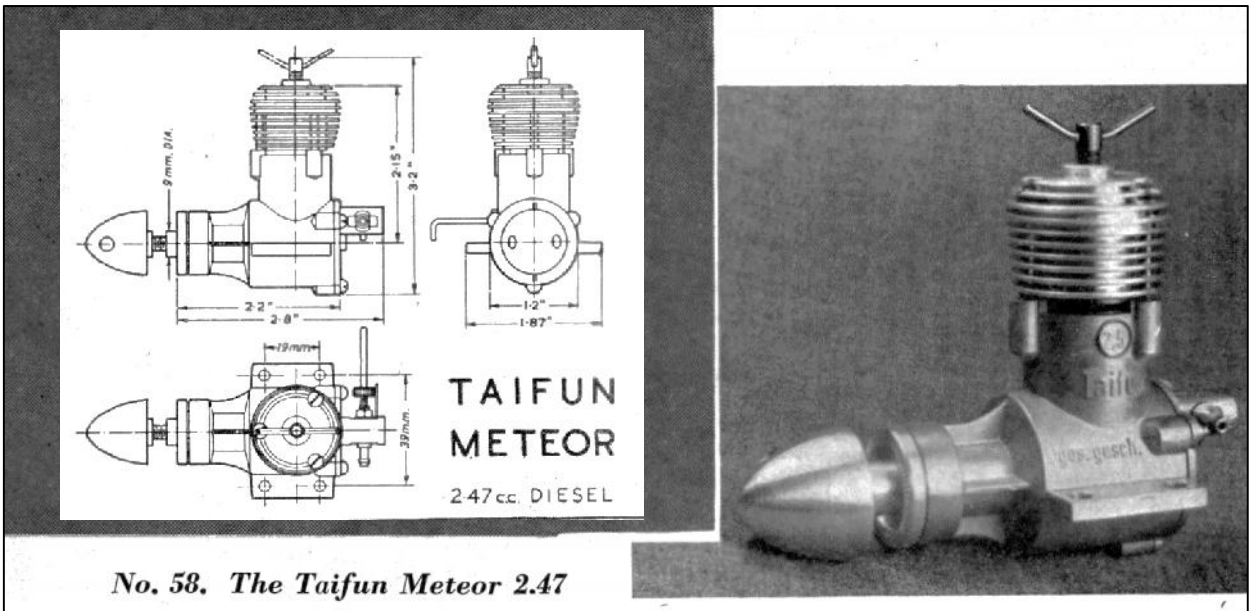


Mike Brown, with what I assume is his coffee flavoured flask of rum to hand, was taking time off from his half scale Wakefields to discuss with a fellow club-member the merits of Pusher Canards. The one in hand flies well but launching it looks a bit difficult to my eyes, somewhat akin to launching an 'A-Frame' I would guess.

The wife Rachel, not having any serious timekeeping to do, sat with Colin Shepherds wife Pat doing a bit of Genealogy. Here she contemplates some of the family tree files she had brought with her and is also guarding the cash box with the gate money whilst Pat was off on a 'comfort break' as the snooker players call a trip to the loo.

During Rachel's absence from my table I inadvertently ate her Cajun chicken sandwich thinking it was my share of a larger sandwich. No such luck and I was subject to the usual abuse when my mistake was discovered. Leaving out the swear words she had little to say. I was cut to the quick as I had treated her to a hot chocolate drink from reception earlier that afternoon. I think I may be forced to look for my third wife soon.

John Andrews

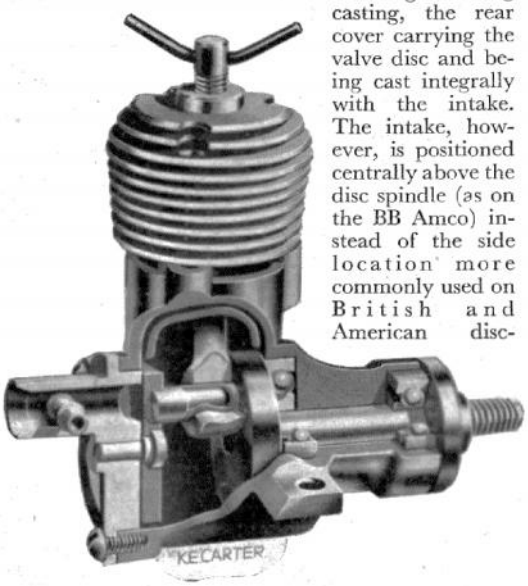


No. 58. The Taifun Meteor 2.47

THE German-made Taifun Meteor Spezial Rennmotor (" Special Racing Motor "), the subject of this month's test, is one of two disc valve models in the present Taifun range of model aircraft diesel engines. Details of the range were given in the January issue of MODEL AIRCRAFT (" Accent on Power," page 27).

The Taifun Meteor is, in most respects typical of modern high speed diesel design. The basic layout is reminiscent of the E.D. 2.46 in so far as the same type of circumferential exhaust and transfer porting is used, combined with a twin ball bearing crankshaft and disc type admission valve. Structurally, however, there are a number of differences.

The engine uses an integral crankcase-front-bearing-housing casting, the rear cover carrying the valve disc and being cast integrally with the intake. The intake, however, is positioned centrally above the disc spindle (as on the BB Amco) instead of the side location more commonly used on British and American disc-valve engines. The cylinder liner is flanged at the exhaust belt, as is usual with 360-degree porting and this flange seats in a recess in the top of the crankcase. The finned barrel and head are in one piece and slide over the upper section of the liner. Three machine screws pass through the barrel and into lugs in the crankcase.

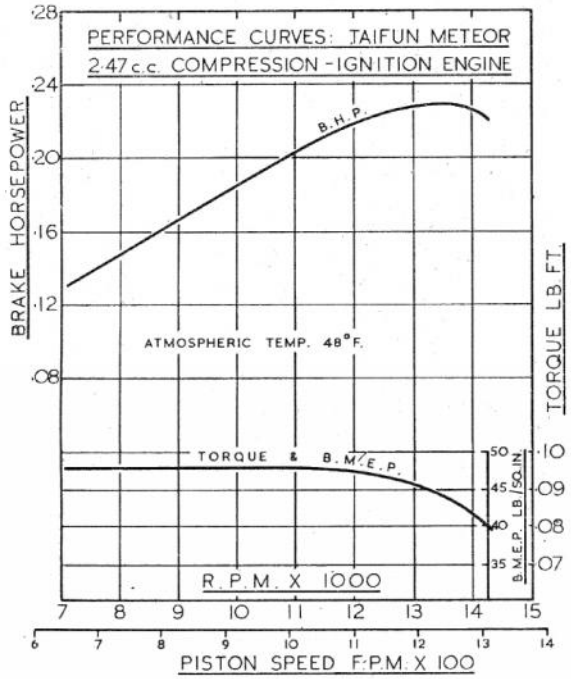


Rather peculiarly, the engine lugs are located below the crankshaft centre. That is to say, the centre line will be aligned with the tops of the engine bearers only when the engine is mounted for inverted operation, instead of when installed upright. The lugs are sturdy, with 4 mm. dia. holes. The Taifun engines, incidentally, are supplied with a very useful beech test block, ready cut to fit the engine crankcase. Also supplied are a well fitting tommy-bar for the spinner nut and a length of the appropriate size fuel tubing.

The crankshaft has a plain disc web and is carried in an inner and outer ball journal bearing. The shaft end is tapered to take the prop drive collet and is threaded 5 mm. for the spinner-nut. The drive collet is the same size as the outer bearing housing, to which it is closely fitted, thus discouraging the ingress of dirt into the bearing.

The Taifun Meteor is no lightweight, but it is nicely made and of pleasing appearance. The crankcase diecasting, in particular, is outstandingly good and has a finish (unpolished) comparable with the best.

By slightly increasing both bore and stroke, the makers have produced a 3.5 c.c. model, the Taifun Super. This has the same crankcase casting as the Meteor, the only externally visible difference between the two engines being in the slightly larger size of the cylinder barrel on the 3.5 model. The engines are thus easily interchangeable—a useful feature where it is desired to use the same aircraft for both F.A.I. and open contests and where the extra performance of the 3.5 can thus be employed for the latter type events.



Specification

Type: Single-cylinder, air-cooled, two-stroke cycle, compression-ignition. Annular exhaust and transfer porting with conical crown piston. Disc type rotary valve induction.

Swept Volume: 2.474 c.c. (0.151 cu. in.).

Bore: 15 mm. (0.591 in.) Stroke: 14 mm. (0.551 in.).

Compression Ratio: Variable.

Stroke/Bore Ratio: 0.933 : 1.

Weight: 6.2 oz.

General Structural Data: Pressure diecast aluminium alloy crankcase with integral main bearing housing. Diecast rear cover with integral carburettor intake and attached with three screws. Nickel-chrome-steel crankshaft with full disc type web and running in two ball journal bearings. Nickel-chrome steel cylinder liner, flanged and secured with three machine screws through cylinder barrel and threading into lugs in crankcase. Lapped cast-iron piston. Drop forged dural connecting-rod. Aluminium alloy valve rotor driven by dural pin from crankpin. Dural prop driver, taper fit on shaft. Dural spinner nut. Spray bar type needle valve. Beam mounting lugs.

Test Engine Data

Running time prior to test: 1 hour.

Fuel used: Mercury No. 8.

Performance

The Meteor starts easily, hot or cold. It is not necessary to prime through the ports. Even with air temperature down to a little over 40 deg. F., no difficulty was experienced in obtaining a quick start after choking the intake only. Nor is the engine particularly fussy about the fuel blend used.

As supplied, the Meteor had the needle control on the left hand side of the engine, but the spray bar is easily reversible and to facilitate handling during tests, the assembly was changed over to bring the needle valve stem to the right. The needle itself is threaded and gives smooth and progressive control. It is held firmly to any setting by a simple and effective ratchet device.

On the test engine the contra-piston was somewhat tightly fitted and quickly resulted in the contra-piston seizing in the cylinder almost as soon as the engine had been started. After an hour or so of running, some slight improvement was noted but not sufficient to enable the contra-piston to be moved once the engine had warmed up. This is a fault which has been quite frequently encountered in tests of model diesels, both British and foreign. It can often be tolerated in model installations as constant readjustments to compression are not required once the prop size has been settled, but it is a definite handicap during performance tests and complicates procedure considerably.

Despite the fact that the crankshaft is not counter-balanced, while the valve rotor is also unbalanced, the Meteor does not vibrate excessively and at high speeds is reasonably smooth running. Nor was there any appreciable loss of power as the engine became hot—revs being held particularly well at the higher speeds.

is some .27 b.h.p. at 14,500 r.p.m., while our own dynamometer tests produced a peak of .23 b.h.p. at 13,500 r.p.m. The torque/b.m.e.p. curve was virtually flat up to quite high revolutions (which, of course, accounts for the relatively high peak r.p.m.) and an all-round improvement sufficient to raise the b.m.e.p. to over 50 lb./sq. in. (probably attainable in a "good" production example) would put the peak b.h.p. nearer to the figure claimed.

The engine does not become unduly difficult to hand start with the light props necessary for high power and speeds of 11-12,000 r.p.m. on the ground (e.g., props about 8 × 4) can be aimed at.

Power/Weight Ratio : (as tested) 0.59 b.h.p./lb.

Specific Output : (as tested) 0.92 b.h.p./litre.

DBHLibrary Report (Magazines) - Roy Tiller

Report No. 64. Whip control, continued.

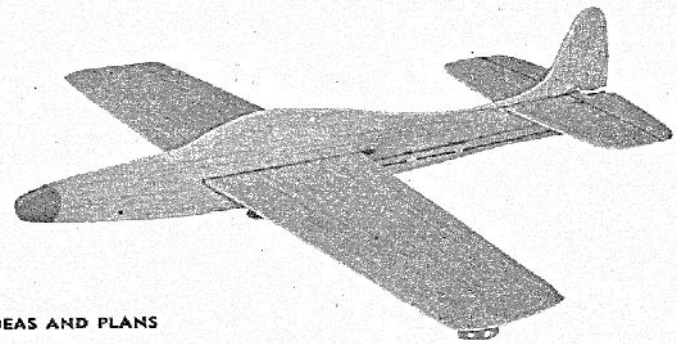
Last month's report was about simple "Whip control" just a stick and a line to the wingtip of the model. Now to something more advanced.

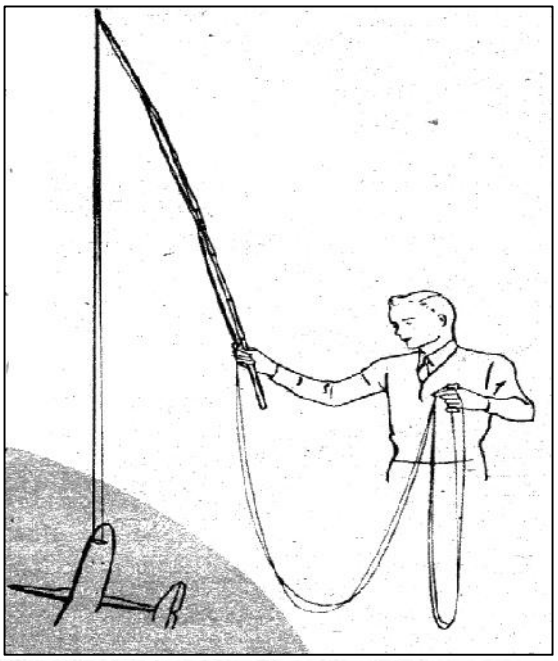
Air Trails April 1948 issue carried an article by Jim Walker "The father of U-Control" on whip control models, using a two line system and bellcrank ,which he recommends as good training for pilots aspiring to perform stunts with a powered control line model.

WHIP POWER THUNDERJET

BY JIM WALKER
IN COLLABORATION WITH BILL TYLER

THE "FATHER OF U-CONTROL" GIVES YOU HIS IDEAS AND PLANS FOR BUILDING AND FLYING A FAST WHIP CONTROL MODEL PLANE

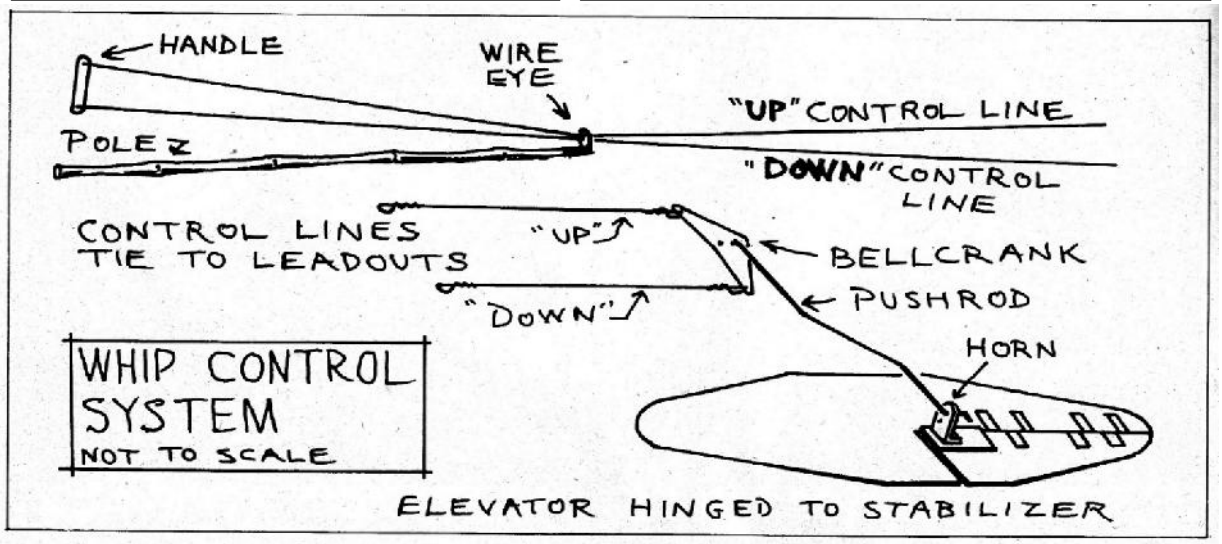




*Flying Instructions **

Initial Flight: Now with lines free from twist and adjusted evenly, have an assistant launch plane. Immediately swing whip forward and continue to turn with right arm outstretched. Watch attitude (not altitude) of plane and correct by moving control handle. After a few flights the feel of control will become automatic and you can do fast climbs and dives with ease. The faster you whirl the faster the plane will travel. (Always make climbs downwind, and dives against the wind. Any sharp climb against the wind will cause the plane to be blown in toward you with consequent loss of tension on the lines. If this does happen, swing whip quickly ahead of plane and pull back on control lines with control handle in full down position. This will tighten lines and cause plane to speed up and fly out).

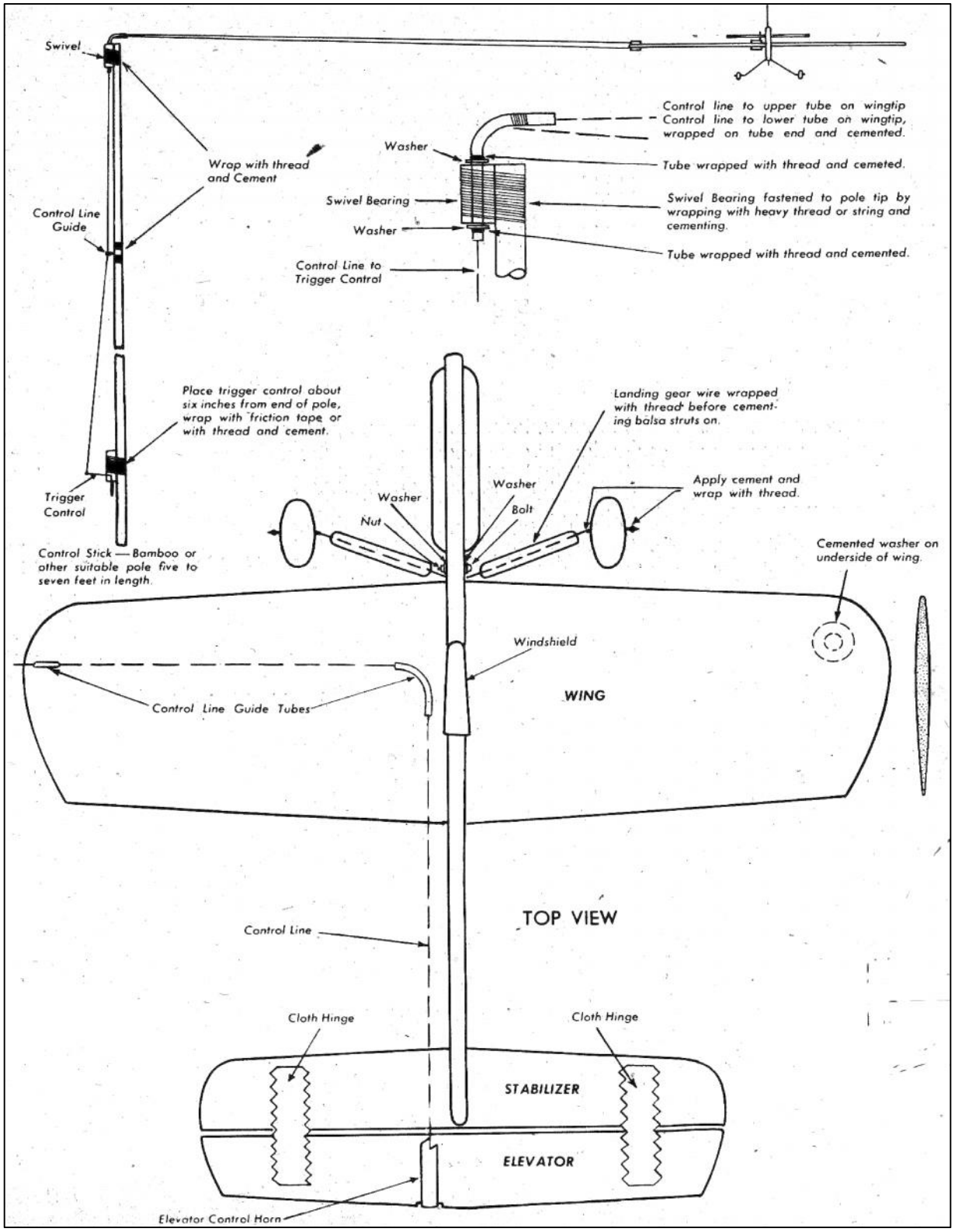
Landing: When bringing your plane in for a landing, slow it down, but do not pull up on elevator until just before it touches the ground. In other words, be sure to maintain flying speed until just before contact with the ground, otherwise plane will stall and drop down sharply.



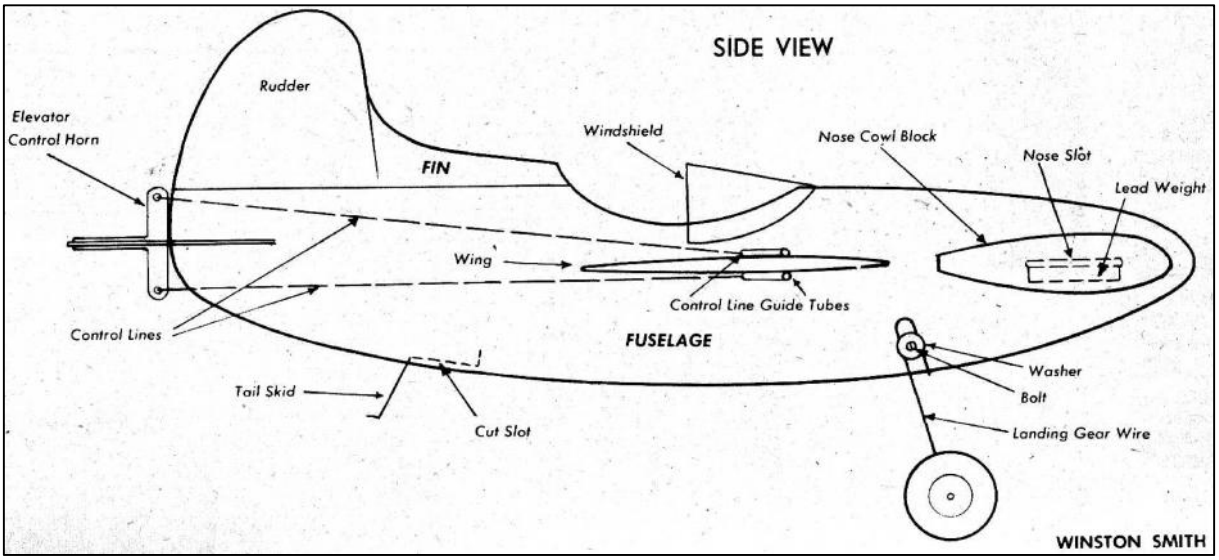
The sketch on page above, showing a pilot ready to start flying with a loop of control line held in his hand, represents an experienced pilot but a newcomer should start with shorter lines.

At bottom of previous page, from Model Builder (USA) September 1978, we have a very clear little sketch of the whip control system using a pole and control line handle with two lines.

Model Airplane News January 1953 had an article about the Plymouth (USA) Aero League which came up with an alternative control idea to bring together the pole and the control line handle by providing a control trigger on the handle end of the pole. Plan and instructions below.



16. TIE CONTROL LINES AS SHOWN. TIE END OF LINE TO CONTROL TRIGGER AND THEN WRAP SIX OR EIGHT EXTRA TURNS AROUND END. UNWINDING THE LINE WILL GIVE MORE DOWN ACTION. WINDING A TURN OR SO MORE WILL GIVE MORE UP ACTION. IMPORTANT: TO INSURE CORRECT CONTROL LINE LENGTH, HOLD CONTROL STICK ABOVE HEAD IN VERTICAL POSITION — MODEL HANGING BY CONTROL LINES SHOULD CLEAR THE GROUND BY ABOUT ONE FOOT. WITH A SEVEN-FOOT POLE, THE MODEL WILL FLY ABOUT A 40-FOOT CIRCLE WHEN POLE IS HELD HORIZONTALLY. THE LINE LENGTH CAN BE INCREASED AFTER YOU BECOME MORE PROFICIENT.



FLYING INSTRUCTIONS: HOLD THE POLE ABOVE YOUR HEAD AND ROTATE MODEL SLOWLY. IT IS NOT NECESSARY TO TURN WITH MODEL AS THE SWIVEL ON THE POLE ROTATES. PRESSING THE TRIGGER CLIMBS THE MODEL. RELEASING PRESSURE DIVES THE MODEL. OPERATE TRIGGER CONTROL WITH EITHER THUMB OR FOREFINGER.

Last month's article brought the following response sent to our Editor.
"Hi John. Just want to say thank you for a super newsletter, please keep it up. We old guys remember whipping models, thick card and a bit of plasticine, when they were the only materials we could scrounge, about 1942 I think. Regards Jim Andrews"

If you are enthused sufficiently to wish to build a whip control model, the full magazine articles are available by e-mail.
Contact Roy Tiller, tel 01202 511309, email roy.tiller@ntlworld.com *Roy Tiller*

RC Assist - Editor/Peter Michel

Peter Michel sent me this picture to perhaps explain in image form some of the benefits that might be accrued by straying into the sphere of Radio Control Assisted model aircraft flying.

As Editor of this magazine, which is the newsletter of a strictly vintage free-flight organisation, I do report on such activities for the interest of members but I cannot be seen to condone such activities as part of SAM1066.

However, as aeromodeller John Andrews I concede that an RCAssist Assistant of the nature of that depicted could be a source of immense pleasure and could well affect my life expectancy, with any luck.

Model Aircraft May 1959, 50th anniversary year of the SMAE

50 Years* Duration

Those of you who thought that model flying was as up to date as rock and roll and hula hooping might be shocked to learn that models were knocking about our soggy skies long before carriages became horseless and rockets stick-less. But, we are told that in spite of these almost medieval beginnings, our model movement didn't get off to a flying start until the late, but still bewhiskered year, of 1909.

Even then it had to tread warily. Anything that moved in those days had to have a gee-gee in front to meet the approval of our contraption-hating forebears; so, while the model of 1909 was as good an entrenching tool as any, you couldn't call a spade a spade for obvious reasons. Thus it came about that our model movement was ushered into existence heavily disguised as a kite flying club. (Kites were considered quite friendly playthings, much kinder to Sunday toppers than A-frame pushers.) But belonging to a kite club soon became irksome to the free flying modeller—too many strings attached—and he bravely came out into the open to face an irate public, which has been furious ever since.

Seemingly, to be a modeller back in those days, you couldn't be any old Tom, Dick or Harry who happened to have a few sticks of bamboo and a skein of Aunty's elastic, you had to be a person of some eminence. Nowadays you only have to stick a few bits of plastic together to earn the exalted title of Model Aeronautical Engineer, but then you had to have a title to start with, or jolly near.
Among other eminent model pioneers were such gentlemen as Baden-Powell and Cody, not to mention a gentleman who must surely have derived his name from the reflective comments of the first cockney spectator, a Major Fink.

In the early model days the King of the Air was the celebrated Mann monoplane, and I sometimes regret that I wasn't around at that time to answer the vigorous call to join a Mann's hobby. When, in fact, I did happen upon the scene it had come to be known as a boy's hobby, when the hacksaw had given way to the razor blade as the staple modelling tool. However, this was very much in the pre-gimmick era, and the modern modeller should be thankful to have been spared the deadly boredom of it all. No engines, clock timers, C/L, radio or other absorbing gadgets to tinker with, just the slogging, unenlightening business of building and flying model aircraft. Even the model journals were so dedicated to the whole silly business of model flying that they featured model planes on the covers!

Fortunately, we live in happier times, but who knows what the next 50 years will bring? Let us then gaze into our crystal ball at a "looking back" report of the year 2009.

"It seems hardly credible that, as little as 50 short years ago, model flying machines were being operated in the heavy atmosphere of the Earth. Nostalgically, we recall those far off days when the modeller flew his primitive, wooden machines over soft grassland, and when the Wakefield Trophy, our top award in the speed satellite class, was competed for by subsonic, earth atmosphere creations, powered by rubber strip, turning huge paddle arrangements called propellers!

"In 1959 one of the main model flying centres was a stretch of wasteland known as Chobham Common. Ten years later modellers were compelled to vacate this flying ground, which is now the site of the present London Commutor Domiciliary *X421.* But, it is interesting to reflect that the name of this historic venue is retained in the title of our speed satellite station, Chobhamite ZL.
In a way, therefore, history repeats itself, for, as we all sadly know, modelling activities on the satellite are shortly to be terminated when it becomes an intermediary moon transit centre.

"In 1959 the first hint of future promise was the increasing popularity of the electronic, or radio controlled, model. This crude machine could be said to be the forerunner of the Society's rocket which is now successfully orbiting the moon. Also in 1959 plastics had made an appearance, although models were still mainly built by hand by individual modellers using crude cutting instruments—a far cry from the electronic moulding machines available to modellers at the Society's research centre.

"One thing, though, a model kit could be purchased in 1959 for as little as 33. 6d. Compare this with the cheapest rocket projectile assembly outfit now available to model construction groups at £3,000."

Pylonius

My Early Days - John Andrews

I've been trying to recall when my interest in aeromodelling first started. All I have are vague recollections of specific things and a difficulty of putting any sort of time line together so bear with me as I try to put my memories in some sort of order.

My earliest memory is of buying small chuck gliders in paper packets from 'Old mother Herbert's', as she was affectionately referred to. The silver haired lady kept a toy shop at the end of the lane that led to my infant school. Putting a date to this is not easy, I must have left infant school at age 7 so that would have been 1940 so I must have been at my junior school when I bought the gliders as I believe they were balsa wood with red markings. I left junior school at age 13, I think, so my first introduction to aeromodelling must have been circa 1946 just post war, when I assume balsa was again available.

The gliders were just slide in wings, tail and fin, the wing being able to move in its slot to give loops in the forward position and distance flights with it at the rear. This is where I learned the rudiments of trimming. I do not recall any dihedral, the bits would have not fitted in the packet and cracking without glue would not have worked. I bought one then followed with a second, so I must have been bitten by the bug there and then.

Next I must have asked for a kit as my aunt Hilda bought me one for my birthday. Date wise it must have been June 1946 or 47, I would guess, as it was well before I started my apprenticeship in 1948.

The kit was for a rubber model, I don't remember what it was but 'Frog' pops up in the memory bank. I have no recollection of constructing it, all I can recall is water shrinking the tissue and trying to fly it un-doped in the small back yard of a terraced house. The yard would have been no more 30ft long at best and surrounded with a brick wall, so the models demise was inevitable.

Next door lived Ian, my eventual long time modelling companion, and having seen my creation he asked his parents for a kit. Ian's parents were a little better off and they bought him the big Keil Kraft 'Contester' and when we looked at the stringers around the nose we decided they were not necessary and built it without. We still had not recognised the need for dope and whilst I have no recollection of the fate of the 'Contester' I imagine it would have been the same as the model of mine.

Next up it was my turn again and I acquired a Keil Kraft 'Competitor' kit somehow. This time we must have read the instructions because the model was doped. One problem was the selection of, I think, O'My red coloured dope for the fuselage, the model must have been heavy. We lived less than a mile from farm land so it was over the fields for us and after much mucking about a flight of a climb up and two circles and down. More than that I do not recall.

I started an engineering apprenticeship in 1948 just before I was 16 and I had already met my first wife to be whose father Dick was into modelling, more of him later. Having found two other modellers in the next street who were flying control-line models, as advised I invested in an 'ED Bee'. I well remember being up at Charlie Moore's hardware store first thing on a Saturday morning to buy the 'Bee'.

Moore's shop had a back room with all the modelling gear, balsa rack, kits etc. an Aladdin's cave. Through to the back goes I, finds the engine and a tin of fuel then back into the shop to pay up. My new friend Laurie and I then repaired to my uncle Tom's workshop. Tom and aunt Harriet were childless and I always went to their house for Sunday dinner and Tom had a large brick built workshop at the bottom of his yard with two woodworking benches and he set me up on one of them and this was where I did all my model building for a number of years.

Back to the 'ED Bee', it was soon mounted on a piece of wood and held in the work bench's large woodworking vice, the tank was filled and attempts were underway to start the engine.

It was after 2 o'clock in the afternoon before Laurie and I managed to get the 'Bee' running, but we did have a break for lunch. Enthused we must have run a few tanks full through it before we noticed that we could not see too well as the work shop was full of exhaust fumes. An open door would have been a good idea.

Now back to my future father-in-law, he was a toolmaker and a model engineer having made a few steam engines on a little lathe that I still possess. He had an interest in model aircraft and had bought a Frog 'Radius' control line kit which he gave to me in exchange for building for him a 'Southerner Mite' with an original 'Mills .75'.

I modified the nose of the 'Radius' to suit the 'Bee' and Laurie and I were soon in the local recreation field, which is still there incidentally, and on a few feet of cotton I made my first control line flight at the second attempt. At the end of the flight I took one giddy step towards the model then down I fell rolling about on the grass laughing.

The other two modellers from the next street were flying 'Phantoms' with 'ED Comps' up front so I built myself a 'Phantom Mite' for the 'Bee' and we now had steel lines.

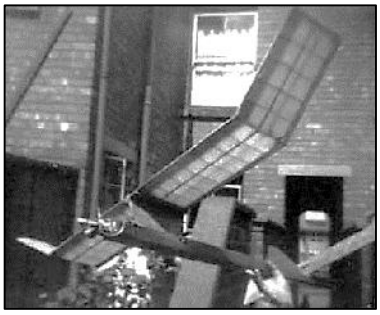
A bicycle ride in 1948/49 with my future father-in-law Dick and wife to be saw us on Lawford Heath airfield where contact was made with the Rugby Model Engineering Society Aeronautical Section (RMESAS) who were flying there. Bill Eales had an own design wakefield and Ron Hollingsworth a Warring wakefield there was also someone else with possibly a 'Black Magic' power model. Through the RMESAS I made contact with two other more experienced control line fliers, Gerald and Tommy. Gerald had a 'Kan-Doo' and Tommy an Elfin 1.8 powered 'Small Fry' this pair showed me that loops and wingovers were possible when they both came down to our recreation ground to fly. I had only been all flying sheet models until then but their flying had me buying a 'Frog 1.6 glow' and borrowing the 'Small Fry' plan. I soon had an aircraft with aerobatic capability. The 'Small Fry' allowed me to perform loops, eights and learn inverted flight. The club gained use of the St Andrews Rugby field adjacent to my recreation ground and for many years thereafter Sunday morning was club C/L flying. Free-Flight was not forgotten and I made one or two wakefields and power models to fly on Lawford airfield and to fly in trials. I also managed to lose a radio controlled? model but that's another story.

Ian my next door neighbour was now into C/L flying and active with the club and modelling took all our spare time until I was called up for National Service in 1954 at the end of my apprenticeship, but army modelling is yet another story.

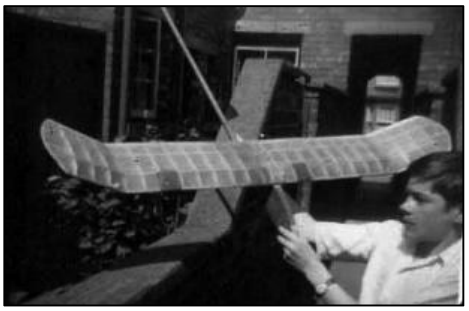
Here are a few somewhat fuzzy pictures from the era. First is myself on the recreation ground and a power model with the father–in-laws Mills .75 up front. No clever fuel shut-offs or engine timers, just a short piece of fuel tubing which was filled with the ubiquitous valve spout fuel can then one flick and away. The ease with which that old Mills .75 started had to be seen to be believed.

The 'Small Fry' with Frog160, the 'Southerner Mite' and a 'Gipsy' framework of mine.

I do not know what happened to the 'Southerner Mite', I did not attempt to fly it and I was not aware of Dick trying but I finished up with his Mills 75. Dick also gave me a part built 'Slicker 50' which I finished off and put my Frog160 on the front. This was about the time we lost the use of Lawford airfield for a while and the club found a farmer's field nearby that we used. Must have been 1951/52 or so. From this field I managed to lose the Slicker. I was still not using fuel cut-offs and I changed props for a finer pitch and the subsequent engine run was significantly longer which put the model high up and into lift. No DT either, so it was gone and never heard of again.
I built quite a few models around that time, rubber and power and started using elmic timers for engine cut-off and fitting DT's.



I was still good at getting fly-aways, one of my power models had an iffy home-made shut-off valve and one day it failed and, with the Elfin 249 radial going full song, the model disappeared into low cloud and the engine noise faded away. On the way home I was stopped in the street by our milkman who recognised me and had found the model as it landed on his allotment some 5 miles away from the airfield. Another fly-away was with this glider.



It was our club championship for the 'Redding Trophy' which was a combined event with scores in the three classes to count. I did not have a glider so I bodged up one from bits, power model wing, a piece of wakefield wing for the tail and a quick ½" square stick and sheet fuselage. No refinements, no auto rudder, no DT. It picked up lift at about 12ft altitude on the end of the runway and next thing it was a dot in the sky. Ian followed it on his bike and the model flew back to Rugby, right across the town centre and landed in a back garden, two streets away from where we lived and Ian had followed it all the way on his bike.

A group of some of the Rugby MESAS at a hobbies exhibition in the early 1950's

Bill Eales on the left, halved the motor on his rubber model and flew round the pole demos.
If you are still awake, *That's All Folks!!*

John Andrews

Southern Coupe League 2016 - Peter Hall

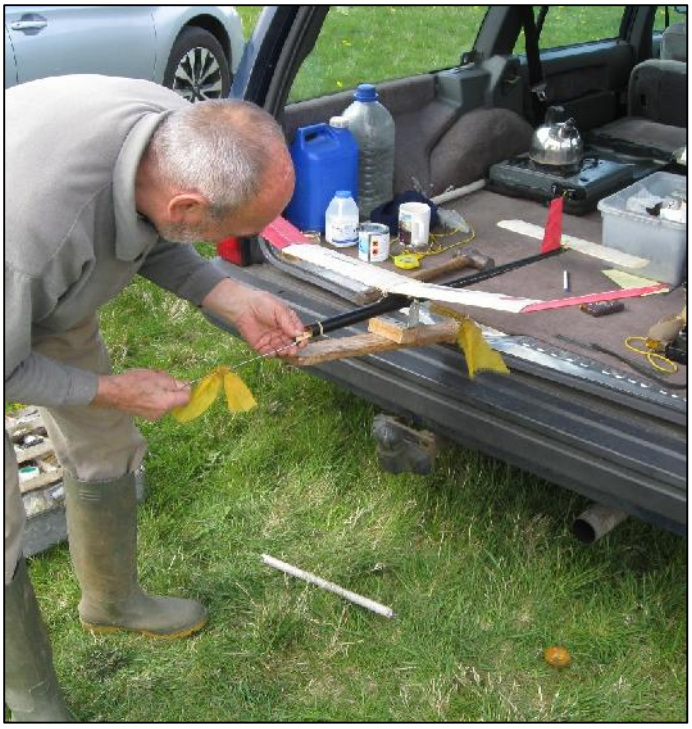
Third Round - London Gala - April 24th. Salisbury Plain

A chilly gusty wind, 20 m.p.h., slightly west of north, straight down from the arctic, at our backs. In front just over airfield ridge, prowl hostile bustard - fancying farmers, 12 bores at the ready, behind impenetrable thickets of barbed wire fencing. Ninety second maxes for coupe and a D.T. fly-off were imposed to prevent our massive death - dealing flying robots from laying waste the countryside and all the fluffy, chirpy little innocents therein.

I exaggerate slightly for dramatic effect but there was a palpable atmosphere of paranoia. Never mind the bustards, we are the endangered species now. We are being driven from our nesting, sorry, flying sites by the nets and snares of regulation; climate change and ageing are reducing our reproductive capacity. Send twenty pounds now to SOSAM (Save Our Society of Ancient Modellers).

Throwing caution to the wind, Gary Manion was the first to launch his massive death- dealing robot (weighing no less than 80 grams and made of bone - shattering balsa-wood) He was deceived by a slight lull and was dumped in death valley. He confidently maxed his next four flights and took first place.

Gavin winds



Spencer fiddles

Spencer Willis maxed four rounds and looked set for victory. I watched him wind for his last flight. Standard practice now is to pull out to about eight times the motor length hold for a while and then wind on half turns maintaining the tension before walking in for the rest. Spencer stretched his motor no more than three times the length and got about 430 turns on to his 25 cm. motor. The temperature was about 7 degrees centigrade. So much for standard practice. Or was it just a good sample of Tan 2 ? But he didn't find the air to get the height to cross the valley and dropped for second place.

Andrew Moorhouse flew his windy weather model (a bit smaller than his standard). He dropped two flights but just squeeked into third place ahead of Peter Tolhurst. Peter took four maxes but launched badly for 55 secs on his third flight. Mike Marshall had a terrible time with four

flights each short of a minute. Something wrong somewhere! There certainly was; he showed me his starboard wing, it had developed a huge amount of washout on both panels. How? Peevish regulators and other malign agents had sneaked in during the night.....

Peter Hall, that's me, got an easy max. in very good air, then went away O.O.S. / D.T.'d in a boomer on the second flight. I was searching the by-ways when suddenly seized by masked men, trussed like a chicken, locked in a hen house and my coupe shredded in a turnip shredder. I managed to chew through my bonds and escape. A paranoid fantasist? Moi? On my return, dehydrated, cramped, disoriented, traumatised, exhausted, and hypoglycaemic, my will-to-win collapsed and I retired into sixth place.

Martin Stagg also retired after two flights, he was finding retrieving difficult. I hope my story didn't put him off.

Spencer Willis

Mike Marshal

Peter Tolhurst

Gavin Manion is now racing ahead in the league, but I would remind you that there are still five events to go and the scores of only five count.

So you can begin your challenge at the Oxford Rally on June 12th. The Oxford Rally! Portmeadow!

A haven of peace, free of farmer and regulator, limited only by the river to the west, the railway to the east, the village to the north and the cows to the south.

To the right is an unidentified spectator but obviously a save the Bustard supporter and wild life enthusiast.

Peter Hall

Southern Coupe Lg. Rd.3 - LONDON GALA					
	ENTRANT	**CLUB**	**MAXES**	**SCORE**	**TIME**
1	G.Manion		4	16	7.10
2	S.Willis		4	13	7.02
3	A.Moorhouse		3	11	7.00
4	P.Tolhurst		4	10	6.55
5	M.Marshall		0	5	4.35
6	P.Hall	Crookham	2	6	3.00
7	M.Stagg	B&W	1	4	2.44

Southern Coupe league Standings after Round 3

Place	Club	Coupe De Brum	First Area	London Gala	Oxford Rally	Odiham	Southn Gala	Crook'm Gala	Coupe Europa	Total
1	G. Manion	Birmingham	16	12	16					**44**
2	R. Vaughn	Crookham	12	17						**29**
3	P. Tolhurst	Crookham	10	7	10					**27**
4	A. Moorhouse	Vikings	10	5	11					**26**
5	S. Willis	Vikings		5	13					**18**
6	M. Marshall	Vikings	5	3	5					**13**
7	A. Brocklehurst	B&W		11						**11**
8	T. Bailey	Coventry	2	8						**10**
9	P. Ball	Grantham	8							**8**
10	D. Chevanard	Beaujolais	7							**7**
11	C. Redrup	Crookham	6							**6**
=	P. Hall	Crookham			6					**6**
13	M. Stagg	B&W			4					**4**
14	B. Dennis	Grantham	3							**3**
=	G. Ferrer	Timperley		3						**3**
16	D. Greaves	B&W	2							**2**
17	J. Wheeler	C/M	1							**1**
=	M. McHugh	Peterboro	1							**1**
=	G. Hart			1						**1**
20	P. Adams									**0**

Roy Vaughan

Radio DT - Roy Tiller

My experience so far.

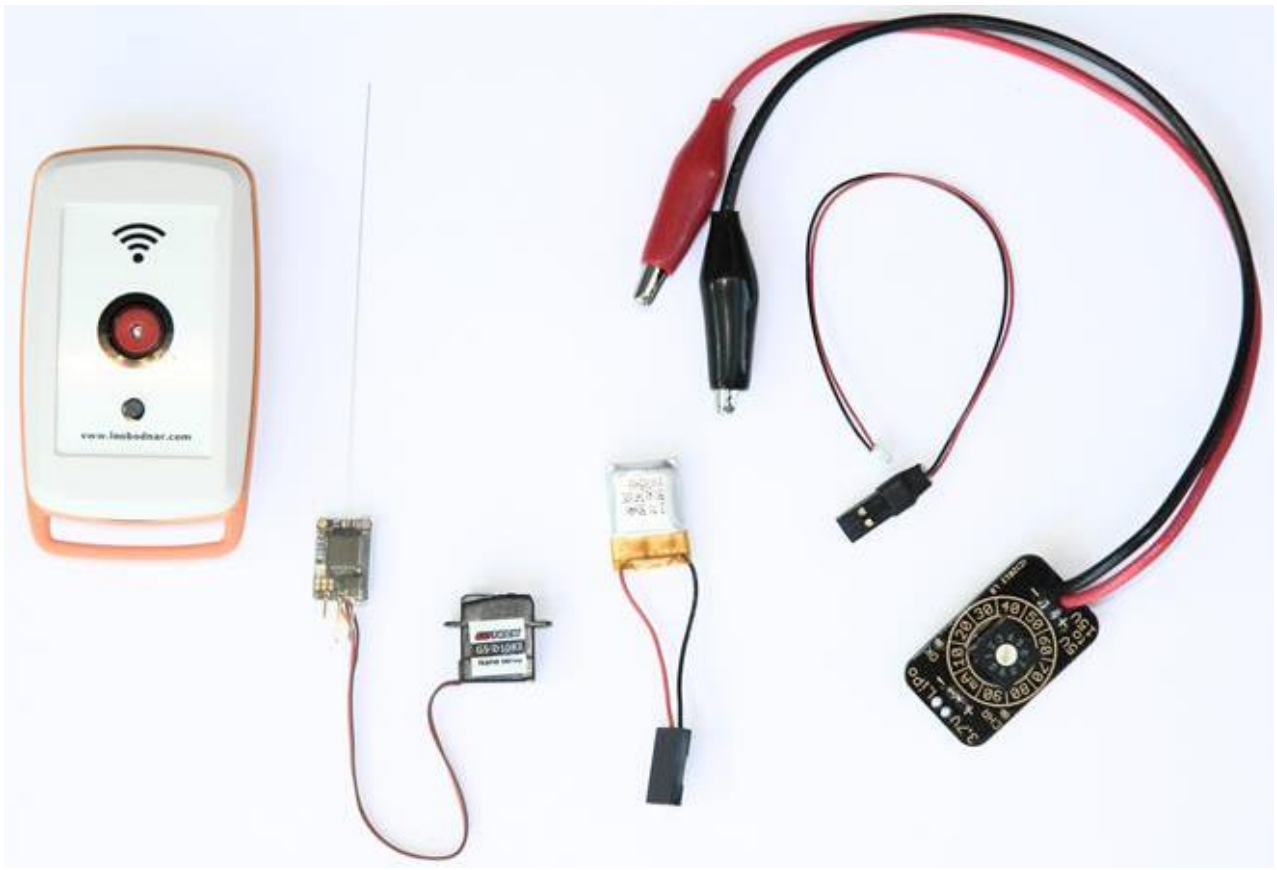
Why consider radio DT? It is not free flight, it is expensive, it is heavy, and it is another complication that I do not need.

Well, maybe to all that, but if you have had overlong recovery walks, or if you have lost a model because the fuse DT failed, or even if you would like your model to perform well in a DT flyoff comp, then maybe think again.

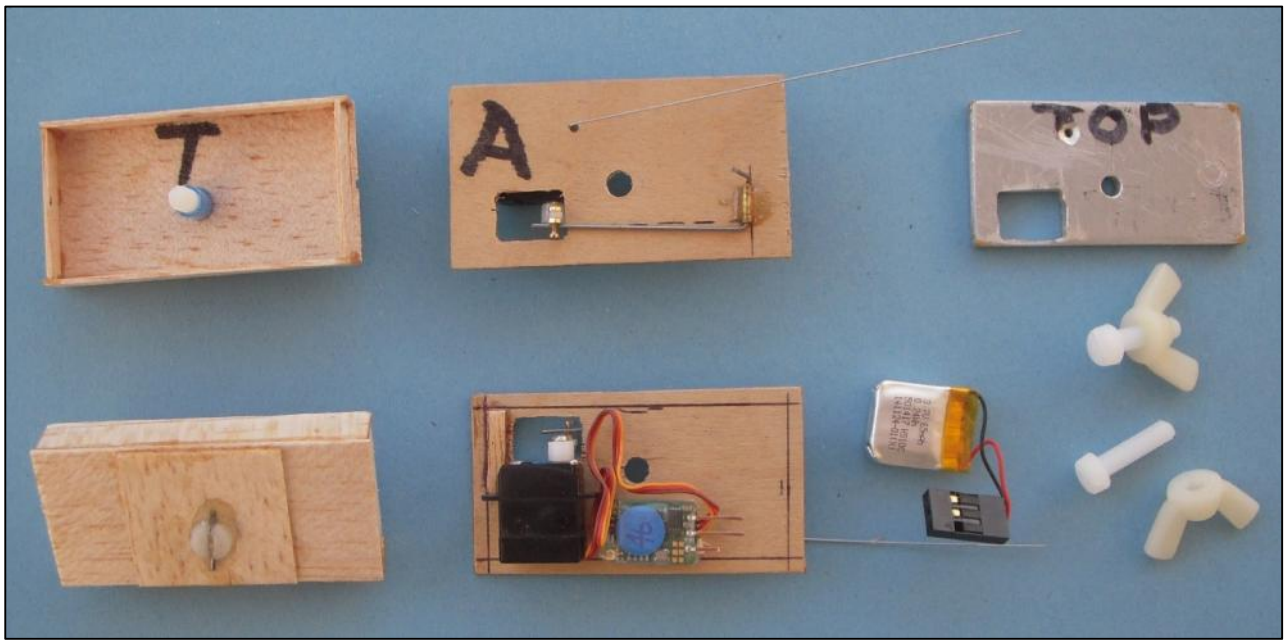
I decided that the ability to DT my model at will was worth it all. The cost of a Leo Bodnar set of gear as shown in the photo is £125. You might say that it is plenty enough to save one free flight model, but it can save ALL my free flight models because it is assembled as a transferable unit to fit into a mounting box fitted to each model. On the question of weight, if it replaces a fuse then it is about 8grms extra, if replaces a Tomy Timer then it is about 2grms extra.

I have so far converted 6 of my models, all bench tested, and my Fledgeling and Flying Aces Moth, under 25" models, have both been tested on the field and on 6 flights the DT worked every time. The Fledgeling performed well, no retrim was necessary although I had increased the rubber motor section to cope with the extra weight. The Moth reacted to the extra weight on the left hand side by flying in a straight line. I overdid the added right thrust resulting in a near full power tight right turn heading to the deck, but a quick push of the DT button on the transmitter saved the day. I am convinced of the virtue of RDT.

The photo shows the Leo Bodnar set as supplied, comprising, from left to right, the transmitter complete, the receiver and servo ready wired together, the battery with leads ready to plug to the receiver, and charger for both receiver and transmitter.

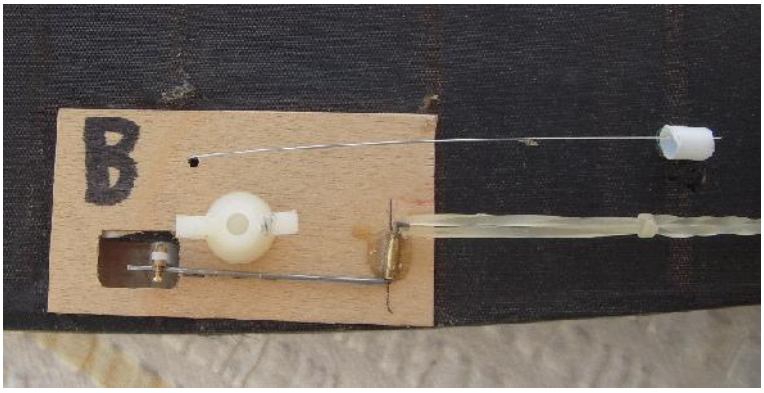


The next photo shows, two mounting boxes ready for installation in fuselages, the receiver and servo mounted on the face plate (double sided sticky tape), the battery ready to connect, the aluminium rectangle used as a jig for building all the mounting boxes and faceplates to the same dimensions and the 4mm plastic screws and wing nuts for holding the face plate on to the box.



Photos left show first the Fledgeling fuselage modified by fitting the box and then below with the DT unit fitted and the DT set.
The short length of PVC tubing is to hold the aerial steady.

You will have worked out by now from "A" and "B" on the receiver assemblies that I purchased a second set of receiver, servo and battery. This cost an additional £60.



The mounting boxes are built up from 0.8mm balsa and have internal dimensions of 50mm X 25mm X 8mm. The front plate is 1mm ply measuring 55mm X 30mm. A rat trap is used to minimise the load on the servo, the servo arm being fitted with a 14BA screw (and two nuts) to hold the rat trap long arm in the set position.

If you would like any more info on my RDT set up, send an e-mail to:- roy.tiller@ntlworld.com

Roy Tiller

Vintage 'Aussie' in Black & White - Col Williamson

These pictures are from a collection by Col. Williamson. - Jerry Litschi

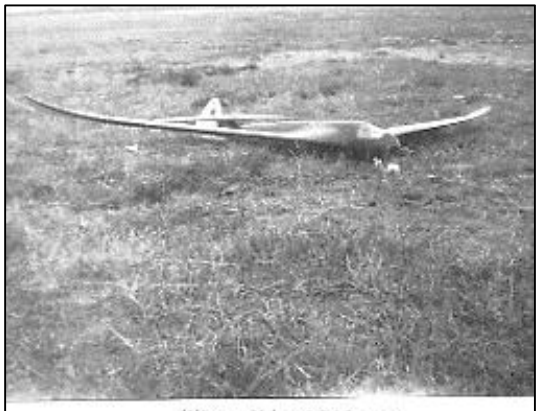
(Editor: some of the pictures leave a little to be desired but I feel that I should continue to reproduce the whole of what I assume is a scanned album.)

AKing on TO with Wakefield, '49

Boyd Felstead with wake at TO, '49

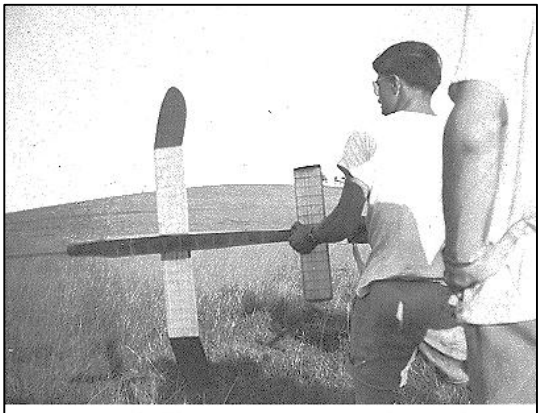
Col Pitatrd releases OD Wake '49 finals

a king winds at 48 nats

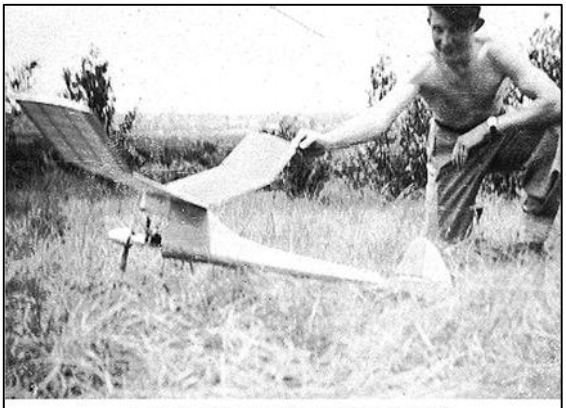


fillon glider 1948 nats

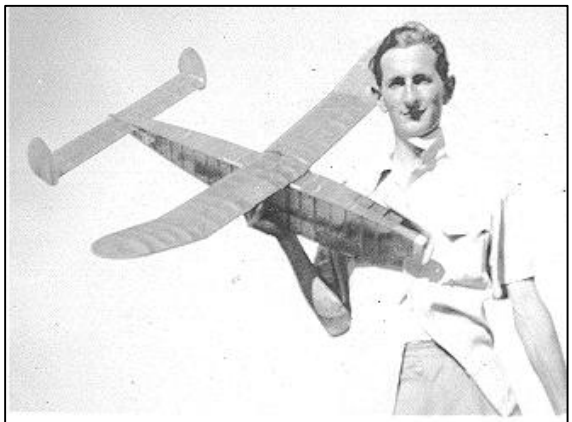
harold stevenson with power model '48 nats



lim joon holds wake for alan king '49 finals



ray murray with power model



lance hopkins with OD wake

fred o'neill with OD Wakefield final 1949 won by JAF from ted gregory

Col Williamson/Jerry Litschi

BUZZARD

22 INCH SPAN RUBBER POWERED 'STICK' MODEL

BUILDING TIME: 6 HOURS

4 TRAINER

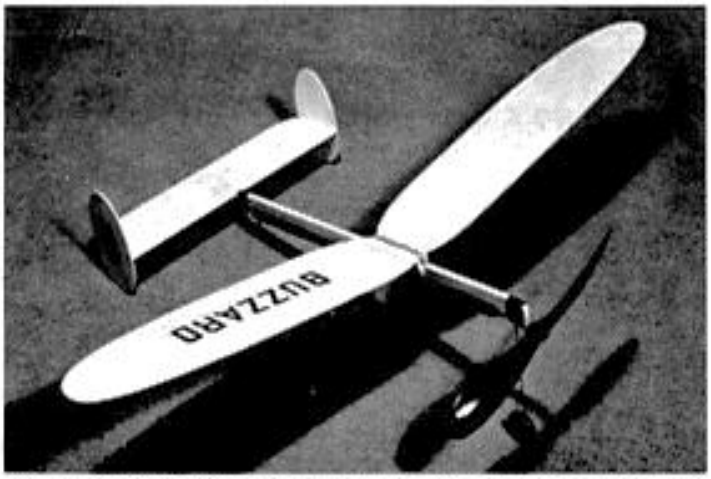
AFTER building two or three of the simple designs in the earlier pages, you are now ready to tackle something a little more advanced—such as this rubber-powered 'stick-model'. The *Buzzard* is strong enough to stand up to plenty of rough treatment and has a fine flying performance. A ready-made plastic propeller is featured and the wings are detachable for easy carrying.

1. Cut out all sheet parts from $\frac{1}{16}$-in. and $\frac{1}{8}$-in. balsa, noting grain direction. The flying surfaces must be made from *medium-soft* (*MS*) balsa sheet—of the type which bends easily across the grain without splitting. All other sheet parts should be *medium* (*M*) balsa. Mark the two rib positions on the underside of each wing panel with a soft pencil—as indicated by the dotted lines on the plan on pages 28 and 29.

2. Curve the camber into the wing panels (A) as illustrated in the photo on opposite page and cement ribs (B and C) in place—holding firm with pins until dry. If the sheet is rather stiff and difficulty is encountered in fixing the ribs at the front and rear, use paper clips or clothes pins to hold them in place until the cement has set hard.

3. Pin one wing panel down to the building board, placing a piece of scrap $\frac{1}{8}$-in. sheet under the root end. Secure this panel with plenty of pins, then cement the other panel to it, propping up under rib 'C' with the 'Z' packing, to provide the correct dihedral—as sketched on the right of the plan.

4. Cut a length of *medium hard* (*MH*) balsa strip for the motor stick (D) and cement an extra (1 in. long) piece to the lower face at the front end. When dry, trim away



The twin-finned BUZZARD is capable of taking off under its own power from the ground. The detachable wing is held on with rubber bands.

Barry Smith hand-launching the model on a power flight. Maximum turns are 240.

the surplus at the nose and tail as indicated by the dotted lines.

5. Carefully cut a $\frac{1}{16}$-in. deep trough in the front of the motor stick to take the $\frac{1}{2}$-in. dia. nose bush and cement the latter in place. Bend the three wire parts with the aid of pliers—as indicated in the drawing and photo on page 30. *Do not* bend over the front end of the propeller shaft at this stage.

6. Press the landing gear leg against the side of the motor stick, to make an impression. Squeeze cement in the impression and hold the landing gear in place, while tightly binding it (and the nose bearing) to the stick with thread.

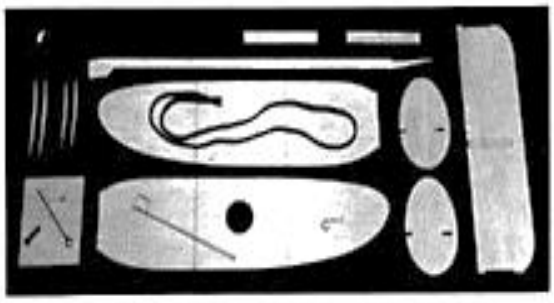
7. Insert the propeller shaft in the nose bearing, add the cup washer and the airscrew, then carefully bend over the front of the shaft to lock the assembly. Cement and bind the rear motor hook to the stick and retain the landing wheel with a large blob of balsa model cement (obtainable from your model shop). Cement the two wing mount pieces (E) to the sides of the motor stick, using clothes pins to hold them securely until dry (see photo on right).

8. Cement the fins (F) to the stabilizer (G), checking that the parts are square to each other in the front view. Reinforce the central wing joint with 1-in. wide strips of cloth (from an old handkerchief) on top and bottom. Smear cement on the wing, then press the cloth firmly in place and apply another coating of cement over the top. Now cement the stabilizer to the end of the motor stick—carefully checking the alignment in the top and front views.

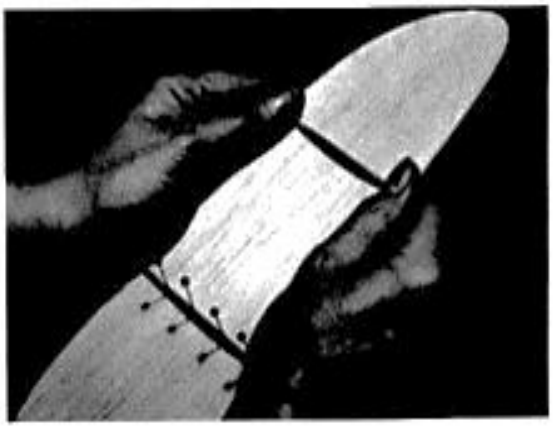
9. Chamfer the top edges of the wing mount pieces (E) to match the dihedral angle of the wing panels, then taper the sides as shown on the plan. Push two ordinary household pins into the top of the motor stick in front of and behind the wing. Hold the wing in place with two 3-in. rubber bands ($\frac{1}{4}$ in. wide), stretched from front to rear and back again.

10. The motor is made up from a 42-in. long piece of $\frac{1}{4}$-in. flat model aircraft rubber. Get a friend to hold the two ends (stretching the rubber) while you bind them together with thread, to form a loop. Place the bound end of the rubber over the rear motor hook and pass the other end through the propeller shaft hook and back again to the rear hook. The rubber will take more turns and last longer if you smear it with Rubber Lubricant after every half-dozen flights.

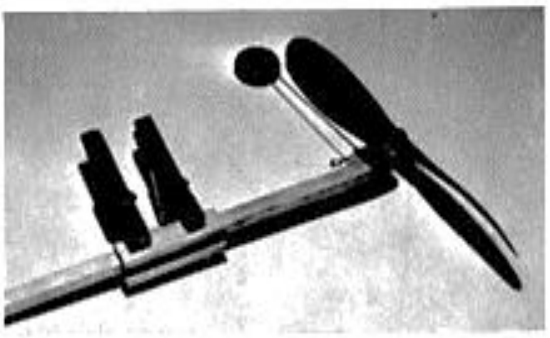
11. When assembled ready for flight, the model should balance level at the point indicated by the large black arrow. Push a pin into the wing (above the arrow) and check that the balance is correct. If tail heavy, add a



Mark ribs and fuselage positions on flying surfaces.



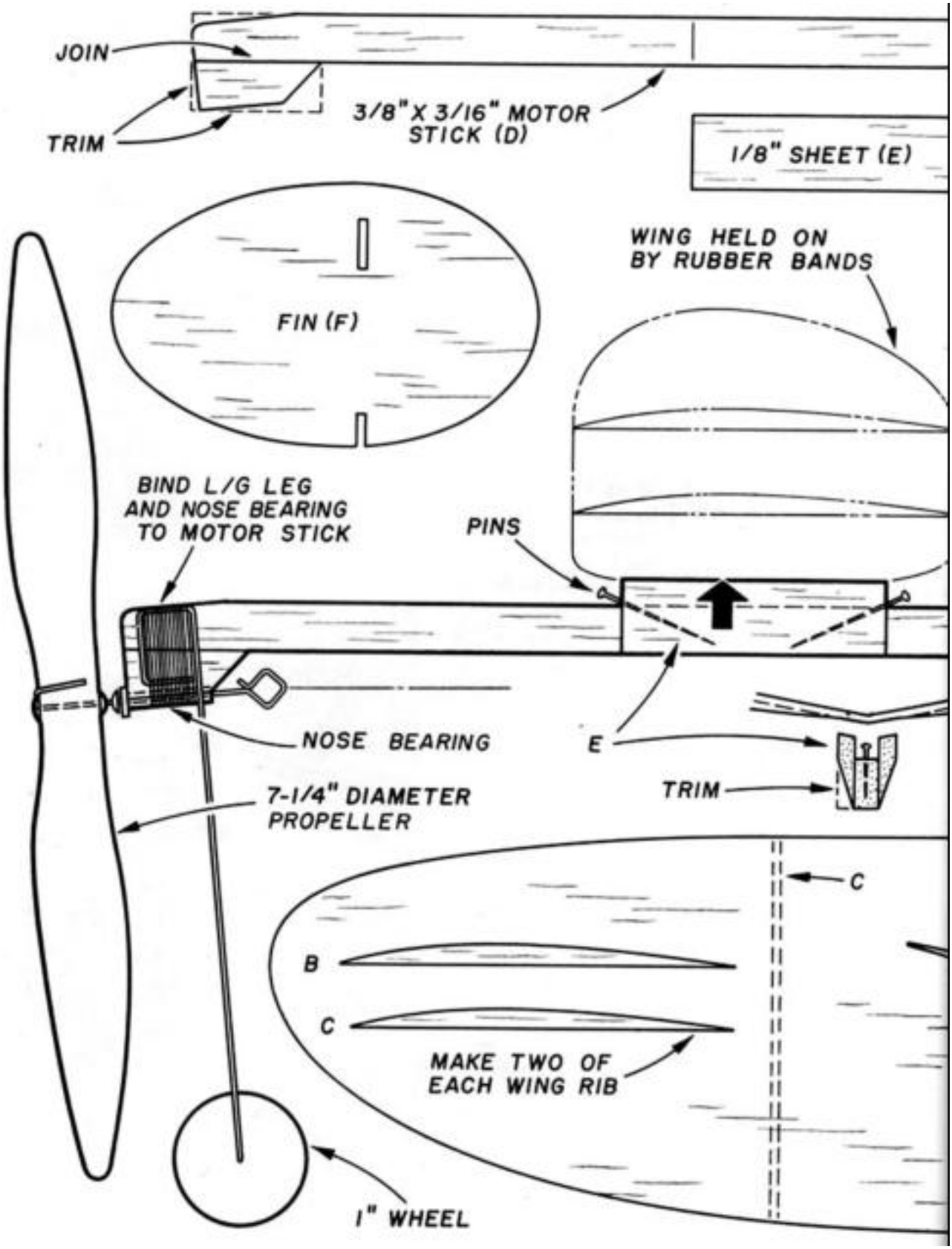
Camber outer portions of wing panels with sheet ribs.

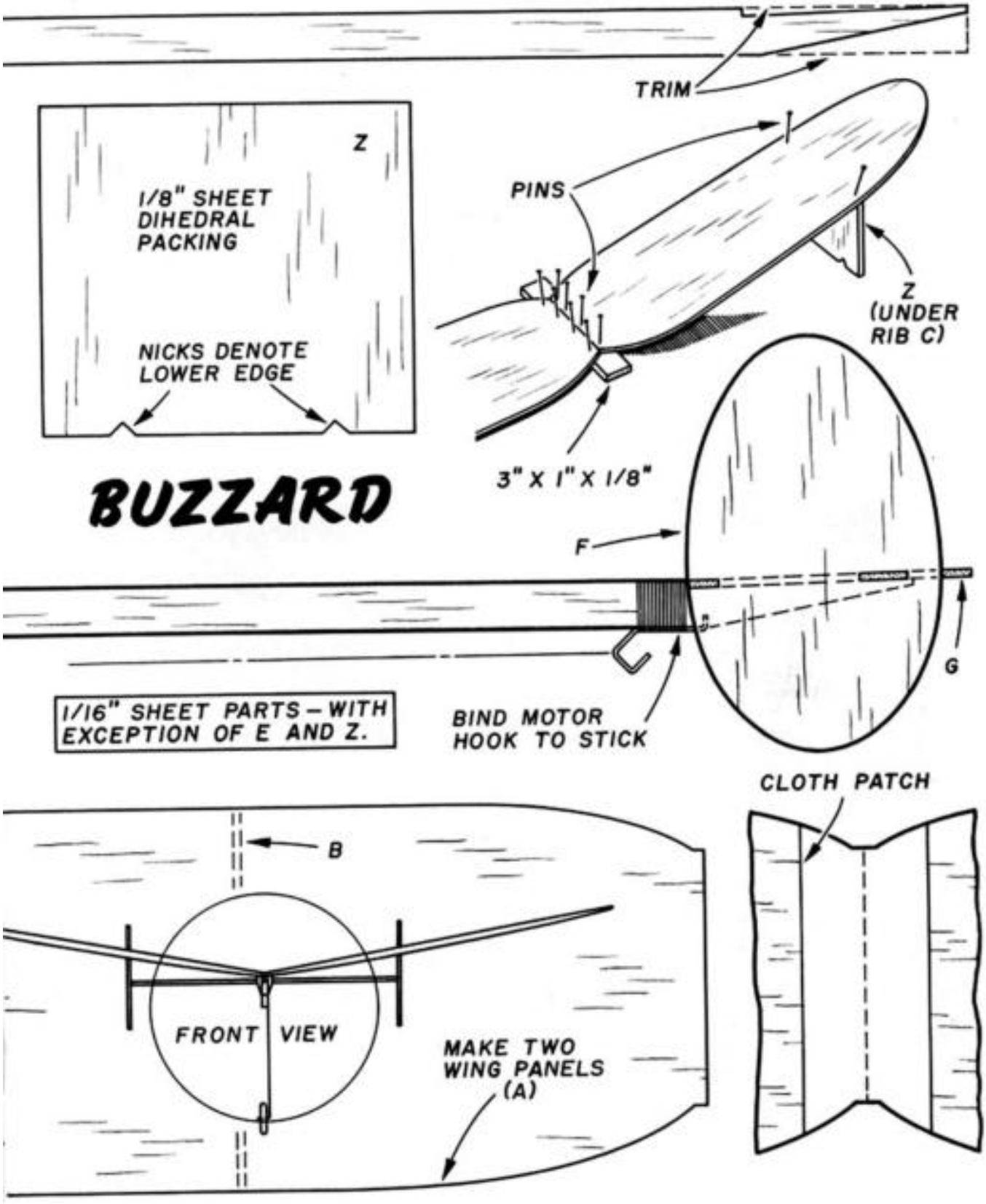


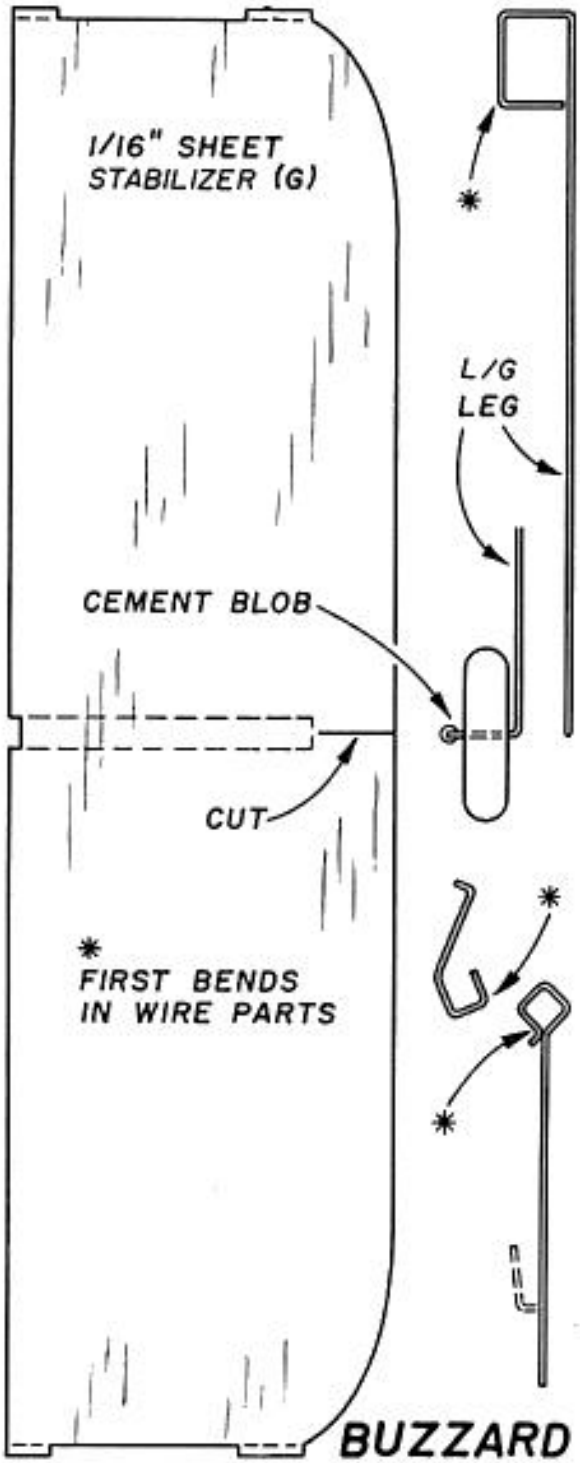
Use clothes pins to hold wing mount pieces in place.

Bind L/G to side of the nose. Note Rubber band.

Bind rear hook to stick in front of stabilizer.


JOIN
TRIM
3/8" X 3/16" MOTOR STICK (D)
1/8" SHEET (E)
FIN (F)
WING HELD ON BY RUBBER BANDS
BIND L/G LEG AND NOSE BEARING TO MOTOR STICK
PINS
NOSE BEARING
E
TRIM
7-1/4" DIAMETER PROPELLER
C
B
C
MAKE TWO OF EACH WING RIB
1" WHEEL


TRIM
Z
1/8" SHEET
DIHEDRAL
PACKING
NICKS DENOTE
LOWER EDGE
PINS
Z
(UNDER
RIB C)
3" X 1" X 1/8"
BUZZARD
F
G
1/16" SHEET PARTS – WITH
EXCEPTION OF E AND Z.
BIND MOTOR
HOOK TO STICK
CLOTH PATCH
B
FRONT VIEW
MAKE TWO
WING PANELS
(A)



small piece of lead tube to the nose. If nose heavy, add weight to the tail (at rear hook).

12. Make sure that the flying surfaces are quite true, gently twisting out any warps, while holding the part over the steam from a kettle of boiling water. Put a drop of oil on the propeller shaft, make sure that the wings are on squarely, and you are all ready for that first flight.

FLYING

Once the propeller has stopped, a powered model behaves exactly the same way as a glider, so start off by checking that the glide trim is correct—testing over long grass. Leave the motor unwound and launch the model from shoulder height into wind. Correct a dive by bending up the rear edges of the stabilizer and a 'stall' by weighting the nose slightly. A sharp turn is corrected by twisting up the front edge of the wings on the inside of the turn.

The twisting action of the propeller will turn the model to the *left* under power, so the glide must be adjusted for a gentle *right* turn to compensate for this. Your model may already have a ' natural ' right glide, but if not, warp up the leading edge of the *left* wing slightly to achieve this.

When you are satisfied with the glide, wind up the motor 100 turns in a *clockwise* direction and again launch the model from shoulder height. If the model is trimmed correctly, it should circle *gently left* under power and then turn *right* on the glide. For the next flight, try 120 turns and increase the number by a further 20 for each successive flight until 240 has been reached. This is about the safe maximum if you want to avoid overstraining or breaking the motor. However, after the motor has been well run in (after 25-30 flights), it is safe to occasionally wind on 280 turns. Always carry a spare motor with you—in case of a breakage.

Take-offs from the ground are quite straightforward—in spite of the single leg landing gear—if you remember the following points. Make sure that the wheel runs freely, head the model directly into wind and choose a dead smooth surface free of any stones or tufts of grass. A slight breeze helps to give a quicker take-off, but avoid really windy days, since this kind of weather is far better suited to flying kites!

MATERIAL LIST

Sheet—1/16" x 3" x 36" (MS)	12 in. of 1/22" dia. gauge wire
Scrap sheet—1/16" and 1/8"	1" dia. plastic wheel
Strip—3/16" x 3/8" x 15" (MH)	1/32" dia. bush and washer
7" plastic propeller	42 in. of 1/8" rubber

TOTAL COST: About 90p

Bill Dean

3rd Area ? - Jim Paton

Third area do.
I was rather looking forward to this but the forecast was horrendous as was the actual day.
I have tried to fly in 20 mph winds at the Nationals and did not have any success or enjoyment.
Most Crookhamites were flying at Beaulieu which is rather further away for me.
Trevor Gray went to North Luffenham where the forecast was better. On the morning it was flat calm here, but by that time I had arranged family commitments.
In Oxfordshire it was much calmer all day. The results reflect the carnage at Beaulieu.
The previous Sunday I had arrived at Salisbury Plain to be met with strong winds and gusts.
I flew my Achilles successfully, and on reflection, three one minute flights in the area meeting would have been acceptable.
Today I trimmed my Senator at Port Meadow and reflected that it would also be ok in windy conditions. It is a bit heavy due to spruce spars and tough longerons, combined with Keil Kraft balsa bits.
I contacted Tony Shepherd on the day and he reported serious attrition on landing.
Of course Monday was calm and sunny. I am now looking forward to the London Gala at Salisbury Plain in a couple of weekends time. I seem to be getting a few early morning trimming sessions in beforehand. Considering the low times, it would appear that building a small tough model for windy conditions and accepting sub max scores is not such a bad approach for extreme flying conditions.
It's a bit warmer on the flying field now. *Jim Paton,*

DT's, 1066 and all that - David Parker/John Andrews

Email: David Parker to John Andrews:
Just to say this issue *(April)* seemed particularly interesting - maybe just me but thought I would say so. Thanks.
Hope you are OK - hopefully the warmer quieter weather is on the way and we can enjoy some outdoors stuff!
The RDTs seem inevitable nationally soon I feel - probably next year and if it does develop to include scale as well as "sport" then that could be interesting. It is a great shame that FF has taken another lurch towards becoming a bit elitist - that is a good bank roll being required rather than just the ability to build and fly! I know that it is small beer if you buy models from the East for £1500 or so but it has always been traditional that you could participate usefully in FF without spending a lot of your hard earned money!
I have asked the question about radio assist - just to be sure - if it is radio assist then presumably it is not FF and does not have to have a RDT? Mind you RDT or not and in some instances, as Peter Michel has observed, get in a "mega boomer" and that could be it. Bye Bye! Radio assist may not be immune either.
Thanks again, David.

Email: John A. to David,
Thanks for comment, I do what I can with what I get.
I would not have thought personally that DT's for Radio Assist would be a requirement but I have passed your email on to John Thompson for interest.
See you somewhere sometime. John A.

Email: David to John A.
Thanks John….. I did mention it to Roger Newman but he has been very very busy of late sorting MW of course.
Yes be nice to meet up - where/when is *your* next "event"? Irritatingly I will be down MW area a couple of days after the event there so will miss it !
Have fun and keep well, David.

Email: John A. to David,
I was speaking with Roger last evening and he informed me that he had broached the subject with Tony Tomlin who runs some of the RC events at Wallop. Tony seems to be suggesting that some sort of radio fail safe could be used to affect model trim. I suppose some rudder position to flat spiral down and if elevator was available some additional up might help.
It's years since I was flying radio so I don't really know what I'm talking about these days. May well be that Tony will come up with something. Regards, John A.

Email: David to John A.
Thanks John.
It is a bit complex I suppose because in some ways I am not sure that the Army or SAM really knows what is really wanting to be achieved!
My guess the MAA have issued an edict without fully understanding the animal with which they are dealing. At one time lawyers always considered the practicalities. Today is seems that original thought and sense and reality are complications best avoided. When working way back I often had to negotiate with government departments and it was not that bad in fact. Today I fear it might be like riding a bike thro' sand dunes!
I rather felt that with radio assist or trim as some prefer the model would be seen as a radio controlled model in fact - and is not the term radio assist/trim a compromise for those to whom radio control is an anathema? In short even with just rudder the direction can be controlled and the model kept within the confines of quite a small area - as I do, on occasions, flying locally. Add elevator and throttle and of course you are then virtually "full house" - or is it credible that even full house models - e.g. acrobatic and scale must have a self-destruct system so to speak.
In short then if we can know precisely what it is that is required of the model/flyer then we can work towards that. But if RDT is seen as the answer in the case of an otherwise pure FF model then if a rudder only model can be shown to be as "controllable" as an RDT FF model by way of keeping it away from a prohibited area, is that not the answer? The ability to cut the motor is presumably not required as on a FF RDT model this facility does not exist…… does it? Oh gosh, who would be an aeromodeller?? David.

Email: John A. to David,
In regard to the first statement in your email, I think a clarification statement is required. SAM1066's primary objective is to retain use of Middle Wallop for flying of vintage free-flight aircraft.
To this end we must meet the authority's requirements which in principle are to confine flights to within the field.
The fitting of DT's to all models should meet this requirement.
DT function on competition FF models is easily achievable, also on small to medium sports models.
There is a problem on larger FF sports models where a DT descent would possibly damage the model on landing.

I see DT's on this type of model as a last resort device which, under a normal days sport flying would never operate as the vast majority of these models do two or three power circuits to no great altitude and glide poorly down to earth. These models would normally never see the edge of the airfield but under exceptional circumstances, over-runs, absolute monster thermals etc. a sensibly set DT would keep the model in the field and the possibility of minor damage on landing should be acceptable.
Scale models are of concern, the DT remarks for large sports models still apply, the problem is the physical difficulties of fitting some sort of DT that does not compromise the scale appearance.
There are models where a normal DT could be fitted but also many where it may be impossible, I do not see a solution other than not flying them.
There may be a case for authorities to recognise the limited flying performance of these models and waive the DT requirement.
If, in the final analysis, there is a requirement for a models flight to be terminated at will, then the only answer is RDT.
Radio controlled aircraft, and I include radio assist in this category, are a secondary consideration as a peripheral activity and as such are not a direct concern of SAM1066. I would assume that radio control of an aircraft would be seen as adequate to confine aircraft to the field and in the event of malfunction a failsafe setting to cause the model to descend in some manner should be acceptable.
A lightweight radio model with rudder only control (radio assist) should still be capable of dumping down in a tight spiral should wind or thermal cause concern.
I must emphasise that these thoughts are not necessarily the stance of the SAM1066 committee but my own thoughts at this time. Regards, John A.

Email: David to John A.
Hello John – perhaps, on reflection, my wording might have been better! SAM1066 know what they want but possibly the Army does not from the point of view of being practically achievable. Talking to people who should know it seems that RDTs might well be mandatory as soon as next year for all free flight models including sport and quite probably scale!! And not just at Middle Wallop.
I think this may be partly because COs are responsible for all that happens on or off their airfields if there is a connection and so are attempting to help, for example Middle Wallop, in some cases rather than saying "no" as the MAA seem perhaps to prefer, to outside activities. I think the intention is that if the model is straying it can be brought down without further ado by RDT which is not the case with a conventional DT as you say. In other words the model can be kept within a specific area (which may not be the whole airfield) save for exceptional circumstances. I know that the August Nationals have attracted attention over the years and if locals have complained to the CO he feels obliged to act (apart of course from the issue of the building work this year). I think there may have been a hint that this was so on the BMFA website.
I queried with Roger Newman the issue of radio assist - which frankly is radio control by another name is it not, even if you only have rudder control, on the basis that the model was not technically FF and could be kept within the required area so RDT was not required. Apparently the practice is or will be (as you surmise) that radio assist models must have the system programmed so that the rudder will in the event of loss of signal then be set so the model will then go into a gentle turn and descend! In other words ensuring as best we

can that it will not stray. You can do this on most 24 outfits but I don't know about some of the older ones - 35 for example. I appreciate that radio is not perhaps a concern of 1066.
Quite possibly SAM1066, in our case, have understandably volunteered to have RDTs, to maximise the likely hood of models not going outside the prescribed area. A conventional DT will not achieve this because the model could have strayed outside before the DT has been activated. SAM 1066, very sensibly, are very keen to demonstrate to the Army that we can achieve what they want and hence the initial (what might be considered by some) apparent over caution. However it is very likely that that we will be under observation at the event later this month and conclusions drawn one way or the other. As you say the prime intention is to retain the use of MW. That means a substantial change in previous practices.
Like you the above is my own understanding the way things will have to go if we are to keep MW and probably use MoD land for other FF events. If it catches on and the default idea has to apply to all models that are radio controlled then that could be a problem because loss of signal/malfunction could be lethal with some of the bigger and heavier and faster models in any event, default in place or no!
In my darker moments I wonder if all of this has evolved because in recent years model flying has been able to become more widely practiced by a greater number of people and there has been more promotion of it as well. So what goes on is more widely known and the concept of a model aeroplanes by many is something that travels very fast and is big heavy and very noisy? If it was still relatively small groups flying models they have built themselves in the conventional manner and not particularly large then maybe there would be greater tolerance. In the good old days if I turned up at the local park or common to fly quite often a small number of people gathered to watch. Today like as not they would only gather to complain! But times have changed and we must adapt or perish. But unlike some I do not subscribe to the idea that we must get more people flying model aeroplanes. On the contrary perhaps. I often recount the tale that when I joined my first club (Peckham MAC) in the early 50's and one of the men said it was good to see a young face because if more youngsters did not take it up aeromodelling would be dead in ten years. We are still here! And aeromodelling will continue for as long as there are people who want to do it. When there is no one who does then it will not matter.
In some respects the picture is depressing because MW is a lovely venue. But there are some hardworking chaps out there doing the best they can to preserve our activity to whom I am very grateful.
I spent the day at Sculthorpe yesterday and the weather was good for most of the day until the wind freshened in the later part of the afternoon. So of course it was very pleasurable and it is thus hard to imagine not to be able to play with free flight model aeroplanes in good company and watch others as well. I did radio (full house) years ago because where I lived FF was rather impractical. I enjoyed that but today it pales somewhat against good old fashioned free flight. Vintage/classic models are a bit of a useful compromise because using electric motors with rudder or perhaps elevator as well I can use a local field to fly and by putting the model up and cutting the motor allow it to float around free until I choose or have to interfere so it is pretty near FF as was. And you can restart the motor in flight and go up again and so on! OK, if you are a competitive type maybe not and I still don't think you can beat a FF glider or rubber model or diesel for atmosphere, but I can get more flying in!
There we go - have fun, TTFN, David.

David Parker/John Andrews

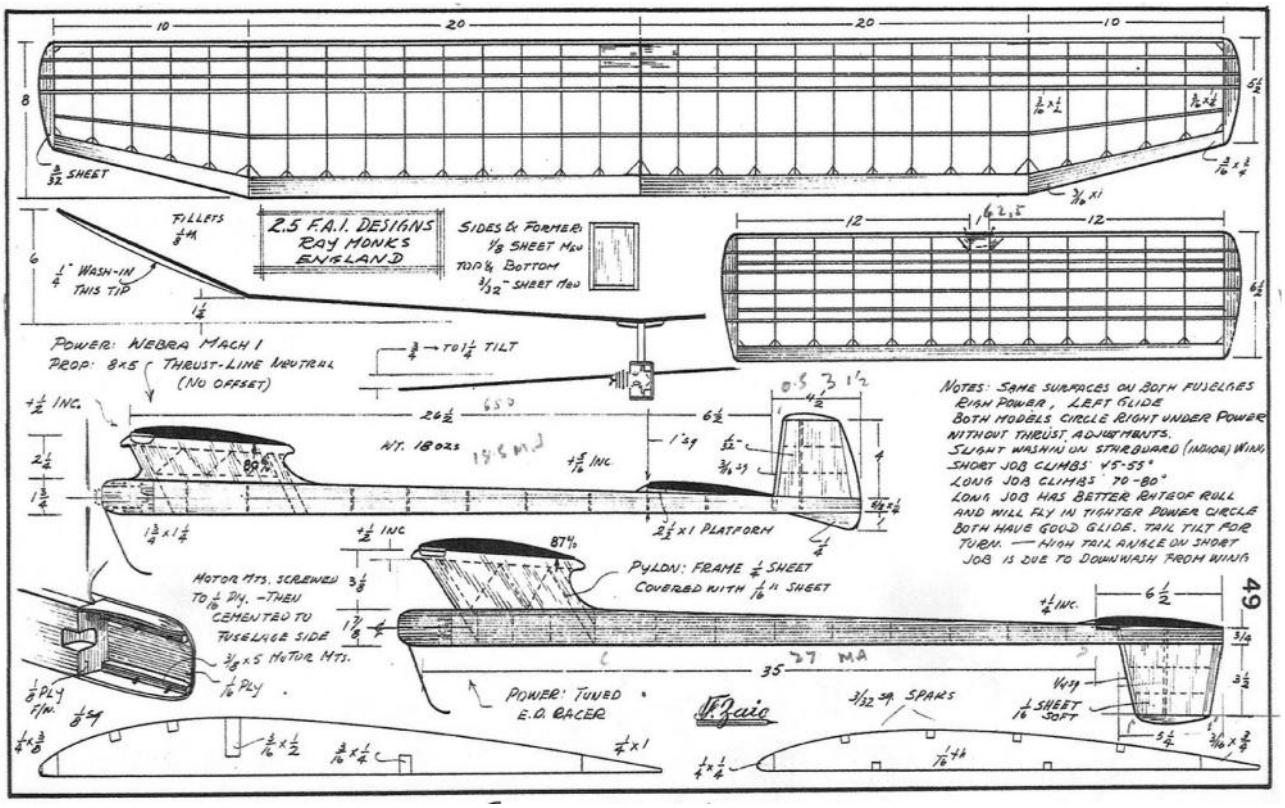
Old Fort Flyers, USA - Dave Kern (USA)

I recently took photographs at the SAM event at Hummel/WORKS field near Dayton Ohio. I fly with the Fort Wayne Indiana group (Old Fort Flyers) from Dave Kern (20-21st May 2015)

Dave Kern (USA)

Ray Monk's Long Job - John Thompson

Ray Monk's 1957 FAI Model, Zaic Year Book 1957/8



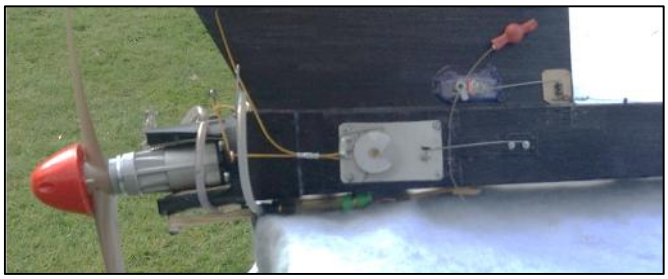
These models utilise the same wing and tail surfaces, but have different types of fuselages and set ups. I built the short version some years ago, see NC Feb 2014 for my report. The short version has been used in the USA for a number of years with some success. I thought that I should have a go at the long version, so I built a complete new model.

I used more power than the previous OS15LA, with an OS Max CV 15. I had originally intended to use a recently acquired ST15 of 1960 vintage, but it vibrated too badly.

Subsequently I asked Bernard Asllett if he could have a look at it. It had a bent crankshaft which he straightened, and now runs well. I shall find a use for it later, thanks to Bernard.

Both models I had found very difficult and unmanageable using 7x3 or 7x4, the 8.5 x 4 Bolly solved the problem(LA 16.5k CV 17.6k) . I have mentioned before that with many of these non-function models the vertical rolling climb comes more easily with the bigger diameter props. The smaller props are inclined give more of a sweeping type climb which on occasions can give rise to some unpredictability.

The model trimmed out fairly easily once I had abandoned the smaller props. Launched vertically it goes up straight for about 3 seconds and then into a regular right hand spiral, very steady, with an excellent transition to quite a good glide - flat bottomed sections are not renowned for their glides but it does help for climb stability.



At Beaulieu in early April, with Roger Newman on the watch, in 11.73 seconds the height gained, on the altimeter, 915 feet. I did not glide it too much as the wind had got up to around 10/12 mph, heavens knows what higher up, as the wind was from the south straight towards the forest. For those not conversant with Beaulieu these forests stretch for 3+ miles, mostly very dense, of around 500 years of age. Almost impossible to individuate with tracker where the signal is coming from.

Maybe one of the new French type GPS ones would solve that problem, plus the 60 quid for someone to climb the tree. The RDT worked perfectly to bring the model down, nowadays I tend to use quite high angles of tip, say 60 degrees to ensure as rapid descent as possible

(especially useful on smaller sites like Chobham) and risk the possibility of some damage. Both of these models are an easy straightforward build with good warp free construction and are to be recommended. I do not think that there is much difference in the performance between the two styles. The long style height gain of 915 feet compares to the short style (772 feet in 11 seconds) extrapolated to 824 feet. The difference I would put down to the more power available for the long version. Of course in this day and age of difficult to find flying sites, this kind of performance verges on the ridiculous, but enjoy it whilst it lasts. At say a sink rate of 2.5 feet a second, a 6 minutes, in so called still air time, should be obtained.

Model Data:
OSMax CV 15, Bolly 8.5 x 4, 17.6 k on high nitro.

Weights:
Wing 110g , Tail 30 g , Fuselage 112 g (box 52 pylon 16),
Engine etc 251 g .

Total 503 g 17.7 ounces .

Model Set Up:
Wing + 4 degs, Tail + 2.4 degs, CG 82 %.
Wing tips washed out 2 degs, no other warps.
Slight tail tilt. R/R trim,
Thrust line 5 degs down, 4 degs left.

John Thompson

Rubber on Test - Peter Hall

1948, a field in the Derbyshire Peaks, two boys, one holds a Mick Farthing Lightweight the other gingerly stretches the braided quarter inch strip motor to two or three times its length and winds on two or three hundred turns, launches and then heart pounding, runs after it.
No blast tube, no stooge, no torque meter, no O.T.M.W. (outside the model winding) no D.T., no thermistor, no binoculars, no tracker, no G.P.S.
Most of you will have similar memories: this was mine. The motor was never fully wound: it might have broken, wrecked the fuselage and incurred the ruinous cost of replacement. Fast forward to 1954. Other obsessions had replaced aeromodelling so I missed the April Aeromodeller article 'Rubber on Test' by Ron Warring and Bob Copland. This is now reprinted sixty two years later in the April Clarion, and so I caught up with it.

The article was a response to the new Wakefield rules, I quote, 'restricting the rubber weight to a maximum of 2.82 oz. .....places a premium on rubber performance.' The shock must have been considerable because up to 1953 the Wakefield rules did not limit the rubber weight and usually four, but sometimes up to six ounces were packed into the flimsy fuselages. This new focus and the challenge of subsequent reductions in rubber weight led to improvement in the rubber quality and created a new area of research, practice and equipment.
Tables in the article showing nominal maximum turns for differently stranded 74.4 gram motors using Dunlop and Pirelli rubber afford interesting comparisons with Tan 2 and today's Super Sport.
For instance, Table IV shows a 74.4 gram motor made up of 14 strands of Dunlop 1/4 strip taking 720 turns. The authors recommend reducing this by 10% to 648 turns in practice. Using

John Barker's formula for Tan 2 rubber (see below) which I find gives a pretty good approximation I get 1124 turns for the same weight and configuration.
L. Sherman's formula for Tan 2 (see below) gives 1366 turns !

Apart from improvement in rubber quality, winding methods have developed in the attempt to store the maximum amount of energy in the motor.
In 1964 blast tubes were in use but I am told that the stooge was not widely used until the early seventies. This device allowed you to wind without assistance and to risk stressing the motor more.
Nowadays, health and safety sensitive, we look back at the human stooge, holding the rear pin, cupping the unprotected hand over the nose with fascinated horror. And yet John O'Donnell who won everything there was to be won many times over, continued to use the method for its flexibility and speed of operation, and would point out that if the motor broke this would happen as maximum turns were reached, close to the nose and the protective blast tube. The development of testing methods allowed the energy storage capacity of different batches of rubber to be compared and a new connoisseurship emerged. Like wine, prize vintages were identified and the finest laid down in the fridge and only brought out on special occasions.
A variety of rubber lubricants was tested with no clear winner. Boiling the rubber in oil in a bain-marie was advocated and Martyn Pressnell suggested that 'if internal friction is of such significance, perhaps the motor could run in a bath of low viscosity lubricant'. 'Running in' became de rigour and still is. Some authorities claim up to 4% increase in energy storage capacity for this procedure but others are sceptical.

Warring and Copeland used 1/4" and 3/16" strip in their tests (were narrower widths available?) Today's F1B flyers use 1/16" and about 56 strands in a 30 gram motor. Using the wider strip would reduce the total surface area and require less lubricant: you may spot other advantages, but I imagine that the smoother winding and coiling properties of multi - strips would give less stress variation in the wound motor and therefore more turns before breaking.

I don't know if W. and C. used a stooge or how far they stretched the motor before starting to wind, but current practice is to stretch close to (and in frequent cases beyond) break point - nine plus times the resting motor length, hold for a minute or so then be 'pulled in' by the motor as half the expected maximum turns are applied.
Completing the process so that at maximum turns the motor is safely back in its half-tube requires great skill and nerve.

Safety regulations now being drawn up may mean further reductions in rubber allocations but unless someone invents a new super-elastic material I don't see them stimulating much further improvement.

Note:
John Barker's formula for nominal max. turns:
T = 44 x the square root of (the motor length in inches cubed divided by the weight in grams)

L. Sherman's is:
T = 80 x 2 minus the strip width in inches divided by the square root of the number of strands.

Peter Hall

Indoor isn't for everyone* - Nick Peppiatt

Considering the current difficulties with outdoor sites, why not try some indoor flying? You can be certain to fly when you get to a meeting, and there are no problems with out-flying the site. The models are far lighter and the speeds far less than the balls which are thrown or kicked around sports halls, so the health and safety issues are minimal.
Once indoor flying has been established at a venue it generally continues providing it receives sufficient support.
So why not look in the events calendars, pick a suitable meeting and turn up to see what goes on? For instance in the South-East, Bryan Stichbury is organising an all free-flight meeting at a new venue, The Grange in Midhurst on May 15th. Unfortunately, owing to prior commitments, I am unable to attend this one, but this site looks typical of the smaller sports hall that are perfectly acceptable for a wide variety of rubber-powered indoor free-flight models including Bostonians, Legal Eagles, Dime-Scales, Peanuts and Pistachios as well as the very lightweight duration models.
Clearly a lot of indoor flying is now r/c, given the ready availability of amazing lightweight electronics and tiny lipo batteries, but I will concentrate on rubber powered indoor free-flight using traditional construction methods. Such models have been flown since the 1930s, particularly in the USA.

I am planning a series of articles covering the following: -

Materials and construction
Covering and finishing
Props and fittings
Trimming and flying

I will concentrate on models with built up fuselages as the late Clive King has recently had a fine series on indoor duration published in the AeroModeller, culminating in the Indigo duration design for sports hall flying.
As with outdoor free-flight, there is a profusion of indoor flying classes, most of which have origins in the USA, and include: -

Peanut Scale is probably one of the best known and is for scale models of less than 13 in wingspan or 9 in fuselage length, excluding the propeller. This class has its origin in the 12 in span kits produced pre-war by Comet and Megow, amongst others. The 13 in wingspan limit came about when the first set of Peanut rules were being formulated by Dave Stott and Bob Thompson of the Flying Aces Club (FAC) in the late 1960s to cover the old magazine plans and pre-war kit models ('Peanut Scale' article by Bill Hannan in 1974-75 Aero Modeller Annual).
This is a duration class with static points for scale fidelity.

Pistachio Scale, maximum wingspan 8in or fuselage length 6in, is a trickier class, because of the tiny model size. The BAT Baboon shown below took me about 20y to sort out! The first Pistachio Scale competitions were organised by the Miami Indoor Aircraft Model Association (MIAMA) in the 1980s, where they arranged Intergnats in which models were posted to Florida for proxy flying. This is another duration scale class with static marking.

Slightly larger models of 16 in span are probably a better starting point and can still be trimmed to fly in a 15 m wide hall. Such models might be Dime Scale or Bostonians.

Dime Scale models come in two flavours: Traditional, and Pseudo. Both compete under the same rules. Traditional Dimers are built from plans produced during the "golden age" of modelling; Pseudo Dimers are built from contemporary designs that honour the methods, structural

simplicity, and details typical of those early plans. They should be simplified scale models of full-size aircraft built prior to 1950. (FAC Rule Book).
This duration scale class is very popular in the USA, but has not taken off in the UK. On the other hand Kit Scale, which generally results in somewhat larger models, is flown in the UK to flight realism rules. Plans for Dime Scale models are published in the Flying Aces Club Newsletter (www.flyingacesclub.com) or available on the internet, e.g. www.outerzone.co.uk .

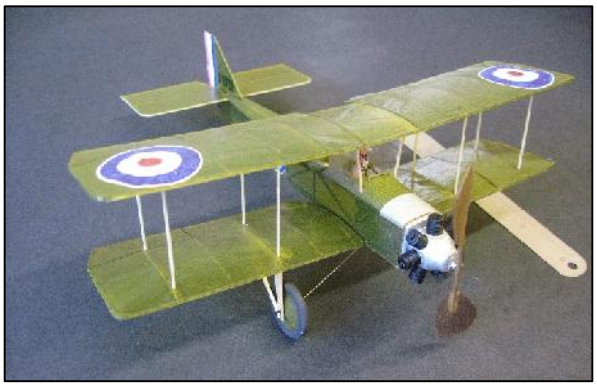
A Bostonian model has a 16-inch maximum wingspan and a fuselage length of 14 inches. The fuselage must enclose an imaginary box 1.5 x 2.5 x 3.0 inches in size. It must have a landing gear. Flying surfaces must be covered on both sides. The model must weigh at least 14 grams without rubber motor for a monoplane, 20 grams for others. If you get the idea that the designers of this event were trying to force competitors toward models with a scale-like appearance, you are probably right. The net result of the rules is that most Bostonians are good flyers both indoors and out. The fuselage must be built-up to enclose the imaginary box, and the weight minimums tend to encourage reasonably strong structures (from the introduction to Bostonian on www.hippocketaeronautics.com). Bostonian competitions are regularly held by the Impington Village College MAC (www.impmac.co.uk), amongst others.

Legal Eagles are also indoor duration models with built up fuselages. As there is no minimum weight limit, they have a much lighter construction than Bostonians. As they must be completely drawn on US legal paper size 14 x 8.5 in, the wingspans are generally 14 in, but greater if the wing is drawn diagonally. Further information on this class can be found on the South East Area BMFA website www.sebmfa.org.uk

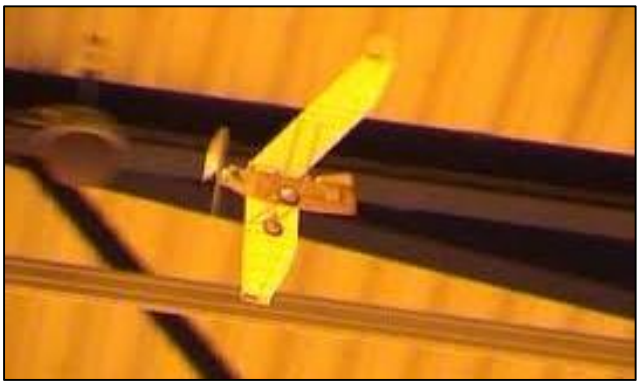
Finally, some book suggestions: -
I think Ron Williams fine treatise 'Building and Flying Indoor Model Airplanes' is in print and is available from SAMS Models www.samsmodels.com, where you can also obtain many necessary indoor items.
I would also suggest Bill Hannan's 'Peanut Power', but this is not in print.
Also, take a look at Mike Stuart's excellent website www.ffscale.co.uk
Finally, for this article, some photos to illustrate some of the classes mentioned above and something of the variety that is possible. Next time I'll start looking at building a kit model which I anticipate will prove suitable for flying in a smaller hall.
* The title is a strapline from The Hangar Pilot, the delightfully idiosyncratic MIAMA Newsletter, produced for many years by the late Miami dentist Dr John Martin.

**Blackburn Bluebird. 13" span Peanut Scale
Somewhat heavy at 16g without rubber**

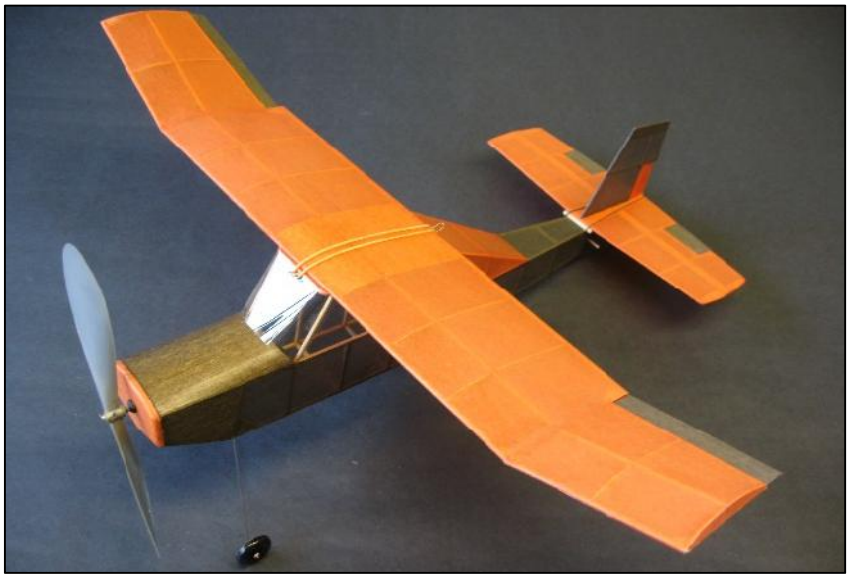
**Aeronca K. 9" fuselage length Peanut
8.3g without rubber**



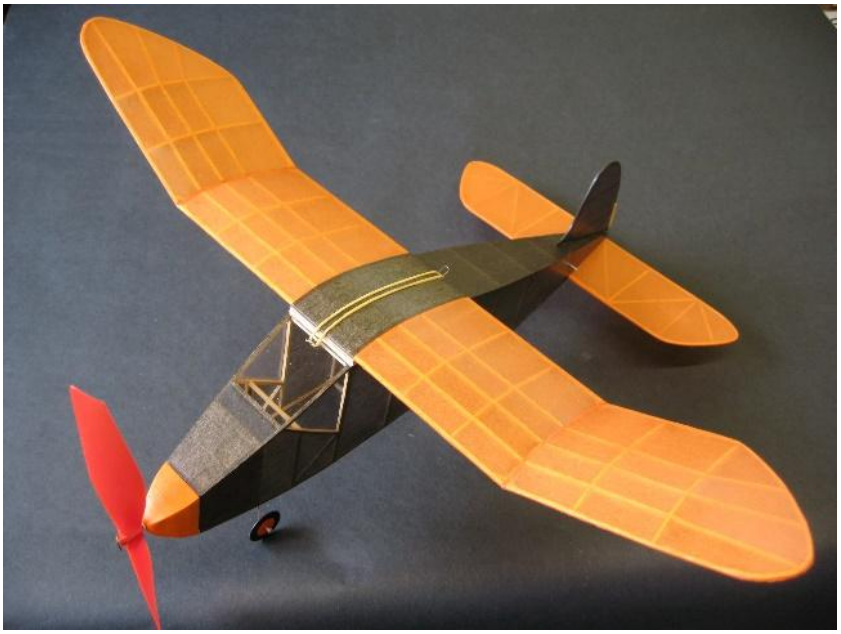
BAT Baboon. 8" span Pistachio scale model
3.4g without rubber



Lippisch Storch 6" fuselage length Pistachio
3.1g without rubber



Peck Polymers Bostonian Pup.
This kit (now laser cut) is a very good starting point for a built up indoor flying model.
Has adjustable surfaces to aid trimming. 15.4g without rubber.



Sorta Senator Bostonian.
Based on Mike Stuart's plan (www.ffscale.co.uk), its origins are obvious. A fine flier, weight 14.9g.without rubber.

Nick Peppiatt

Secretary's Notes for May 2016 - Roger Newman

Wallop Situation

A very polite letter has just been received from the Commandant of the Army Aviation Centre at Middle Wallop that confirms we are no longer permitted to fly free flight on the airfield. The reasons cited essentially relate to outflying the field with the attendant risk that occurs & clauses in the license, which has been the same for many years but are now open to critical risk assessment. I have replied with an equally polite letter hopefully leaving the door open for a possible future return if circumstances change.

So ends a chapter in the life of aeromodelling & SAM1066. We need to regroup & have a think of where to go from here. Other possibilities for flying are being investigated. At present these are at a very early stage. Inevitably they would necessitate a continuation of the rethink on models we have been used to flying, with the trend being towards smaller models, performance limitations & reduced flight times. The pressures on remaining flying sites round the country continue to grow, particularly those that are controlled by the MoD & this is most unlikely to change. It is worth noting that aeromodelling has not been singled out for adverse treatment, as ballooning & parachuting have also suffered hits. No doubt the current drone situation doesn't help either – see below! One thing prevails at present & that is not to give up.

Notwithstanding the current situation on flying at MW, we continue to support the Museum in conjunction with the BMFA Southern Area Committee, in providing a static exhibit of various models for the Museum on 30th May at their Wartime Wallop day. Last year was very successful both in terms of visitors & the weather, so here's hoping we can do a repeat performance.

Area meeting & day at Beaulieu

The last Area meeting was windy! At one time, field wind speed at ground level was clocked at 34mph. Made for a difficult time even for the hardy. Still, there was a good turn out by the Crookham Club, competing in as many classes as possible.

Area meeting with gliders in reducing sizes,

Mo Peters with biggie,

Peter Tolhurst, Sunnavind?

Hooky with C/G

A Day Out at Beaulieu

A flying day at Beaulieu when I could make it during April. Our Chairman was there, as (later) was John Hook, Ted Tyson & Ted Horsey. Lovely day although the wind got up a bit in the

afternoon. I trimmed out my Electric Burd within four flights – admittedly with a good contribution from John. Flies well, nice spiral to the right – needs a little weight in the tail to improve the glide but very satisfactory. Not as good as the PAW version, which goes up almost vertically, but with the advantage of a Dens Model electronic timer that triggers the DT, rather than relying on a fuse. John was flying his version of a Ray Monks design, which as usual with his models flew faultlessly. Also trimmed out a Lulu donated to me by Mick Brewer of BMAS. This was retrofitted with homemade RDT & again worked out a treat. Flew it from a standard bungee & used the RDT to get it trimmed very quickly. John pointed out a potential flaw on the mouse trap & to my chagrin, I suspect he was right. After a lovely straight tow & release, the model caught a typical Beaulieu boomer & went up – RDT – nothing! Last seen heading towards Beaulieu Road railway station at a very high altitude. Moral – bench test & bench test again & again until everything works flawlessly! Fortunately I still have another couple of Lulus, one with KSB timer & the other with fuse. One will have to be modified for RDT. I then helped John H with his Windjammer – 86" span glider inherited from Derek Ridley. This model has the potential to glide for ever, but John has to correct a veering to the right on tow. Ted Horsey succeeded in losing his P30 roughly the same time as I lost the Lulu, last seen heading off in the distance with Ted Tyson! Took my old RDT fitted Corsair but didn't have enough legs left at the end of the day to tow it up.

Chairman John T with 'Monks Long Job'

John Hook with 'Windjammer'

My Electric Burd

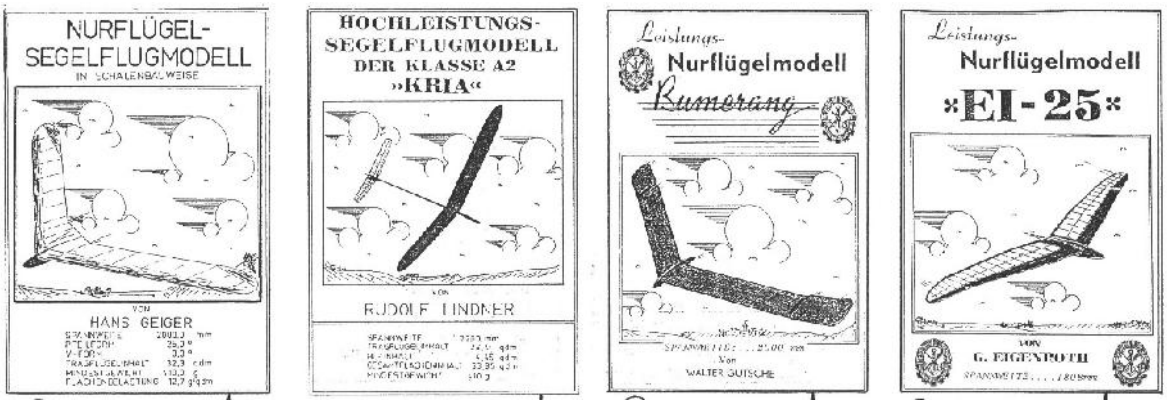
My Lulu

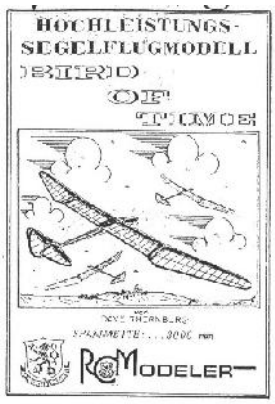
Drones et al – my personal uptake

April has not been a good month – viz the decision on MW. Things have got progressively worse. Following on from press reports of a drone being hit by a BA Airbus 320, a Government Minister was quoted as saying "there's some speculation it may have even been a plastic bag or something". Maybe the pilot's eyesight should be questioned? Could you see and recognize a ½ metre circular object having a pretty thin profile at 500 metres high and being approached at an airspeed of around 180mph? Next the CAA issued a ban on drones, including model aircraft, in the airspace around London for Obama's visit, no doubt under pressure from clowns in the USA. This was paralleled by FAA legislation released to lawmakers also in the USA, written by politically correct lawyers for others to interpret & therefore totally incomprehensible to the average mortal, including a whole section of nonsensical regulations on unmanned aircraft systems inclusive of model aircraft. This has stirred considerable controversy amongst model aircraft enthusiasts in the USA – take a good look at the AMA Government blog site & have a careful read of the many comments in it
http://amablog.modelaircraft.org/amagov/2016/04/19/several-provisions-remain-senate-bill-undermining-aeromodeling/
A lot of the comments do pose a very interesting point of view – should the AMA have embraced drones or rejected them? The BMFA is heading down the same path as the AMA and may well end up being beset with similar problems. There is a lot to be said for drone users to be encouraged to set up their own organization, manage their own affairs & not drag conventional aeromodelling into the pot.
Look at the membership list of the Royal Aero Club - http://royalaeroclub.co.uk/ , its very conceivable. They could become part of the "family" without wreaking irrevocable harm to our hobby.
Why am I writing this you may ask? Well, over & above the section on UAS there is another section within this same very ill thought out legislation that exhorts the promotion of USA aerospace standards, products & services abroad. We already have enough un-necessary restrictions imposed on us from within the UK without having yet more rubbish imported from unsolicited, unwanted & undesirable sources & that's my polite interpretation! In the meantime, keep a watchful eye open for the planned "Government Consultation" document on drones, it's due for publication this "summer". Politicians have a nasty habit of trying to slip things out with a minimum of publicity in the hope there will not be any great response.

More from Italian Archives

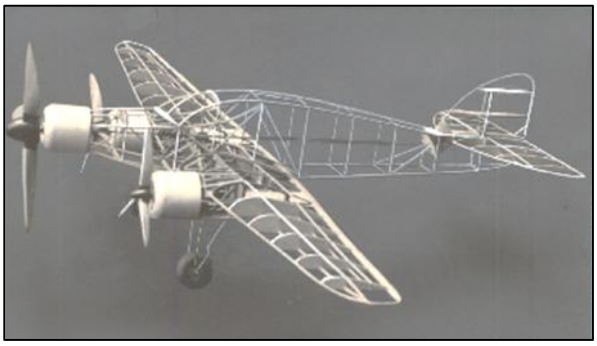
Here is a catalogue page of gliders from a German supplier. It must date to around late 1959/early 1960, as one of the models is the Penumbra flying wing by Osbourne published in a 1959 Aeromodeller & flown very successfully by John Taylor at Middle Wallop on various occasions.

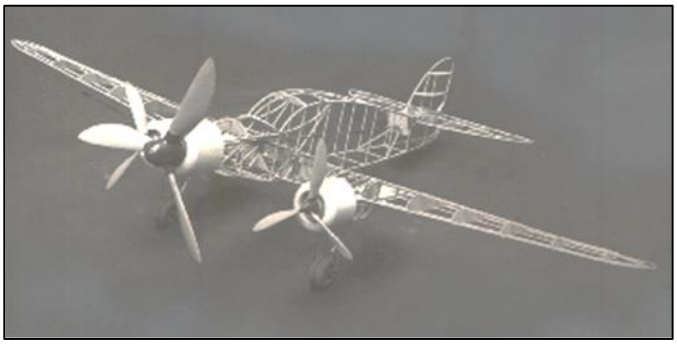




& a few photos from the Movo Archive file: Who needs a stooge?

Complex building

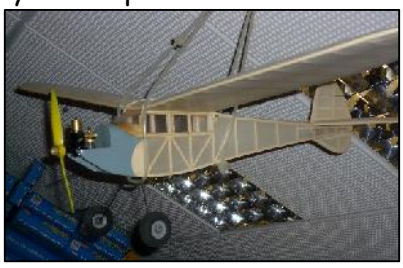




Need for a large field!

Request for enlightenment

Steve Warren has sent me these photos with a request to identify the models – I can't! Can anyone help?



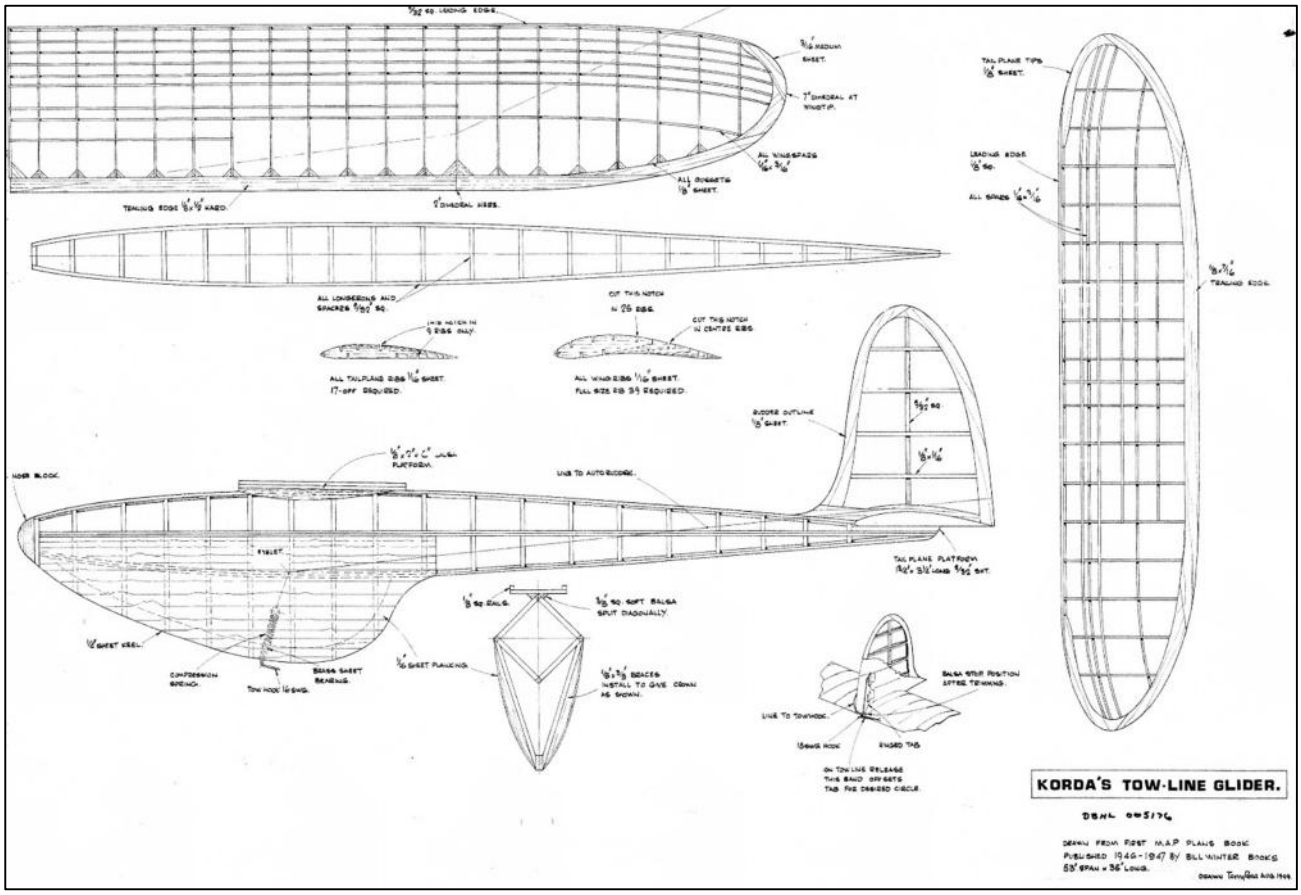
Footnote:

Had a call on Sunday to say that the errant Lulu had been found & retrieved. It was collected & examined – hard to say what was the cause of failure but my suspicions are that I failed miserably in my mods to install a sensibly working mousetrap. Rather than put it on a ply plate (which I normally have done) the tube was epoxied directly onto the balsa fuselage & it probably pulled away after several dt operations. Haven't had a chance yet to test the radio bits but my guess is that all these will work. Never too old to learn!!!!

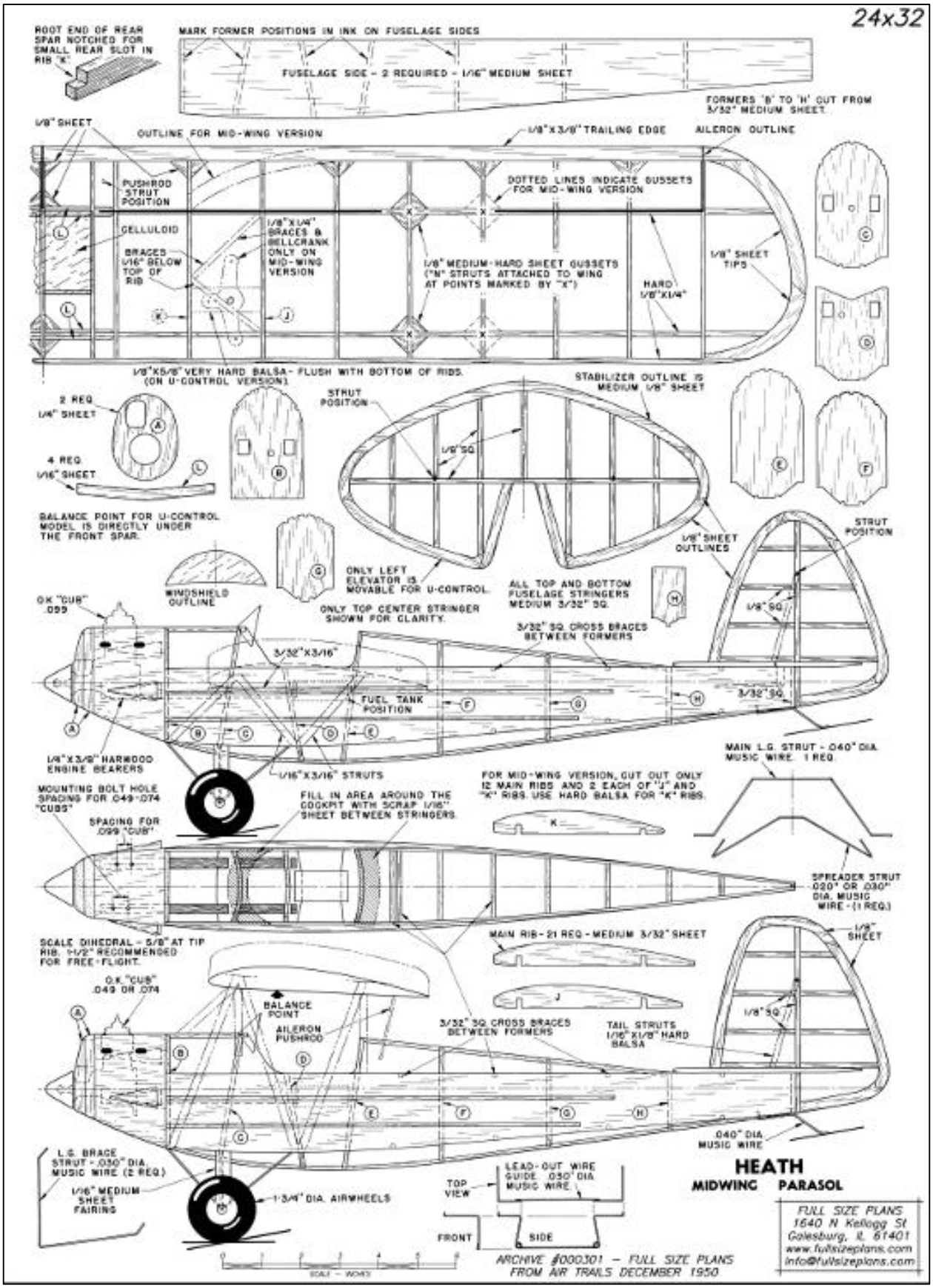
Roger Newman

Plans for the Month - Roger Newman

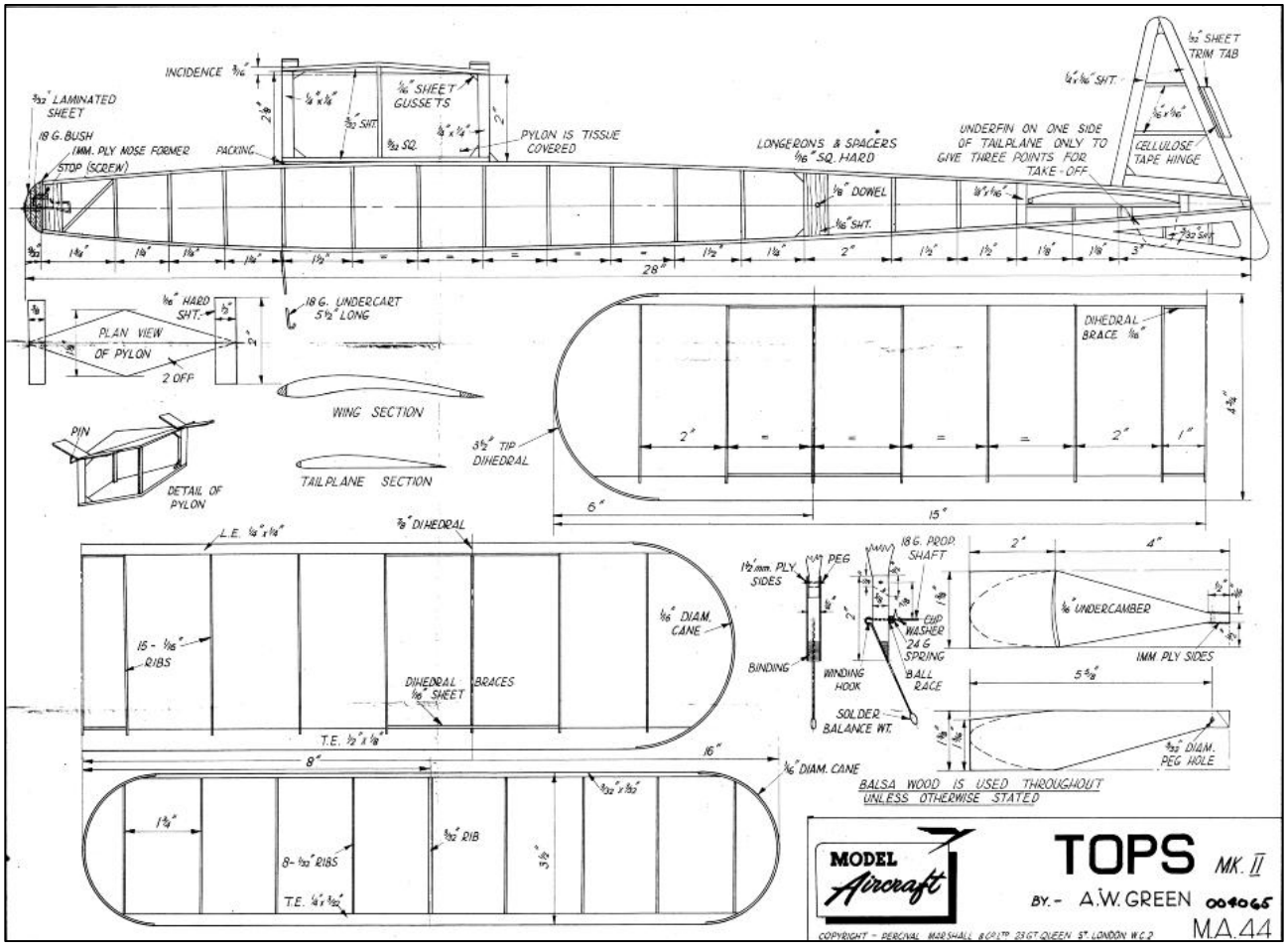
Glider: Korda TLG – not the most elegant of Dick Korda designs.



Power: time to consider a bit of control line – Heath Midwing Parasol



Rubber: An old Model Aircraft small lightweight – Tops Mk II



Roger Newman

Chairman's Comment - John Thompson

I would like to thank Roger and applaud his efforts, for his negotiations with the Authorities, which required trips to Middle Wallop as well as endless emails covering risk management.
That we were not successful was because it was ultimately outside our hands.
Roger is disappointed not because any effort failed, it is because we, under current measures, can no longer pursue our favourite hobby.

I'm sure I speak on behalf of all members when I say, Roger, **a big thank you**.

John Thompson
Chairman SAM1066

Croydon Wakefield Day

Sunday 8th May 2016

Salisbury Plain Area 8

F1B for the Thurston Trophy,
4oz Vintage Wakefield for the Fairlop Cup,
8oz Vintage Wakefields for the Ted Evans Trophy.
SAM eligible models allowed.

Marcus Lightweight Challenge
for the four Norman Marcus designed lightweights;
RAFFV, Supa Dupa, Dinah Mite and Bazooka.

Contest starts 10am. F1B will be in rounds.

Contact: Ray Elliott
ray.elliott8@btinternet.com, or tel 0208 997 7745

OXFORD MODEL FLYING CLUB

FREE FLIGHT RALLY

11 & 12 JUNE 2016

Venue: Port Meadow, Wolvercote, Oxford

Sat. 11 June '16, from 6:30 p.m. "CHAMPAGNE" fly-offs.
F1G, F1H & HLG/Cata (combined)

Sun 12 June '16, from 10 a.m

Max decided on the day

- F1G
- F1H
- E30/P30/CO_2 (comb.)

} 5 flights in ROUNDS

- MINI-VINTAGE RUBBER (max span 34")
- VINTAGE + CLASSIC GLIDER (comb.)
- HI-START GLIDER (any design, 36" max span)
- TAIL-LESS R+G (comb.)

} 3 flights NO ROUNDS

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

ALL TOWLINES 50m. HI-START 30m. TOTAL inc. 7.5m. rubber
NO I/C POWER MODELS TO BE FLOWN
NO bubbles, thermistors, streamer poles etc.
ALL FLIERS MUST BE INSURED!

contact: ANDREW CRISP
4 GROVE STREET
OXFORD OX2 7JT

tel:~
01865 553800

14th Sam European Championship - June 2016

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

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

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

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

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

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

Organising committee of SAM 2010

24th WorldWide Postal Contest 2015/2016

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

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

For list of event classes see September New Clarion

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

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

TIMPERLEY FREE FLIGHT GALA

Sunday 14th August 2016

at MOD North Luffenham.
10am-5.30pm
Contests for Comb-Rubber, Comb-Glider, Comb-Power (no electric) Comb-HLG/CLG, Mini-Vintage. All to BMFA rules.
F/F Sport flyers welcome. Airfield charge.
BMFA membership required.
Contact---Gerry Ferer, Tel: 0161.928.4955,
Email: gferer@hotmail.com

Southern Area BMFA Rally

RAF Odiham Saturday September 3rd 2016

I have confirmation that Saturday September 3rd has been booked
This is of course provisional and I now can apply for the Licence etc.

John Thompson CD

The Crookham 50th Anniversary Gala

Sunday 18 September

on Salisbury Plain

Classes will be:

Combined F1G and Vintage Coupe d'Hiver,
(with a prize for highest placed vintage model)

George Fuller power for the George Fuller Trophy,
(8secs run, 2 minute max)

E36 & F1H/A1 glider

The aim will be to contain all flights on the field and the contest will be organised accordingly. Contest will be run in rounds with the first round between contest start at 1000 and 1200. The max for all classes will be 2 minutes unless the weather dictates less. The number of rounds will be decided on the day, dependent on the weather, with a minimum of three. DT flyoffs will be used if necessary.

Contact Roy Vaughan:
Email: - roy.vaughn@btinternet.com,
or Tel: - 01344 779071

Coupe Europa

Sunday 2nd October 2016

Salisbury Plain Area 8

F1G and Vintage Coupe D'Hiver.
Flitehook Trophy for F1G teams.

Contest starts 10.am. F1G will be in rounds.

Contact Ray Elliott
Email: - ray.elliott8@btinternet.com.
Tel: - 44 (0) 20 8997 7745

Brian Stichbury's Indoor Meeting

Sunday May 15th.

at

The Grange, Midhurst, West Sussex
GU29 9HD
10am to 4pm

Rubber free flight only. No R/C
Admission £10.00. BMFA members only.
Proof of insurance essential. No insurance no flying.

Depending on attendance, slots for general flying,
Duration (F1L, LRS, etc.) and scale.
Maximum wingspan 18".
Floor area 107ft x 58ft, ceiling height approximately 30ft.
Cafeteria on site, car parking currently free on Sundays.

Further info. Contact:
Brian Stichbury, Tel: - **01730 812 485**.
Email: - jbstichbury@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 9th – Feb 6th – Mar 5th – Apl 2nd – May 7th

Admission - Flyers £5.50 - Spectators £2.00

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

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

BMAS

BOURNEMOUTH MODEL AIRCRAFT SOCIETY

INDOOR MODEL FLYING 2016

ALL TUESDAYS

26TH JANUARY, 23RD FEBRUARY, 22ND MARCH,
26TH APRIL, 24TH MAY, 28TH JUNE,
26TH JULY, 23RD AUGUST, 27TH SEPTEMBER,
25TH OCTOBER, 22ND NOVEMBER.

7pm to 10pm

ALLENDALE CENTRE

HANHAM RD. WIMBORNE BH21 1AS

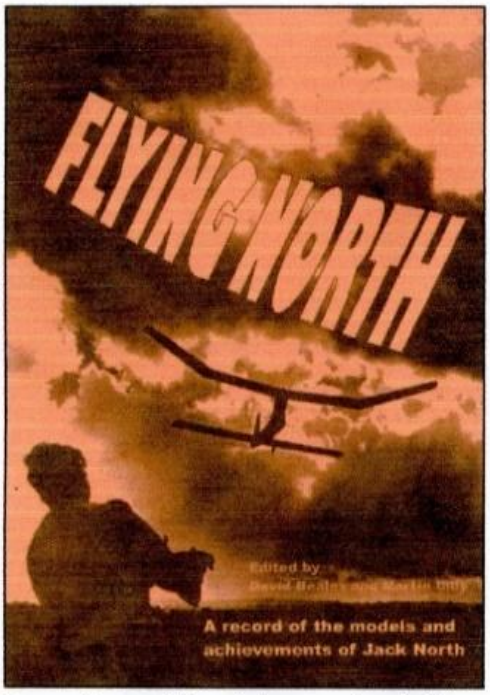
FREE CAR PARKING IN PUBLIC CAR PARK IN ALLENDALE RD

FREE FLIGHT ONLY
COMPETITIONS incl GYMINNIE CRICKET LEAGUE

ALL FLYERS MUST HAVE BMFA INSURANCE

FLITEHOOK NORMALLY IN ATTENDANCE
Adult Flyers £5 **Spectators £1.50**

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



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

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

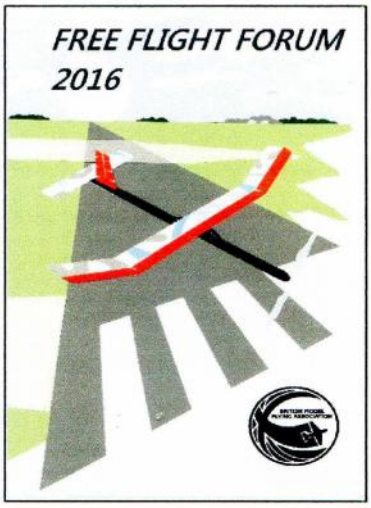
The price in the UK is £18; airmail to Europe £20 or to anywhere else £22. Cheques should be payable to BMFA F/F Team Support Fund, in pounds sterling only, and drawn off a bank with a branch in the UK, you may also order by credit card, all proceeds help to fund the expenses of those representing Great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

THE 2016 FREE FLIGHT FORUM REPORT

HOT OFF THE PRESS

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

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



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

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

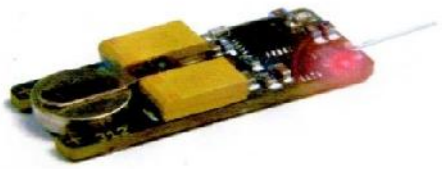
Copies are available from :

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

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

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

L'AQUILONE SAM 2001

TOMBOY RALLY INTERNATIONAL POSTAL CONTEST

01/06/2015 – 31/05/2016

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

Model

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

Engine/motors

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

36"/44" WINGSPAN - I.C. Engines:
Any engine with 1 cc. maximum displacement; - Fuel tank : 3 cc; - R/C carburettor is admitted.

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

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

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

Flights and results

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

Awards :

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

Results

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

SPECIAL PRIZE VIC SMEED

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

Good ROW and flight

SPECIAL PRIZE DAVID BAKER Free-Flight

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

Good thermals

MSP PLANS PRESENTS

Vintage, Classic, Sport and other Duration Designs

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

The list below includes Vintage Models generally pre 1951 and Classic Models 1951 to 1961.
Photos of most models can be seen on my website - www.msp-plans.blogspot.com

POPULAR PLANS • £7.00 EACH INCLUDING UK POSTAGE. FOLDED FOR POSTING

MICK FARTHING 1942	The 40 in span Lightweight Contest rubber model with a diamond fuselage.
MICK FARTHING'S THE PAPER BAG'	Mick Farthing's last lightweight rubber model of 1946.
RAFF V 1947	Designed by Norman Marcus who was National Champion in 1946.
ODENUAN'S 1950 NORDIC A2	Swedish Championship glider, placed second in the first World International in 1950.
SENATOR 1950	RUBBER Designed by Albert Hatfull and kitted in 1950. Twin plan with Ace
ACE 1950 RUBBER	Designed by Bill Dean and kitted in 1950. Twin plan with ***SENATOR.***
ENGLISH VIKING 1953 A2 GUDER	Designed by Bill Farrance twice winner of the SAM Radislav Rybach trophy.
CRESTA	A 38 in wingspan low-wing design for small diesel or electric motor installation.
FRED BOXALL'S 1956 OPEN RUBBER MODEL	Twin plan with Boxall's ***SEAPLANE.***
FRED BOXALL'S SEAPLANE (1965)	Twin plan with the 1956 *OPEN* ***RUBBER MODEL***
LAST RESORT 1956 CLASSIC RUBBER	Open Rubber Model designed by Jim Baguley, Twin plan with ***FIRST RESORT.***
FIRST RESORT 2006	by Martyn Pressnell for the BMFA Rubber Class. Twin plan with ***LAST RESORT.***
WINDING BOYII 1956	by Urtan Wannop, 38 in.span, Twin plan with ***McGILLIVRAY's LIGHTWEIGHT.***
JACKMcGILIVRAY's LIGHTWEIGHT 1958	36 in. span lightweight rubber model Twin plan with ***WINDING BOYII.***
CAPRICE 1959 GLIDER	The renowned lightweight glider of 51 in span. Twin plan with ***GAUCHO.***
GAUCH01960	power duration model for 1.5 cc engines. Designed in 1959 Twin plan with ***CAPRICE.***
VAKUSHNA1959 A2	Designed by Brian Dowling this glider won the 1960 Richer Cup

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

JUDGE 1945 WAKEFIELD	by Bert Judge to the 1945 rules as a direct descendant of his 1936 Wakefield Cup winner,
HERMES MAJOR	A 150% enlargement to 61% in span, of the 1949 *HALFAX* ***HERMES***
FRANK LOATES' 1949 WAKEFIELD	Canadian Wakefield 5th in the World Championships at Cranfield, England, in 1949.
BORJE BORJESSON'S 1949 WAKEFIELD	Swedish Wakefield 6th in the World Championships at Cranfield, in 1949.
GHOST WAKEFIELD 1951	John Gorham's 1951 Wakefield, a successful rubber model from the early 1950's.
RON WARRING'S 1952 WAKEFIELD	The geared geodetic model, developed by Ron Warring for twin motors,
NIGHT TRAIN Mk I 11960	George French's Night Train which pioneered the use of VIT systems in the UK

MSP PLANS PRESENTS NEW PLANS

HI-START GLIDERS 2013 - 36 in span

AVENGER 1952	John Gorham's classic A2
CAPRICE 1959	Neville Willis' classic lightweight glider
VINTAGE A2 1950	Odenman's.

HI-START GLIDERS 2014 – 36 in span

SATU 1950	J Bennett's vintage A2
PETREL1964	Frog's beginner's kit glider
MAD'S DREAM 1959	Brian Dowling's classic A2.

To order plans for UK delivery please write with cheque (£ sterling) made payable to Martyn Pressnell, 1 Vitre Gardens, Lymington, Hants, S041 SNA.
For overseas delivery of Popular Plans send local bank notes equivalent to £10.00.
Enquiries: please write or email martyn.pressnell@btintemetcom

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

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

DBHL Plan Service

The rules for obtaining plans.

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

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

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

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

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

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

This service is provided at no charge.

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

Provisional Events Calendar 2016

With competitions for Vintage and/or Classic models

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

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

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

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

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

Useful Websites

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

Are You Getting Yours? - Membership Secretary

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

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

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

P.S.

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

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

Your editor John Andrews