NEW Clarion

SAM 1066 Newsletter

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Editorial

Hi one and all, SAM1066 is still here. The loss of our ancestral home is a bit of a body blow but now is not the time to throw in the towel.
Our secretary Roger is setting up a meeting on Salisbury Plain in the near future. I urge members to attend and see for yourselves what the venue has to offer. I would imagine that sports flyers will find the site more than acceptable and for competition flyers the recovery areas appear quite open although the journey may be a little arduous due to tuffty grass underfoot and a valley to cross in a certain wind direction. Give it a whirl.

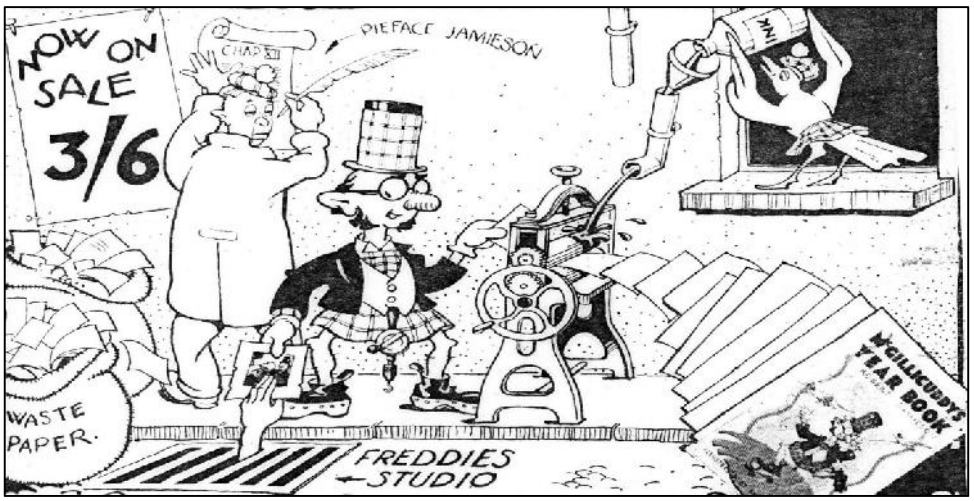
My local (that is if you call 100mile round trips local) indoor meetings have now closed down for the summer and I report on the final events. I am now thinking in terms of venturing down to Bristol to attend the Brabazon Hanger meetings in preparation for the Indoor Nationals. I will need some new models if I am to compete with a certain amount of serious intent.

I came across the old article on Jetex round the pole speed models which I have reproduced for your interest. When I was a youngster with the RugbyMESAS we had an indoor meet in an upstairs room in a building that the scouts used. There was not much height for FF but my mate Ian and I had made rtp jetex 50 speed models. We had them on about 9ft of steel C/L wire and the pole was only held down by a couple of folding chairs. My model was first up and my launch was not hard enough, the model skidded round on the floor, tipped over and took to the air upside down. The actual flight was only three or four laps but we now knew the launch throw had to be much harder. Ian was next up and a good launch saw his red speedster ripping around in a red blur. As the jetex motor picked up power towards the end of the run the red blur increased in length until it caught up with itself and there was, for a few frightening laps a complete red circle. The pole was by now swaying about and the small hall was full of smoke. When the smoke cleared it revealed that all onlookers had retired to a safe distance cowering behind whatever shelter was available. We weren't allowed to fly it again.

Fred Burman has taken up the challenge and produced a follow up article to mine to hopefully kick off a series on 'My Early days'. It is fascinating reading how others started aeromodelling.

Our Chairman John Thompson turned up this section on the freeflight.org website and it is an absolute mine of information on more aspects of model building than I have been able to read. There are innumerable articles and I'm sure if you have any modelling queries you could well find more than one relevant piece. http://freeflight.org/library/technical-library/
If you click on an article of interest in the index you will find the pdf file in your' downloads.

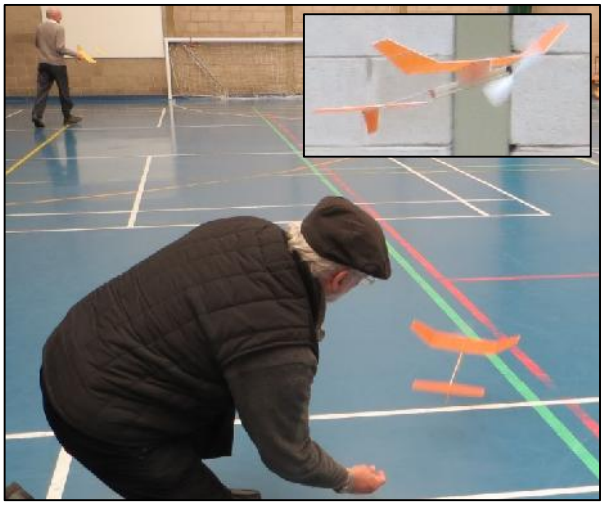
Editor



Indoors at Sneyd, Bloxwich - John Andrews

The last meeting of the winter 2015/16 season took place on Saturday 16th April. Rachel and I motored up the A5 and I spent an hour or so at our daughters in Bloxwich before popping a mile down the road to the Sneyd Sports hall, leaving Rachel behind. I had a quiet afternoon, I had taken my two 'Penny Planes' and found a wing mounting tube missing on the first one I got from the box to fly *(reminds me I've not replaced the tube yet)*, so only one model to fly. I had a few flights of no particular note, in fact I don't think I got to 4 minutes, which is about the norm at Sneyd for these 3.2g models under the 25 foot ceiling.
Mine are now much used and, with repairs, are up to 4g these days so a 5min flight is out of the question, I really need new ones.
Attendees were a little thin on the ground, the Walsall club is just about holding its own financially but a couple more flyers would be appreciated, where are you guys?

Thorns organiser Colin Shepherd was trimming his prototype version of the Thorns 2016 Xmas Competition model. The model is a modified version of the 'Gyminnie Cricket" with enlarged Tail area, lifting wing section and Ikara lightweight prop.

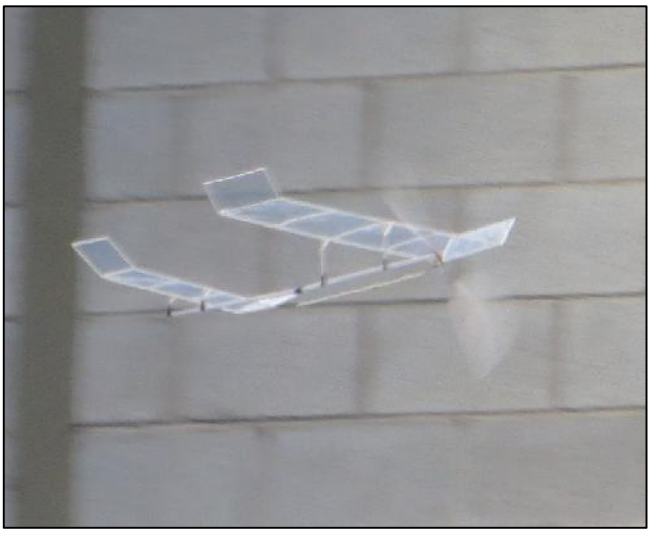


Colin Shepherd with the Thorns Xmas Comp Prototype

Trust Colin to change the spec, he says it is to improve the performance for the satisfaction of South Birmingham club members, but I think it is to make the three standard Crickets I've got redundant. Will I build yet another for the comp, or modify what I've got? I usually have two models to compete with in case of accidents but I do not want to finish up with 5 'Crickets'. It remains to be seen, but I have my reputation as the xmas comp winner to protect.
There have been rumours of handicaps being imposed.

One of Graham Smith's large wall foam polystyrene scale models was smoothly and slowly doing fly-bys. They never cease to amaze me with their flying speed, they just seem to hang in the air. The two electric motors that power the model look very small for the job in hand but they appear to do the job admirably.
Graham seems to be adding details now as I see guns sprouting forth.

The Thompson family and friends were flying their versions of Pete's 'Plank' and Peter's own lightweight 1.7g versions are now achieving regular 6min flights and he is confidently expecting to get to the 8min mark in time.



Steve Philpot with his version of the 'Plank'

Now Peter has given me a copy of the plan for the 'Plank' together with two beautiful prop blades I've had to start making one. Got the fuselage stick and front bearing done.
A couple of weeks later I was at the South B'hm, Thorns, final winter meeting flying my Penny Plane with the replaced wing post tube and also my really old PP that I had flown at Sneyd.
I managed to clear 4min with the repaired one which was performing well until a visit to my table by Eric Hawthorn's R/C Vapor device put a small crimp in one wingtip. I then could not get my super-glue out of the bottle to effect a repair so I dropped back to my old one which climbed far too quickly, due to the warmer atmosphere, and landed neatly atop of the lighting conduits.
I nearly broke my neck trying to dislodge the model with my roach pole and with my bad back complaining I left it to Collin Shepherd to knock it down. It was not easy, though you might think it would be looking at the photograph, but with the underslung fin one side and the still wound prop the other it took a while. Damage was not significant just an unstuck fin.

Editor with repaired Penny Plane

The old PP resting comfortably awaiting rescue

John Andrews

Jetex Speed - W.Tinker

Extract from Model Aircraft April 1954

JETEX SPEED *models*

BY W. TINKER

INTEREST in R.T.P. speed flying, especially with Jetex units, is spreading fairly rapidly, judging by club reports, and now with the possibility of prizes for the best speed each day at the 1954 " Model Engineer " Exhibition, interest may become even more keen.

Because it is probably the most important aspect, let us first explore the aerodynamic side of designing a Jetex speed model, and to make reference easy, each component of the aircraft will be dealt with in turn.

Wings

The mainplanes are usually very thin, having a chord/thickness ratio in the order of 5 per cent.-6 per cent., the actual thickness being between 3/32 in. and $\frac{1}{16}$ in. Chords are about $1\frac{1}{2}$ in. and below, and any advantages of using an aerofoil section are negligible. Sand wings to a symmetrical form by all means, but the precise shape appears to be of no importance.

In plan form, a tapered, swept wing looks fast, but seems to have no appreciable advantage in speed over a normal parallel chord type. However a swept wing does improve longitudinal stability and also makes line positioning a little less critical.

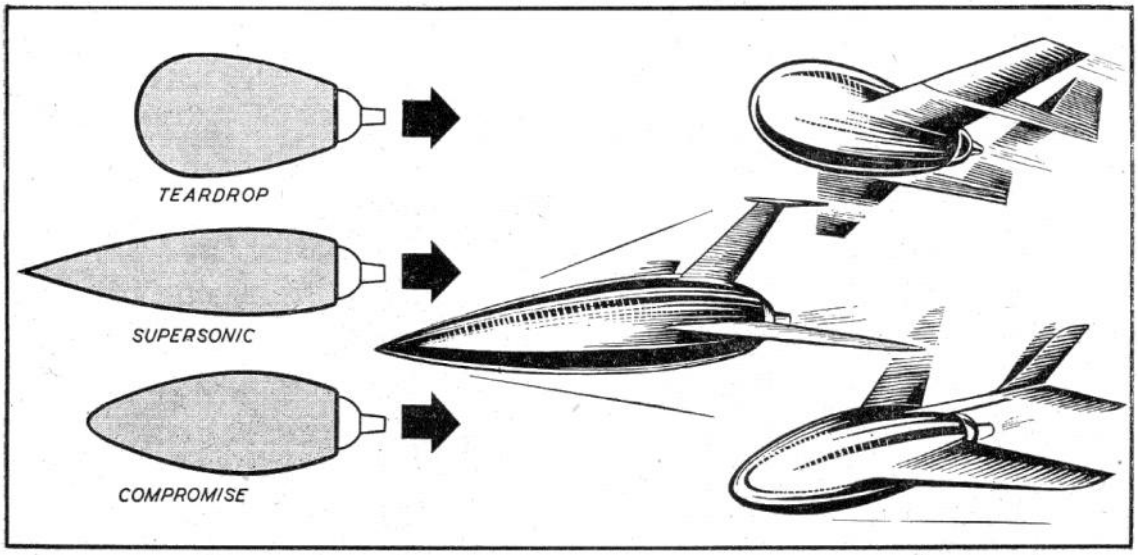
The mainplanes should be mounted on, or anywhere above, the thrust-line. Low wing models suffer from longitudinal instability, unless fuselage line attachment points are used. The angle of attack should be between zero and plus one degree in relation to the thrust-line. Negative angles should be avoided, of course.

Fuselage

The fuselage is one of the largest drag producers on the model and in the Epsom club a great deal of controversy has arisen over fuselage design. There are two schools—the Teardrops and the Supersonics.

The Teardrops maintain that it has been proved that the best aerodynamic form for a cross section of a given area is a teardrop shape with a length/diameter ratio of 4 : 1. Therefore, the nearer the designer can make the fuselage resemble this form the better the fuselage design.

The Supersonics favour a more carrot-shaped fuselage that tapers to a sharp point at the front. Aerodynamic arguments are vague but the bows



of a ship and the Americans' X3 are quoted freely.

Well, Teardrop or Supersonic, try to cut down the cross-sectional area and bear in mind that skin friction accounts for a large percentage of the total drag. In closing this discussion on fuselage shapes, the writer has a definite preference for smooth curves . . . shall we continue ?

Tail Unit

The tail unit is attached to the boom(s) which is rigidly fixed to the fuselage. Tailplane area is dependent on the moment arm and latest models follow the current trend of small tailplanes and long booms. It is safer to be generous with tail areas.

Fins may be omitted, but if the model flies with its nose pointing out of the flight circle, a fin will sometimes correct this, with a consequent increase in speed.

General

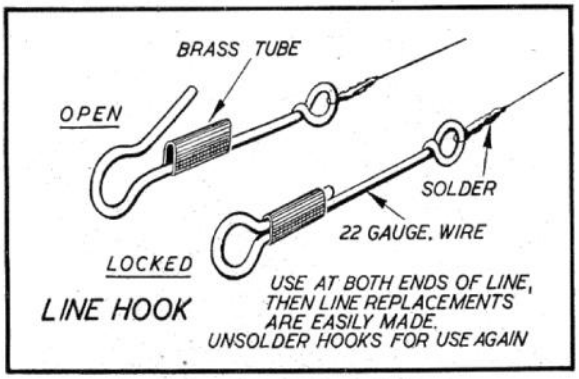
Finish is important on any speed model, so naturally an effort should be made to get the best finish possible. Here, the fuselage again causes problems. The walls are usually fairly thin and the heat from the unit often blisters the paintwork. A high gloss finish is useless if it is covered with blisters anything up to half-an-inch in diameter. For a long term policy it might be beneficial to leave the fuselage in a natural sanded finish, or at least dope only those portions not affected by the heat.

Reducing the wing area may add a few miles an hour extra, but it can quite easily be overdone, and the maximum speed will drop. This is caused by the wing increasing its angle of attack in order to maintain lift, and thereby increasing its drag.

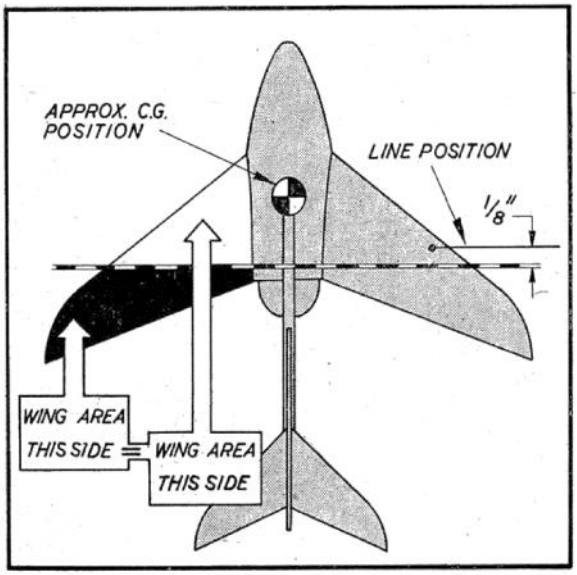
Tailless models and delta planforms have proved to be very fast, but they are much more tricky to trim. Elevons are useful, but not always essential.

Lastly, arrange the design so that the unit has the maximum amount of air around the orifice, or it will never be certain that the motor is developing its best thrust.

The "Jetmaster" and the "50" unit appear to be best for this work; the larger motors do not produce anything like the same speeds, therefore, the following construction details will only apply to these two units. In general, a mixed balsa and hardwood



Clips for use at both ends of the line. Replacements are easily made.



construction gives the best results, but models have appeared with metal, plastic, and even papier-mâché components. One enterprising Epsom member once appeared with a flying saucer built from the lid of a shoe-polish tin !

Wings

Wings are best made from 3/32 in. or $\frac{1}{16}$ in. hard balsa or $\frac{1}{16}$ in. ply or plastic. Be liberal with the cement around the fuselage junction, but watch the plastics for warping due to chemical action.

Balsa wings should only be used on the smaller models and the line attachment point strengthened with celluloid, inset. If the line can be attached in some way to the unit itself this would be better. Holes may be drilled straight through in ply wings.

Fuselage

Balsa fuselages are quite adequate, but turned hardwood fuselages have proved very successful and have shown a better resistance to heat, so protecting the finish. Beware of any wood that contains resin, it makes an unholy mess of the unit, if you ever get it out !

The fuselage is also the unit mount, so hollow out only sufficient to clear the body of the motor. Groove the sides to take the spring clip, making sure that the motor is not a sloppy fit. A loose unit will be ejected in the sudden acceleration of a hand launch, and a runaway motor in a small room can cause a certain amount of chaos.

Once the motor is fitted satisfactorily the fuselage walls may be reduced to a minimum of $\frac{1}{16}$ in. thickness.

Tail Unit

Celluloid or 1 mm. ply is suitable for the tailplane, thin celluloid being sufficient for the fin.

The tail-boom has to be light but rigid; $\frac{1}{16}$-in. dowel or bamboo can be recommended, but keep match flames clear of bamboo, or it will soften and droop. An excessively long fuse, when ignited, can also cause the same trouble.

Trimming and Flying

The model must be trimmed nose-heavy, and this should be borne in mind during the design stage. The method the writer uses for finding the approximate line position is this. On the plan view of the model draw a line so that there is as much wing area in front of this line as behind. The R.T.P. line should then be fixed somewhere on the aircraft about $\frac{1}{8}$ in. in front of this line. The c.g. is then arranged forward of the line position; the exact distance is largely dependent on the design, tailless types generally having the c.g. well forward.

If the designer is ambidextrous then the direction of flight will not matter, but right-handers fly clockwise and left-handers, anti-clockwise. Make sure the line position is on the correct wing.

Stalling, looping or an exaggerated nose-up attitude may be caused through insufficient tail area or a c.g. position near, or to the rear of, the line. Extra incidence on wing or tailplane will have the same effect. Check this and tail area, add ballast to the nose if necessary.

Diving is usually incidence trouble, try bending the boom a little or shifting the c.g. slightly rearwards.

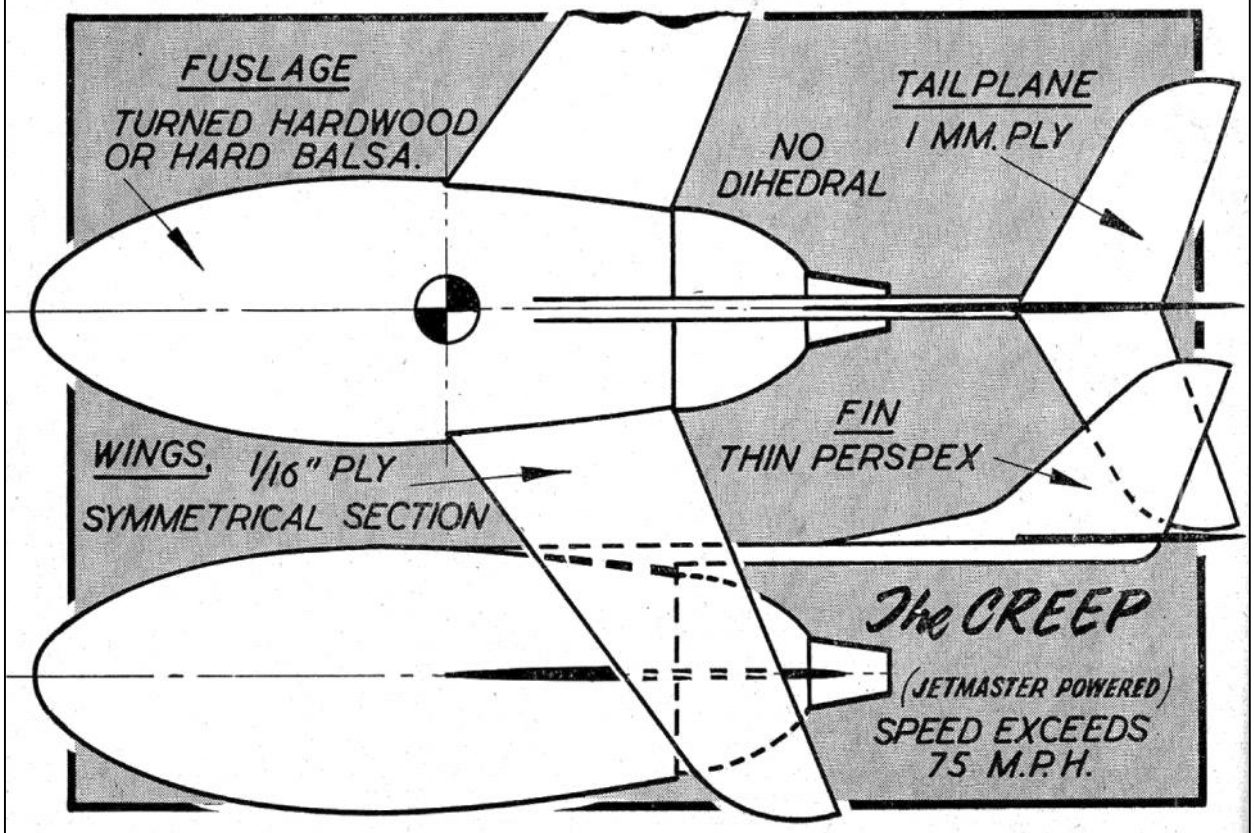
" Bouncing " is a mild form of dive and usually occurs at high speeds when the incidence of the tailplane probably changes a little. It can also be caused by a bad launch, so fly it again on a half charge to check this. Watch a " bouncing " aircraft carefully because the added stresses may build up sufficiently to disintegrate the model. Go over the model carefully for signs of strained joints, inspect the line fixing particularly.

At these high speeds (75-100 m.p.h.) safety becomes of the utmost importance. If one of these models hits at 100 m.p.h. it can hurt, and the designer must do all he can to ensure that the chances of his model breaking loose are reduced as much as possible. The strain on the model is considerable, for example a one *ounce* model flying at 100 m.p.h. on a 6 ft. radius line sets up a strain of six *pounds* in the line !

Thirty-three gauge piano wire is ideal for use as a line. See that all joints are soldered and that the hook can be locked to prevent it opening out under strain. A steel line that gets a kink must be scrapped immediately, for a kink can break easily and without warning. Reduce friction in the pole head as much as possible and hold the pole itself firmly to the floor with screws or heavy weights. The distance from the line to the floor is 18 in.

Four to five square inches wing area is sufficient for " Jetmaster " models and between three and four square inches for the " 50 " units. Tailless models are generally large in span, but not in area. Delta aircraft have usually a greater area. The overall length can be from one to two times the span.

You are now in possession of all the data accumulated in three years of practical development of miniature jet speed models. Don't hope to break the 100 m.p.h. limit at the first try, but the second model should be nearer to it. Experience is the best teacher.



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W.Tinker

Musings - Jim Paton

I count myself lucky that I have Port Meadow as a local flying field. I have had a few early morning trimming sessions recently before the wind gets up mid-morning. The Oxford club have arranged once a monthly flying sessions on the meadow for this season.

It's not a good place to not have radio dt, if you will be excuse the double negative! At the last session one member's model ended up floating in the river. In the tradition of true camaraderie, another member stripped off his Barbour jacket and waded in up to his hips. It was photographed so it will be in the next news-letter.

I have a Pete Brown rdt. There is a button on the Tx to press and if it beeps all is well! Or at least sort of. I had a dt failure but fortunately on a short flight. On inspection a soldered connection to the servo had broken. Another new mistake. A modular system as featured in recent Clarions gets around this weakness, but my models are all different and only the servo is a permanent fixture.

Very rarely is anyone else flying on the meadow early morning so I use an electric drill to wind my rubber models. I had a horse lover complain about my stooge being left while I retrieved a long time ago. She got a full explanation of why it was no danger to livestock. Never seen her since. After that I got into the habit of using the drill. Interestingly, no matter what the model, near full winds seems to occur after 35 seconds. Of course, with no blast tube the inevitable happens occasionally.

I have a large Lanzo Stick which I thought I might trim for the next meeting. It has half a box of rubber in it (well not quite). It was a bit underpowered so I gave it a few more turns. The rubber exploded at 36 seconds, turning the fuselage rear into a jig-saw puzzle.

Fortunately there were no onlookers. I have just finished the repair/ rebuild.

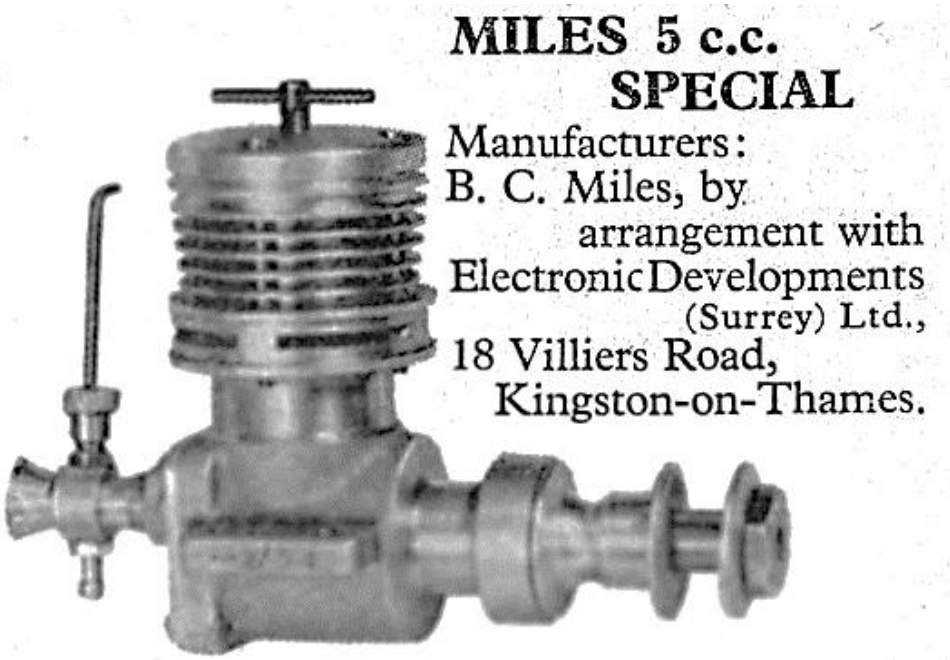
I recently finished a Mercury Mentor for the Bournemouth club classic. I give it 25 seconds on the drill and it goes well. It's very sensitive to rudder adjustment and side thrust. I have had to retrieve a few Raff V dives with rdt. It climbs well under power and then the glide turn winds itself up into a nice spin. It has twin sub fins on the tail which I do not like. The tail has to be keyed securely but needs to be free enough for the dt to work. The fin is attached to the fuselage but overlaps the tail, so the tail has a slot in it for dt'ing without catching on the fin. It has worked well so far. It is a compact model, so should be good to fly in windier conditions such as prevail on Salisbury Plain.

I have just had a circular email from John O'Donnell about the future of free flight. I think some sort of radio control of the model is going to be required in future. Lobbing an uncontrolled model into the air and watching, seems to be no longer acceptable to those who loan us our flying fields. Rdt is the minimum control, I guess. We can still have free flight till we press the button or twiddle the stick. It's not much of a concession when it cost less than travelling to and from a couple of events. I reckon mine has paid for itself several times over by saving me from losing and crashing models. I still have a few models with Tomy and viscous timers and I really don't like not having rdt in them.

If Donald Trump gets elected president, worries about flying fields may well pale into insignificance, with him in America, Putin in Russia, and Isis in the Middle East. Besides we are all getting old and decrepit anyway. Maybe the country made need more airfields again. No cure in sight for senility, but the next generation are predicted to live till 120! They might be working till they are 100. What a thought.

Jim Paton

Engine Analysis: Miles 5cc Special - Aeromodeller Annual 1955/56

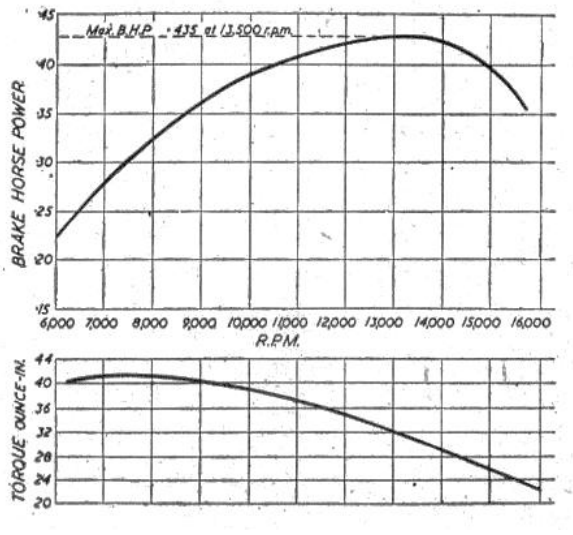


Retail price: £8 6s. 3d., water-cooled £9 19s. 6d.
Displacement: 4.92 c.c. (.30 cu. in.) Bore: .781 in.
Stroke: .625 Bore/stroke ratio: 1.25 Bare weight: 10 oz.
Max. B.H.P.: .435 at 13,500 r.p.m.
Max. torque: 41.8 oz.-in. at 7,300 r.p.m.
Power rating: .0885 B.H.P. per c.c.
Power/weight ratio: .0435 B.H.P. per oz.

Material Specification:
Crankcase: Cast light alloy, DTD 424
Rotor disc: aluminion
Cylinder Centritugally Cast Iron
Cylinder jacket: Dural
Cylinder head: Dural
Contra-piston: Cast iron
Piston: Cat iron
Connecting rod: Dural
Crankshaft: Steel S.14
Crankshaft bearing: Two ball races

Propeller	R.P.M.
Dia. pitch	
11 × 8 (Whirlwind)	7,100
12 × 6 (Trucut)	6,750
10 × 8 (Truflex)	8,500
10 × 8 (Whirlwind)	8,500
11 × 6 (Whirlwind)	8,800
11 × 5 (Stant)	10,000
9 × 6 (Stant)	12,600
10 × 4 (Stant)	13,000
8 × 6 (K-K)	14,700

Fuel: Mercury No.8



Extract from Model Aircraft June 1959

Smooth Talk

All the balsa processers seem to be flogging the " finish " gimmick for all it's worth, probably in order to keep a jump ahead of all the wonder substitutes which weigh less than cast iron, can be sawn, hacked, filed, chewed and, in some remote cases, even cut. But what is satin finish?

There is wild speculation among us back-wood boys who live out in the rough sticks. Is it a form of upholstery for our tired generation of model builders, or a new fashion style for lady modellers? Whatever it is, it is obvious that it has not yet reached the rustic toy-side counter where I furtively paw over the hairy 9/64.th by 7/64th square in search of a usable longeron.

These new techniques make me confused. By what I read in the model mags I'm more than a bit out of date in using balsa for building model planes. The smart, up-to-date thing to do, it seems is to buy a ready-made plastic model and use the antiquated balsa wood for storing your liquid gas. Not being a technical sort of bloke I can only hazard that liquid gas is some new-fangled sort of glow fuel which does not harm plastic surfaces.

However, I observe that a few modellers still use balsa to keep their tissue taut. Mostly the models are of the rugged sport and combat variety, where crashability is an essential part of the fun. A particular feature of these models is the natural, contemporary finish, with square leading and trailing edges and fully textured balsa throughout. Where possible the balsa is left uncovered, the better to reveal the natural beauty of the untreated wood.

As a point of interest, you might wish to know that these primitive models are built by the "action" method; thrown together with a few brief, dramatic gestures during television commercials. The artistic creations which result, liberally garnished with such slick, modern verbiage as "I Only Arsked" and "Dig This—-Out", have a vital urgency about them which might well be rendered flaccid by the use of anything but the hairiest, coarse grained, back-shelf wood.

My aversion to satin finishes is of a different order. I know that, in the past, I have often cut up rough about the rough balsa I have had to cut up, but, over the years, I have developed a passion for sandpapering. It all began when I read that the difference between the beginner and expert was sandpaper. I bought up reams of the stuff, and, if there is any truth in the theory, I should by now be heading the expert field by at least two sheets of medium coarse. As it is, I am the shortest fingered beginner in the business.

But why are the manufacturers so coy about revealing the secret of these satin finishes? It's all so simple. Just examine one of those little holes you always find in the centre of a stress bearing spar. Instead of a woodworm you'll find a silkworm.

Timely Twists

It is reported that a new, all-plastic, ready-built radio job has a wing loading that even a Bell rocket-plane might envy. Designed especially for the greenhorn beginner, you have to be an expert to bring it down in one piece. All that's needed now is an all-plastic, ready-built expert.

Newest craze in stamina stints is the round-the-pole marathon. Instead of squatting up-the-pole you squat outside the pole, where, fortified by pep-up-pills and strong coffee, you endeavour to keep a C/L model on the wing for 60+ hours.

The only thing that puzzles me about this, apart from any sane reason for doing it, is how they keep the machine in fuel. Must use hollow lines.

From Liverpool comes news of a power model suffering severe glide stall due to the weight of the d/t. Let this be a warning to all beginners to remove the lamp from the lamp-wick before attaching the latter to the model.

Pylonius

My Early Days - Fred Burman

I enjoyed reading John's recollections of his early aeromodelling days and after telling him this he asked me whether I could write something about my own. I am a bit hesitant as my memories are fairly vague but decided to give it a go anyway. I was born and grew up in an ex colonial outpost of the British Empire called Rhodesia. During the war my father served in the RAF there, training aircrew.

My arrival on the scene at that time could have something to do with my interest in aircraft. One of my very early memories was wandering around in the bush near where I lived and coming across people flying control line and making a hell of a noise. There also happened to be a cut off Rhino's head somewhere in that area.

The next thing I can remember is carving out a small and no doubt very rough representation of an aeroplane from pieces of wood which was the first signs of my aeromodelling disease. Later on. I started trying to build stick and tissue models from kits such as Keil Kraft, but not having much success and having no one to guide me made it hard. Even when I thought I had made a fair job of building them I couldn't get them to fly. However, I was not discouraged and carried on with Jetex powered models and managed to design one which flew quite well. After this I started flying small control line models powered by Cox .049 engines. I used to fly them at a friend's house nearby that had a large lawn and one day the friends father gave me a couple of old spark ignition engines, possibly Ohlsons, that had been left there and nobody wanted. I didn't have a clue how to run them so I took them to the hobby shop in Salisbury which was owned by "Mossie" Clements (Hi Mossie if you are still around) and he gave me a diesel engine in exchange.

This started me off on an oily and smelly saga of running diesels on the veranda of our house. My parents were very tolerant of my activities, including the horrible mess in my bedroom/model den. My father owned a Chemist shop and when I became interested in Rockets he supplied me with the chemicals I needed to make the fuel and having had some success with these I thought I would try my hand at making bombs and had no trouble getting him to supply the ingredients for these too. I sometimes wonder why he never queried me as to what I was doing with them but thankfully I am still here to tell the tale.

The furthest I got, aeromedelling wise, at this time was to build and fly a free flight power model which disappeared into the distance and eventually was found stuck in a tree.

After leaving school I spent my time between Salisbury and Cape Town, where I went to university. In my holidays I started to have a go at single channel r/c and this kept me involved in aeromodelling although I couldn't devote much time or money to it. During this period I worked in Malawi and with a friend there built a single channel r/c model called a "Charger", and after making a really nice job of it we took it out to an airfield, launched it, and watched fly away into the distance under no control. This probably discouraged me somewhat as I gave up any sort of aeromodelling for some years. The next time I became interested was after I had moved to Australia. I went to have a look at what some local r/c modellers were doing and was impressed at how much radio control had progressed since I had tried it. There was multi-channel proportional control and it was reliable and relatively cheap. I eventually learned to fly R/C reasonably well and over many years built and flew many types of models to the point where it was becoming a bit boring and I was looking for a new challenge.

So in the last few years I have gone full circle and become interested in free flight again. My efforts so far have involved a Tomboy and vintage rubber models as well as small capacitor powered Depron ones (I recently wrote an article for Aeromodeller about them.), although I am definitely in favour of using radio d/t on them to save my ageing legs.

That just about sums up my aeromodelling history up to now, for what it is worth. I look forward to reading what others have to tell about theirs.

My Square Eagle P30

Fred Burman

Tailless & Wakefield Leagues 2016 - Spencer Willis

This is a bit late. I expect the first of the comps' will have been and gone by the time this is seen.
As for tailless I can see six possible comps:

Oxford 1, - Oxford 2, - Odiham, - Nats', - 6th Area, - East Anglian Gala,
which is probably just enough for a league.

Now that Middle Wallop is out of the picture for the foreseeable future it doesn't look good for the Wakefield events, with just three comps at the moment:

Croydon Wake, - Nats', - Odiham.
I suppose we'll just have to play it by ear.

Spencer Willis

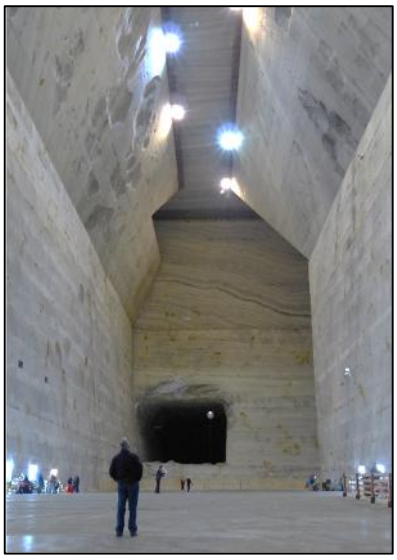
Old Fort Flyers, USA - Dave Kern (USA)

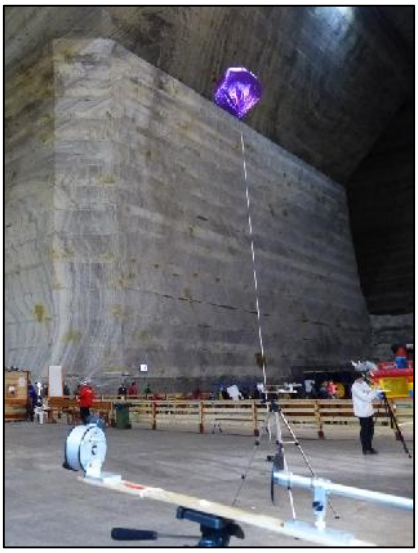
I recently took photographs at the SAM event at Hummel/WORKS field near Dayton Ohio. I fly with the Fort Wayne Indiana group (Old Fort Flyers) from Dave Kern (20-21st May 2015)

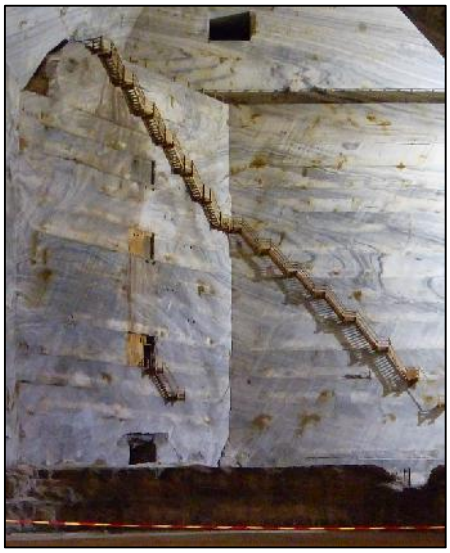
Here are a few more

Dave Kern (USA)

Indoor World Championships - Derek Richards







2016 FAI World Championship for Free Flight Model Aircraft

Class F1D for Seniors and Juniors

Slanic, Romania, 11th – 16th of April, 2016

OFFICIAL RESULTS

Rushbrooke Trophy for the winner of senior individual classification

Awarded to : **Lee Yuan Kang (United States of America)**

Ernest Kopecky Memorial Trophy for the longest flight

Awarded to : **Yuan Kang Lee United States of America)**

Place	Name	Country	FAI ID	R	O	U	N	D	S	Final Result
				1	2	3	4	5	6	
I	Yuan Kang Lee	2014 RWC	80024	7:05	17:58	22:33	23:20	27:59	26:56	54:55
II	Zoltan Sukosd	Hungary	81187	5:07	23:29	25:00	21:10	26:37	27:57	54:34
III	John Kagan	USA	68213	25:43	24:52	23:07	23:32	25:18	26:56	52:39
4	Dmytro Sednev	Ukraine	91939	19:21	19:47	25:23	0:00	24:40	25:45	51:08
5	Anthony Hebb	Great Britain	29371	24:07	22:00	22:34	9:17	21:26	26:42	50:49
6	Corneliu Mangalea	Romania	79374	21:06	23:36	24:10	21:18	25:56	21:18	50:06
7	Ivan Treger	Slovakia	24516	21:54	21:40	22:01	18:16	24:43	24:13	48:56
8	Brett Sanborn	USA	68233	24:02	22:51	21:06	24:36	24:11	23:13	48:47
9	Dezso Orsovai	Hungary	81185	23:32	19:40	24:03	21:22	20:32	21:42	47:35
10	Mark Benns	Great Britain	66790	21:46	22:44	7:30	22:24	4:30	22:21	45:08
11	Didier Barberis	France	60355	22:45	22:20	22:11	18:27	4:11	21:36	45:05
12	Hans Staartjes	Great Britain	78657	4:32	13:56	23:29	21:14	18:31	6:20	44:43
13	Vasile Nicoara	Romania	79133	17:51	22:21	22:00	15:50	1:09	21:05	44:21
14	Istvan Botos	Hungary	81184	20:18	20:23	20:53	22:23	12:11	21:48	44:11
15	Aurel Popa	Romania	79132	19:59	21:15	21:45	20:25	20:55	20:49	43:00
16	Vasilll Tkachenco	Russia	90911	15:42	19:53	0:00	9:57	22:47	12:21	42:40
17	Calin Alexandru Secara	Australia	91141	21:30	20:26	21:03	0:00	20:29	20:22	42:33
18	Joshua Finn	USA	86397	20:48	20:14	20:20	21:43	18:22	0:00	42:31
19-20	Uwe Bundesen	Germany	29774	19:28	17:52	19:05	21:40	19:57	20:46	42:26
19-20	Thomas Merkt	Germany	65955	20:10	20:50	19:03	17:54	15:52	21:36	42:26
21	Marian Krause	Germany	81288	12:07	14:30	17:27	21:59	0:00	20:14	42:13
22	Vladimir Komarov	Russia	86092	6:00	17:43	20:41	18:49	0:00	20:43	41:24
23	Robert Champion	France	60142	20:17	18:24	7:38	13:45	20:51	18:30	41:08
24	Dambrauskas Ernestas	Lithuania	85919	16:12	16:57	18:03	21:32	6:44	14:47	39:35
25	Thierry Marilier	France	60381	19:40	19:24	19:19	19:34	12:26	19:35	39:15
26	Mikita Kaplan	Czech Republik	16854	17:16	18:20	17:23	16:16	18:51	19:35	38:26
27	Kazumasa Kihara	Japan	65191	19:03	16:32	18:09	14:32	18:40	0:08	37:43
28	Vladimir Linardic	Croatia	26784	18:02	12:32	14:40	18:17	14:17	19:09	37:26
29	Sergei Panihin	Russia	90912	14:28	14:53	17:37	11:52	18:48	14:42	36:25
30	Tokuhiro Yaginuma	Japan	89216	17:02	18:40	0:00	17:42	2:14	13:26	36:22
31	Ondrej Krucky	Czech Republik	65644	11:48	16:56	4:46	16:08	18:35	17:45	36:20
32	Hideyo Enomoto	Japan	20831	13:39	12:05	15:54	15:38	17:19	18:43	36:02
33	Dmytro Silin	Canada	89152	15:06	15:57	15:45	15:34	16:05	18:30	34:35
34	Jaroslav Straka	Czech Republik	17056	0:00	0:00	16:12	14:57	15:32	13:50	31:44
35	Laurikenas Simas	Lithuania	91018	10:02	9:40	9:36	13:34	10:38	13:21	26:55
36	Steponenas Rimas	Lithuania	79776	10:41	8:50	13:13	0:47	1:45	7:53	23:54
37	Mykhailo Serebryakov	Ukraine	91817	0:00	23:46	0:00	0:00	0:00	0:00	23:46

SENIORS TEAMS

Langley Cup for the winner of F1D Team

Awarded to : **United States of America**

Place	Country	Team Members	Result
I	Hungary	Istvan Botos, Deszo Orsovai, Zoltan Sukosd	146:20
II	USA	Brett Sanborn, John Kagan, Joshua Finn	143:57
III	Great Britain	Anthony Hebb, Mark Benns, Hans Staartjes	140:40
4	Romania	Mangalea Corneliu, Popa Aurel, Nicoara Vasile	137:27
5	Germany	Uwe Bundesen, Thomas Merkt, Marian Krause	134:09
6	France	Robert Champion, Didier Barberis, Thierry Marilier	125:28
7	Russia	Vladimir Komarov, Sergei Panihin, Vasilii Tkachenco	120:29
8	Japan	Hideyo Enomoto, Kazumasa Kihara, Tokuhiro Yaginuma	110:07
9	Czech Republik	Mikita Kaplan, Jaroslav Straka, Ondrej Krucky	106:30
10	Lithuania	Steponenas Rimas, Dambrauskas Ernestas, Laurikenas Simas	90:24
11	Ukraine	Mykhailo Serebryakov, Dmytro Sednev	74:54
12	Slovakia	Ivan Treger	48:56
13	Australia	Calin Alexandru Secara	42:33
14	Croatia	Vladimir Linardic	37:26
15	Canada	Dmytro Silin	34:35

JUNIORS INDIVIDUAL

Place	Name	Country	FAI	R	O	U	N	D	S	Final Result
				1	2	3	4	5	6	
I	Bulai Calin	Romania	79114	22:30	20:50	20:54	25:45	21:36	23:35	49:20
II	Iyrii Vitko	Ukraine	91818	21:12	22:17	22:53	21:50	24:04	0:00	46:57
III	Denis Zhariy	Ukraine	91819	21:57	21:02	22:59	17:54	23:29	23:12	46:41
4	Vladyslav Klymenko	Ukraine	84227	22:11	23:42	15:50	14:34	14:40	21:06	45:53
5	David Yang	USA	93436	20:20	20:58	21:00	20:50	23:04	13:24	44:04
6	Gheorghe Tatu Filip	Romania	79118	16:11	11:47	0:00	18:42	20:15	23:06	43:21
7	Evan Guyett	2014 RWC	69331	15:07	18:16	17:42	20:28	21:12	12:37	41:40
8	Arjan David	Romania	79120	16:55	12:26	21:02	20:24	9:35	0:00	41:26
9	Francois Duble	France	60283	12:36	17:04	18:57	6:08	21:24	4:15	40:21
10	Antonin Ricou	France	60284	17:43	15:41	19:56	19:08	19:26	16:02	39:22
11	Hugo Desloges - Bazile	France	60282	17:38	18:27	18:12	5:57	20:22	18:32	38:54
12	Wyatt Wear	USA	92988	10:33	8:03	14:48	16:20	15:18	12:37	31:38
13	Joseph Szczur	USA	67010	12:23	11:29	8:35	10:16	14:06	15:05	29:11

JUNIORS TEAMS

Place	Country	Team Members	Result
I	Ukraine	Vladyslav Klymenko, Iyrii Vitko, Denis Zhariy	139:31
II	Romania	Gheorghe Tatu Filip, Arjan David, Bulai Calin	134:07
III	France	Francois Duble, Hugo Desloges - Bazile, Antonin Ricou	118:32
4	USA	David Yang, Wyatt Wear, Joseph Szczur	104:53

Great Britain's Bronze Medal Winning Team

Tony Hebb

Mark Benns

Hans Staartjes

Bespectacled Team Manager Derek Richards flanked by his winning team

Derek Richards

Indoor isn't for everyone Part 2 - Nick Peppiatt

Mayday Scale Indoor Free-Flight Nationals

I can't let this month's column start without a brief report of this very successful event, which was held at the University of Wolverhampton Sports Centre for the second time. The sports hall is well lit and is described as '12 court'. It is certainly of more than adequate size for indoor scale as it was divided into a square flying area with not too much ceiling clutter and a large pits, for preparing models, judging, retail therapy, with SAMS Models in attendance, and general chatter with old and new friends. This arrangement means that the number of unwanted bodies in the flying area can be kept to an absolute minimum. Our esteemed editor was amongst the many spectators.

I think it was a record year with around 50 competitors and over 100 class entries. The most popular class was Kit Scale with 30 entries. These models are judged statically on fidelity to the kit plan, rather than scale documentation, and on flight realism. Remarkably, all the entries achieved a flight score (minimum flight time 10s, most considerably longer) and only one did not achieve the two qualifying flights, so it just shows what can be achieved with a small commercial kit, some of which have undeservedly bad reputations.

Flying area during the mass launch event.
The models are very hard to spot.
The first floor viewing gallery can be seen on the left.

View across pits area at the other end of the hall.

Some of the kit scale entries.
Monz Lyons winning Fokker D VII
in the foreground.

Peter Boys is very fond of WACOs.
His Open Rubber AGC-8 is on the left
third place Kit Scale (also Dime Scale) SRE
is on the right.

My Personal Competition Report

I entered Peanut with the Blackburn Bluebird and Pistachio with the BAT Baboon, both shown last month. These two classes are for duration flying, as opposed to being judged for flight realism. The Bluebird is good statically, but I struggle to get ROG flights of much more than 30s. There is a 10s ROG bonus in this class. Conversely, I got flights of around 50s with the Baboon and achieved first place in flying. But, its static score is not so good, as for one thing there are too many deviations from scale. Considering it was once a basket case as far as flying was concerned, I was very satisfied with the duration times. Several years ago, with the help of Bill McCoombs book 'Making Scale Model Airplanes Fly' I came to the conclusion it was spirally unstable. Covering the area between the cabane struts with small pieces of Ultrafilm has transformed it, but of course adds to the scale deviations, along with the considerably oversize stabiliser. You can't win them all!

A meeting like this is very labour intensive for the organisers. Pairs of static judges are required for the Open, Peanut, Pistachio and Kit Scale classes and also for the flying of Open, Glider and Kit Scale. Competition flying started at 9am and finished around 5pm with the Air Race, which to make up time was shortened to 5min from the usual 10, much to the relief of the entrants after a long and busy day. Alex Whittaker and Andrew Boddington were in attendance taking many photos, so full reports on this event will be appearing in the glossy magazines.

The competition results were published on www.scalebmfa.co.uk within two days of the meeting. Many thanks are due to the organisers Graham Banham and John Minchell and the band of judges and helpers for such a successful and enjoyable event.

The next Scale Indoor FF Nationals has been booked for 23rd April 2017 at the same venue.

Building a Peanut - the Nesmith Cougar


Nesmith Cougar N75282

We are now getting a little bit closer as to why I started this column and getting ready to begin some building. I have chosen a Peck-Polymers Nesmith Cougar Peanut Scale kit. Homebuilts are a wonderful source of prototypes for scale models of all sizes. Robert Nesmith introduced the Cougar in 1957 as a rival to the Wittman Tailwind.

This model is relatively simple in construction and the methods are, of course, also applicable to the slightly larger Bostonians and Dime Scale models and little different to larger FF stick and tissue models (e.g. Achilles, Fledgeling or Senator). The kit was designed by Clarence Mather, a designer of a number of fine flying models including the P 51B Mustang I built many years ago from the book 'Flying Scale Models of WWII', now available online at www.rclibrary.o.uk . I have had this particular kit for a long time and I guess it was produced in the late 1970s. The box claims that it is the World's Record Holder with a flight of 9min 29sec on 26th August 1973 in San Diego. This must have been outdoors with thermal assistance. I suspect that just fitting even the lightest RDT equipment would severely curtail its thermalling abilities. In this early version of the kit, Cougar is consistently misspelled as 'Couger'.


Nesmith Cougar N75282

With a scale model I like to know where I am aiming for at the end and why the registration N3641 was supplied as a decal remains a complete mystery to me. A search on the internet shows that this registration belongs to an Alexander Eaglerock biplane. However, Peck-Polymers has undergone more than a few reincarnations and the latest kit shows the registration N75282, which belongs to a genuine early Nesmith Cougar and an internet search found a couple of photos of the original, which has a relatively straightforward yellow and black colour scheme. I understand the currently available kit has laser cut parts. The latest box still claims the World Record!

The kit I have started contained 1/20" printed sheet, 1/8" printed sheet for the nose-block parts, lengths of 1/16" square, a pack of hardware, rolled coloured tissue and plans The 1/20" printwood was a nice looking piece of quartergrain (or C grain) and on weighing it checked out at 7lb/ft^3, which is ideal.

The formula I use for the density is:-

$$density\left(\frac{lb}{ft^3}\right) = 62427 \times mass\ (g) \div \left(length(mm) \times width(mm) \times thickness(mm)\right)$$

Apologies for the mixed units, but, although I'm quite happy working in grams and mm, I have a much better feel for the density of balsa in lb/ft^3 than, say, kg/m^3. Obviously, digital scales which measure grams to two decimal places are useful to determine the wood mass.
The stripwood supplied was firm and lightish, although the heaviest length was three times the weight of the lightest (0.27g cf 0.09g). I selected the three heaviest lengths for the wing le, te and spar, and the next four, which turned out to be very similar (around 0.2g), for the fuselage longerons. The lightest strips will be used for the fuselage spacers, particularly aft of the cg and tail feathers.

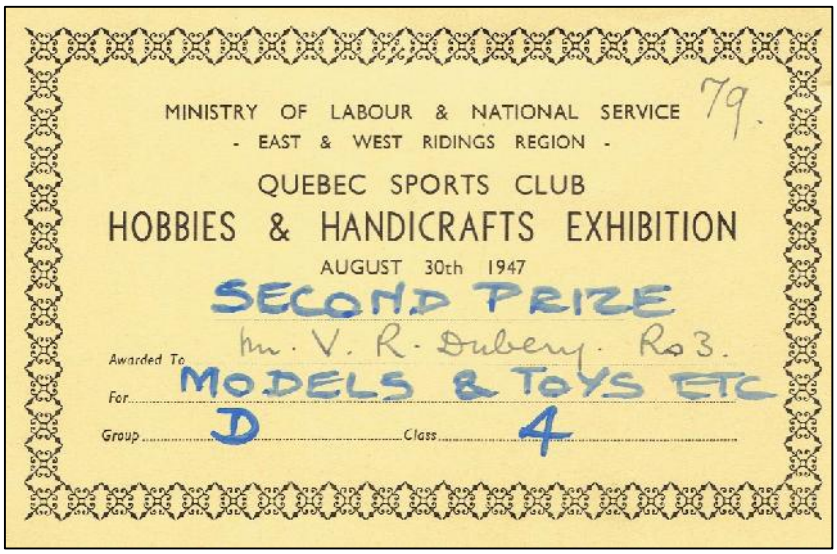
Modifications

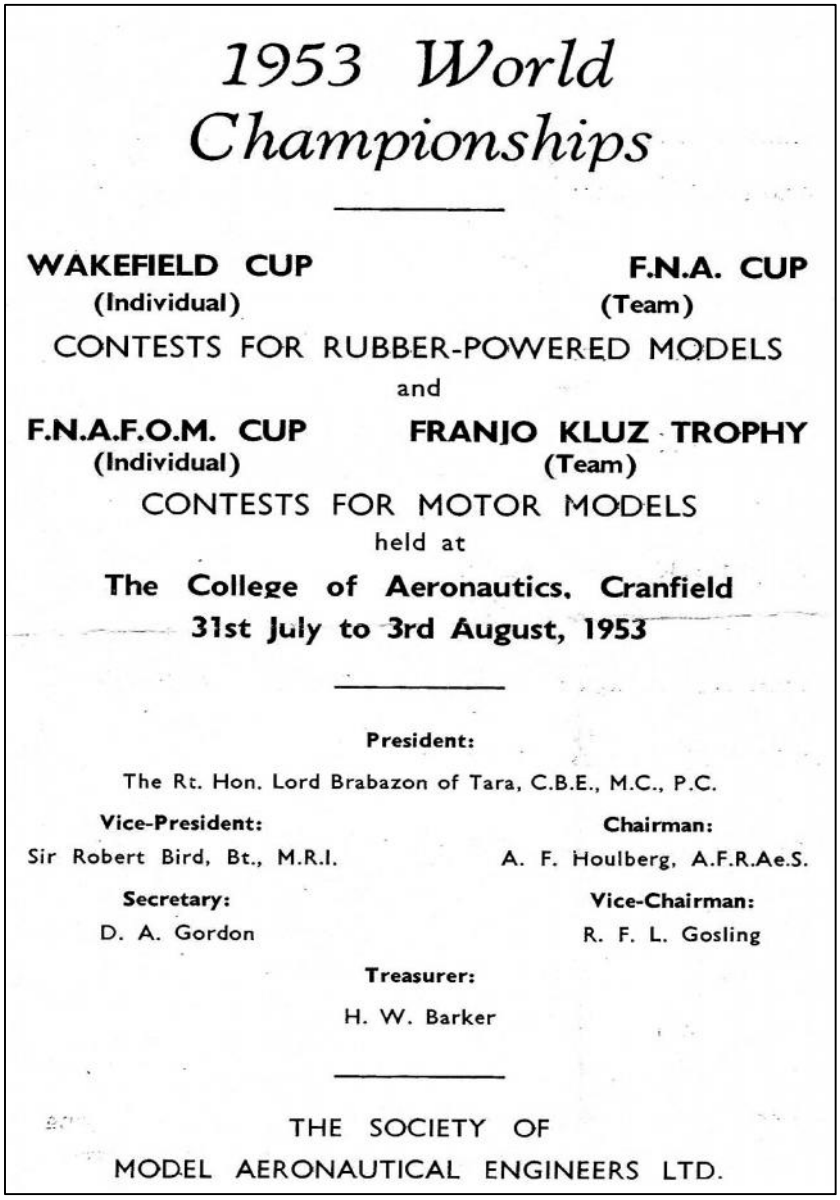
The modifications I will consider include building separate elevators and rudder to aid flight trimming, reducing the 0.5" dihedral to 0.25", with washout, more in the port wing and the use of a KP Aero adjustable nose button, to avoid unsightly packing of the nose block.
I plan to start to discuss the construction aspects next time.

Right is yours truly launching a Clarence Mather designed Mustang at a Milton Keynes shopping centre indoor meeting in 1980 (Alan Callaghan photo)

Nick Peppiatt

A Glimpse of the Past - John Thompson


MINISTRY OF LABOUR & NATIONAL SERVICE
- EAST & WEST RIDINGS REGION -
79.
QUEBEC SPORTS CLUB
HOBBIES & HANDICRAFTS EXHIBITION
AUGUST 30th 1947
SECOND PRIZE
Awarded To Mr. V. R. Dubery. Ro 3.
For MODELS & TOYS ETC
Group D Class 4


1953 World Championships

WAKEFIELD CUP (Individual)
F.N.A. CUP (Team)
CONTESTS FOR RUBBER-POWERED MODELS
and
F.N.A.F.O.M. CUP (Individual)
FRANJO KLUZ TROPHY (Team)
CONTESTS FOR MOTOR MODELS
held at
The College of Aeronautics, Cranfield
31st July to 3rd August, 1953

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John Thompson

Engines for Sale - Kathy Wingate

	Make	Size	cc /cu	Type	Condition	Comments	Value	No	Store	Buyer
1										
2	Allbon Dart	0.5	cc		*fair+fuel tank		£55	6	M	
3	AM 10			diesel	good		£30	1	Q	
4	BEE	0.5	cc		in bx		£70	2	N	
5	BEE ED				*fair/good		£30	6	N	
6	Cameron	0.23	cu	spark ig	new	no sil	£80	18	T	
7	Cox	0.049			fair		£10	11	Q	
8	COX	0.49	cc	2 stroke	poor	incomplete	£5	20	U	
9	Cox .75		cc		SOLD					
10	Cox .75 (.049)				v.good		£20	2	Q	
11	DC 1.5				v.good		£30	3	Q	
12	DC Dart	0.5			*good		£60	3	M	
13	DC DART	0.5	cc	Diesel	uncertain		£35	6	V	
14	DC Sabre	1.5			v.good		£25	10	Q	
15										
16	ED comp special	2	cc	diesel	v good	no sil	£55	12	T	
17	Ed Racer	2.5	cc		v.good		£50	8	Q	
18										
19	EDB	1	cc	Diesel				6	U	
20	EDB	2	cc	2 stroke	excellent	with cutout	£35	24	U	
21	Elfin australia	1.49		diesel	new in bx		£60	14	R	
22	Enya	0.06	cu		non runner		£35	8	M	
23	Enya							1	N	
24	Enya				*new in bx+sil		£50		P	
25	Enya				new in bx		£120		P	
26	Enya				new in bx		£120		P	
27	Enya				v.good in bx+ sil		£35		P	
28	Enya	0.35	cu	2 stroke	*fair	no sil	£20	13	T	
29	Enya	0.35	cu	2 stroke	*fair	no sil	£15	15	T	
30	Enya	0.35	cu	2 stroke	*fair	silencer	£20	16	T	
31	ENYA	0.6				silencer	£10	18	U	
32	ENYA	0.45	cu	2 stroke	*excel			26	U	
33	ENYA	0.35	cub	parts	empty			7	Y	
34	Enya 11	0.45	cu	2 stroke	good	no silencer	£25	1	T	
35	Enya 15				excel +silencer		£25	7	S	
36	Enya 19 V1				v.good +silencer		£20	3	S	
37	Enya 19-6				new in bx		£30	10	L	
38	Enya 35				new in bx+sil		£30	11	L	
39	Enya 40				excel		£80	2	R	
40	Enya 40 s.sport				new inbx+sil		£50	1	O	
41	Enya 40X				good in bx		£25	12	O	
42	Enya 45				good		£25	12	R	
43	Enya 60 111				excel no silencer		£40	4	S	
44	Enya 60-4c			stroke	new in bx		£125	2	K	
45	Enya 60-4c			4stroke	new in bx		£125	1	K	
46	Enya 80X	0.8	cu	2 stroke	new	no silencer	£50	2	T	
47	Enya 90-4C			4stroke	new in bx		£120		P	
48	Enya silencers				good		£25	11	O	
49	ENYA SS	0.4	cu	2 stroke	excellent	no sil+prop	£35	14	U	
50	Enya SS40				excel	silencer	£50	13	R	
51	Enya super sport	0.25	cu	2 stroke	including silencer	new		1	U	
52										
53	Enya super sport	0.6	cu	2 stroke	60-3 BTV	NIB	£60	4	X	
54	Enya super sport	0.19	cu	2 stroke	19-6 BBTV	NIB	£30	1	X	
55	Enya super sport	0.3	cu	2 stroke	very good		£35	2	Y	
56	Enya super sport	0.45	cu	2 stroke		NIB	£50	3	Y	
57	Enya super sport	0.4	cu	2 stroke	very good		£40	4	Y	
58	Enya super sport	0.35	cu	2 stroke	35V BBTV	NIB	£40	5	Y	
59	Enya super sport	0.4	cu	2 stroke		NIB	£50	1	Y	
60	Enya V	0.35	cu	2 stroke	fair	no sil	£15	14	T	
61	Enya V1				new in bx		£30	9	L	
62	Enya15 mk4 tv				new in bx		£35	4	N	
63	Enya80x n.valve	0.8	cu	2 stroke	for 40/45	*sil fair X2	£5each	3	T	
64	ETA	5	cc	diesel	good	no sil	£125	11	T	
65	ETA	5	cc	Diesel	fair but old		£120	3	U	
66	Exhaust silencer				for 60 Enya	NIB	£12	3	X	
67	Frog 1.75				v.good		£110	4	Q	
68	Frog 100				good mounted		£60	15	R	
69	Irvine .75		cc	diesel	excel in bx		£75	8	S	
70	IRVINE MILLS	0.75	cc	Diesel	in use		£60	3	V	
71	Irvine20 sport 11			diesel	new in bx+sil		£80	10	O	
72	John	0.8	cc		fair		£75	12	Q	
73	KB .28r/c Sportster				new in bx		£40	5	O	
74	KB Sportster r/c	0.45			new in bx		£40	1	L	
75	M ills .75 indian				fair		£35	5	Q	
76	McCoy	0.75		glow	new		£40	9	N	
77	ME Heron	1	cc	diesel			£30	8	N	
78	ME Heron		1 cc		v.good		£45	6	Q	
79	ME SABRE	1.5	cc	Diesel	good		£20	19	U	
80	Merco	0.35	cu	2 stroke	poor	silencer	£15	4	T	

81	Merco	0.49	cu	glow	poor	silencer	£15	8	T	
82	MERCO	0.49	cu	2 stroke	fair		£10	4	U	
83	MERCO	0.49	cc	2 stroke	good		£10	7	U	
84	MERCO	0.49	cc	2 stroke	fair	silencer	£15	8	U	
85	Merco 61				*fair	no carb	£10	8	R	
86	Mills	0.75			v.good original		£60	2	M	
87	Mills	0.75			fair		£45	4	M	
88	Mills	0.75			good condition		£50	7	M	
89										
90	MILLS original	0.75	cc	diesel	very good			10	U	
91	MOVO-D2	2	cc	Diesel		NIB	£125	1	V	
92	MP Jet 2.5	2.5			new in bx		£75	4	O	
93	OS FS-60				*good in bx		£75		P	
94	OS max				v.good in bx+sil		£35		P	
95	OS Max	0.5	cu	2 stroke	*poor		£15	11	T	
96	OS max	0.15	cu	2 stroke	very good	no silencer	£35	5	U	
97	OS Max	0.25	cu	2 stroke	*fair	silencer	£15	13	U	
98	OS Max	0.35	cu	2 stroke	*fair	silencer	£25	16	U	
99	OS Max	0.5	cu	2 stroke	poor	no silencer		17	U	
100	OS max 10				v.good +silencer*		£25	5	S	
101	OS max 15FP				excel in bx		£30	6	O	
102	OS max 40R/C				v.good in bx		£25		P	
103										
104	OS max FP	0.4	cu	2 stroke	*very good		£35	15	U	
105	OS max FP	0.4	cu	glow	v good	silencer	£30	9	Y	
106	OS max FP	0.35	cu	2 stroke	good condition	NIB	£40	1	Z	
107										
108	OS Max FP40				excel in bx		£30	7	O	
109	OS max FP40				excel		£35	5	R	
110	OS Max H	0.6	cu	2 stroke	poor	no sil	£20	6	T	
111	OS max SF40				excel	silencer	£40	7	R	
112	OS maxFP	0.1	cu	2 stroke		NIB	£35	4	Z	
113	OS maxFP	0.2	cu	2 stroke		NIB	£35	5	Z	
114	OS maxFP	0.15	cu	2 stroke	very good		£30	6	Z	
115	OS maxFP	0.25	cu	2 stroke	*fairly good		£35	7	Z	
116	OS maxFS	0.26	cu	4 stroke	in use			11	Z	
117	OS maxFX	0.46	cu	2 stroke		NIB	£75	2	Z	
118	OS maxLA	0.4	cu	2 stroke		NIB	£40	8	Z	
119	OS surpass FS	0.4	cu	4 stroke	good condition		£50	3	Z	
120	OS surpass FS-26			4stroke	excel in bx		£100	5	K	
121	OS surpassFS	0.7	cu	4 stroke		NIB	£90	9	Z	
122	PAW	1.49	cc	diesel	good	no sil	£15	7	T	
123	PAW	2.5 1.9	cc	2 stroke	excellent		£25	22	U	
124	PAW	0.8	cc	Diesel	excellent	on pod		25	U	
125										
126	PAW	1.49	cc	Diesel		NIB	£25	3	W	
127	PAW	1.5	cc	Diesel	good		£35	4	W	
128	PAW				parts RC Throttle		£20	5	W	
129										
130	PAW	1	cc	Diesel	fair		£15	1	W	
131	PAW 06 BB			diesel	v.good in bx		£30	7	Q	
132										
133										
134										
135										
136	PAW Mk 1 BB	0.049		diesel	new in bx r/c		£40	7	L	
137	paw Throtls x3 r/c				good		£25	10	T	
138	PR					silencer	£5	21	U	
139	Repro Deezil	0.4	cc	diesel	new	no sil	£100	17	T	
140	SAITO	0.45	cub	4 stroke		NIB	£75	13	V	
141	Silen Enya 60 prob						£8	11	R	
142	Silencer P&R						£3	10	R	
143	Silencer small						£10	12	U	
144	Stentor 6				not for sale			3	R	
145	SUPER TIGER	0.29	cu	2 stroke	very good			2	U	
146	SUPER TIGER	0.6	cu	2 stroke	excellent	silencer	£40	23	U	
147	SUPER TIGER S	0.4	cub	2 stroke	fair good		£35	14	V	
148	Super Tigre				v.good inbx		£50		P	
149	Super Tigre				in bx					
150	Super Tigre .29K				new in bx+sil		£40	2	L	
151	Super Tigre 34				*good		£25	6	R	
152	Super Tigre 51				good	no sil	£15	1	R	
153	Super Tigre 60				v.good in bx		£40	4	R	
154	Super Tigre S29				excel in bx		£35	3	O	
155	Super Tigre S61				excel in bx		£50	3	L	
156	Taifun Hobby				v.good		£45	7	N	
157	Thun Tigre GP-07				new in bx		£40	8	O	
158	THUNDER TIGER	0.15	cub			NIB	£40	15	V	
159	Torpedo 35						£15	5	N	
160	uper Tigre S34				excel in bx		£30	2	O	
161	Webra	1.5			v.good needle valve		£20	6	S	
162	WEBRA	1.7	cc	2 stroke	excellent			9	U	
163	Webra 1.5	0.09	cu		no valve excel		£30	3	N	
164	Webra 1.5				v.good*		£25	9	Q	
165	Webra 61F				good in bx no sil		£2		P	

Editors Note: These engines are the collection of the late John Wingate
Enquiries for purchase may be made to:
Kathy Wingate email: john_wingate@sky.com or Editor email: johnhandrews@tiscali.co.uk
Delivery method to be agreed and if posted, at cost.

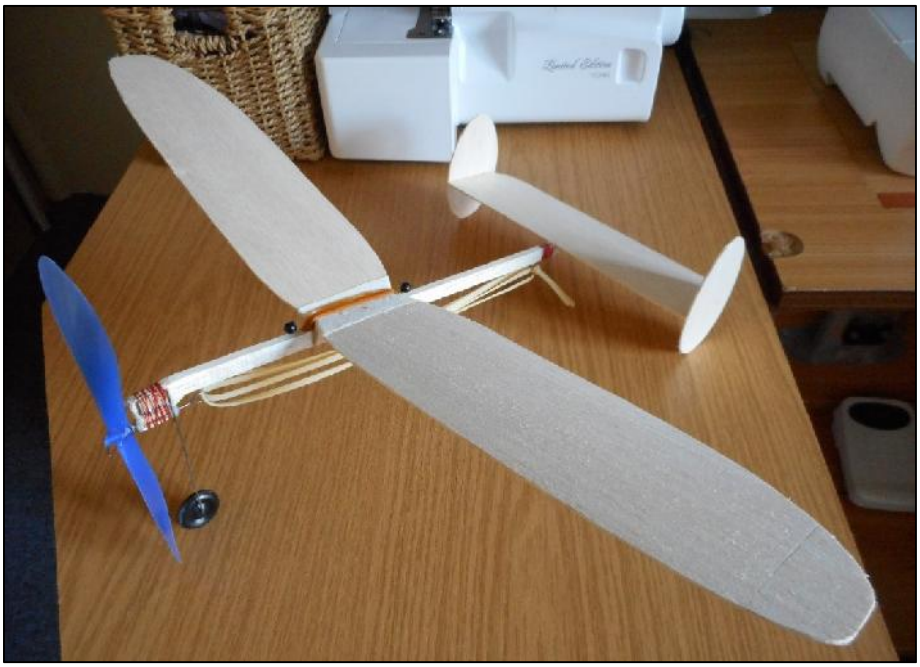
Kathy Wingate

Letters to the Editor

Jim Paton:
Wallop,
Sad news and the end of an era. Would it not be too difficult to use Salisbury Plain and encourage sports flyers to bring a picnic. Perhaps one event initially, and take it from there.
Jim Paton.

Rae Emery:
As a long standing visitor to Middle Wallop and member of Sam 1066, I am saddened at the loss of Middle Wallop. I would like to express my appreciation to yourself, committee members, and especially Roger Newman for all efforts made on behalf of Sam 1066 members in attempting to resolve the issue,
Hopefully things may change for the better in the not too distant future.
Best Regards, Rae Emery
raeandrene.emery@talktalk.net

Patrick McGuire:
Just to express my sadness at the loss of Middle Wallop. I've been privileged to see some great models and great flights there over the years. We are all going to miss it, especially with so few other venues available. As an 'ordinary' modeller can I express my thanks to everyone involved in MW down the years. It was a heroic effort, much appreciated, and gave great pleasure. My visits were likely to be curtailed anyway due to some 'dizzy falling over incidents' recently! None of us can hold back time and tide!
I enclose a pic of my latest, curiously enough a Buzzard by Bill Dean, made from his book of balsa models, as featured in the mag last time. First 'rubber job' I've made in decades! Wife not impressed by first flights. I'm afraid I've never been able to impress her much such is life!
Sincerely, Patrick McGuire.



SWALLOW

18-in. SPAN TOWLINE/CATAPULT LAUNCHED GLIDER

BUILDING TIME
4 HOURS

THE butterfly-tail *Swallow* is a highly efficient glider capable of flights of much longer duration than the smaller *Hawk*. The two factors mainly responsible for the increased performance are the airfoil-sectioned flying surfaces and the special towline/catapult launching method.

1. Trace all the parts (A, B, C, D, Y and Z), then attach them to the appropriate thickness sheet, noting the grain direction. Choose *medium-hard* (*MH*) balsa for the fuselage pieces (A and B) and *medium* (*M*) balsa for the flying surfaces (C and D). Cut out all the parts, then pin 'C' and 'D' to pieces of sheet and use them as patterns for the other panels.

2. The fuselage consists of three pieces of laminated sheet. Smear one side of the central core (A) with cement and pin it over the top of one of the rectangular sides (B), as shown in the center photo below.

3. Trace the 'trimming lines' on to the wing and stabilizer (top surfaces) and mark with a ball-point pen. Carve the sheet *outside* the trimming lines with a very sharp razor blade—to obtain the required airfoil section—then smooth down with the sanding sheet. Finally, complete the flying surface panels by sanding away the trimming lines.

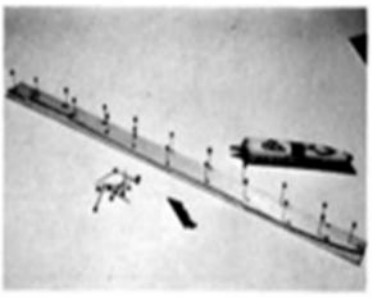
4. Unpin the fuselage assembly from the building board and carve away the surplus wood from the 'B' piece—with the exception that *no cut-outs should be made in 'B' for the flying surfaces*. Smear cement over the other face of 'A' and place it over the top of the second 'B' piece. Pin down to the building board and leave to dry.

5. Now turn back to the flying surfaces again. The roots of these must be shaped to the correct dihedral angles, so place the panels on the building board and sand them, using the building board edge as a guide (see photo 4 on adjoining page). Coat the end grain of the roots with cement—to provide the best possible joining faces.

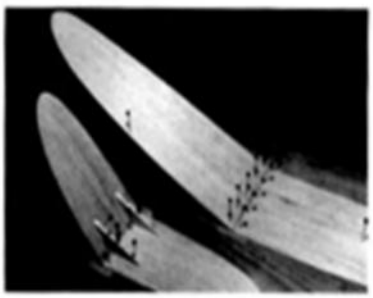
6. Pin the right-hand wing panel down flat on the building board. Mark the position of the 'Z' dihedral packing on the *underside* of the left wing panel, then cement the two panels together, packing up with 'Z'.

7. Pin the right-hand stabilizer panel down flat on the building board. Pin the two 'Y' dihedral angles to it as

Shaped parts for SWALLOW. Note the trimming lines on flying surfaces.



Pin fuselage core (A) over one of 'B' sides Add other side later.



Join the flying surfaces together with aid of dihedral angle pieces.

shown in the photo, then cement the left panel to it—pinning securely to the upturned arms of the 'Y' angle pieces.

8. Unpin the fuselage from the board and carve away the surplus wood from the second 'B' side. Slightly 'vee' the top edges of the 'B' side pieces at the wing and stabilizer positions—to allow for the dihedral angles of the flying surfaces. Unpin the flying surfaces from the board and add 1-in. wide cloth patches to the central joints.

9. Squeeze cement in the fuselage 'vee' for the stabilizer. Pin the stabilizer in position and check that it lines up correctly in the top and front views before the cement has time to set—then install the wing in a similar manner. Smear plenty of cement around the fuselage/flying surface joints.

10. All that now remains is to push a pin into the wing at the central joint (above black arrow) and add nose weight until the model balances level. Make up the tow-line/catapult as described in the following paragraph.

11. Cut a 6-in. length from a piece of $\frac{3}{16}$-in. diameter hardwood dowel and sharpen one end like a pencil. Close to the other end, cut a shallow groove and tie a 10-ft. piece of $\frac{1}{8}$-in. flat model aircraft rubber in place. Tie a 20-ft. length of strong white thread to the other end of the rubber, then tie an extra large paper clip or small curtain ring to the other end of the thread. Finally, fasten a small piece of cloth (4 × 1 in.) to the thread, 6 in. from the paper clip.

FLYING

In view of their thickness, the flying surfaces are not likely to warp easily, but it's still a good idea to check them carefully before taking the model out to the flying field. Obtain the correct trim by gently test gliding into wind, from shoulder height, varying the amount of nose weight as required. Add a little more weight to correct a 'stall' or take off a little if the model dives. When trimmed to the best gliding angle, the model should touch down at about 30 ft. away from the launching point.

Gently twist up one of the wing front edges to obtain a *wide* turn. Leave the stabilizer panels strictly alone, except to correct warps. Quite long flights can be obtained by hand launching, with the wings banked to obtain a circular flight pattern, but for maximum duration use the towline/catapult.

MAKING WING PANELS. 1. Cut second panel using first one as pattern. 2. Carve airfoil shape. 3. Finish with sandpaper. 4. Sand roots to correct dihedral.

Push the sharpened end of the dowel into the ground and lay out the rubber and thread *downwind*. Place the tow-ring in the fuselage notch and stretch back until the model is 40 ft. from the dowel-anchor. Hold the model on a level keel at a height of 2 ft. above the ground—then release. A loop will probably result, followed by a circling flight. Note the direction of the turn, then bank the wings *slightly* in the opposite direction for the next flight. This will give an 'S'-shaped flight pattern, with the model levelling out at a considerable height.

Providing the model does not turn too sharply, increase the stretch to about 50 ft. from the dowel-anchor. However, the wings must only be banked very slightly, as the increased launching speed will have a tendency to tighten up the turn.

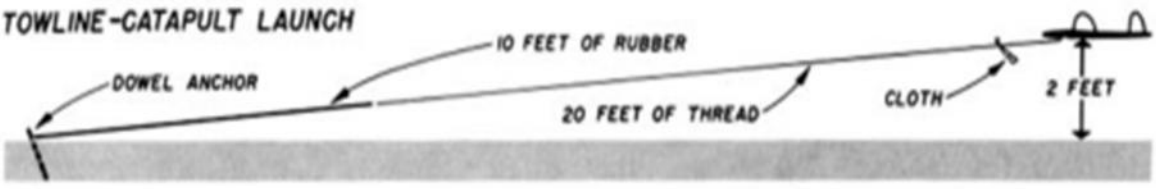
After a few tests, you will find that the longest flights *do not* always result from pulling back the line to the maximum amount. Good flights may also be obtained by gently hand launching into wind from the top of a hill or rising ground.

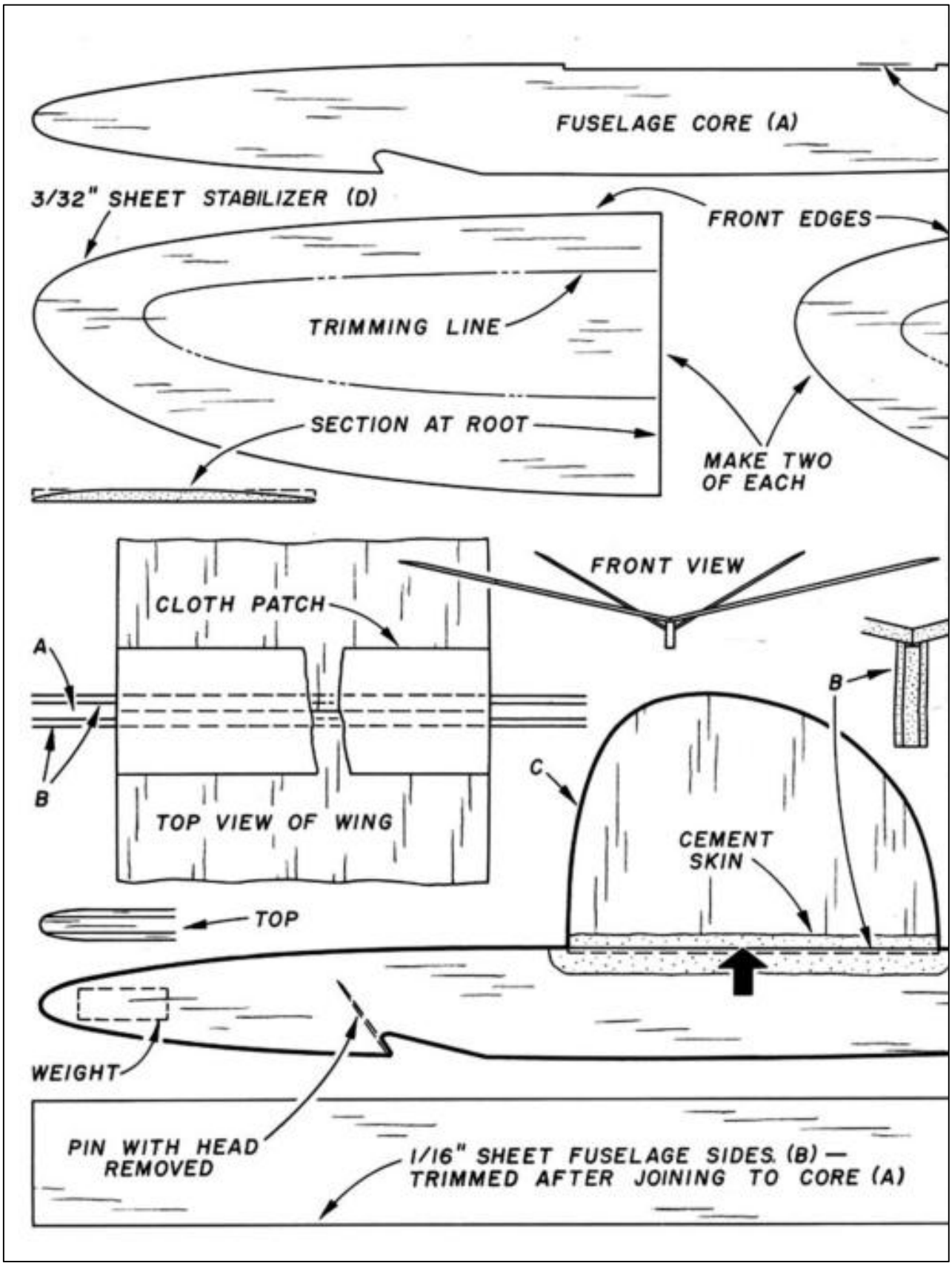
MATERIAL LIST

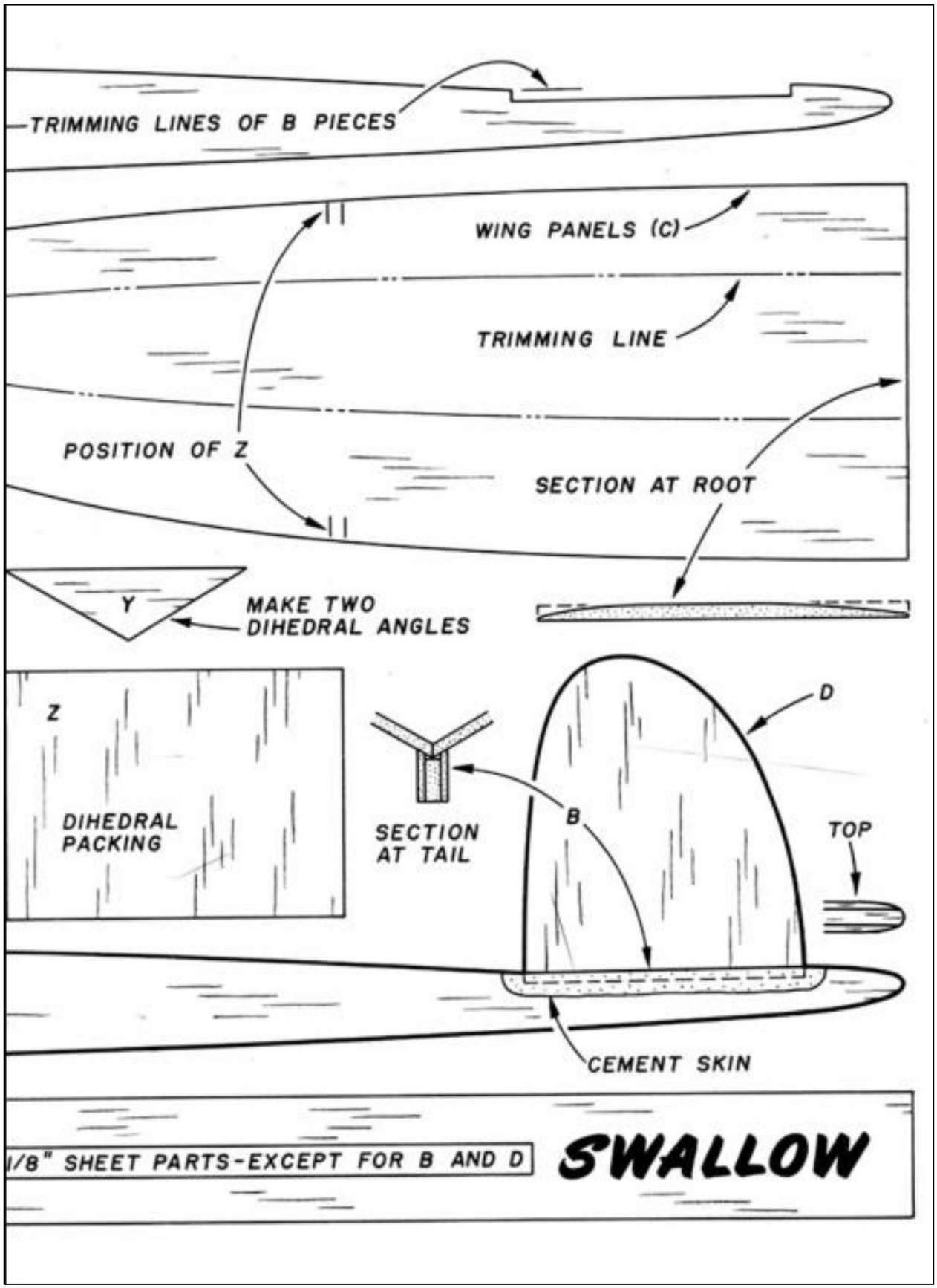
Sheet—$\frac{1}{16}$" × 3" × 18" (MH)
Sheet—$\frac{1}{16}$" × 3" × 12" (M)
Sheet—$\frac{1}{8}$" × 3" × 30" (M)*
6 in. of $\frac{3}{16}$" diameter dowel
10 ft. of $\frac{1}{8}$" rubber
20 ft. of strong thread

*MH fuselage

TOTAL COST: About 75c




FUSELAGE CORE (A)
3/32" SHEET STABILIZER (D)
FRONT EDGES
TRIMMING LINE
SECTION AT ROOT
MAKE TWO OF EACH
FRONT VIEW
CLOTH PATCH
A
B
TOP VIEW OF WING
B
C
CEMENT SKIN
TOP
WEIGHT
PIN WITH HEAD REMOVED
1/16" SHEET FUSELAGE SIDES (B) — TRIMMED AFTER JOINING TO CORE (A)

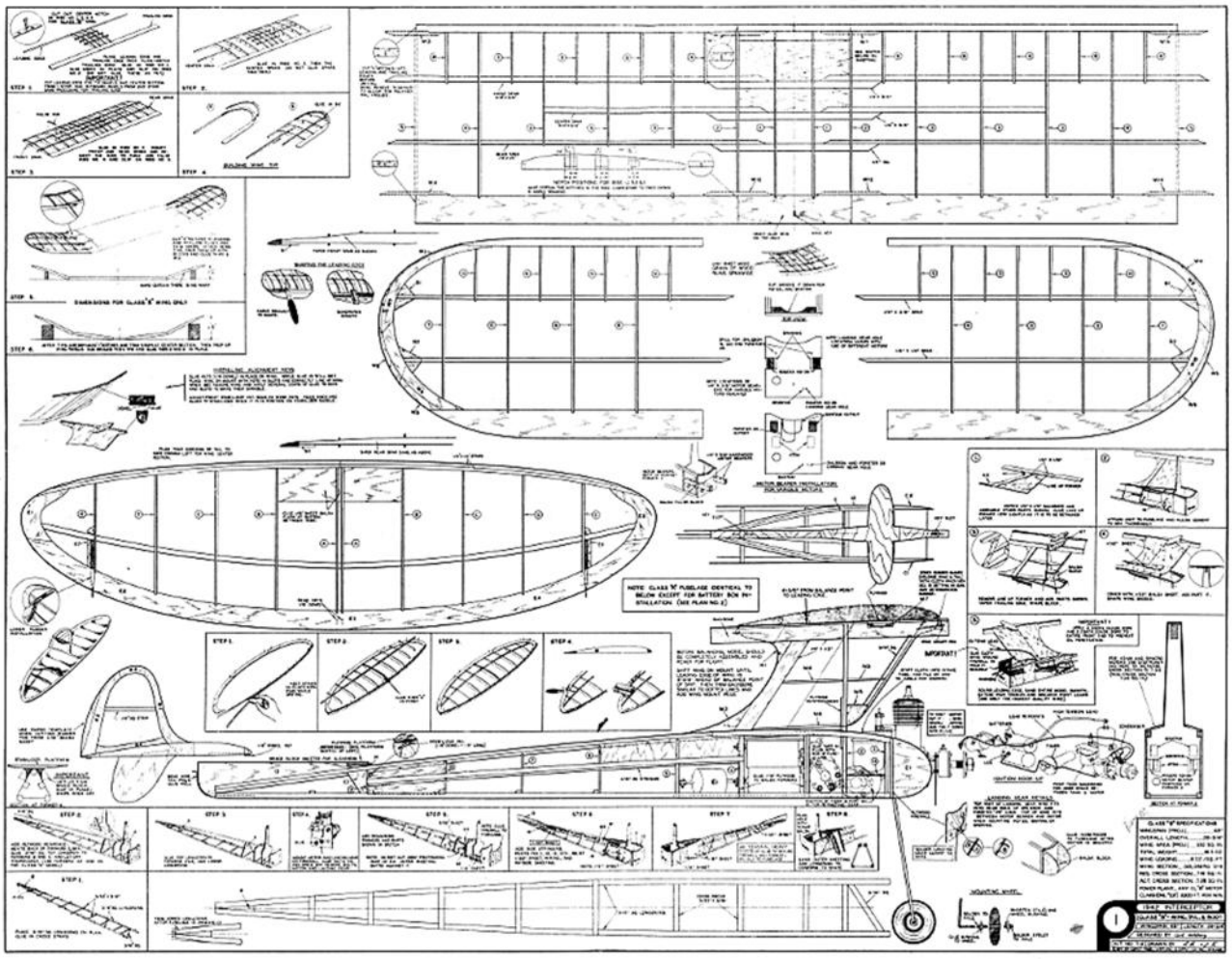

TRIMMING LINES OF B PIECES
WING PANELS (C)
TRIMMING LINE
POSITION OF Z
SECTION AT ROOT
Y
MAKE TWO
DIHEDRAL ANGLES
Z
DIHEDRAL
PACKING
SECTION
AT TAIL
B
D
TOP
CEMENT SKIN
1/8" SHEET PARTS-EXCEPT FOR B AND D
SWALLOW

Bill Dean

Interceptor - John Thompson

My Interceptor.

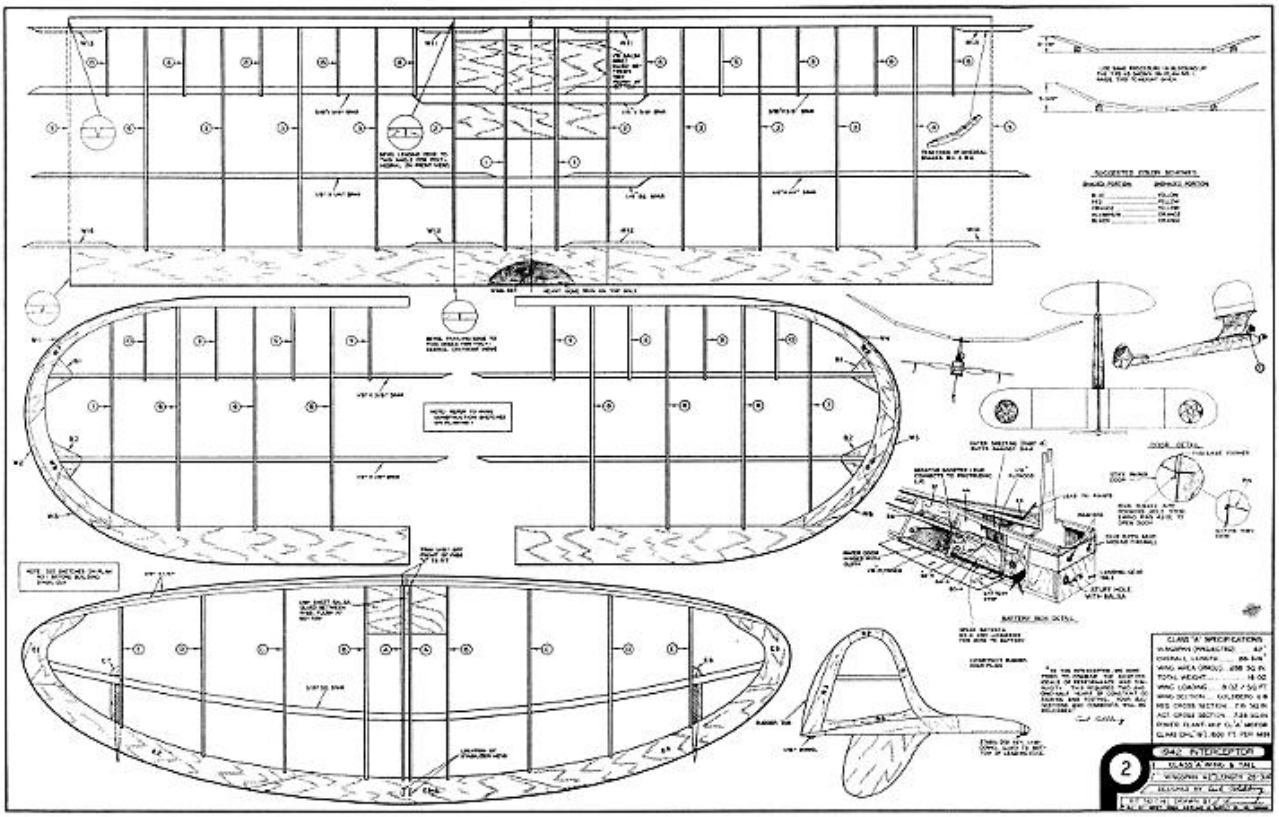
The 1942 Carl Goldberg Interceptor comes in two sizes as an 'A' (290 sqin) and a 'B' (330sqin). The model was probably around in 1939/40, as it was a move towards a simpler model than the original Zipper pylon model.

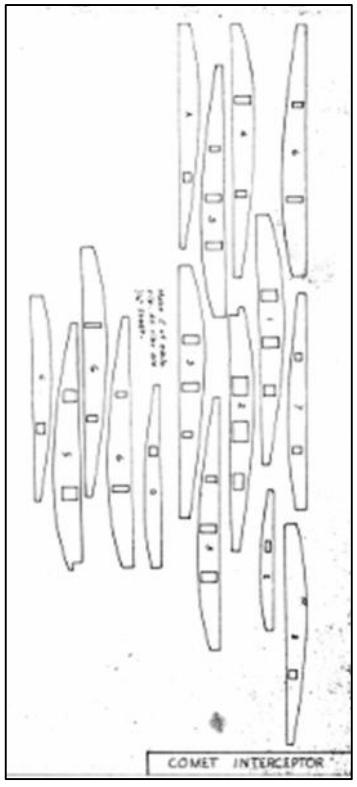


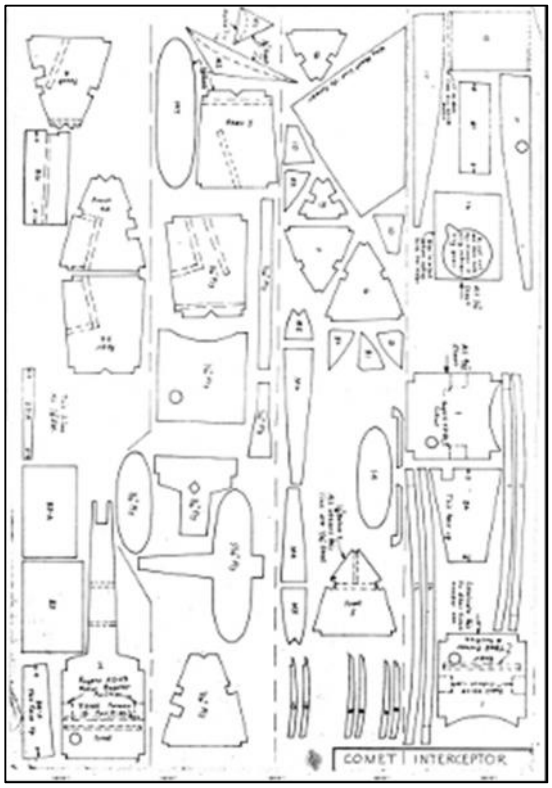
I built one, an 'A' some 22/3 years ago to use in mini-vintage events. It was not really competitive as there is too much wood in the construction and it is impossible to keep the weight down for competitive results. However it was variously powered with a PAW 80, a Cox 0.51 and finally an Elfin 1.49. no real trimming problems were encountered. I did however try for improvement by moving the CG back from the design 66 % position. This had the desired effect of increasing the climb speed but had the side effect of having a vertical dive patterned glide, so was abandoned.

Recently Al of Ruslip has been writing of his adventures with this model, flat spins, suggestions from across the Pond that the fin is too small and other trimming matters.
This prompted me to resurrect my model, looking at it I knew that it would fly with an Elfin1.49, something more adventurous was required. However I knew that with the construction shown on the plan, too flimsy wing and tail construction it would not be goer with more power.
So I decided to build a model to the same design but with what I would call is improved construction also it would be hopefully lighter. This resulted in a, flat plate fuselage, same side area etc, wings and tail with laminated tips and a webbed I spar wing and multi-spar tail. As an aside the construction used on the original was for a petrol engine which required a 'fat' fuselage, spars through the wing ribs (a pet hate of mine) were for some reason all the rage in those days. Kitting reasons and building satisfaction probably played their part.

For lightness I decided to use a K & B greenhead torp 15, this on high nitro will turn an 8x3 Master at 15k (probably around .25 bhp, compared to the Elfin 1.5 of 13.5 k. Because of its lightweight the total power package is similar. The Greenhead is side exhaust on the left, this has the undesired effect of, if mounted upright, spraying the exhaust over the timer etc. If mounted side winder the needle valve is pointing down and is vulnerable, if this is then reversed with the needle at the top one burns fingers from the exhaust straight on to them. I suspect that these reasons lead all other manufactures to use a right side exhaust from then on.
So what to do, I mounted it inverted, with DT landings and the Heather and Gorse where I fly no damage was envisaged, so it proved to be. It also proved that I could hold the model right wing down for starting, thus avoiding the possibility of flooding. It certainly looks different.
The pylon was built with minimal thickness, 11 mm, to house the RDT and Tracker units.
My trimming set-up favours a vertical launch, as I find I can obtain greater consistency of launch. An important factor with power models. Initially I set the CG at 60 %, not being sure of the down-thrust effect of this short coupled model, but quickly moved it back to the design position of 66 %.
The model climbs in an almost vertical one turn sweep pattern in 10 seconds, with excellent transition to the glide. This latter is not too bad. On the altimeter the model reaches around 560 feet in about 11 seconds. It is steady as rock in the climb pattern R/R, even in 10/15 mph winds. How I know this is that calm weather has been at a premium this year!
No flaws showed up in the basic design in this or my previous model. Yes I would say that the fin and sub-fins are right on the edge of smallness, but did not present me with any problems. So all I would say is the Carl Goldberg got it right for a basic pylon model designed with cross section rules. I have only ever seen one other, which was that of the late Tony Hall which, diesel powered, climbed in a classic regular steady spiral.







These details can be downloaded from the Outerzone web site

Model data.
Wing area 290 sq ins - Tail 95 sq ins 32 %
Engine K&B greenhead Torp 15 Master 8x3 15 k on 30% nitro.
Wing 60g, - Tail (fin, subfins 3g) 18g, - Fuselage (box 28g, pylon 16g) 65g,
Power package /timer /rdt etc 157g

Total 300 g 10.6 ounces

Set-up
Wing +3 degs, - Tail +1.5 degs. - Cg 66 %. - Thrust line 10deg down and 4deg left.
Wing - no warps only 2 deg washout both tips.

John Thompson

Croydon Wakefield Day - Ray Elliott

Salisbury Plain 8th May 2016

Rain on the A303 on the way down to Salisbury Plain did not augur well for a good day's flying. However it was not the rain that was the problem (that cleared away before the contest) but the stiff south easterly breeze (15-17 mph in the afternoon) which developed soon after the contest started and remained with us all day. This had been forecast and resulted in a low turnout with even fewer hardy souls actually flying. Salisbury Plain can be hard work for ageing limbs in these conditions. At least it was warm, though, which was generally welcomed.

8 oz Wake was the most popular event with 4 entries. Peter Jackson was the winner flying his Lim Joon with a score of 5.13, being the only one to make all 3 flights. Robin Kimber was second with 2 maxes; he didn't make his third flight as he was unable to find his model. Peter Michel was third having made one flight but decided that the conditions were too exhausting so retired. It was that sort of day.

4 oz Wake had only 2 entries; Peter Hall won with 2 maxes after Jim Paton's Lanzo Duplex crashed on launch on his second flight and without a spare he had to abandon. It should be noted that Peter's model actually failed to DT on his second flight, luckily coming down after 5 minutes or so. On retrieving the model Peter realised that he had failed to pull out the timer start pin. The moral of this story would seem to be switch to a toggle type DT release.

In F1B Ted Tyson and Geoff Stringer, the only entries, decided they'd had enough after 1 max each and agreed to share the spoils.

In the Norman Marcus Challenge Pete Jellis was encouraged/persuaded to have a go with his RAFF V and it actually got away nicely in the wind. Unfortunately after 30 seconds or so it dived in. On collecting the damaged model it was found that the rear motor peg had come out. No comment.

In conclusion a tough day with the stiff breeze on an undulating site. One thing you can say about Salisbury Plain; Middle Wallop it ain't!

Let's hope we get better weather for Coupe Europa in October.

Croydon & DMAC would like to thank the London Area of the BMFA for their support in running this event.

Results

8 oz Wakefield

1st - P Jackson (Lim Joon)	5.13	2nd - R Kimber (NRG)	4.00
3rd - P Michel (Hereward)	1.53	4th - R Owston (Lim Joon)	0.43

4 oz Wakefield

1st - P Hall (Lanzo Duplex)	4.00	2nd - J Paton (Lanzo Duplex)	2.00

F1B

Tie 1st - G Stringer	2.00	Tie 1st - E Tyson	2.00

Marcus Challenge

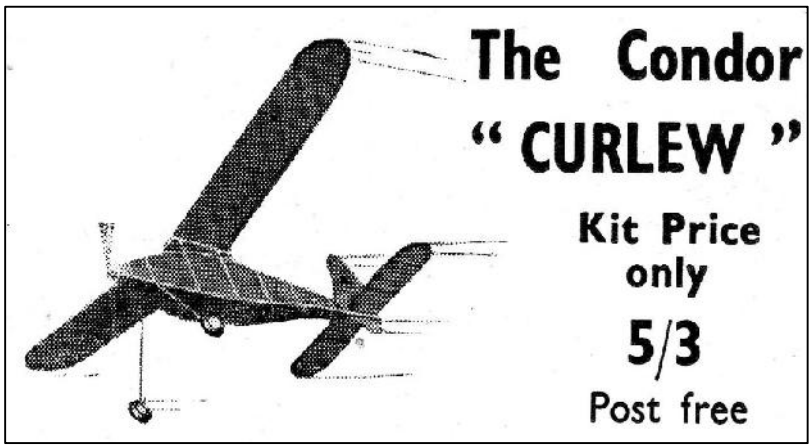
1st - P Jellis (RAFF V) 0.33

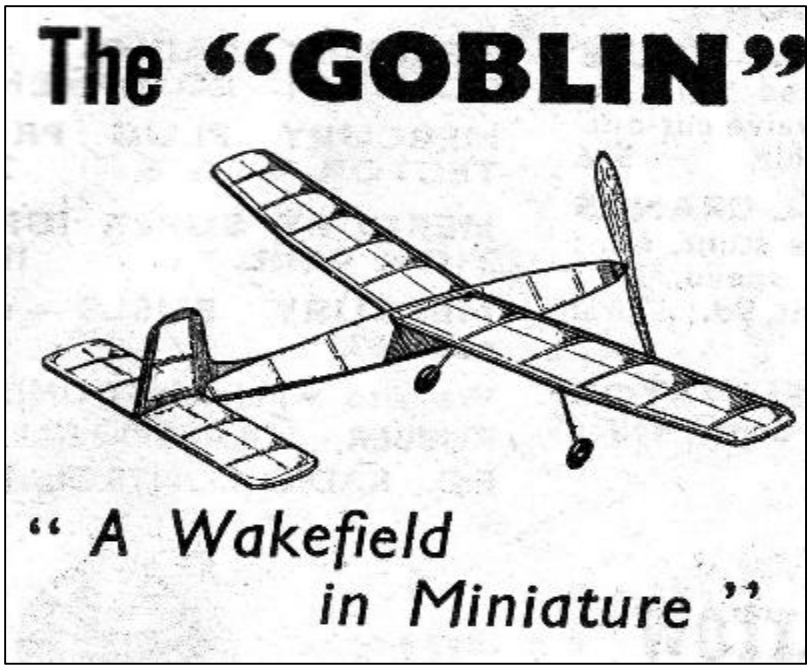
Ray Elliott

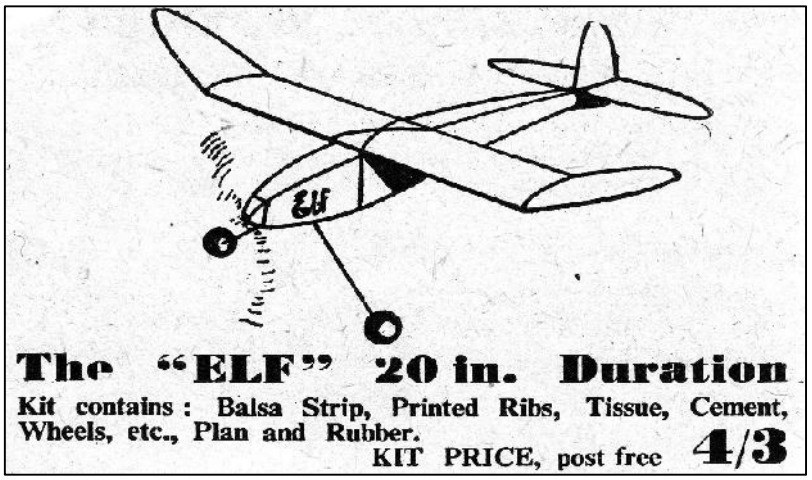
The DBHLibrary (Magazines) - Roy Tiller

Report No. 65. Little fields, little models and lots of fun.

If you have ever been to one of the model flying meetings organised by Peterborough MFC, held at Nene Park ,Peterborough, you will know what I mean by lots of fun with little models on little fields. See their web site www.peterboroughmfc.org for details of the meeting in September.







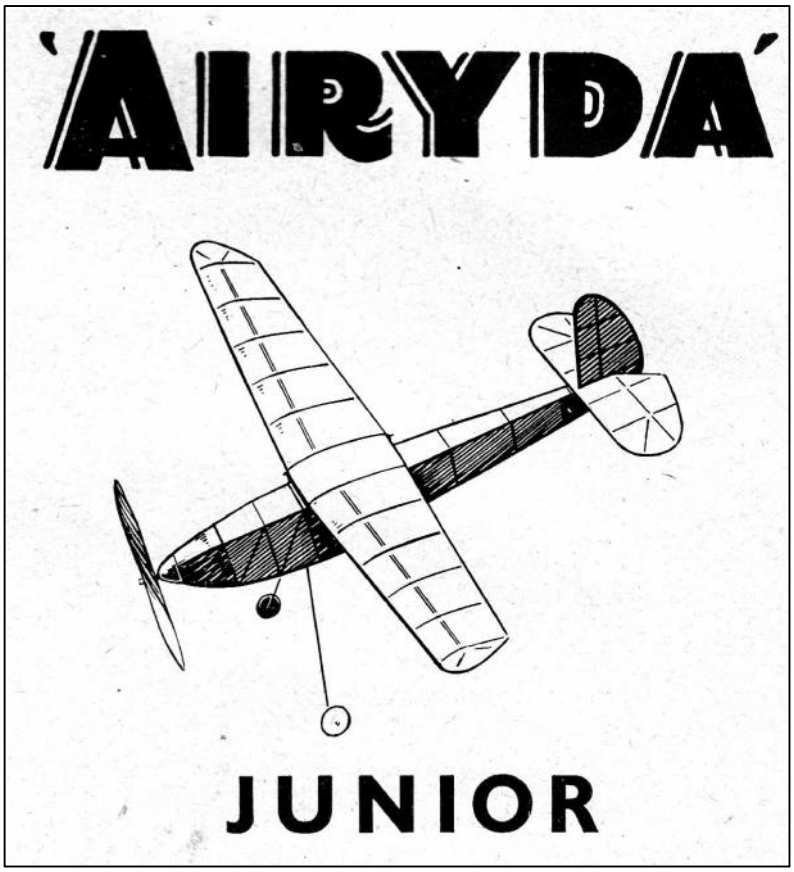
In the hope that we may find a flying field in the South, be it ever so little, or not so little, below are some extracts from adverts for British vintage kits for under 20" span rubber models, which may hopefully grace your building boards.

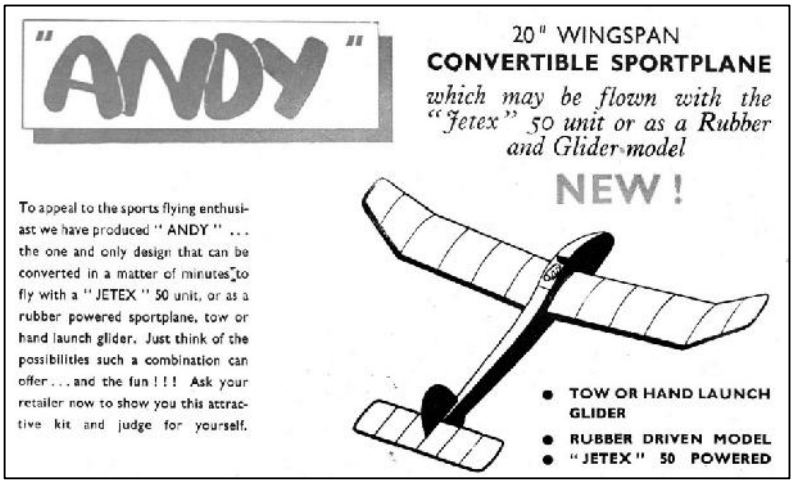
To start, a pair of Veron models. First the Condor Curlew, designed by Jack Leadbetter and recommended by Andrew Longhurst who found it to be one of those models which "is better than the sum of its parts". The quote is from memory, I hope that Andrew will forgive any error.

Next the Goblin, a Phil Smith design, styled on a Wakefield layout. I have seen one of these really go. It was a Pete Redhead built model which he gave to my wife Barbara to use in the Bournemouth MAS P20 club competition. It was doing really well until it caught a Beaulieu boomer and disappeared into the blue.

Now for the Elite Elf, designed by that famous creator of the Senator, Albert E. Hatfull. We used this for a Bournemouth MAS one design competition and it proved to be a good performer.

The Airyda Junior plan was lost for a long time but in his column in SAM 35 SPEAKS in Jan 1995 Andrew Longhurst was able to show the plan, so it has now been "not lost" for a long time.





The plan had been donated by Joe Ferguson who found it in his loft in Scotland. Joe reported that he had built many examples for himself and his grandchildren and they all flew a treat.

Ron Calvert designed a number of Airyda models but I cannot pin down whether the Junior was his or not. Can you confirm or advise otherwise?

The Halfax Andy was advertised in Model Aircraft Aug 1950 and reviewed in Aeromodeller April 1951.

A design which can be converted in minutes from Jetex power to rubber power or to tow line glider. To quote the advert "Just think of the possibilities such a combination can offer…and the fun ! ! !"

Absolutely irresistible, but disaster, no copy of the plan to be found. To the rescue came Lee Richardson who recreates plans from photographs of a model, using I assume some magic and a computer. Armed with a plan from Lee I built my model to quickly convert to all three modes. I did test glides from a hand launch, just as part of the trimming process but I never did try towing it up. With a Rapier unit on board, it flew well under power and on the glide. Then with a rubber motor and plastic prop it trimmed out OK, again both power and glide. Yes, it had to happen, Rapier unit installed on top of the fuselage, rubber motor inside and prop up front. Fully wound, fuse lit, wait for the Rapier to be blasting out, and let her go! Lovely initial climb, kept going up under rubber power and a glide like the proverbial bag of spanners. Lost it later flying just under rubber power. One of my favourites, must build another one.

Plans for the above available:-

Veron designs from Colin Smith, email csmithbmth@gmail.com

Elite Elf ref No 5185 Roger Newman, email rogerknewman@yahoo.com

Halfax Andy from Lee Richardson, email rara.avis@hotmail.co.uk

Is there a plan supplier for the Airyda Junior? Otherwise use the A5 from SAM35 Speaks Jan 1995, photocopied to give 20"span.

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

Roy Tiller

BMFA 4th Area, N.Luffenham - John Andrews

North Luffenham Sunday 15th May, there were an equal number of cars on the opposite side of the runway

Martin Pike and his two children stayed with us in Rugby for a couple of days and on the Saturday prior to the Luffenham event we all spent the day at the 'May Fly' meeting down at Old Warden. We did not read the weather possibilities correctly and our choice of clothing was a little on the light side. Although the day was bright and sunny for most of the day the cold wind got through to my ageing bones such that Rachel and I visited the BMFA stand and bought two sweat shirts to add to our wardrobe. Incidentally the new blue/red BMFA logo on the navy blue sweatshirts left more than a little to be desired. It really needs to be larger on a white background. All in all it was a good day out watching the C/L events once we were fed in the café and well warmed up.

On the Sunday we were all off to North Luffenham where I was intending to fly Mini-Vintage with my 'Pinochio'.

I also had with me my 16 year old 'Tomboy' with which I hoped to post a time for the SAM2001 International Tomboy Postal. I had had an e-mail from Curzio Santoni in Italy reminding me that the event finished at the end of the May and having won the event a couple of years' back I felt obliged to give it a go and promised Curzio to make an attempt at Luffenham.

The first order of business at the field was to fly Mini-Vintage so I opened up my model box and assembled the 'Pinochio. Not having flown it for some time I looked back in the flight log and read that the 'Pinochio' was in need of a little more glide turn so I stuck a small piece of 1/8 sq on the fin and prepared for a test flight. I started to wind and at about 200 turns a strand parted but being a test flight I ignored it and stuck another 100 on and stuffed it into the model. Murphy's Law prevailed and I put the model into really good air and the 'Pinochio' climbed high on the meagre turns and refused to come down until the DT popped. Rachel had a much longer walk for recovery than she had anticipated.

Back at base I decided to restring the rubber motor having knotted the broken strand. Repair completed I wound on 600 turns and made my first attempt at a comp flight. I loosed the Pinochio and up it went like a scolded cat. I then went to the car to dig out the second pair of binoculars and on returning to timekeeper Rachel, I found Murphy had been at it again and although the model climbed well up it then proceeded to fall out of the sky to record only 1-49, I could not believe it but unfortunately Rachel's new bright yellow stopwatch could not be doubted. Another strand had parted so I replaced the motor and made a second flight, Murphy was at it again, the 'Pinochio' shot up and hooked a monster thermal and even though the dt went shortly after 2min it was a further 4min+ before the model was down and Dr Martin was unable to find it. Mini-Vintage over.

I then turned my attention to the 'Tomboy' and moving to the edge of the field I fuelled up for a test flight to see how the 16 year old model was performing. I did not bother to refill the tank after starting the motor as the flight was really for check trimming. The old Irvine Mills 75 was slightly rich when I launched and the model climbed away slowly in a very wide LH circle. When the engine quit the model was not very high and there followed a very tight descending RH circular glide bordering on a spiral dive, only 1-13 on Rachel's yellow peril.

Trim adjustment was easy, I just cut off a little right turn packing on the fin and set off towards the edge of the field again for a second try. As I trudged across the grass my mobile phone rang and it turned out to be one of the Peterborough Club flyers who had found my 'Pinochio' whilst out looking for another model. I was in a better frame of mind when I fired up the Mills for the next flight and with the engine peaked up a little better the 'Tomboy climbed away briskly in a nice steady LH circle and was just a dot in the sky when the engine cut. As I walked back towards my car the Peterborough Club flyer approached me holding my 'Pinochio' and all seemed well in hand. When I eventually got back to Rachel & Martin, who were timing the 'Tomboy' flight, I was told that the model had DT'd shortly after the engine stopped and was down in 3-30. I had obviously failed to set the DT properly, I normally give the Tomy a couple of turns then hook up the DT band but I must have forgotten to wind on the extra turns for a long DT time. Rachel recovered the old 'Tomboy' but unfortunately the model must have blown over after landing as the leading edge of the fin and tail-plane were badly damaged so no further attempts were possible. Still I had kept my promise to Curzio and I e-mailed him my time the next day, job done.

Martin Pike and son Rory wind a scale 'SE5' and Rory sends it on its way. The model shows promise on the flying front but I think it needs a slightly more scale like finish rather than the current artic camouflage colour scheme.

Scale man Ivan Taylor was also giving some of his scale models an airing and most were flying really well, as do most of his models. The twin engine rubber powered 'Mosquito' seen above was flying particularly well.

A pleasant day topped off with dinner in the Wheatsheaf pub up the road.

John Andrews

Secretary's Notes for June 2016 - Roger Newman

Planned SAM1066 meeting on Salisbury Plain

Following consultation with the FFTC, we have agreed a date of 7th August for a first SAM 1066 meeting on Area 8 of Salisbury Plain. Outline details are as follows:

Proposed Comps

Power: **-** E 36
Rubber: **-** Combined 4oz/8oz Wakefield; - Combined Vintage/Modern Coupe; Under 25"
Glider: **-** Over 50" Vintage/Classic; - Bungee 36"; - Vintage / Classic CLG / HLG

Sports Models:
Power/Glider/Rubber/Jetex/Electric unlimited

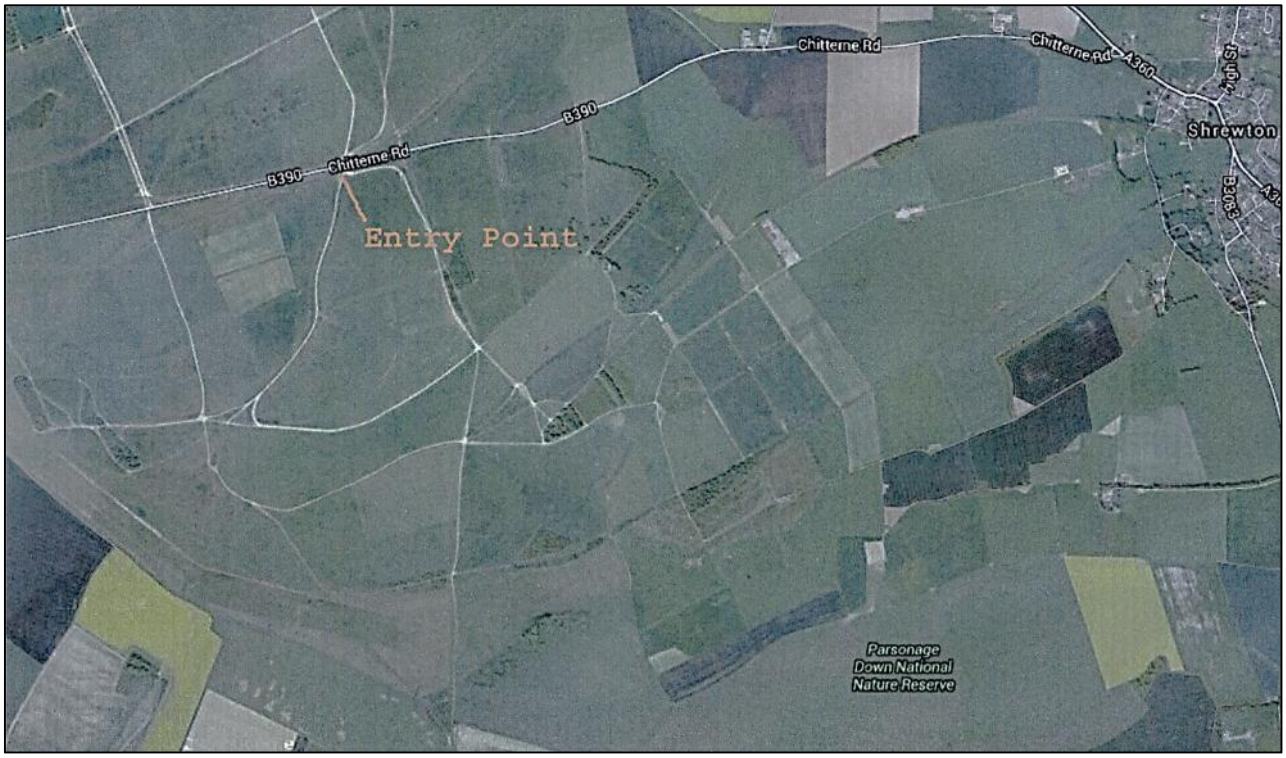
Arrivals from 9.00am onwards, comps start at 10.00am, comps end at 16.30pm, dt fly offs 16.45pm with prize giving at 17.30pm. This to give encouragement to those who like a relaxed contest! Off site by 6.00pm – however, if sports flyers wish to stay beyond 6.00pm they will have to make their own arrangements with alternative SP red card holders.

The use of RDT/conventional DT for sports models is not mandatory but is highly recommended wherever practical. Although the site area is large, we do not want to risk excursions out of it.

No Radio Assist

All persons who fly must have BMFA membership & there will be a charge of £6.00 per flier to cover the cost of the MoD licence fee & hire of a portaloo (mandatory requirement for organised meetings on SP). A map of Area 8 is shown – south of the Entry point script, access is from the B390 Shrewton to Chitterne road – approx 2.5 miles west of Shrewton. The off road route will be signposted and the flying area is determined on the day by wind direction.

Note: *As with all MoD sites, the Authorities can invoke cancellation at short notice. If this should happen, we will try to get a bulletin published on the SAM 1066 website so be sure to check before you travel.*



Last area meeting

Better weather than previous months at Beaulieu for a change resulted in some enjoyable flying for those who attended. I managed to get a few good flights with the rescued Lulu fitted with a new (replacement) RDT package which worked admirably. Moving onto my 36" Corsair eventually saw the bungee elastic give up resulting in the model trailing the nylon line & eventually snagging a gorse bush. At least it stopped the model flying away as the DT pin was still engaged – being attached to the nylon line, preventing the electronic timer from operating!



Pictures above:
Andrew Longhurst before long walk;
Chairman & Peter Hall discussing the weather & Lanzo Duplex;
John Hook preparing for another max with his Dixielander

Pictures below:
Tony Shepherd with his Le Timide;
Chairman in discussion again with Peter Tolhurst on the merits of a Scram


Drones et al

The latest BMFA News has comments about restrictions to flying sites coupled with drone activity. By now we are all well aware of the restrictions imposed upon us at MW for reasons which at face value appear draconian – at present we have to live with these & keep in touch with what happens within the MoD & the forthcoming major Defence Estates review planned for later this year. There are rumours of impending closure of certain bases through rationalisation, including that of MW. Time will tell.

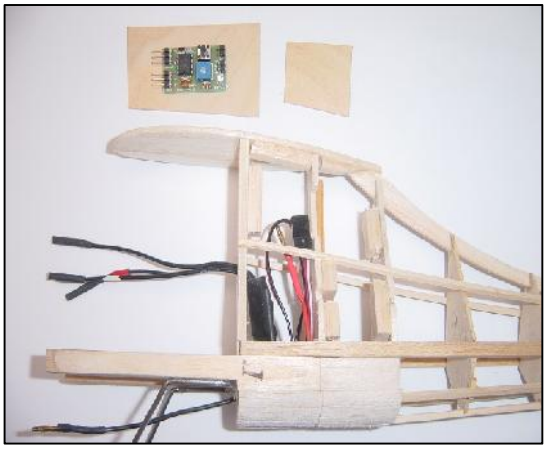
In the USA, information regarding registration of drones under the new FAA rules has been published. As of early May, some 40000 individuals had registered. Curiously of this total, some 50 or so were from countries other than the USA including 12 from the UK? Perhaps some long distance drone flights are planned! Equally as AMA membership is around 160000 & one assumes quite a few drones have been sold in the USA, the numbers hardly represent a resounding success for the scheme. Maybe its early days being only five months in?

Bits from Italian archive

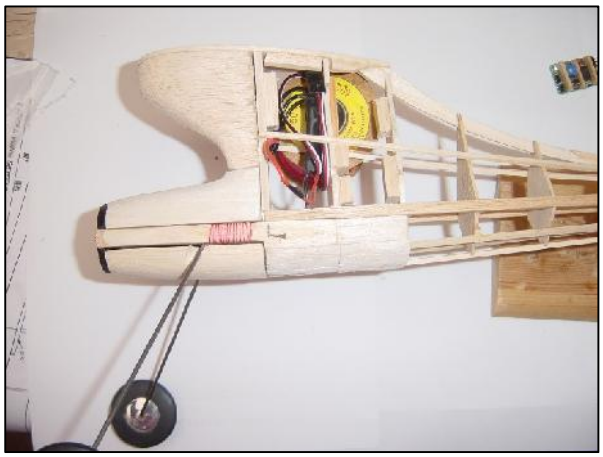
Roy Tiller has been active & has kindly listed a number of plans. There is sufficient material to keep him interested & gainfully occupied for a few weeks!

Bit on the electric Slicker Mite

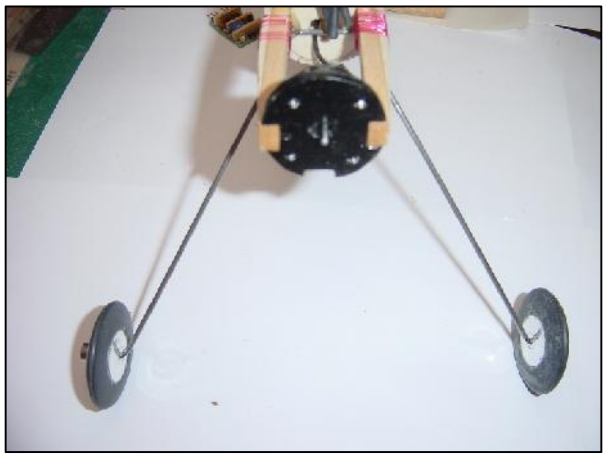
Progress has been slow but the end is in sight. The fuselage now has a three piece cowling, fashioned to accommodate the motor & battery, with the ESC attached by tie wrap to the first plywood bulkhead. Tricky bits yet to be finally sorted are shaping of the 0.8mm ply plate for a Dens electronic timer & a separate one for the dt servo, to follow the curves of the pylon. Hadn't realised how small is a Slicker Mite fuselage & how fiddly it is to shoehorn everything into a small space! I look forward to flight testing within a month or so.



Bare bones front end & ply plates



With cowling – motor buried under cowl



Motor mounted

What to build next & Jerry Stoloff

Idle thoughts do not necessarily lead to constructive ideas. But it is nice to let the mind wander occasionally. I know I have a backlog of "what to build next" inclusive of multiple kits & plans ready & waiting, but sometimes there is a desire to do something a bit different for that new power model! Cabin jobs are ok but they exist in relative profusion as do pylon jobs. Surveying what could be dug out & shown at the Wartime Wallop static display later this month revealed an ancient Diamond Demon – the fuselage is probably around 50 years old with an ancient Mills 75 installed, but with a "newish" wing & tail – maybe around 10 years young. It comes out a couple of times a year, has been fitted with fuse dt due to a propensity to fly away as it did some 4 years ago at Beaulieu, to be found up a tree some two months later near the Roundhills campsite & kindly retrieved by a nimble teenager.

The designer was Jerry Stoloff & a bit of research revealed an AMA potted biography (www.modelaircraft.org/files/**StoloffJerry**.pdf). His Spearhead Junior, modified for radio appeared as a free plan in RC & M E in 1998 but I've never seen a free flight version. Peter Carter has built & flown his Yogi at MW many times, another "floater" & a bit unusual being a twin fin pusher. Another of his models that is out of the ordinary is Swami, characterised by a gull mid wing & twin fins.

My Diamond Demon

Yogi

Swami & Spearhead Junior

All of these have a certain appeal. However, sorting through plans from the late John Wingate unearthed another candidate – Vic Smeed's Hussy. This is one of three very similar models designed by Vic around 1951 – Hell's Bell 60" span, which appeared in the Aeromodeller, Harpie – 50" span scaled down version & Hussy – even smaller at 40" span and scaled down yet again. We have the former in our DBHL library but not the latter two, tho' both are on Outerzone in a modern CAD format. The Aeromodeller plan of the Hussy is scannable so will be added to the library & has taken my fancy as a suitable next candidate – ideal for a PAW 1cc. The fuselage looks a predecessor of George Fuller's Stomper but the wing form is more akin to Larry Conover's Lucky Lindy having a flat centre section with "polyhedral" tips. I've never seen any of these three Vic Smeed designs flying anywhere so the challenge is there!

Roger Newman

Plans for the Month - Roger Newman

Power: Hells Bell in lieu of Hussy:

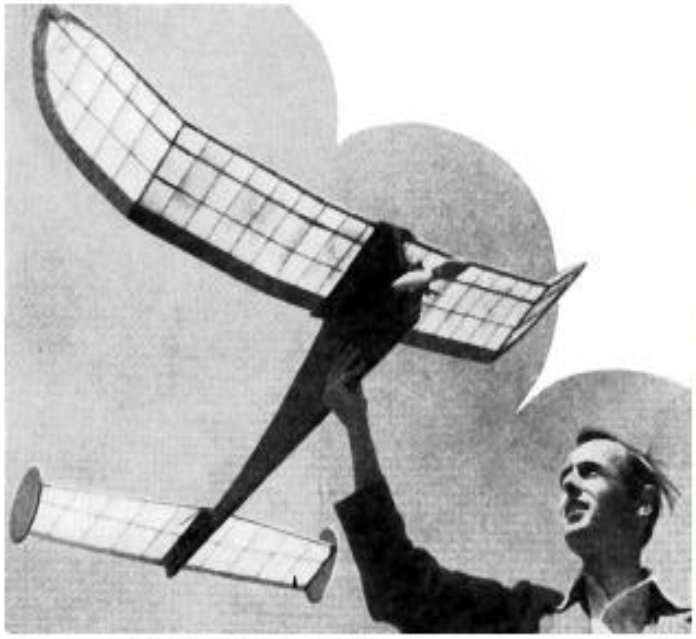
Aeromodeller 462 *August, 1951*

An outstanding Contest Power Model

Available in Three sizes, by well known A.P.S. Designer

VIC SMEED

HELL'S BELLE

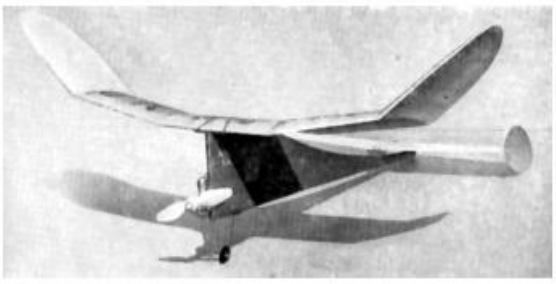


PURISTS, look the other way I Hell's Belle is a strictly functional design in which everything has been sacrificed on the altars of Performance and Durability. With this job, which recognizes no loading or cross-section rules, the fuselage is regarded as merely a means to secure motor, wing and tail in correct relationship, and to provide a little side area here and there. The result is a little short on looks but quite long on fly-ability, and the Belle's slow, stately flight has a peculiar grace of its own. Several models, rejoicing in such names as " Boozer's Gloom", " Flattened Fifth", "Dominant Seventh", etc., went into its development; all these jobs' incorporated the profile or near-profile fuselage, but variations were made in wing and power loadings, sections, wing and motor positions, etc. Performances were good on the whole, but each model had some vice or other—fragility, tricky trimming, and so on—which rendered it unsuitable for contest work. Hell's Belle was designed to incorporate all the lessons learned in two seasons with the earlier models, and features such things as low wing-loading (under 4 ozs. per sq. ft., or about 2.7 ounces. per sq. ft. of total area), low power-loading (7.5 ounces. per c.c.), ruggedness and easy trimming.

The first three flights, carried out on two fairly warm days, produced ratios of approximately 10:1, 18:1 o.o.s., and 35:1 o.o.s. The next few flights were in dead air and were devoted to trying to kill the single stall when the motor cut. The only contest success before the close of the 1950 season was flown in a 30 M.P.H. winds and steady rain; these conditions tested the model's ability to take punishment rather than its flying capabilities, and it tied for first with an average of a rather poor 5:1. A further series of tests in still air produced an average flight total of 1 min. 34 seconds, for an average motor-run of 7 seconds. The flying speed of the Belle is astonishingly slow, both in the glide and under power, although the climb is a tight, vertical spiral. Trimming is easy, and despite the low all-up weight, the job has shown itself capable of taking rougher handling than the average model. The fuselage is almost indestructible.

Construction is conventional except that only one fuselage frame is required, and that almost the whole model is built from quite soft balsa—soft enough to retain easily the imprint of a finger nail (M.H.N. 13 or 14). If a larger motor than the original's Elfin 1.8 is to he used, there is no objection to a slightly harder grade of balsa being employed, although the prototype proved itself adequately strong. Some experience is advisable on the part of prospective builders, and the following notes touch only upon points which might be of assistance to such modelers.

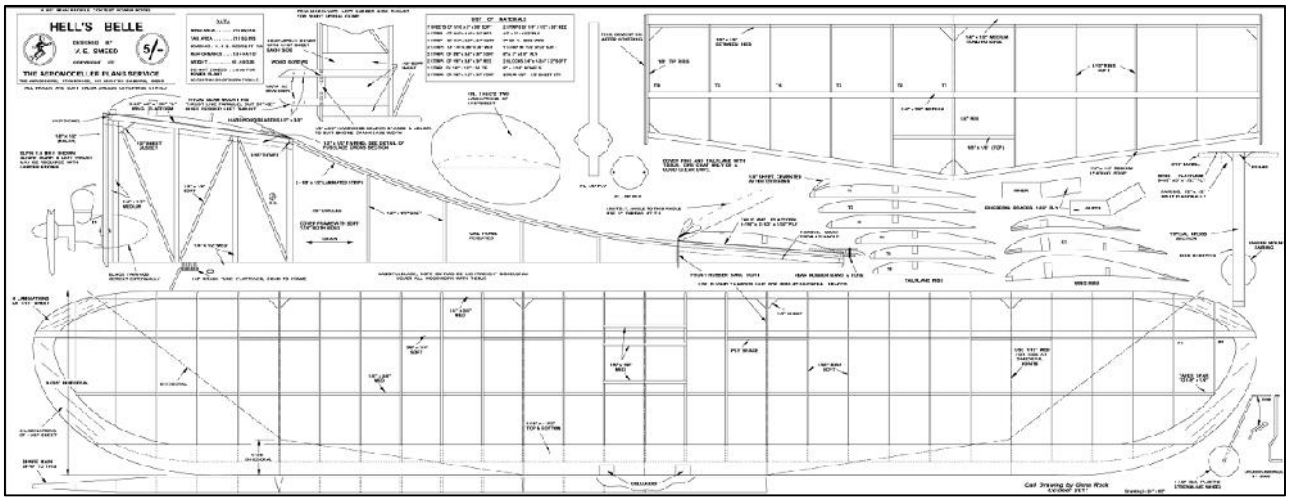
The single fuselage frame should have the motor installation details and the undercarriage tube fitted before any covering is commenced. When the side sheeting (very soft 1/16") is completed, sand smooth, round all corners, and dope on rag or lightweight Modelspan. The wing will be easier to construct if the main-spar is first assembled completely, including dihedral braces; each section can then be pinned down and the panels built one at a time. This obviates the annoying misfits at the dihedral breaks which can occur when completed panels are brought together—quite an item with a five-piece wing. If you cannot obtain softish balsa for the spars,



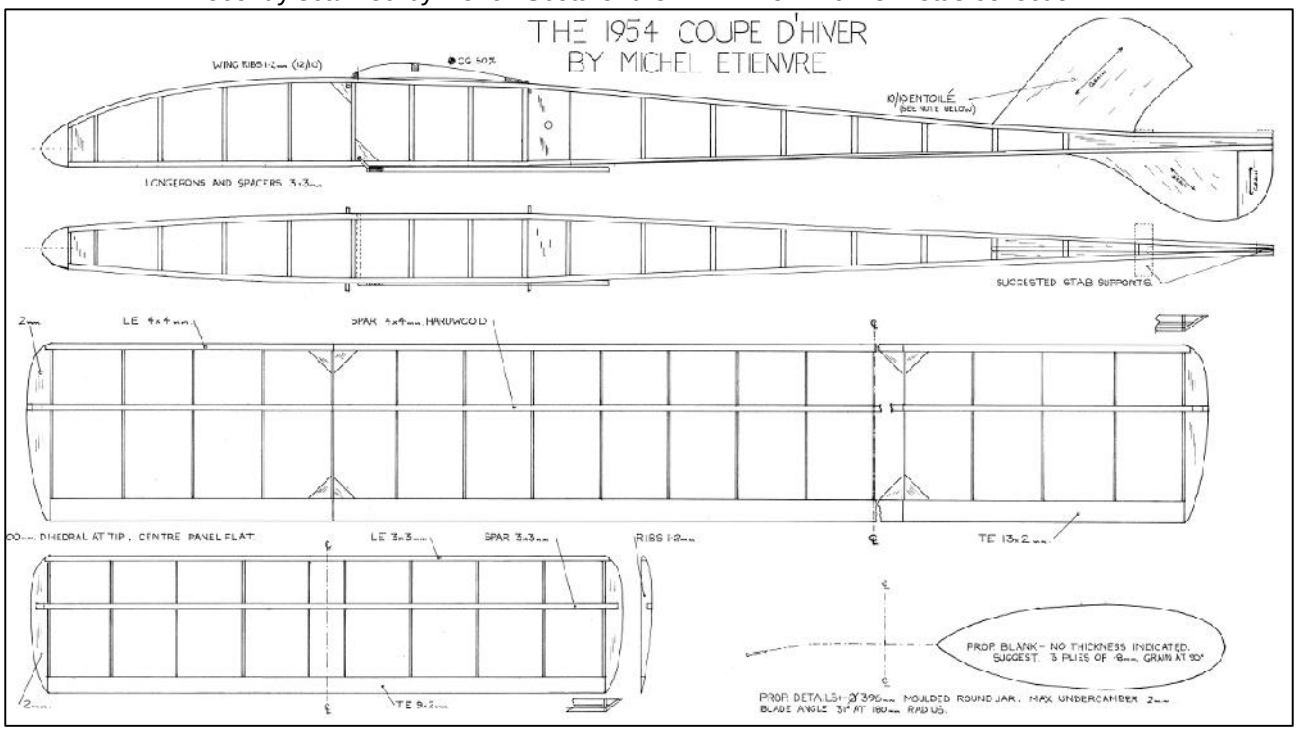
reduce their width, e.g. use 3/16" x 3/4" main-spars instead of 3/8" x 3/4". Make sure your dihedral joints are sound. The tail is quite straight forward; add the fins and the D.T. attachments after covering. Rag tissue is about the right weight for wing and tail, though again heavyweight Modelspan could be used with 2.5 c.c. engines. Check carefully for warps while the dope is drying.

Trimming should present no difficulty, bearing in mind that the tendency is for the model to turn in, to the right, under power. Using no down or side-thrust (Elfin 1.8), a right spiral climb is obtained by giving LEFT rudder, and due to the slow flying speed and consequent small control effect, this may entail slewing the tail-plane as much as 1" off-centre to the right, measured at the centre rib. This trim gives a glide circle to the left of about 100 ft. diameter. Slight warps can be trimmed out quite easily. If a tight spiral climb cannot be obtained by using rudder, offset the motor to give slight LEFT thrust. Some down and left thrust may be necessary with more powerful motors right from the start. Use the undercarriage only when R.O.G. is called for, but it is a bright idea to use the D.T. all the time. One never knows!

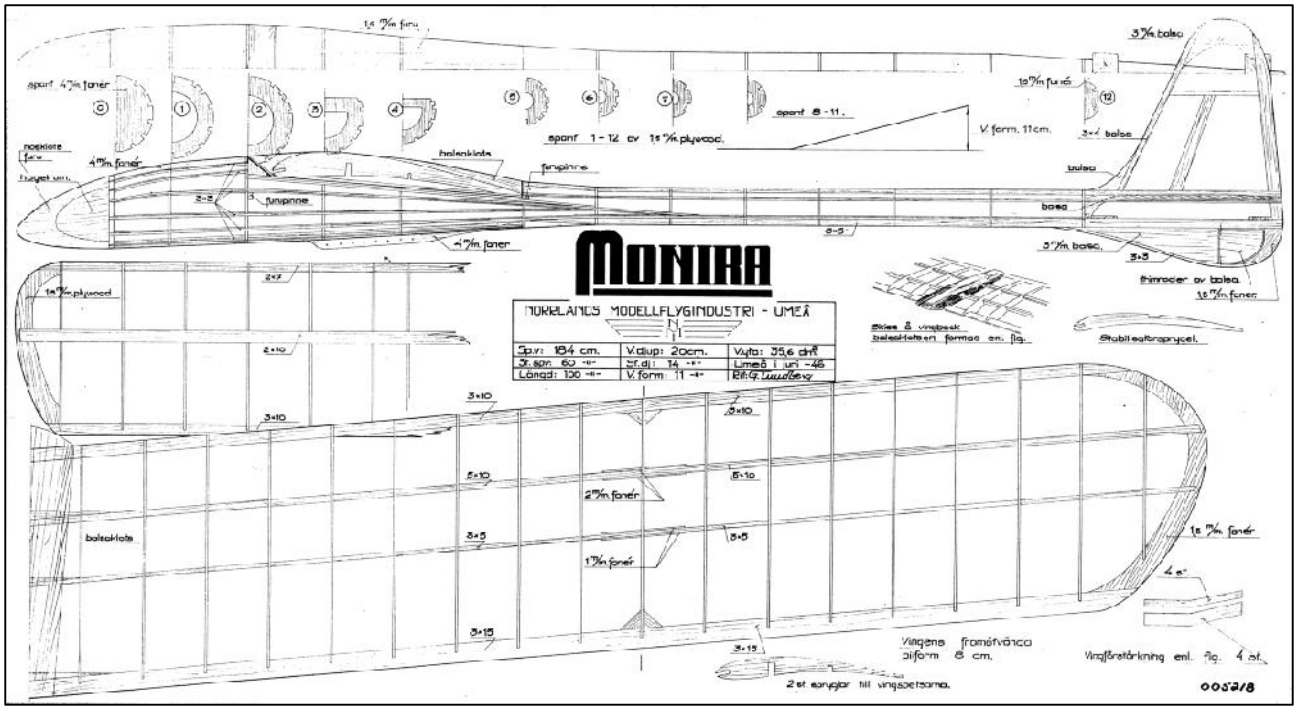
SIZES AND PRICES FOR THE TRIO:—
60" HELL'S BELLE 5/- (Pet 438) 1.8 c.c. to 2.5 c.c.
50" HARPIE 4/- (Pet 439) 1 c.c. to 1-5 cc
40" HUZZIE 3/- (Pet 440) motors up to I c.c. (IDEAL FOR THE "DART')



Rubber: Etienvre – vintage coupe with a good performance,
recently scanned by Derick Scott for the DBHL from Ed Bennett's collection.



Glider: Monira – 6’ span flavour of vintage Scandinavia



Roger Newman

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

2016 BRUMFLY

North Luffenham on June 19th 2016

starting at 09.00.

Classes will be:-

F1H, - F1S (E36), - combined HLG/ CLG, - SLOP, - Mini Vintage rubber,
plus 'Payload P30'* and 'Combined A2 glider'** (see below).

All classes (except HLG/CLG) will be run to a format of FOUR flights in long rounds, flights commencing upwind of a line. The line will be positioned to allow adequate space and terrain to function normally.

The first round from 09.00- 12.00 will be followed by three two- hour rounds, concluding at 18.00. The intention is that there will be no 'holds' or interruptions to flying. The max for each round will be announced and displayed at control no later than 15 minutes before the start of that round.

Flyoffs will be to a progressive max. Engine/ motor run may be reduced where applicable (adequate notice will be given).

If weather and retrieving conditions demand, the second flyoff may be a 'Le Mans' style tie- break; after appropriate preparation time, competitors will wind/ tow and launch their models *within* a time- slot (e.g. 4 minutes) at the end of which timing of any model (s) still airborne will stop.

***Payload P30**

P30 models, as per BMFA rules, but must carry 10 grammes of ballast. The model must weigh at least 40g less motor without the ballast, and models which weigh over 40g must still carry the full 10g. Ballast need may be banded on externally so long as it is safe. The use of wheel balance weights (available cheaply on eBay) is recommended and these will be available from control on the day if required.

****Combined A2 Glider**

Models must conform to F1A rules. Towline 50 metres for all types. Prizes will be awarded to the winners in three categories;

'F1A overall', for which all entrants are eligible. 'Non-bunt A2', for which any model with a fixed-incidence tail qualifies. 'Classic Nordic', for A2 designs conforming to BMFA Classic or Vintage Glider specs.

There will also be a range of FF Scale events organised by Bill Dennis, details from:
billdennis747@aol.com

For further information contact:

Stuart Darmon: email: - stuartdarmonf1a@yahoo.com Tel: -01858 882057
or Gavin Manion: email:- gavin.manion84@gmail.com Tel: -01543 422509

Brumfly: Some Clarification and Comment

I've received quite a lot of feedback-nearly all positive, I'm happy to say- following the announcement in the last FFN of the upcoming Brumfly. It's clear that a little more explanation of some of the more novel elements is required, along with a bit of the rationale behind them. I should make it clear that despite the name, the gala is organised by Gavin & Me, so the following does not necessarily reflect the views of the whole Birmingham club.

Like many who attended the Future of Free Flight conference, we agree up to a point that FF would benefit from a more flexible approach which would enable contests to continue on as many sites as possible despite rapid changes in land use. We are very concerned, however, about potential over-reaction which would have serious effect on participation and cause grave damage for no gain. There has in fact been no change in requirements- the only field we were ever expressly forbidden to outfly has now been lost -despite total compliance for many years. As for the ANO and unaided visual contact, the BMFA is happy to organise and publicise FPV racing, where pilots fly RC multirotors via virtual reality goggles with no visual contact at all. We need to separate the few genuine safety issues from the neuroses, apply common sense, lose our hair shirt mentality and stand up for our sport. It's very easy to be negative about other's ideas, but history shows that this is usually self-defeating; instead we decided to try and demonstrate that a FF contest could be flown with rules that had minimal impact on the gravitas or enjoyment of the event and without castrating the models, yet which offered the potential, should it be needed, to minimise incursions into specific problem areas like crops, roads or bird pens. This would enable us at every stage, including fly-offs, to truthfully state that every flight had been undertaken responsibly and without unreasonable risk.

I understand that rounds are not very popular in the UK, probably more because of the perceived 'taint' of FAI than any practical objection. However, by dividing the day into four periods (a compromise to simplify running 3 & 5 flight classes in parallel), we greatly increase the chance of keeping the max proportionate to the conditions without placing flyers under any time pressure. The first period is three hours, so no dawn starts for the laid-back, while the more energetic can make a start in several classes. There will of course be no 'holds'. Admittedly, it does mean those flying multiple classes must do so simultaneously which is not perfect, but not a deterrent at Andy's do nor Coupe Europa.

Putting 10g of ballast in P30 has raised some eyebrows. Surely 20 or even 30 would be needed to keep them on the field, and why not just specify AUW? We're not trying to keep them on the field, remember? We're trying to find the *smallest* handicap that will make them *tend* to climb less high and DT a little more positively. Nobody enjoys seeing a lame model struggling about at 50ft. As a prototype for a potential rule, specifying ballast means that the extra weight can't go into stiffer spars for harder launches, d-boxes for more efficient wings, fairings, whatever, that claw back lost performance and then some. Look what happened when they decided that A1's were two-minute aeroplanes and decided to increase the weight…

Combined A2 is effectively three contests in one, meaning the reduced tech models can be flown in their own class, but with the added 'spice' of potentially beating the higher spec aeroplanes too. Following a request, we decided to allow individuals up to three entries in this contest provided a different sub-category of model was used for each. Note that this is a 'local' rule and not part of the 'reduced tech FAI' rule proposal I submitted last year and which the FFTC promised to trial.

There is no denying the romance of unlimited flyoffs- the excitement of the really big flight and the satisfaction of the first faint signal as the light is fading. I would hate to see them consigned to history altogether. However, the fact is that if a flight is unlimited, it logically follows that there is no way of knowing where it will end. Frankly most of our classes are too light to be dangerous even in 'the nightmare scenario', but some are not, so sometimes we need to at least intend to predict the potential flight envelope, and that means a max. Nothing about *genuine* risk management dictates the model should land on the field, or even within a mile of the field, just that is reasonable to assume it won't go anywhere dangerous or anywhere we've been told to avoid. Even if you believe DT fly-offs work now on an occasional basis, if they became the norm then even defining what a DT is would be practically impossible.

In a nutshell, keep calm and carry on *sensibly*.

At any rate, this comp is a genuine attempt to make a positive- and we hope enjoyable- contribution to the discussion, so we hope that as many people as possible will come and support us. There's a pretty good chance of a free drink, and the now sadly irreplaceable Brumfly bricks to be won as well as wine and other goodies.

Finally, could I ask anyone who still has a Brumfly trophy from several years ago to return it to a member of Birmingham MAC, if possible at the Nationals, and even more finally apologise to Bill Dennis for omitting from the original details that there will also be FF scale at the Brumfly, details from:
billdennis747@aol.com.

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

Oxford MFC Dreaming Spires Gala

Sunday 17th July 2016

(Note New Date!)

Port Meadow.

Vintage Rubber, Classic Glider, Vintage Glider, HLG/Catapult,
Silent Open Tailless, E30/P30, E36, Hi-Start Glider.
All 10.00 Start.

All-in F/F scale, no dox, 1.30 start.
No poles/streamers. No i.c. except scale entries.

BMFA insurance required.
Info: 01865 873876 077833 775794.
Full details on www.oxfordmodelflyingclub.org.uk

ANGLIAN SUMMER GALA

30.31 July 2016. Sculthorpe Airfield,

Sculthorpe airfield offers the largest unobstructed flying site in the UK set in the heart of the Norfolk countryside. Camping nearby at Fakenham Race Course, 01328 862388; the Garden Caravan Site, Barmer Hall, Syderstone, 01485 578220 and Fakenham Camp Site, fakenham.campsite@gmail.com

Saturday 30 July	Sunday31 July
BMFA Rubber	BMFA Power
Vintage Rubber/Power	Combined Electric
Classic Glider	BMFA Glider
Tailless	Mini Vintage
E36	Classic Rubber/Power
P30	CO2
HLG-CLG.	Vintage Glider
	Bowden

BMFA rules and Senior Championship points for above events except P30.
Start time each day 9.00 am, finish 6.00 pm. Competition entry £10.00 all classes or Season ticket for each day. Bowden registration before10.30 am on Sunday.
Location. Sculthorpe airfield, OS Map reference TF 852300. 100 Metres in a NE direction along the B1454 from its junction with the A148 road from Kings Lynn to Fakenham. No refreshments on the field this year but there is a cafeteria close to the entrance. BMFA membership essential. For safety reasons no motorised retrieval and no dogs.

Flyers not taking part in BMFA events, fun flyers and engine runners must pay £6.00 site fee at control.

For further information on this event contact Michael Marshall 01223 246142

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

Oxford MFC Scalefest 2016

Sunday 2nd October

(Note New Date!)

Port Meadow

BMFA Power, Rubber, CO2/Electric (Need Dox)
BMFA Outdoor Kit Scale, Rapier/Jetex Profile,
Rapier/Jetex Authentic Scale (No EDF, Smokers Only).

Glider: - 10.00 Start. BMFA Power: - 1.30 Start.

BMFA insurance required.
Info: 01865 873876 07833 775794.
Full details on www.oxfordmodelflyingclub.org.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

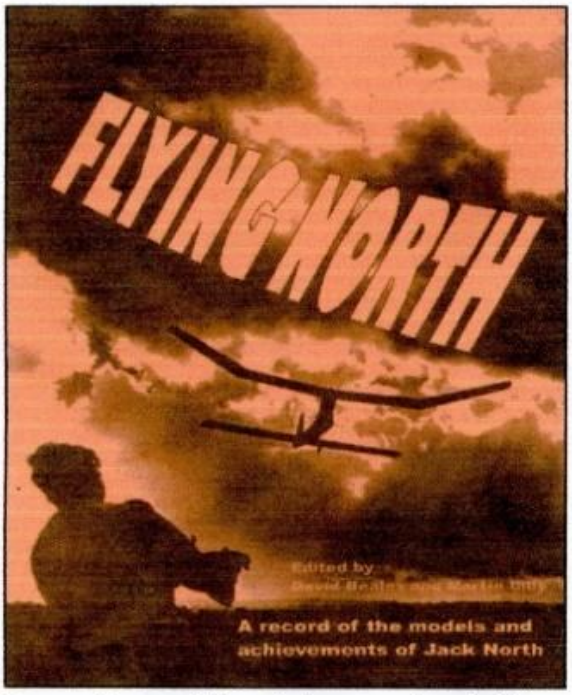
COMPETITIONS incl GYMINNIE CRICKET LEAGUE

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

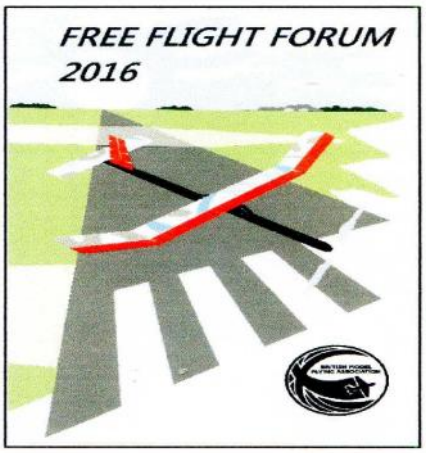
The price in the UK is £18; airmail to Europe £20 or to anywhere else £22. Cheques should be payable to BMFA F/F Team Support Fund, in pounds sterling only, and drawn off a bank with a branch in the UK, you may also order by credit card, all proceeds help to fund the expenses of those representing Great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

DBHL Plan Service

The rules for obtaining plans.

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

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

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

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

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

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

This service is provided at no charge.

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

VINTAGE COUPE PLANS.

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

Further information will be advised in due course.

Provisional Events Calendar 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 7th	Sunday	**SAM1066 Meeting,** on Area 8 Salisbury Plain
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
The National Free Flight Society-	www.freeflight.org

Are You Getting Yours? - Membership Secretary

As most of you know, we send out an email each month letting you know about the posting of the latest edition of the *New Clarion* on the website. Invariably, a few emails get bounced back, so if you're suddenly not hearing from us, could it be you've changed your email address and not told us?

To get back on track, email membership@sam1066.org to let us know your new cyber address

(snailmail address too, if that's changed as well).

P.S.

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

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

Your editor John Andrews