


	<h1 style="text-align: center; color: red;">NEW Clarion</h1> <h2 style="text-align: center; color: red;">SAM 1066 Newsletter</h2>	Issue 062017
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Editorial



I would expect by now that the majority of you will know, but for those who do not, I report with great sadness the passing of our Chairman John Thompson who collapsed at home and died on Friday May 12th 2017. Our condolences to Anne his wife and the family.

I only came to know John in relatively recent years through my association with SAM1066 and this magazine but it feels that he has been my friend for life, he had that effect on people.

A dyed in the wool aeromodeller who, together with Mike Parker, rescued SAM1066 from possible extinction when the deteriorating health of our founder David Baker looked like

being the end of our society. It seems odd to say that I personally have never seen John fly anything, I know that he flew internationally in the past representing Ireland in world power championships and from the articles he presented for publication he obviously made and flew many many models. In recent years his main modelling obsession seems to have been squeezing more and more power into vintage power models getting them to climb ever higher and higher. John always vetted the draft copy of this newsletter, picking up errors and, if he felt I had crossed the line on some subject, suggesting that something or other would be better not said. I will miss his good natured ribbing at my expense at prize presentations if, by some accident, I managed to feature in the results. Aeromodelling and myself will be poorer for his passing.

R.I.P.

Our society and this newsletter must move on. This issue I stick my two-pennyworth in, in the shape of a report on a couple of indoor meetings I attended, a report of my inactivity at the BMFA 4th Area meeting (what a surprise) and finish off with a fill in on Gynnies Crickets.

Jim Paton has penned a short report on the first day of the London Gala and Peter Hall ably demonstrates, in his report of the second day, how to construct an article from an event that did not take place.

Our Irish member Maurice Doyle sent a couple of pictures of his 'Checkala Roma', a control-line design from the late 1940's. Maurice also put me onto the 1947 article in an American magazine. A schoolboy was competing in the US National Championships in 1946 with a model powered by a spark ignition engine and looking little different from models flown a quarter of a century later.

Nick Peppiatt managed to tap out something for us this month with a report on the Indoor Scale Nationals at Walsall. Rachel and I were spectating from the balcony and Nick's 'Nesmith Cougar' flew well as it circled level with us. Nick also took part in the melee of the pylon race, taking second place if memory serves.

We have a pictorial report from Salisbury Plain which amply illustrates that the many of the membership have overcome their unjustly perceived difficulties of access and are now enjoying the huge flying arena of Area 8.

Point to note, the Timperley Gala will now take place at North Luffenham on 3rd September.

Editor

Aeromodeller Departed: John Thompson - Roger Newman/Mike Parker

Obituary: John Thompson 1933 - 12/5/2017

John collapsed & died, whilst in phone conversation with Chris Strachan on 12th May. His death is hard to both believe & accept as we viewed John to be indestructible. Sadly, this was not the case & we have to mourn his passing, a great loss to SAM 1066, Crookham Contest Modellers and in particular to the wider aeromodelling community.

I first came across John at the World Power Champs Cranfield in 1956 when names such as Ron Draper, Dave Posner & Mike Gaster ruled supreme. John appeared as this chap wearing a bowler hat (indeed pictured as such in the Aeromodeller!) & placed 6th, dropping 7 seconds on his first flight then maxing out. I was a mere youth of 16 at the time.

Much later he re-appeared in my life to fly at Middle Wallop in various power comps. Following the death of David Baker, he & Mike Parker did so much to carry the banner of SAM 1066 forward. I was roped in to become secretary - to this day I do not know why John & Mike picked on me, but it was the start of a most agreeable & lasting friendship. John had the ability to clearly see through problems, talk to people & resolve issues without conflict. SAM 1066 would not have been the same without his guidance & wisdom. He was also a great advocate of adopting modern methods, technology through the use of VIT etc. to promoting the use of RDT & DT fly-offs for SAM comps - realising full well that members were getting older & that flying fields were under ever increasing threat.



He was a regular attendee at Beaulieu, organising & running Area meetings, whilst simultaneously exhorting Crookham club members to greater efforts. As Chairman he was rewarded last year when Crookham won the Plugge Cup. He also served for many years as the BMFA Southern Area Free Flight Comp Secretary.

Added to which, we flew regularly for fun at Beaulieu, quite often in later years with only two or three of us for company. By now John's primary interest was to build power comp models, mostly from the classic era, but with somewhat more powerful engines up front with ever increasing amounts of downthrust to see how quickly he could get them aloft. The rate of climb of some of these models had to be seen to be believed! Mind you, there were the occasional mutters when things didn't quite go according to plan but these were few & far between.

Inspirational, occasionally irascible, always a source of good advice & above all a valued friend. We shall miss him greatly.

I am sure all SAM 1066 members will echo Mike & I in giving sincere condolences to his wife Anne & to his family on their sad loss.

Compiled by Roger Newman & Mike Parker



Thorns Leisure Centre, 8th.April 2017

This issue is going to be more of an informed pictorial.

The heading picture is of the attendees against the wall across from our position against the divider wall and netting. The hall has a 4ft divider wall with netting above, cutting the venue into two sections. We fly in the larger of the two areas and sometimes there are junior footballers in the smaller half with footballs crashing into the wooden divider wall shaking our tables. On reflection I do not recall any football activity this year as yet.



Mike Larlham



John Hemmings

First up we have Mike Larlham with what looks like a Hawker of some sort, not sure whether it's radio or just electric, Mike flies all sorts, principally scale.

Next is John Hemmings with his 'Gyminnie Cricket', the kit Cricket is the staple diet of most of the indoor crowd and the 1 minute barrier is the goal for all.

The first 15mins of each hour is for lightweight R/C and everybody and his dog seem to have settled on the 'Night Vapour' as their weapon of choice. They do perform well at a sensible speed. I have mooted the idea of pylon racing but no takers as yet.

Even scale maestro David Vaughan has reappeared after a spell of poor health and is 'vapouring' with the rest of them, seated in his chair as seems the norm. I must get myself a decent indoor R/C model now that I have acquired a 2.4G Tx.



David Vaughan



Colin Shepherd



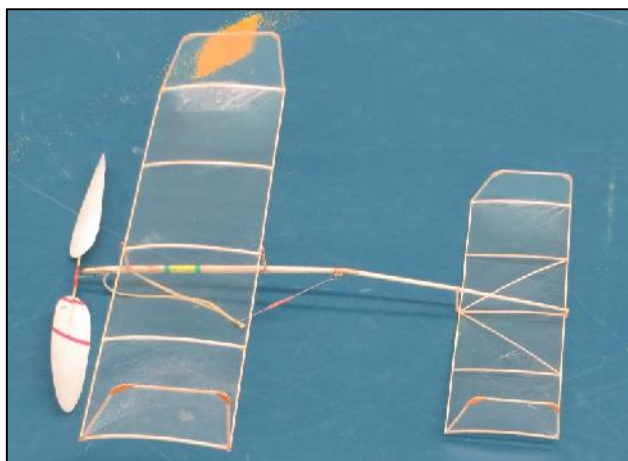
All serious modellers should keep a record book logging flights and motor and trim requirements. It saves a lot of time, if you have several models, to be able to look up what motor you used last time and any adjustments that were required. Above we see Mike Brown, no doubt checking motor requirements for his half scale 'Gipsy' wakefield. Mike has a box brim full of $\frac{1}{2}$ scale wakefields and he could fill it twice over at least with what he leaves at home.

John Penton, on the more serious side of indoor duration, is seen here fiddling with what appears to be a 'Kenny Penny' penny plane. This model is kitted and is recommended for any modeller as a starting point for serious indoor duration. So much for Thorns.



Sneyd Sports Hall, 22nd April 2017

Got these pics of a modern Penny Plane flying well on a half motor, but no idea who it belonged to, typical me. I think it may be one of John Penton's.

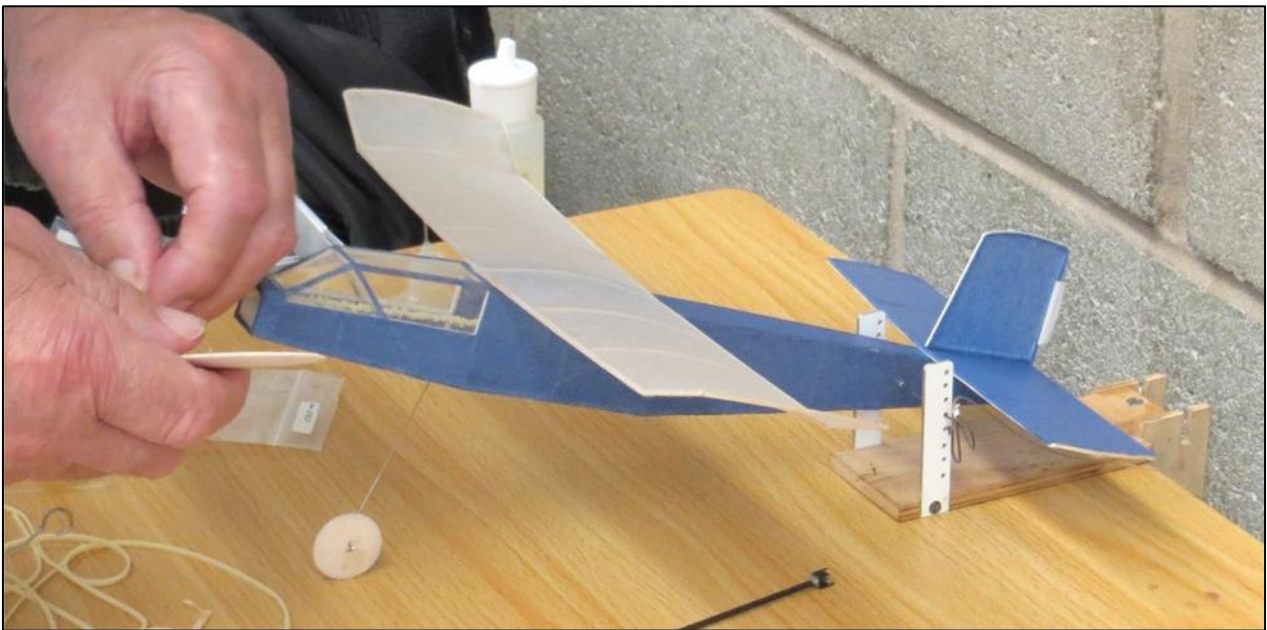


I never took many pics, Rachel is never with me at Sneyd as she stays with our daughter whilst I fly, so her roving camera work is missing.

Funny story, I played golf the Friday before the event with my old works golf society, I've been playing with them for 50 years to date. It was the first time this season and, although I play using a buggy, my state of health means I'm completely knackered when I finish. After the event I went into the clubhouse, had a scotch and a pint before the meal and another scotch after. On returning home I remembered I had wanted to brace the wing on my 35cm indoor model for the next day as it had been tucking in on full power. This part inebriated and knackered modeller set about modifications, I broke the wing as I cyno'd my fingers to it and each other, broke both wing posts, had seemingly an infinite number of attempts to replace posts and several broken wing braces before repairs were complete. On the plus side the model flew at Sneyd like it was on rails, did 3-59 on first flight. The model was resting in it's stand on my table when Alan Price's somewhat heavier model came across the hall and had a chew at the tailplane. Out with the cyno again, three cracks in all but the covering still intact so after much fiddling it took to the air again, It seems I can mend 'em when others bend 'em.



Picture extracted from a shot taken from across the hall



Colin Shepherd had his new Legal Eagle with him for trimming purposes. The Thorns Xmas comp is for Eagles this year and Colin is getting a head start. At Sneyd the performance looked better than the watch indicated but that's probably wishfull thinking on my part. It maybe that the huge cabin area on the model means that there are too many passengers aboard increasing the flying weight.

John Andrews

London Gala, Salisbury Plain Saturday 29th April

The forecast for the Saturday was a lot better than Sunday, so I chose that day for my foray. In preparation I trimmed my two E36s during the week at Port Meadow and my two open rubber models at Salisbury Plain the weekend before. All did not go as planned.

After a full English breakfast at the local hostelry I did things properly by having trimming flights with my better open rubber model. It was way off trim requiring increased elevation and more rudder. After the first short comp flight I noticed the auto rudder elastic band had broken. A few more trimming flights were now required to get things back to how they were previously!

I wound up for my second flight and the rubber broke. Great! Would I ever get going. Fortunately, I found good air and maxed on my second and third flights. Only Chris Redrup and I dropped open rubber flights. I was in good company.

Chris won P 30 as usual. My previously well-trimmed P 30 was way off. I returned 4 seconds as the better of two attempts hoping to bag second place. Unfortunately fellow Oxford club member Ben? did a lot better than 4 seconds and pushed me into third place. This earned me a Tesco voucher. The wife thinks I am doing well with all these third and fourth places. I don't mention the number of entrants.

E36 was a bit more satisfying in open electric. With 15 second motor runs I managed one max and two sub max acceptable (to me) flights.

Ted Tyson flew open rubber to be the only one to max out with flights all dt'd at great height.

Chris Redrup decided that E36s in open electric are almost as good as the bigger open models. Trevor Gray misunderstood the fly-off rules to do over 6 minutes and get the world record in penalties for not DT'ing at 3 minutes. It landed just short of the main road.

The glider fly-off was entertaining with two having line tangles and one a very short first attempt. If they hadn't all recovered, it would have been won with a 5 second flight.

Gary Madeline did a great job as CD, and the weather was benign for Salisbury Plain.

Jim Paton



Extract from Aeromodeller October 1974

Rice Off Ground

When it comes to slope soaring in the land of the Rising Sony, Japan, there is, apparently, plenty of model stuff to purchase but very little purchase on the rugged mountains. It is a question of high rise topography having too much top and very little else to upon. But not to worry; the way radio gliders are increasing in size - they now need two thermals: one for each wing - they'll be making molehills out of the mountains.

Two Years' Duration

I like that waggish remark about radio models taking "a hundred hours" work for ten minutes 'flying'. Wild exaggeration, of course, as far as the average radio flier is concerned. He'd like to know where the ten minutes flying comes in.

Anyway, in radio modelling, the actual flying is quite unimportant. In fact, it is an ordeal which should be delayed as long as possible. "Two years 'waiting for 15 seconds' flying," is nearer the mark, based upon a schedule which optimistically allows for eight flyable Sundays in two years.

- Sunday 1. Concours exhibition and general equipment display on club field.
- Sunday 2. Start-up engine. Discuss with club pundits the technical difficulties of replacing broken engine bearers and bandaging damaged finger.
- Sunday 3. Test glide model. Discuss with club pundits the best means of extricating undercarriage from inside fuselage, and where to locate 2 lb. of lead behind c.of g.
- Sunday 4. Test radio.
- Sunday 5. Test radio.
- Sunday 6. Test radio.
- Sunday 7. Fly model with faulty radio removed.
- Sunday 8. Fly rebuilt model with rebuilt radio. Discuss with club salvage experts how to separate engine from 2 lb. lead weight.

Foam is the Spur

When looking at the price of new radio kits you are likely to hit the ceiling. But *that* need not be all that disastrous, for you could dislodge a few ceiling tiles, and with same build a super-cheap range of delta models. Already suitably carved pieces of kitchen liner are floating over our flying fields, cocking a sleek snook at the inflating world below, and who knows what you could do with a pair of old wardrobe doors or a roll of floor covering?

1910 and All That

'I say, Reggie, old chap, d'you mind giving us a heave with the old stringbag on to the back of the buggy? Whoa, there. Old Dobbin up front goes a bit flamey around the eyeballs when he spots the old flying machine - probably thinks it's some sort of horseless carriage. Matter of fact the only time it got airborne is when he gave it a swift jab with his rear hoof. New power system? I'll say. That compressed air engine would have got me the club altitude record had it taken the model with it when it blew up. It's back to the old elastic. Got it down to ten skeins this time, though. Twelve's no good, apart from using up six pairs of stays, by the time you've wound up the last one the first one has perished. At least I'll be able to give cook back one of her egg whisks - scrambled eggs will make a change from ditto models. Oh, yes. Old Scroggins will be down on the pasture with his steam-powered Antoinette. Even if it flew he wouldn't know it behind all that steam. And I know why he calls it Antoinette; one revolution and the head comes off. Club night. Bit of a shambles. "Make a model night" they called it. Each member was given two 6 ft. bamboo poles, half a bolt of sailcloth, 1 lb. grape shot and 1/2 gallon boiled size. Well, the old village hall was falling down anyway. What's that? You're going back to fretwork? Not a bad idea.'

Flying for Fug

It is in the nature of statistical modern man that, instead of doing something about the filth that belches forth from our industrial chimneys, he sets out to measure it. Having tried to plot the pollution by suspending various forms of gadgetry into the appalling pall, he has found that trendy toy, the radio model, to be the most useful instrument.

One thing you can be sure of, though: even if the local population is in the last extremis of bronchial decline through the outpourings of the noxious effluent they won't complain about that, but the noise made by the model plane. He's lucky.

Letters to the Editor

John

Just to put the record straight re the error on the entry form with respect to the SAM35 events at the Nationals. The entry form completed by the FFTC was correct. The changes happened during the PDF conversion which was out of the hands of the FFTC. It was picked up by John Ashmole and quickly sorted by the BMFA office.

Michael Woodhouse

MichaelWoodhouse1942@gmail.com

Via John Thompson:

First...Enjoyed your "Eliminator" article, and referencing the "Sandy Hogan." (in May issue) To this day as I move the lumber around in the attic of my mind, I'm reminded of my flying days with a S/H and a K&B .32 placing 5th in 1953 in Chicago at the Nationals.

I was 14. Many fine memories with that plane.

Attached is a newsletter from our gang here...I found it interesting about the indoor writing along with a few photos. Wanted to share this with you because I've noted much indoor fun you've also had on your side of the Pond. (a pdf copy of newsletter available if you email editor)

Take care...Your F/F articles I always look forward to each month...Thank you for all the years you've given to this hobby of model airplanes.

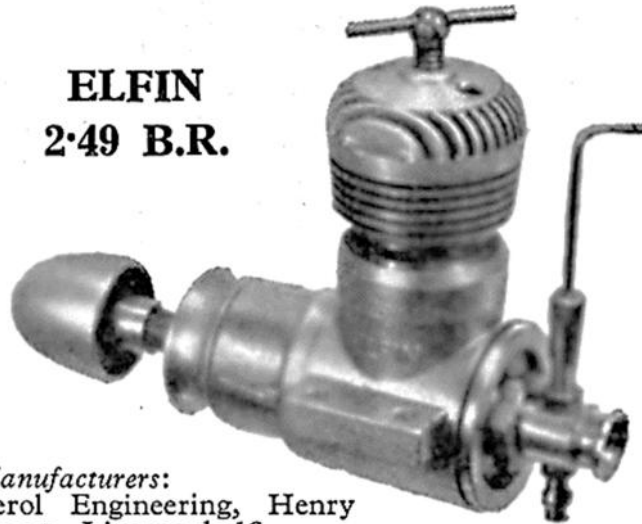
Travel safe. Stay well.

Bob McKeon...an armchair model airplane kind of guy.

Sample pictures from the Phoenix Model Airplane Club newsletter



ELFIN 2.49 B.R.



Manufacturers:
Aerol Engineering, Henry
Street, Liverpool 13.

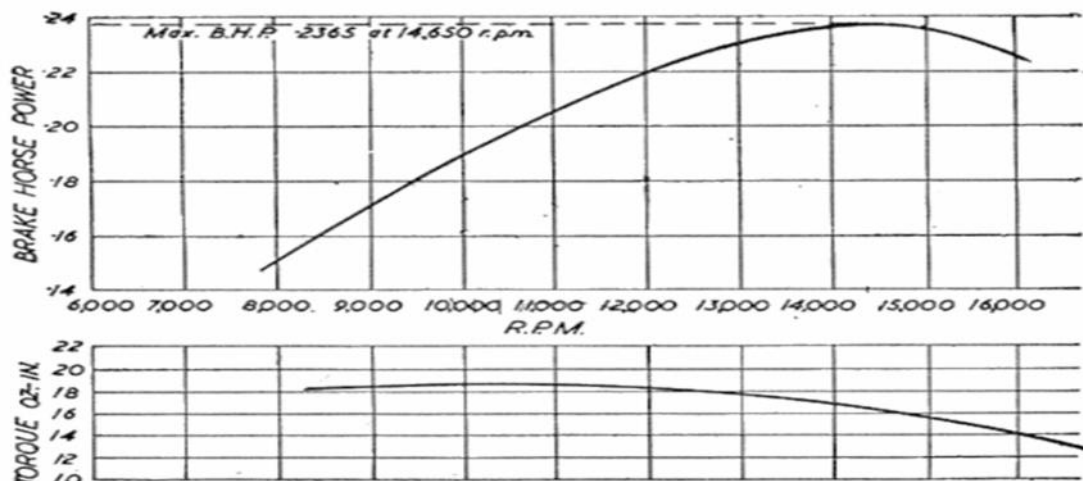
Retail Price: £3/19/8 inc. P.T.

Bore: .5675 in.
Stroke: .600 in.
Displacement: 2.486 c.c. (.1518 cu. in.)
Bore/Stroke ratio: .945.
Bare weight: 5½ ounces.
Max. B.H.P.: .202 at 13,200 r.p.m.
Power rating: .0815 B.H.P. per c.c.
Power/weight ratio: .9385 B.H.P. per ounce.

Material Specification

Crankcase: Light alloy pressure die casting (scratch brush finished).
Cylinder: Hardened steel.
Crankshaft: Hardened steel, ground between centres.
Crankshaft bearing: Two Hoffman ball races.
Connecting rod: Turned dural.
Piston: Cast iron, honed.
Contra-piston: Cast iron.
Cylinder jacket and head: Light alloy, machined.

PROPELLER	R.P.M.
dia. × pitch	
9 × 4	9,800
8 × 8	8,900
8 × 6	10,100
8 × 5	11,750
8 × 4	12,800
7 × 6	13,000
7 × 4	14,300
8 × 6 (TR)	8,600
8 × 8 (TR)	10,100
7 × 9 (TR)	10,100
10 × 6	8,300
9 × 6	9,500
8 × 8	7,200
8 × 6	10,100
8 × 5	11,300
	all Stant wooden props.
	all Frog Nylon props.



Some time ago, John Thompson asked me to contribute an article on Vintage Stunt, and the Checkala Roma featured strongly. John then asked what was the origin of the name? I made inquiries, through Alan Brickhaus, who wrote on Aerobatics in the magazines, now sadly deceased, and was sent the attached hard copy pages from a 1947 American magazine. These came courtesy of Keith Throstle, a prominent man in C/L Aerobatics in USA.

The pages lay in my Pending tray for a long time, I hope these may be of interest.

I still have my Checkala Roma, complete with Boeing Peashooter colour scheme, and it was exhibited at the local Model Railway Exhibition, where we put on an Indoor Flying Display, last weekend.

EXPERTS BOW TO YOUTH

A YOUTH ENTERS THE '46 NATIONALS AND WALKS AWAY WITH TOP HONORS

"I MIGHT as well pack up my planes and go home now," exclaimed the West coast U-Control Champion as he watched the graceful maneuvers of a roaring plane and a small thirteen-year-old boy who was apparently winning the U-control stunt event at the 1946 Nationals. Other contenders also guided their speeding planes through their paces over adjacent areas of Boeing's huge concrete ramp at Wichita, Kansas. However, the majority of the spectators, with obvious admiration, craned their necks to catch a glimpse of the show being staged by this red-haired youngster.

There, at the center of his flight circle, he danced and glided with the rhythmic motion of a master of the ballet. With seventy-foot control lines held tightly in his grasp he restrained his cavorting plane within the bounds of the crowd. Round and round it went at 80 miles per hour, guided by the graceful coordinated motion of the boy's dancing feet and flexing wrist.

At one moment it skimmed the ground in apparent preparation to land, only to be suddenly whipped into a screaming climb. And then, with an imperceptible twist of the boy's wrist, the plane flipped on its back, reversed its course, and zipped around the four-hundred-twenty-one-foot circle with its belly skyward. Another deft movement of the wrist flipped the plane back into its original counter-clockwise course, right side up. The crowd watched spellbound, with heads twisting rhythmically from side to side in an attempt to follow the gyrating model. Finally, cutting the motor, the youthful pilot whipped his plane into a flat glide and gently skipped it to rest on the concrete ramp. Applause arose from old-time experts and novices alike. It was obvious why the West coast champion was ready to call it quits.

His flights completed, the young pilot made his way to his stall at the side of the field where his mother and father awaited him with that "I-knew-you-would-do-it" look. Apparently, to them, such a performance was an everyday occurrence. A group of admiring fans, news photo men, publisher's representatives, and model experts followed. Standing beside his parked car, amidst his five or six models that displayed perfection of construction and finish that belied his thirteen years, the lad replied modestly to a barrage of questions.

"My name is Dave Slagle. My mother and dad drove me and my models here from our home in Burbank, California. No, I have not been flying long, only about eighteen months. Do my parents build my models? No, they buy me material and pay traveling expenses. I do all the building myself; it's easy. I have no shop, just a table. How did I learn to stunt my planes? I just learned to make straight flights first and then I tried simple maneuvers like steep climbs and dives. When these were perfected it was easy to zoom the plane over on its back by adding an extra twist of the wrist, like this." He demonstrated the wrist motion casually but with such dexterity that the eye could not follow. "Of course, I cracked up a few models while working out these maneuvers, but I rebuilt them," he added.

"Do you design your own planes," someone

asked? "Yes, I figure out the kind of plane I want and then make working drawings. I like mid-wings because all flight forces are centered. This makes them easy to maneuver and they will fly on their backs as well as right side up. The wings have a span of 48 inches and a uniform section; the same camber top and bottom. They have a balsa frame covered with sheet, with cutouts covered with silk. The fuselage is built up, with balsa frame and covering, and is shaped to the desired outside form. Batteries, coil, and other parts are enclosed within the fuselage. Power is supplied by a Super-Cyclone engine mounted in the nose. This drives an eleven-inch-diameter, eight-inch-pitch propeller. The whole job weighs between three and four pounds.

All my contest planes are of one design because this is the design that I have found easiest to handle; also, it is easier and quicker to make all planes alike."

"Have you won all the contests you have entered?" "Yes," came the reply, "but I have entered only a few before this one." Then, with freckled face unperturbed by flashing photo bulbs and admiring throng, he beamed with open frankness and turned to the business of packing his models for his return trip. One realized that in this small lad were the makings of a man with brains, courage, perseverance, and inherent honesty; the kind that makes good in aviation. He made good at his first National Contest. He won the U-Control Stunt Flying Event, though competing with more experienced experts from every part of the country.

by CHARLES H. GRANT

Fellow A.M.A.



● Davis Slagle, of Burbank, California—the boy who amazed the experts with his superb stunt flying



Maurice Doyle's version

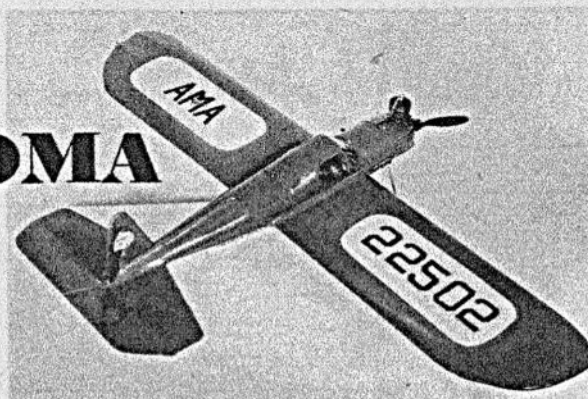


CHECKALA ROMA

by DAVIS AND MAY SLAGLE

Member A.M.A.

1946 NATIONAL STUNT CHAMPION AND WINNER
OF A MOST IMPRESSIVE ARRAY OF TROPHIES



DAVE SLAGLE got into model plane flying by the same means that seems to capture the interest of most other newcomers, that is, by hanging around the flying field watching the activities, and asking innumerable questions of anyone who could be badgered into answering them. His first ship was a big, old Skybaby built by Bob Palmer, which Dave's Dad and Mother acquired for him in October, 1944, along with a small stunt job which speedily proved to be practically useless.

Dave got the big ship off for his first flight like a real veteran and brought it in for a perfect landing on the very first try. The flight itself was not too smooth, but it was a good beginning.

But such luck without practice was too good to last, and on the second flight he must have given it "down" instead of "up," for it plowed majestically into the cement. The ship itself was not damaged much, but the cylinder of the old Dennyrite was broken completely across the bottom. However, Dad came through in the clutch with a friend who silver-soldered the pieces so well that the engine was hotter than ever!

Dave was soon flying again, to such good purpose that he entered an LERC (Lockheed Employees Recreation Club) sponsored meet and captured the first trophy for his collection, a Tiger Shark kit. Bobby Thomas, another eleven-year-old, was the only other junior present, and he, too, carried off a prize. Shortly after this meet Dave was invited to join the Burbank Model Club, where the lower age limit of fourteen years had to be relaxed considerably to allow eleven-year-old Dave to enter. Most of the older fellows were great at encouraging and helping the younger members, and Dave gave up the Cub Scouts in order to attend the Tuesday night meetings of the Model Club. Pretty soon the Skybaby had acquired the name of "Bulldozer," and had most of the local model flyers shuddering in their sleep at the close shaves it got while performing some of the antics Dave demanded of it.

On his twelfth birthday the elder Slagles came through with an Ercoupe, which Dave proceeded to power with a Cyclone bought with money acquired from the sacrifice of a treasured electric train.

Unfortunately, however, the Ercoupe came to grief in its first contest, breaking the wing in an inverted dive. Later it was discovered that the control rod was bending because of the lack of fair leads in the bulkheads, but for this contest Dave had to fall back on old Bulldozer, which performed in storybook fashion to save the day.

From then on Bulldozer went to every contest, regardless of what newer ships might be in flying commission!

One day, Reginald Denny saw Dave fly at Santa Monica and was so impressed that he promised the youthful modeler the very first engine to come off the production line after the war, a promise which was fully kept. Dave is very proud of this little powerplant.

About this time Dave began dreaming of a ship for inverted flight, and after much consultation, study, and burning of midnight oil "Chickery Chick" resulted. The first flight was again a big success, but the second ended in one of those really superior-type crackups in which the engine gets relocated in the rear of the fuselage. Nevertheless, inverted flying was soon resumed, with dozens of experiments with gas tanks and engine mounts of weird and wonderful design. Chickery Chick began to show signs of wear and tear, so "Chala Chala" (wonder where these names come from?) was cooked up as a successor, but an overly thin rib section which made the ship fast but tricky on control was unsatisfactory to the piloting member of the family.

Dave soon started the "Checkala Roma" with thicker wider ribs and a wider elevator. The small rudder excited some perverse comment, but a later ship with a larger rudder, the "Ina Bananica" didn't perform quite so well (co-incidence) Checkala Roma proceeded to win high point spot in the precision competition in the Western Open, and anybody who saw the results of the Nationals knows how well the little ship fulfilled the Slagle family hopes



● Checkala Roma's large wing area and tail surfaces account for much of its "hardware"-getting performances.



London Gala: Third Round Southern Coupe League: Salisbury Plain April 30th '17

The night before, 19 m.p.h. and heavy rain from midday was forecast, this proved accurate (see Gary Madelin's report) and no-one risked coupe flying in the dire conditions. D/T fly-offs were used on the first day of the Gala to keep flights within the bounds of Area 8 and these are now in frequent use, so with nothing else to report I'll take the opportunity to comment because the rule books have yet to clarify the matter.

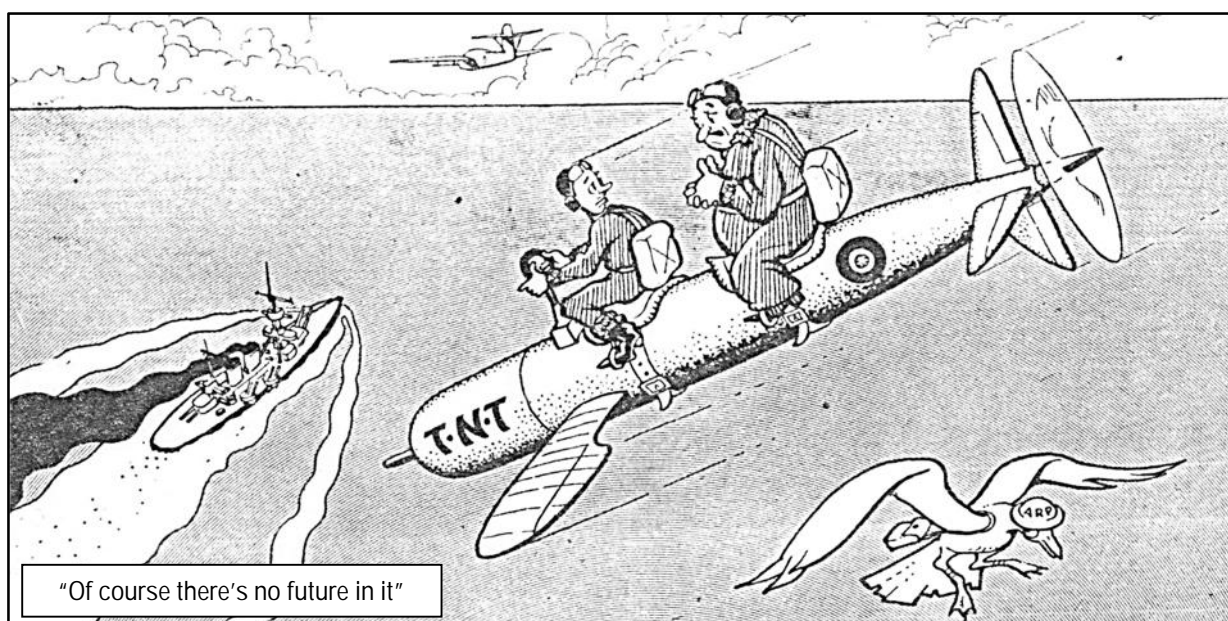
We would all regret the passing of the unlimited fly-off, the excitement and drama of a thirty-minute flight and retrieval is a key part of the free-flight experience, although for some of us with less than perfect legs, the pain now outstrips the pleasure and D/T fly-offs are often a welcome relief after long retrievals on a windy day. Several solutions to the problem of restricting fly-offs to field boundaries have been tried. At the Oxford Gala only flights staying inside the field qualify. This system needs good tactical skills and a gambler's temperament. The D/T fly-off is less demanding, but those with an R.D/T or better still, an electronic timer, are greatly advantaged because there is a penalty for every second flown over the D/T time determined by the contest director; try setting a fuse instead!

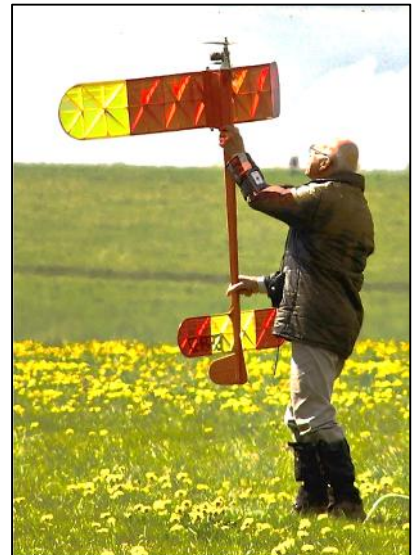
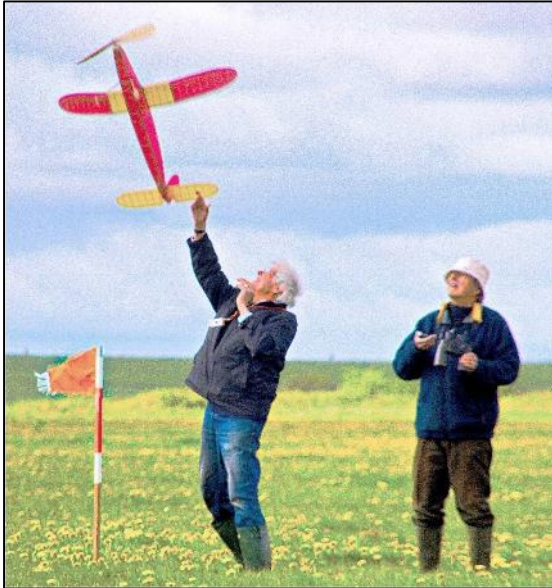
As a test of model performance and air-picking I can't see that it is less effective than an unlimited fly-off. The unscrupulous may try to adjust their system to reduce the speed of descent in the fly-off so some clarifications are necessary, something like the following.

We could define a D/T as a device actuated by a timer or a radio signal to terminate the flight of a model and bring it to the ground as speedily and safely as possible. Stalling the wing by increasing the decalage at the tailplane by approximately forty- five degrees is the common method (except for tailless). The effect on the flight pattern is large enough to be seen by the timekeeper. Attempts to reduce the model's normal speed of descent for the fly-off by re-setting this angle to produce a shallow series of stalls or a continuous looping mode of flight or by means of some other cunning plan must be prevented, so we need to say that neither the device nor its settings, used during the rounds may be changed for the fly-off excepting the time, as directed by the C.D..... Comments?

The next round of the league is the Oxford Gala at Portmeadow on June 11th. where you can enjoy Andy Crisp's method.

Peter Hall







These pictures were taken at the Croydon Wakefield Day/SAM1066 meeting on Salisbury Plain on Monday 17th April 2017. All but the final three are the work of Mo Peters' son Will who was attending his first comp to find out what mum was talking about. The last three were by Martin Dilley.

Will Peters/Martin Dilley

Savoia-Marchetti S.55 X - Rebuild

NEWSLETTER

(by Franco Bugada with photos of F.Bugada, G.Apostolo and C.d'Agostino collections)

SAVOIA-MARCHETTI S.55 X, a fascinating idea.

**A full scale replica will be built with the old technique
for Volandia Museum in Italy**

I am submitting some interesting news coming from Italy. On March 2016 a new partnership was born: the **"SAVOIA MARCHETTI Historical Group"** in Somma Lombardo, Varese, very close to the Airport of Milan Malpensa. The headoffice is in **"Volandia Park and Flight Museum"** located in the same old factory where Gianni Caproni designed and built a long series of aircraft. To the partnership participate many flight fans, passionates, technicians, press men, fund raising experts, the **"Group of SIAI MARCHETTI Seniores workmen"** and the **"Association of Volandia friends"** with the support of some companies active in Varese area like **"Aerosviluppi"** and **"Officine Villella"**.

In the field of publications the above new Group is supported by **Modellismo**, by **VFR AVIATION** and by **RC Model World** which just published some articles on **Savoia Marchetti** aircraft and particularly on **S.55 X seaplane**. This famous seaplane fascinated the Savoia Marchetti Historical Group, more than others, and they started their activity by the idea of making a full scale replica.



1933 Savoia Marchetti S.55 X armada

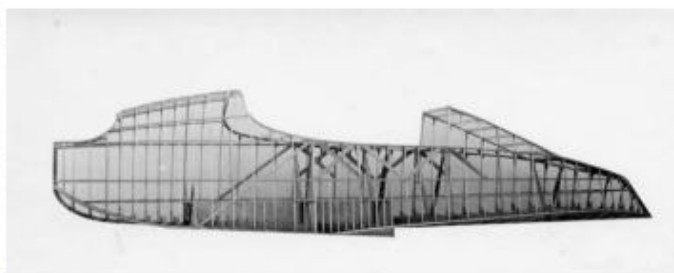
Mr. Filippo Meani is the basic co-ordinator of four teams taking care of Program, Construction, Communications and Financing tasks. The scope of the Group is to search, find and repair old existing wrecks or rebuild the old historic aircraft as well as to restore and scan the technical documents and drawings in order to dispose of usable working papers without the danger of damaging the originals. For this purpose Mr. Maurizio Grillo and his staff have examined approximately 900 assembly, detail and construction drawings of S.55 seaplane. Very important was the supervision of Mr. Marzio Mariani, president of SIAI Marchetti Seniores Group, the help of Mr. Paolo Montonati, President of Volandia Friends and Mr. Claudio Tovaglieri, President of Technical and Scientific Volandia Museum Committee.

In the past S.55 was built in many versions for a total quantity of 250 samples. The search of wrecks given the news of one float small part existing in the Museum of Italian Air Force in Vigna di Valle, not so far from Rome. Most important pieces were discovered in Siberia, coming from a disaster of 1935. Unfortunately the area is very difficult to be explored, plenty of trees, rivers and hills where only during the summer

season it is possible to extend the researches because of long period of cold climate, snow and ice. On 1935 one S.55 P ("P" for "passengers") lost the way in very thick fog, touched a larch tip and dropped in the forest. In the disaster 9 people lost the life and the plane was destroyed in separate pieces. Only on 2008 the wrecks have been discovered in the region of Khabarovsk. *Savoia Marchetti Historical Group* is trying to obtain at least one of the two Isotta Fraschini 750 Hp motors and, if possible, some other piece.

A complete S.55 seaplane exists in Brazil. It is the "*Jahù*" seaplane of Joao Ribeiro de Barros which crossed the Atlantic Ocean on 1927, after Francesco De Pinedo on S.55 "*Santa Maria*". The "*Jahù*" was carefully maintained in TAM Museum of Sao Paulo State but they closed the exhibition recently and very likely the S.55 "*Jahù*" seaplane will move to some other place.

The above situation pushed the *Savoia Marchetti Historical Group* to consider the construction of a FULL SCALE S.55 X replica. Their dream was to realize a flying copy of this seaplane, for properly remembering the aircraft of 1933 North Atlantic Ocean crossing. Unfortunately all the Italian lakes and coasts, even if historically dedicated to seaplanes, are now forbidden due to the present regulations taking care of the airports and safety approaches. Only Como Lake can accept seaplanes and a modern flying school of Como Aero Club is still located on the beach, but the site is not sufficiently large for accommodating and recovering a big S.55, 24 m span, weighing 5500 kilograms. So the decision was to build a non-flying replica to be exhibited in Volandia Museum. The construction will follow the scanned construction drawings and the original Instruction manuals.



Construction of 1930

We are all fascinated by the program of our Italian friends and hope in some years it will possible to visit and make pictures of this aircraft which made the history of the international Aviation.



Indoor Scale Nationals 23rd April 2017

This took place for the third time in the hall of the University of Wolverhampton Sports Centre in Walsall, which is an excellent venue. A record number of entries caused the organisers John Minchell and Graham Banham a considerable headache, but the result was a much slicker event than previous ones, with very few unnecessary delays between competition flights in the classes (Open Rubber, CO₂/Electric, Kit Scale and Glider) where flight performance is judged. Because of the number of entries there was an 8 am start, with a competitor briefing at 8.15am. As I live about 130 miles away, I had a very early start. As usual, I stuck to the timed flight events, Peanut Scale and Pistachio Scale, entering the Nesmith Cougar, the build of which I have been covering in this column, and the BAT Baboon. A small selection of the entries for each of these classes is shown in the photos below: -



A selection of Pistachios. Clockwise from lower left:
Chris Chapman's ME 109, NP's BAT Baboon,
Gary Flack's Westland Wyvern, Chris Blanch's Bowers Flybaby



A selection of Peanuts. Clockwise from lower left:
Chris Blanch's Bowers Flybaby, Dave Crompton's Evans Volksplane,
NP's Nesmith Cougar, Chris Strachan's Beardmore Wee Bee,
Vibes Masters' Nesmith Cougar, John Bowerman's Druine Turbulent

As a reminder Peanut Scale models have a maximum wingspan of 13 in or 9 in overall length excluding propeller. Pistachio Scale models have maximums of 8 in or 6 in respectively. If you want to build a really competitive entry, then the BMFA Scale Rule Book (downloadable from www.bmfa.org or www.scalebmfa.co.uk) is the required starting place. You can then assess the points that can be allocated for your chosen subject before you go ahead with the building. The static rules favour more difficult types. However, building a scale model is something of a labour of love and you need to build a subject that you fancy. The happy result is that a great variety of subjects are entered in the competitions. The entries are ranked by flight score and static score separately and these rankings are added together and the lowest number gives the overall winner. In the event of a tie in the sums of the ranking points, the overall position is decided on the model with the highest static score.

I managed an improvement over last year with two 55 s flights from the BAT Baboon, one of which can be seen towards the end of this video showing some of the Peanut and Pistachio action <https://www.youtube.com/watch?v=tqbpaGq6k3o>. I also eventually obtained a couple of good flights from the Cougar, but I still have not got the optimum rubber motor sorted as it was landing with a considerable number of turns remaining.

The slickness with which the judged flights were proceeding opened up several trimming slots. I used one of these to try out my old Blackburn Bluebird fitted with a new 4.5 in dia 6 in pitch laminated yogurt pot propeller, as described in IIFE 11. In a way this was too successful.

The plane climbed to good height and cruised round in nice left hand circuits. Then the rubber torque died away, the turn opened out and it flew into a wall and tumbled down removing the port wing panels in the process. This opening out of the turn is always a potential problem with models that fly to the left.

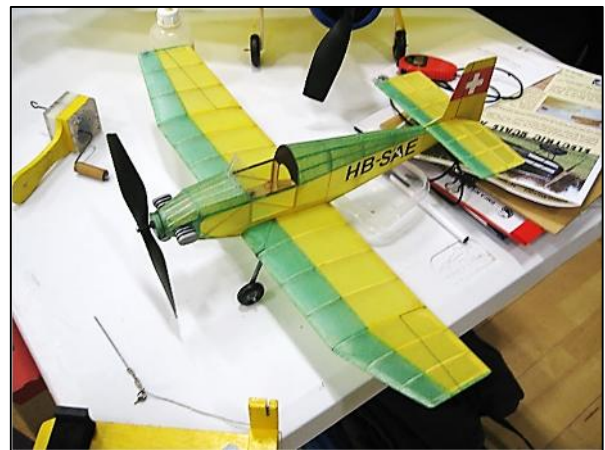
I have included some photos below of some kit scale models that caught my eye below. The largest entry was Simon Roger's 48 in span Comet Curtiss Robin. Unfortunately, he did not succeed in getting it flying in the confines of the hall. It would have been most impressive if he had.



A couple of Comet kits: Mike Stuart's Blackburn Shark (left) and Chris Blanch's Waco Coast Guard (right)



Ken Bates' Performance Kits DH Hornet Moth



Brian Lever's Veron Bebe Jodel



The Granger Archaeopteryx (full size) Restoring this is the current project of air race organiser Richard Granger



15.7 in span rubber-powered Chambers Chambermaid air racer in pristine condition, early in its career.

Thanks to Monz Lyons, the air race (the greatest number of laps around the balloon pylons in ten minutes with a rubber-powered scale model) at the end of the day was recorded in this video (and thanks to John Thompson for pointing it out to me): -

<https://www.youtube.com/watch?v=JBQCYXHXdtY>

At least, my grandchildren thoroughly enjoyed watching it. The CD wearing the flying hat and goggles is Richard Granger. His current major project is restoring the Archaeopteryx, which was built in the late 1920s by his father and uncle. I think he has described the progress as being 10yrs into a 3yr project!

I entered my Chambermaid, which has now survived a dozen of these events! It placed second with 26 laps and earnt a bottle of wine. Tim Horne was the winner with 27 laps.

All-in-all it was another successful and enjoyable Indoor Scale Nationals. The full results of the official BMFA events are available on www.scalebmfa.co.uk. Many thanks are due to the organisers John Minchell and Graham Banham and their large team of judges, timekeepers and other assistants.

Back to the Nesmith Cougar

Last time I had calculated a centre of gravity position. How do you determine where it actually is? The time honoured way is to use finger tips, but the cg position is better judged using a simple stand, Fig 1. The wire uprights were made from soft clothes hanger wire. The model is then balanced on the top of the wire loops to determine the cg position, Fig 2.

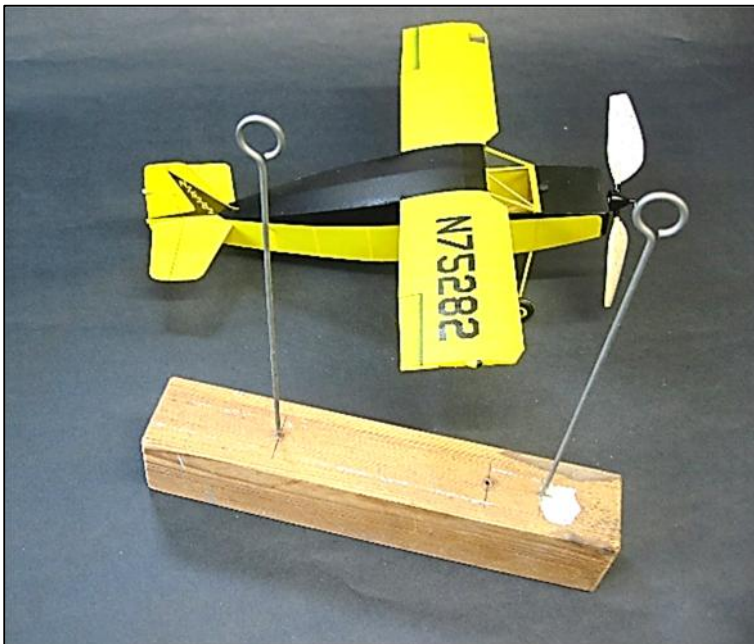


Fig 1 Simple balancing stand

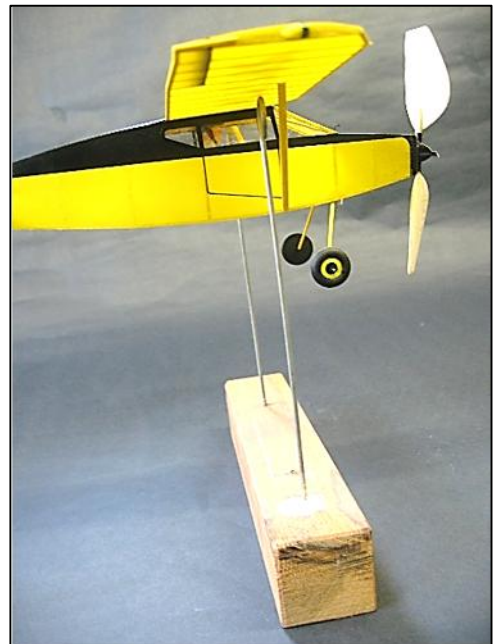


Fig 2 Cougar on balancing stand, showing the cg position is about at the main spar.

The rubber motor had been fitted. The 2g motor is about twice the length of the peg to hook distance, so was fitted, but not used, as a four strand motor. Alternatively, a single loop can be wound enough to tighten it and the prop locked by a pin inserted in the nose block.

I use silicone lube on my rubber motors, available from Mike Woodhouse Free Flight Supplies. I put a drop in the palm of my hand and squidge the motor round in it. I know some do not like the silicone oil on the skin and use disposable gloves. The ends are dipped in talc and the knot tied. I use an overhand knot followed by a reef knot to lock it. I have never known this combination to have come undone. I then re-lube the motor ready for use, storing it in a re-sealable plastic bag.

I might get round to discussing flying next time!

Nick Peppiatt

Vulture: from Bill Dean's Book of Balsa Models



VULTURE

THIS SEMI-SCALE JET-
PROPELLED MODEL IS
CATAPULT LAUNCHED

BUILDING
TIME:
4 HOURS



THIS graceful semi-scale fighter is propelled by a Jetex 50—a powerful little jet which has been specially developed for modeling use. Since there are no moving parts to go wrong with this motor, it can be easily operated (*with perfect safety*) by anyone. The *Vulture* climbs fast under power and, when the fuel pellet is expended, settles into a long floating glide. A notch is cut in the fuselage nose, so that catapult-aided launches may also be made.

1. Trace all the parts (A, B, C, D, E and Z), then attach them to $\frac{1}{16}$ -in. and $\frac{1}{8}$ -in. sheet (as specified on the plan) and note the grain direction. *Medium-hard (MH)* balsa is needed for the fuselage pieces (A and B) and *medium (M)* balsa for the flying surfaces (C, D and E). Cut out all the parts, pinning the right wing panel (C) to a piece of $\frac{1}{8}$ -in. sheet and using it as a pattern for the left-hand panel.

2. Carefully cut out the wedge-shaped portion from the top of the fuselage—then cut along the dotted line to make room for the wing. Now mark the positions of the screws and draw in the cabin with the aid of a ball-point pen. Break the head off a pin and push this up into the fuselage along the front edge of the catapult notch, as shown on the plan.

3. Trace the 'trimming lines' on to the top surfaces of the wing panels and mark with a ball-point pen. Carve away the sheet *outside* the trimming lines with a very sharp razor blade—to obtain the correct aerofoil section (see side view at foot of the plan). Finish off with the sanding sheet, then carefully sand away the trimming lines.

4. Now shape the wing roots to the correct dihedral angles. Place the panels on the building board, so that the roots are flush with the edge, then sand them to the



Here are the VULTURE components. Mark the cabin and 'trimming lines' with a ball-point pen at this stage.



Join wing panels together at correct angle by packing up with piece 'Z'. Hold in place with pins until dry.

required angle, using the building board edge as a guide (see *Swallow* construction photo (4) on page 15).

5. Pin the left-hand wing panel down flat on the building board. Mark the position of the 'Z' dihedral packing on the underside of the right-wing panel, then join the latter to the other panel, packing up with 'Z'. The stabilizer (D) and fin (E) are left flat, but the outline edges may be rounded off slightly (for greater efficiency) if desired.

6. Cement the stabilizer in the rear fuselage cut-out (hold in place with pins) and make sure that it lines up correctly in the top and front views before the cement starts to set. Unpin the wing from the building board and sand 'flat' on the underside at the central joint—then cement in the fuselage cut-out, checking alignment and again holding in place with pins.

7. When the cement holding the flying surfaces in position has set hard, remove the pins and replace the wedge-shaped fuselage portion over the wing. Cement the fin (E) to the fuselage and stabilizer, making sure that it is vertical to the latter.

8. Cement the small reinforcing piece 'B' to the left side of the fuselage (looking from rear). While this is drying, cut two $2\frac{1}{4} \times \frac{3}{4}$ -in. rectangles of asbestos paper and cement them to the right side of the fuselage and the underside of the right wing root (both shown in dotted lines on the plan). Screw the *Jetex* mounting clip to the right side of the fuselage (with turned-up tag facing forward)—checking that it is parallel to the underside of the wing.

9. Load the motor according to the maker's instructions, slide into the clip from the rear and check that the model balances level when held by a pin pushed into the top of the fuselage above the large black arrow. If the model is tail heavy, add a little weight to the nose. If nose heavy, this can be adjusted on the flying field, by altering the stabilizer setting.

10. The model is normally hand launched, but extra height maybe gained by using the same towline/catapult as specified for the *Swallow* glider, so turn back to page 15 for full details of how to make this. The illustrations in the adjoining column show the *Jetex* 50 before and after loading.

11. The cost of the motor (\$1.00) has *not* been included in the *Vulture* material list, since it may also be used to power three other models in this book—the *Space Scout* on page 41, the *Swordfish* jet-boat on page 46 and the *Firebird* car on page 56. It is only necessary to fit a separate mounting clip to each one, then the motor may be switched from model to model. Long life and freedom from breakages are special *Jetex* features.

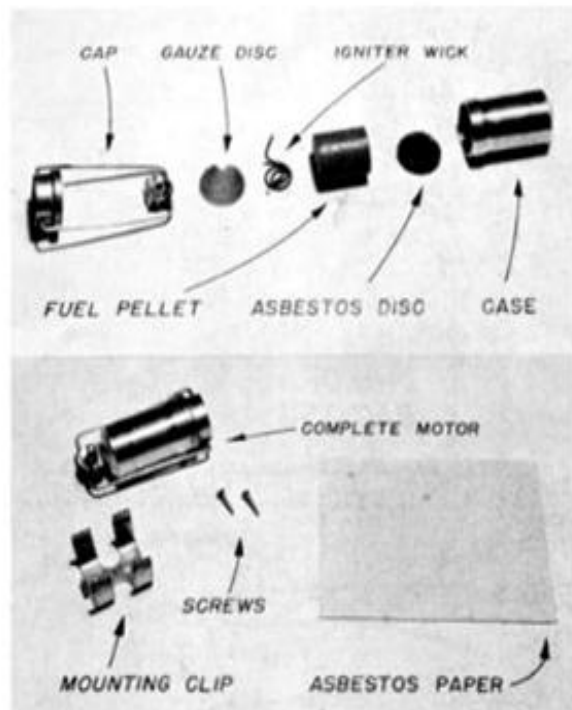


Cement flying surfaces to the fuselage, allow to dry, then replace piece of sheet over wing and add the fin.

FLYING

Start off by test gliding in the usual way, with the loaded *Jetex* motor in position. Add weight to the nose if the model shows any tendency to 'stall'. A dive may be corrected by slightly bending up the rear edges of the stabilizer. When the trim is correct, the model should glide on a steady downward path to a point about 30 feet ahead.

The offset motor will have a tendency to turn the model to the left, so counteract this by twisting up the front edge of the left wing to give a shallow right turn. Light the

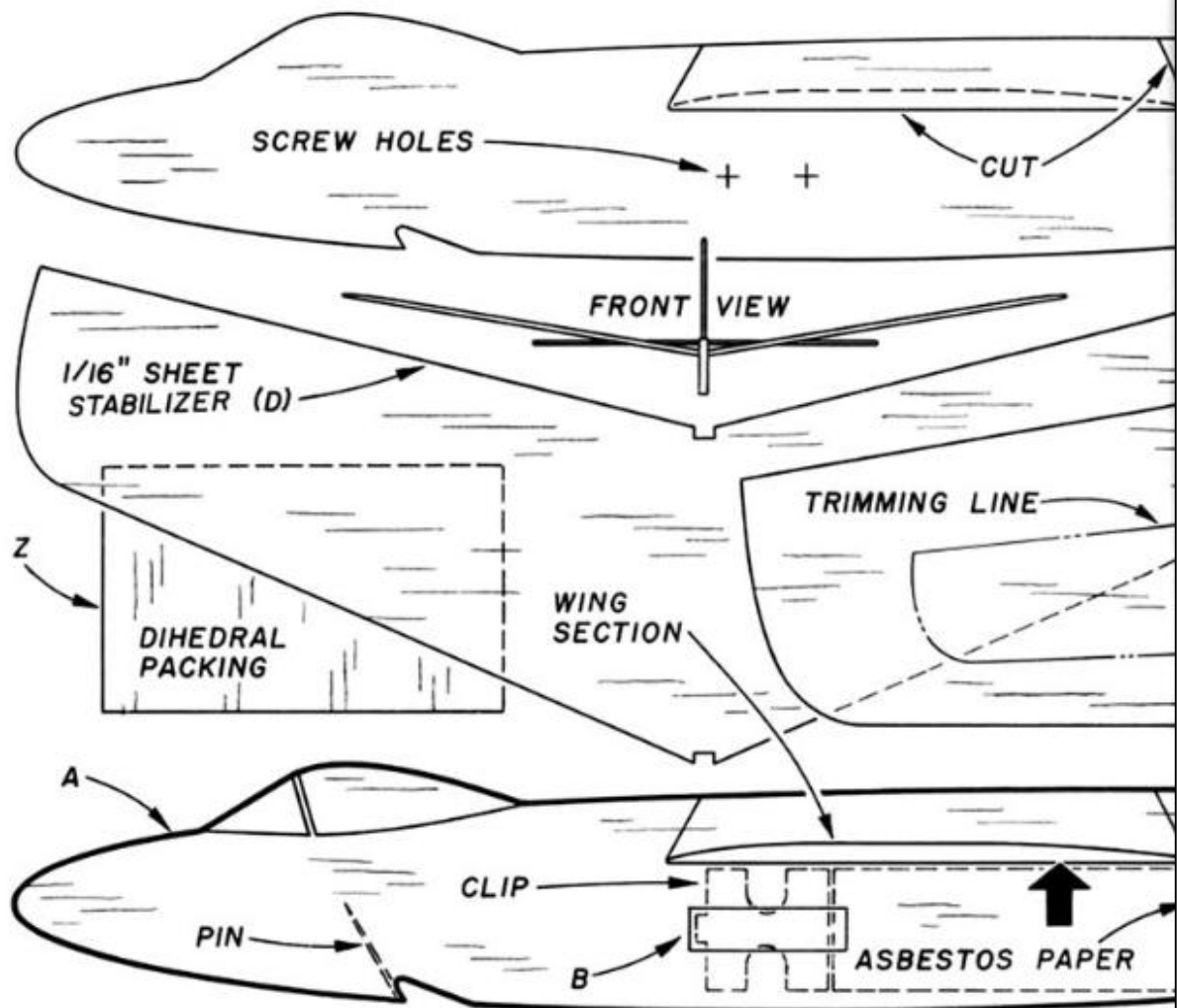


JETEX 50—Powerplant for the swept-wing jet VULTURE.



igniter wick and wait for a full three seconds to allow the thrust to build up—before launching on a level keel into wind. The offset motor will still make the model turn *gently* to the left, but after the pellet is expended, the model will slide into an opposite turn to the right if the trim is correct. Counteract any sharp turning tendencies by twisting the wing leading edges—remembering that the model will turn *away* from the raised leading edge. Avoid using the fin for adjusting the turn.

Up to 50 per cent longer duration can be obtained by using the towline/catapult. Place the tow-ring in the fuselage notch and stretch back until the model is 40 ft. from the dowel anchor. Get a friend to ignite the wick,



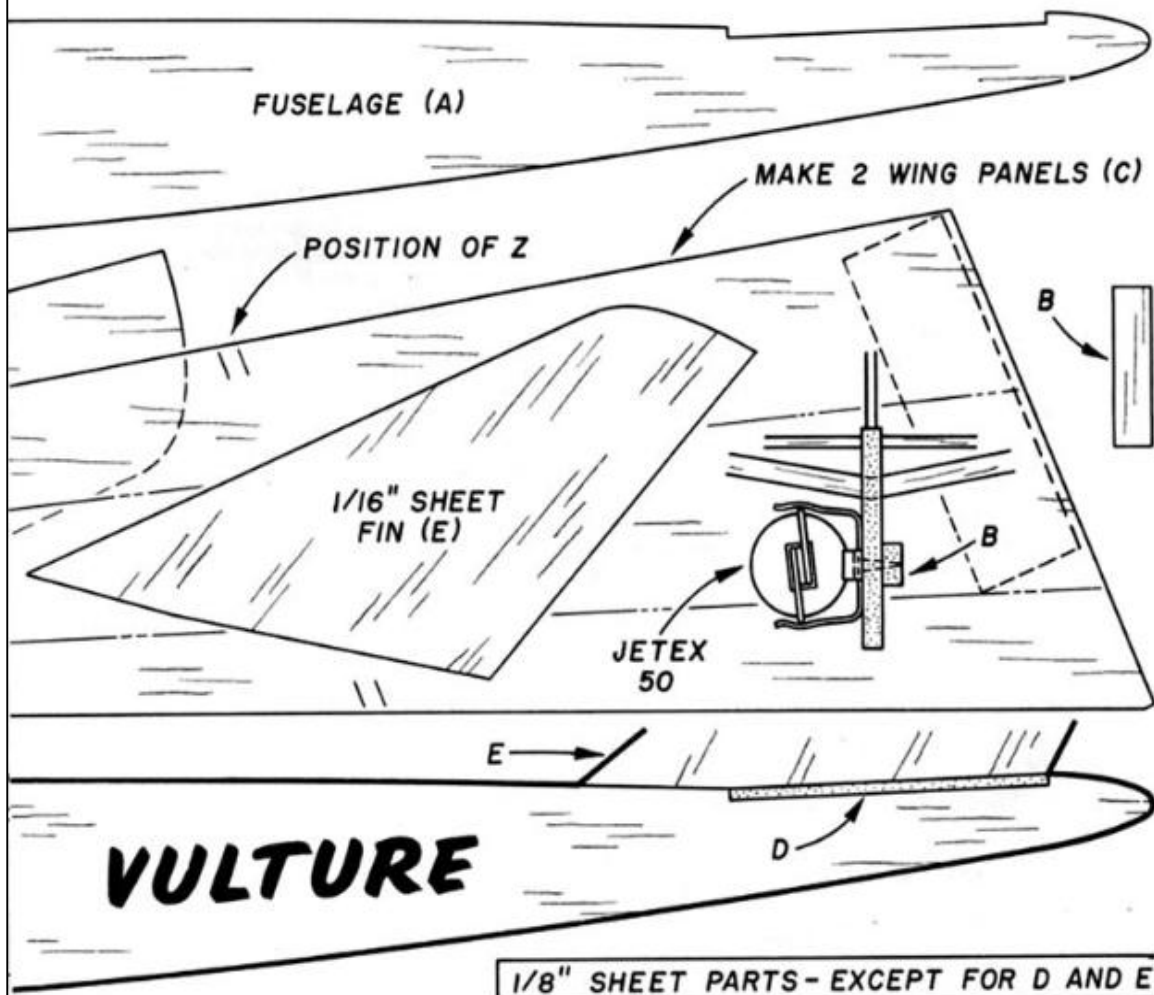
wait for three seconds, then release the fuselage end. The jet will develop maximum thrust as the model reaches the peak of its catapult climb and take it still higher.

Full instructions are given with the *Jetex* motor, but there are a couple of very important points worth repeating here. First, clean out the interior of the casing and the jet hole with the tools provided, after every couple of flights, as shown in the adjoining photos. This will prevent fuel pellets becoming jammed while loading or the efficiency of the motor being reduced by a partially blocked jet-hole. Finally, avoid handling the motor for a few minutes after the model has landed, as the casing gets quite hot during operation.



MATERIAL LIST

Sheet— $\frac{1}{8}$ " \times 3" \times 12" (M)	6 in. of $\frac{1}{8}$ " diameter dowel
Sheet— $\frac{1}{8}$ " \times 3" \times 36" (M)*	10 ft. of $\frac{1}{8}$ " rubber
Jetex 50 mounting clip	20 ft. of strong thread
*MH fuselage	TOTAL COST: About 90¢





The weather forecast for Luffenham on 14th May 2017 was poor, windy and possibly wet at times. True, very windy and two passing showers. Rachel and I decided to attend as we had not made any preparations for Sunday lunch, so the possibility of eating in 'The Wheatsheaf' pub in the village outside the airfield loomed large in the decision.

I threw my model box containing my 'mini' models in the back of the car on the off chance of the weather being more benign than forecast, no such luck.

There was a good turnout and quite a reasonable amount of competition activity considering the wind strength. We parked and I saw Timperley's Terry Dobson make his first flight, the big power model climbed high and soon began to fade from my sight. As it turned out the model did 3+ min and Terry set off for recovery at around 11-15. He returned at around 12-45, the model having been 3 fields off the drome. The sight of Terry's model fading from sight prompted me to chicken out from competing, to save Rachel from long recoveries of course.

We re-parked the car at the other end of the line facing the action and spent the day watching the activities of Rod Brigginsshaw & Peter Gibbons flying in E30, Trevor Payne in Power, Terry Bailey in Vintage and Andrew Moorhouse with what I assume was a stick and tissue F1B. It was interesting seeing the diminutive E30's fighting the wind as they slowly but surely climbed away. Trevor's monster power model seemed to ignore the wind as it rocketed its way upward.



Terry D



Peter releases his E30 with Rod on the clock



Trevor sets his monster free



Terry Bailey was flying in vintage with his 'Championship Stick' by Al Casano. The model had a curious tail-plane, swept, dihedral and twin fins with a smaller central fin, also the wing was surprisingly narrow chorded for what is essentially an open model of the period. The model performed well enough, although Terry fell short on his second flight due to a trim adjustment. The model had been a bit stally on his first flight and, as the wing was easily moveable, Terry made an adjustment but over did it resulting in a glide that was under-elevated bringing the model down too quickly.



Andrew Moorhouse was, I assume, flying in F1B with a stick and tissue model. I base my assumption on the fact that there were only two rubber contests on the day, F1B and Vintage and Andrew's model was certainly not vintage. It's good to see old traditional construction methods are still viable in the face of commercially produced bits and bobs and even complete aircraft. The model performed well in the wind of the day but did get depressed down short on one occasion that I saw. Andrew's characteristic red and white striped colour scheme now appears to have been extended to his thermal detector pole. He's not going to lose that in the grass is he.

John Andrews

I think it was Summer 2012 on Chobham Common, I watched Spencer Willis' Lanzo Duplex 4oz. Vintage Wakefield climb long and straight, stable as a train, into the distance. Unlike my mini-vintage, coupe and P30 models which dither nervously about, the Lanzo made a stately progress; very impressive.

Spencer told me that in his opinion it was the most reliable Vintage Wake. so I built one. The original was breaking records in 1937. Eighty years later one of its many grandchildren, my five -year old, was celebrating the birthday at the 4th Area meeting at Beaulieu. I set it down on the perimeter track to R.O.G. it for its third flight in the vintage rubber and power class, and waited for a lull in the wind.

Later checking my flying diary,

I find that my Lanzo had flown in seven competitions and had maxed every single



flight. It was a very docile aeroplane, like one of those big floppy dogs with outsize paws and ears that still slobber over you no matter how you treat them. Typical of its time and the rules then in force, it had a huge whale-like fuselage, a stork-like undercarriage and a tail-skid. Uncovered it seemed alarmingly flimsy. Apart from the trailing edges, the ribs and a bit of sheeting here and there, the 3/32" square balsa strip fuselage and the 1/16" square wing spars were expected to withstand the torque and tension of a 33" x 22 (1/8") strand fully wound motor and all the stresses of free-flight. Contemplating the airframe, the familiar estate agent's description came to mind, 'a wealth of exposed beams'; so I called it the 'Tudor Cottage'. Apart from the occasional tear in the covering the Cottage had suffered no damage, it was a fine example of the effectiveness of the stressed skin structure, once covered with tissue over mylar the torsional and compressive strength was transformed. The plan shows the C.G. at 75% of the wing chord and suggests a right/right flight pattern. I put the C.G. at 50% and flew it right /left. Why? I think the low decalage required by the rearward C.G., although it helps control the burst, flies the wing at below its optimum angle of attack for the glide. I then go right/left to make the burst less of a white-knuckle ride. I am expecting you all to write to the Clarion telling me why this is nonsense. Trimming was easy enough, but with competition torque and turns I needed to chuck it vertically, or very steeply left of the wind. It would helicopter up and then flop into a steep spiral climb.

So there I was kneeling on the peri. track waiting for a lull, thinking this is crazy, I've got 6 degrees of right side thrust which will take immediate effect, balanced by a cambered fin which will not oppose it until enough airspeed is reached. It will whip over to the right and crash. Along came the lull, I let go and it whipped over to the right, crashed and hung impaled on a gorse bush. Why did I do it? I could have just chucked it up as usual and it would have maxed because it always maxed. A full analysis would take several pages and I won't trouble you with it but it would probably include some reference to Freud's concept the 'death drive', my reluctance to do yet another long retrieve that day, my wish not to disappoint the incredulous spectators gathered round and to salute the 80th birthday of great-grandfather Lanzo.

Peter Hall

I have to confess that it is hard work to put finger to keyboard this month, nevertheless - as John would have said - the show must go on, albeit with ever diminishing numbers. Elsewhere in this edition of the NC there is an obituary to our late Chairman. Many members will have good memories of his presence & activities on our behalf for which we must all be most appreciative.

So - June promises to bring good weather if the forecasts are to be believed. Here is a reminder of the comp schedule for our next meeting which will take place:

on Salisbury Plain, on 18th June.

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

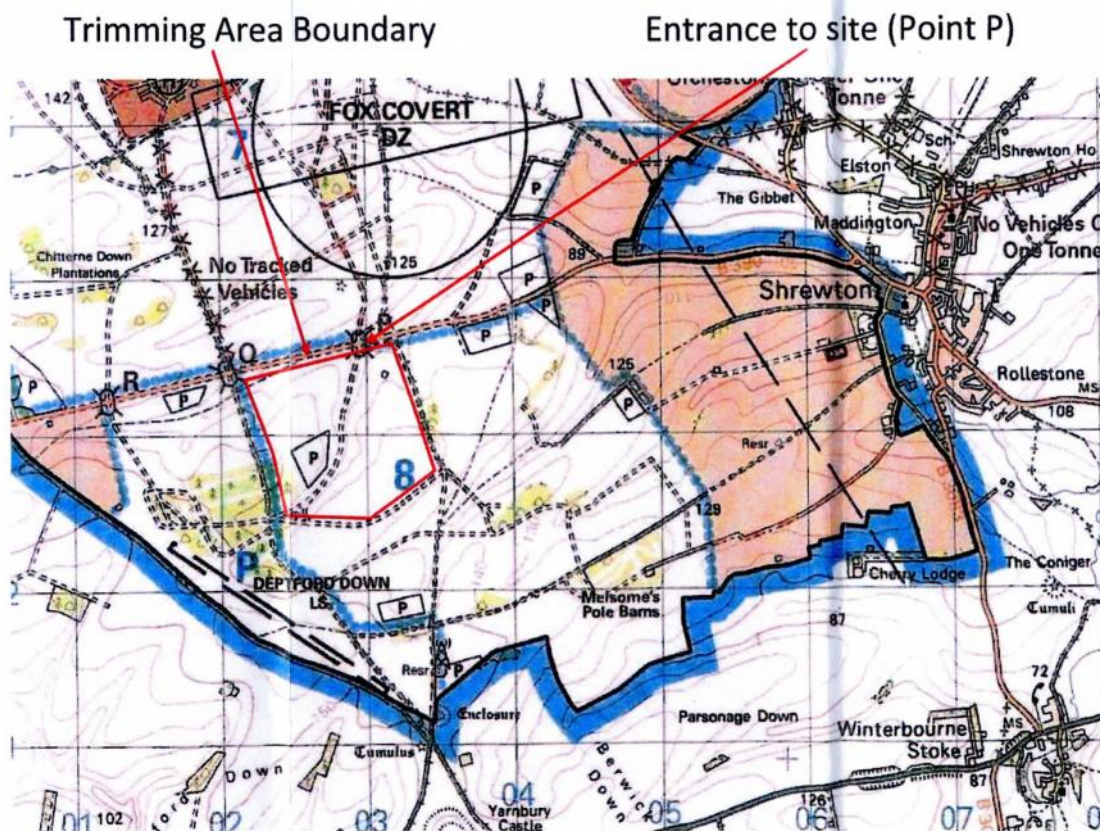
Note the change to the power comp to include vintage models.

As always, sports fliers are most welcome.

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

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

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



4th Area meeting at Beaulieu- 14th May 2017

Weather: Sunny but chilly; wind approx 15 mph from SW gusting to 25mph

Attendance was down as some had ventured to Salisbury Plain.

Results

Combined Power

Dave Cox	Crookham	7.23	
Roy Vaughn,	Crookham	8 secs	Up & down
John Hook	Crookham	9 secs	Likewise!

Mini Vintage

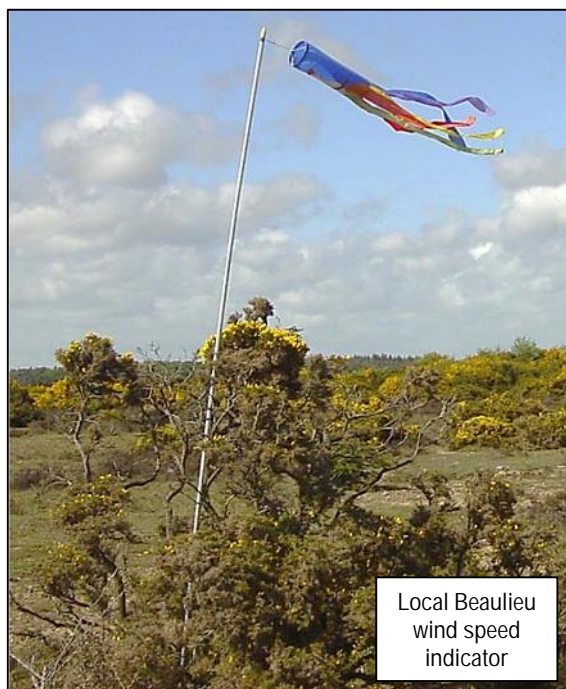
Dave Etherton	Chichester	3.57
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Vintage Rubber/Power

Peter Hall	Crookham	5.02	(Peter tried unsuccessful ROG on 3rd flight!)
Dave Cox	Crookham	6.37	
Ray Elliott	Croydon	6.20	(Ray clocked over 7 miles for three flights)

F1B: No Entries

Combined Glider: No Entries

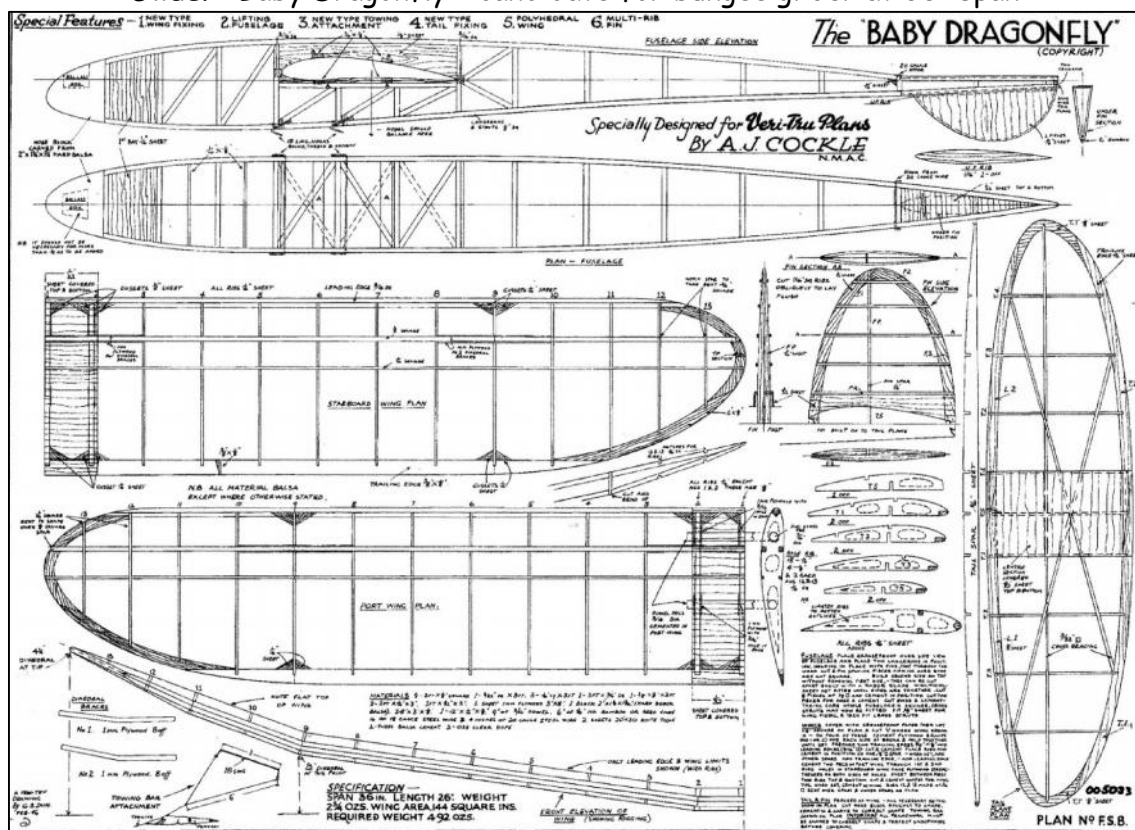


EASA & Drones

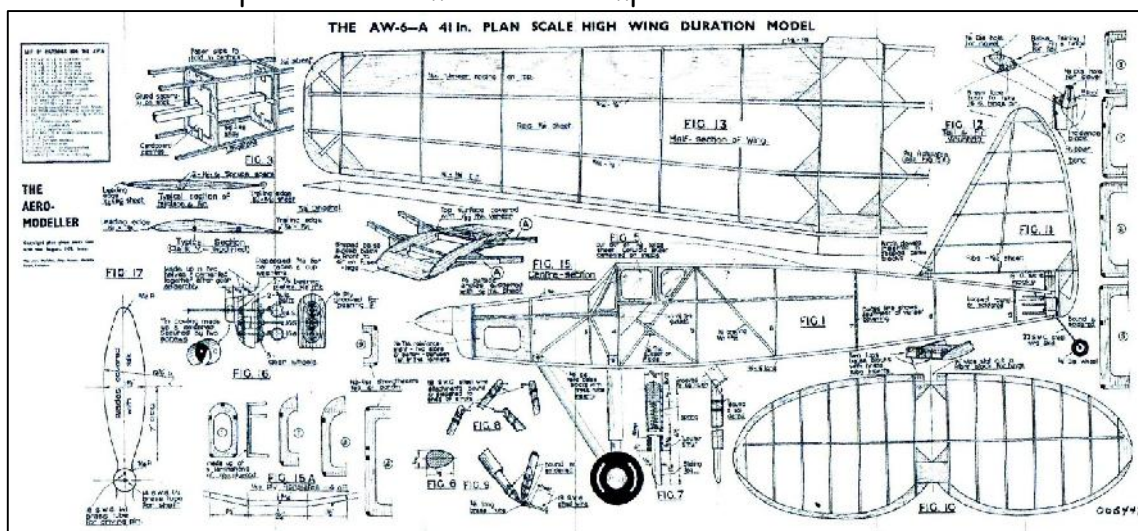
EASA duly produced another document, later than forecast - extremely lengthy & full of pretty incomprehensible text. A quick glance through it indicates that aeromodelling is still swept up in proposed regulations but with a few mitigating points. One is that there will be "delegation" back to a "national authority" for certain aspects. Another is that registration will be mandatory for certain categories of models e.g. anything over 900 grams but no mention of how or what fees are likely to be. The significant point (for me) is that whatever is decided on aeromodelling as proposed by this latest document will not be implemented until 2024, by which time I shall be long past caring. So take the opportunity to fly happily as we have done for the next few years. Of course, the whole subject could well be changed by any impact BREXIT has on EU regulations as to whether they are adopted or not & what our beloved Government decides from its recent consultation document on drones.

Plans for the month

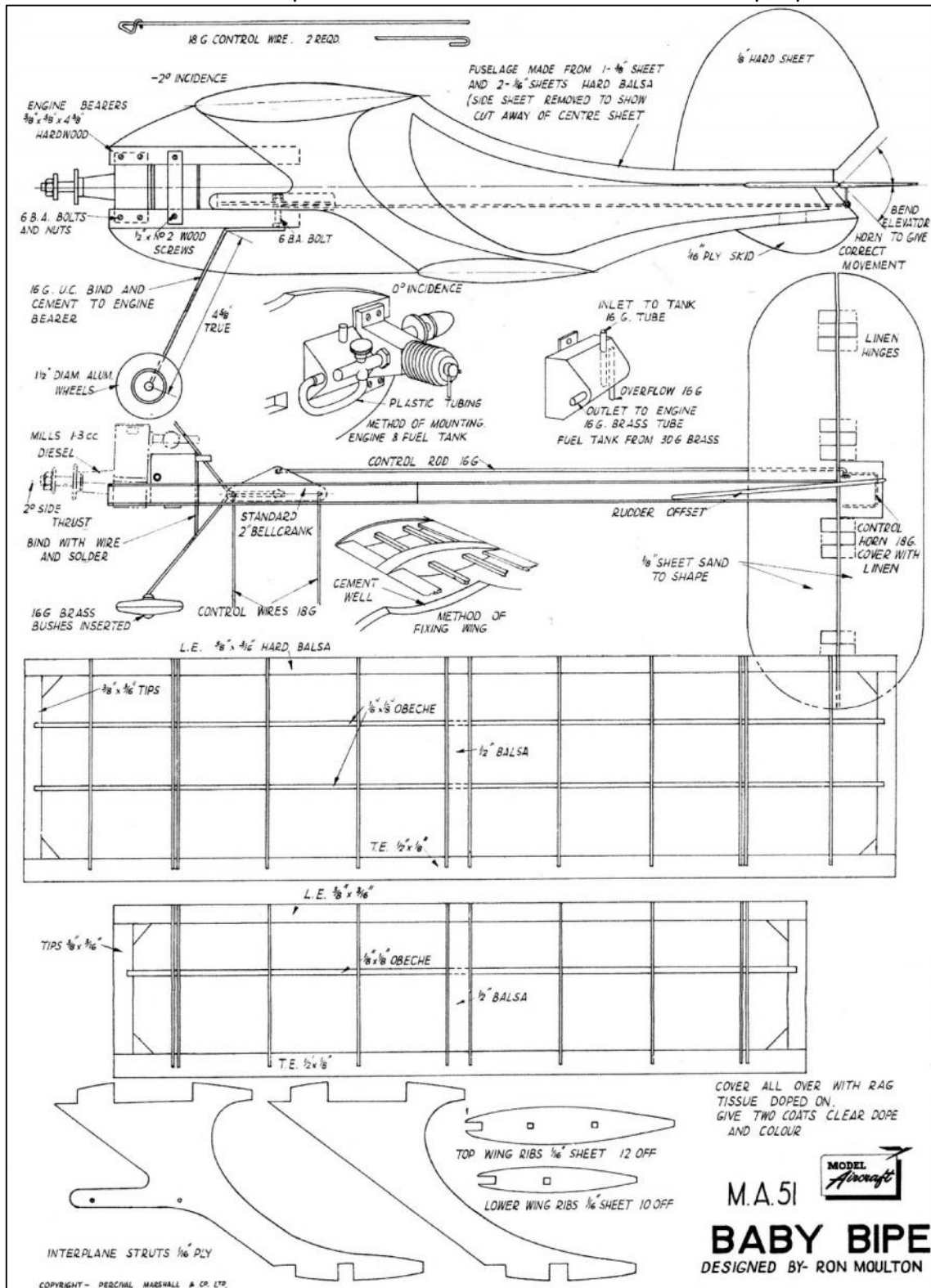
Glider: Baby Dragonfly - candidate for bungee glider at 36" span



Rubber: A pre-war Aeromodeller attempt at rubber duration - AW-6-A



Power: An early Model Aircraft control line model - Baby Bipe



Ramblings

Very little to report -

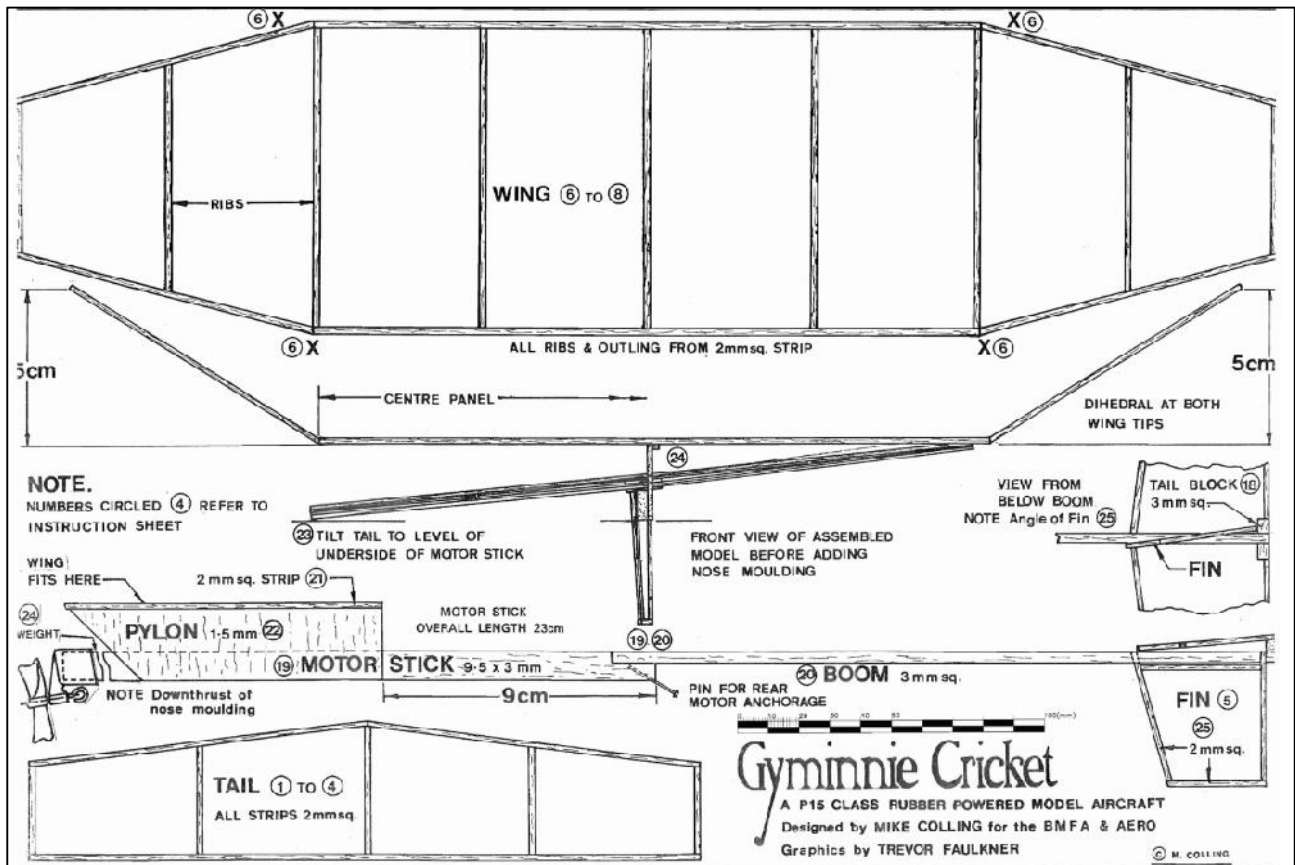
Nothing done on the modelling front during the month, neither flying nor building.

Roland Friestad tells me that he has now completed scanning of more Aeromodeller magazines, this batch from 1943 to 1949.

Also, indicative of our world of diminishing numbers, SAM USA now has less than 1000 members.

Roger Newman

A while back I had an email from a Wayne Butler who had developed an interest in indoor models having read about my escapades here and there. He had built a Cricket, flown it in his garden and was wondering about all the versions I had made over the past few years. He asked if I intended to write anything about performance improvements so here I go with what I have done and what I know and believe, there won't be much structure to it. Usual disclaimer, these are my thoughts and, knowing me, could well be debateable here and there.



I started out with a standard Cricket built to the kit plan for Laurie Barr's comp at Cardington.

Laurie's event was won by Tracy Sellwood with a covering material typical of the choice of a female of the species. Best time 2.01



Laurie hands over the £10 first prize



I see from my flight log the best I could manage was 1.28 and the motor was a huge 27" loop of 1/8th with 2,200 turns. Later that year at Cardington I see I got up to 1.44 using a different prop and the motor was 22" loop x 1/8th with 2000 turns.

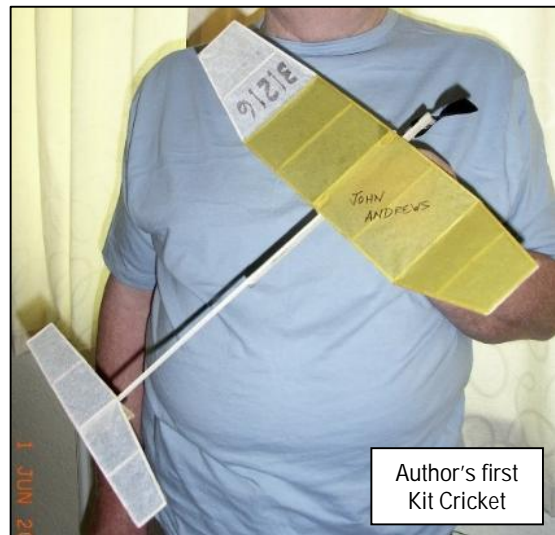
In 2015 the Thorns Xmas indoor competition was for the standard Cricket with a commercial plastic prop (Ikara props were banned). We managed to get times comfortably over the 1 minute mark and my final flight at the December meeting was a 1.45 with one scrape on the lights (we are allowed 2), using .080" x 18" loop and 1,900 turns. I have no record of weights but, although only tissue covering was allowed, we were obviously building lighter by then.

The 2016 Thorns Xmas comp was Crickets again, still tissue covered, but a design was produced with a 5% cambered wing section, enlarged tailplane and Ikara props were allowed. This pushed times up to well over 2 mins, my best 2.45 on 14" loop of .110" strip and 1,100 turns. Sneyd's Alan Price managed to get his model's weight down to 4gm and times around the 3min mark. The prop in the pic is a 12" Ikara cut down in last minute desperation.

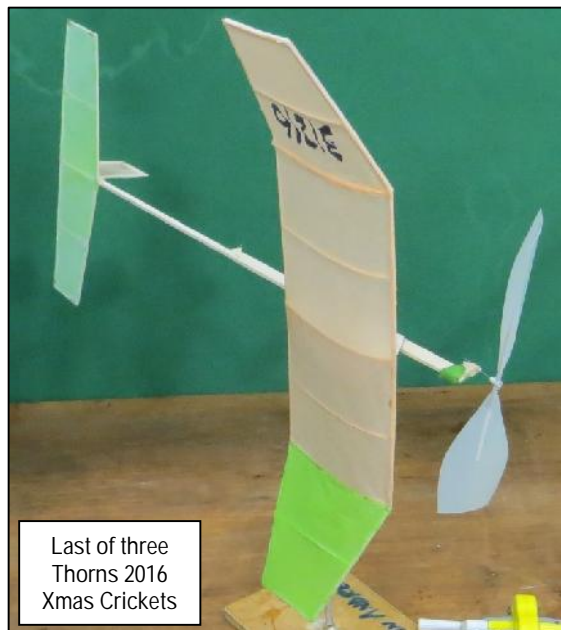
In 2008/9 I built a Cricket with a cambered wing section and covered in Wilco Economy Food Bag material. The model had a large balsa prop and weight was 4gm. This model flew well achieving flights up to 3min. The model however was short lived as the Indoor Tech Committee introduced the Lightweight Cricket spec where the only constructional limitation was the need to conform to the plan view of the standard cricket.

The real indoor boys soon produced models weighing less than 2gm and indeed Laurie Barr got his down to 1.4gm and did a 14minute flight at Cardington.

The Indoor Tech Committee then introduced a competition for these lightweight models but decided on a 3gm minimum weight. This did not sit well with the real indoor boys who had to ballast up their models, but it suited me fine as a 3gm model was about the best I could achieve and I managed to win my first Gyminnie Cricket competition at the indoor nationals at the Boulby Salt Mine venue with a couple of flights around the 6minute mark.



Author's first
Kit Cricket



Last of three
Thorns 2016
Xmas Crickets



The 4gm food-bag covered model



One of my current
3gm mylar models

A peek in my flight logbook gives some idea of motors and turns.

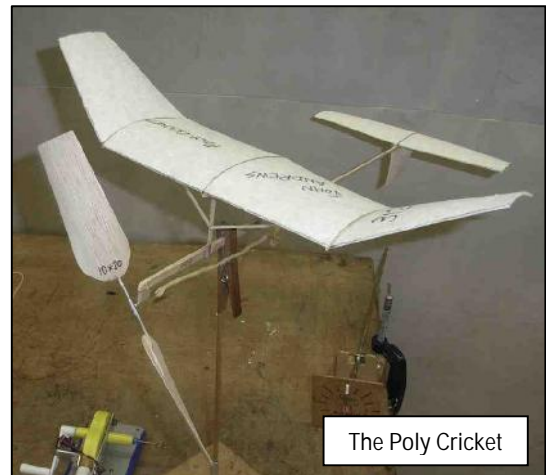
At Cardington in August 2009 my log lists:

Kit Cricket(new prop),	motor 1/8 th x 22"loop,	2,000 turns for a time of	1.44
Wilco Cricket,	motor .110" x 17"loop,	1,800 turns for a time of	3.11
3gm Cricket I,	motor .090" x 16"loop,	1,900 turns for a time of	8.42

My 3gm Crickets will do 4min+ in sports halls and 6mins or so in higher venues such as Boulby or the Brabazon hanger with 50ft ceilings.

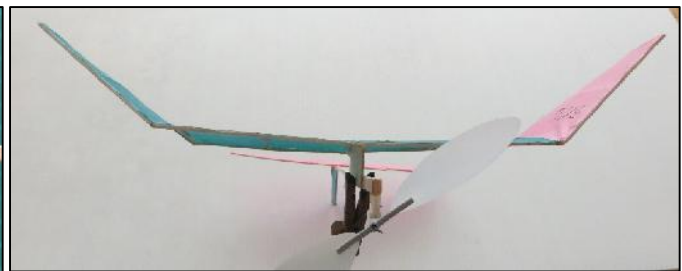
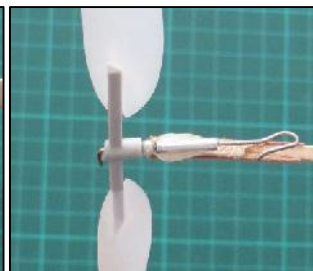
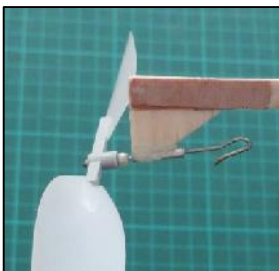
Another innovation that I tried was to make a Cricket using 2mm wall foam insulation for the flying surfaces. This model proved quite useful, I do not know the weight but flight times were good. The best was a flight of over 4min at the Manchester Velodrome but the model did rise above the lighting array which disqualifies competition flights.

The natural curve of the wall foam roll gives the cambered flying surfaces and three wing ribs are used. One in the centre and one at each dihedral break. These dihedral ribs are braced back to the wing posts from the center of the rib to the front post to maintain rigidity.



The Poly Cricket

Some observations, I always have a discernible amount of down-thrust on the prop-shaft bearing and sidethrust. I also have wash-in on the inboard wing and tail tilt.



These pictures are to illustrate settings but are a bit excessive, set-up for clarity using an old model

I fly tissue models with small props in R/H circles and big prop lightweights in L/H circles. I recommend flying in fairly tight circles, as recovery from ceiling hits is usually better and, more often than not, flights can continue without flying into walls.

These days I use alloy tubing for the bearing with a bead and ptfе washer between prop and bearing. You will note that all my props are quite shovel like, moulded by soaking and strapping to a 5" diam former at an angle of around 15deg to give an approximation of helical twist. I've tried elliptical blade shapes but in my hands I see no advantage and the rectangular shape allows the prop spar to be offset significantly to give blade flare under full power. I make two separate blades and for the prop hub I use alloy tubing again which enables the prop pitch to be easily set on a jig and if stuck lightly can be easily altered if front end wagging takes place due to un-matched pitch angles for some reason. Front end wagging is normally due to unmatched pitch angles, I have never had mechanical off balance causing problems but sanding the heavy blade to get a balanced prop is a natural inclination and it makes the thing lighter anyway. I use 12" diameter props and 1/32" soft balsa blades set at about 50deg to prop shaft at root, if the model is coming out heavy then a switch to thinner prop material is possible.

As with all indoor, adding lightness gives better times.

John Andrews

South Bristol MAC C/L Gala

Sunday June 18th 2017

at Hamfields Leisure, Berkeley, GL13 9TN.
(just a few miles from junction 13 of the M5).



Our club, the South Bristol MAC, holds an annual Gala at which we run various C/L competitions. This year it will be vintage 1/2A, A, B, Barton B and mini-Goodyear. SAM35 will be present running vintage speed, Weatherman, Phantom speed and a few SAM35 speed classes. The Combat Fliers Association will be running vintage combat and are expecting to have a very busy day of flying.

This year is a bit special as it's the club's 70th Anniversary so we are hoping to get a good turnout of spectators to add to the atmosphere. Above a photo taken at our 60th Anniversary – showing members, friends and other competitors at the end of a very busy Gala. We are hoping to need a wider angled lens to cope with things this year?

Being a social club there is a bar, toilets, cover if it decides to rain, plenty of seating and we also have a small hall available for indoor flying. The day starts at 10am – there will be a BBQ at lunchtime and we expect to be finishing at 6p.m.-ish.

Unfortunately, we don't have enough space to allow flying for visitors but would like to invite those with similar interests to come along and spectate, reminisce, chat about the 'good times', possibly bring a picnic? I'm sure there will be the usual 3D happenings:

Disasters; Disputes; and Drama, - to keep spectators amused!

Why not join us and finish the day with some anniversary cake and a group photo?

If anyone wants to compete on the day the contacts are:

Team race – John Mealing 0117 9478758;

Vintage combat – Mick Lewis 01453 542367;

Vintage speed etc – Tony Goodger 01689 822683.

Salisbury Plain Area 8 users

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

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

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

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

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

Please do not shoot the messenger.

Peter Watson. BMFA FFTC Area 8 Liaison.

Tailless League 2017

Qualifying events for this year:

**The Nationals; Oxford 1 (Andy Crisp);
Oxford 2 (Charlie Newman); BMFA 6th Area;
Odiham; East Anglian Gala.**

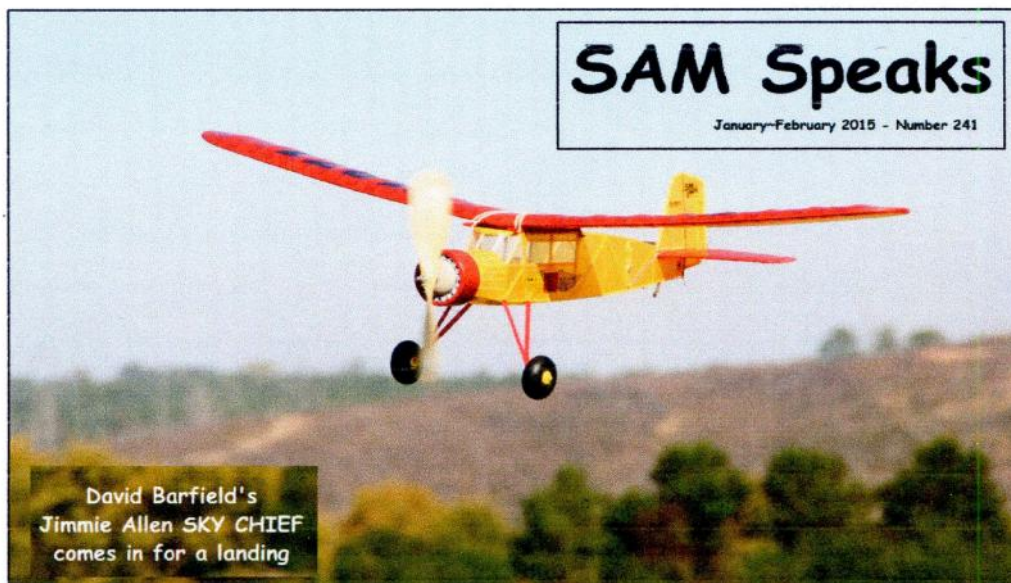
**The usual prizes of a ready to use Tomy Timer
and a bottle of wine to the top three
plus the lovely Halcyon Trophy for the winner
This year also a timer & bottle to the highest placed
Power model or Glider**

Contact: Spencer Willis, email; willis@spencerandclaire.plus.com

SAM Speaks USA.

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

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



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

SATURDAY - STARTING at 6.30 p.m.

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

SUNDAY - STARTING at 10.00 a.m.

FIG (C d'H) } 5 FLIGHTS, IN ROUNDS
FIH (AI) } ~ flown from line

P30/CO₂ (Combined)

E36

VINTAGE RUBBER (34" Max span)

VINTAGE/CLASSIC GLIDER (comb)

TAILLESS R+G (Combined)

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

3 FLIGHTS,
NO ROUNDS
Flown from
line

ALL TOW LINES 50 metres

ALL FLIERS MUST BE INSURED!

No streamers on poles, thermistors, bubbles etc.

No i/c powered models to be flown.

CONTACT: ~

ANDREW CRISP

4 GROVE STREET
OXFORD OX2 7JT

Telephone: ~

01865

553800

We invite you at

15. EUROPEAN SAM RC CHAMPIONSHIP

18.6 - 23.6. 2017

SLOVAKIA - Airport NITRA

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

Yet see, where is the airfield located:

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

...bulletin coming soon !!!

We are looking forward to meet You in Nitra.

SAM SLOVAK REPUBLIC, chapter 119

Fero Swiety president

Tel.: 00421 905 339 894

e-mail: fero@swiety.sk



Southern Coupe League Fixtures 2017

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

Contact Peter Hall: email: phall789@btinternet.com

John Ashmole, SAM35 FF sec. FREE FLIGHT CALENDAR, 2017.

Postal contests:

29th April to 28th May.....Under 25" Vintage Rubber.
17th September to 15th October "Lulu and Friends" Glider (Four classes, towline & Hi Start for 50" Lulus, also up to 40" straight tow gliders.)

Area Postals:

5th March (2nd Area) & 26th March (3rd Area) "March Wynde" for Lightweight Vintage Rubber (Two classes.) (NB: this event has now taken place, and will be repeated in 2018.)
25th June (5th Area) & 16th July (6th Area) "Summerglide" for under 52" Classic & Vintage Gliders
17th September (7th Area) and 15th October (8th Area) "Autumn Trophy" for P30

At the Free Flight Nationals:

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

At Old Warden:

Sunday May 14thFrog Senior Duration (Two classes) and Biplane Precision (Two classes)
Sunday 23rd July..... Masefield Trophy for Rubber Scale and Earl Stahl Trophies
Sunday* 24th September.... Rubber Bowden (Two classes)

Elsewhere:

"SAM @ Brumfly" At North Luffenham, Saturday 20th May. Cabin Rubber precision, Cabin power precision, (both hand launch), Cloud Tramp duration.
 (The Under 25" Vintage Rubber postal could also be flown here.)

SAM Fly In, BMFA National Centre, Buckminster, Wed 2nd and Thurs 3rd August.

SAM GALA, BMFA National Centre, Buckminster, 1st October. Events to be announced.

Notes:

Please check with the "Updates" page on the SAM 35 website (scroll down from "Events") for any enforced changes, and any informal comments and clarifications that seem appropriate. Results of all contests will appear promptly on the "Results" page.

The two postal contests are open to SAM 35, SAM 74 and SAM 1066 members worldwide.

All other events open to all insured members of BMFA.

Explanation of "Area Postals" and the procedure for entering Postal contests appears on the website under "Updates." (Go to "Events" and scroll down.)

Where two classes are listed, the specifications appear within the rules pages, and contestants may enter both classes.

The P30 contest will be to BMFA Rules, the 36" Hi Start Glider event is to PMFC rules, other rules and procedures are on the SAM 35 website.

* signifies day to be confirmed.

Any queries, please contact John Ashmole, editor@peterboroughmfc.org
 (member of 1066 and 35.)

Payment for Postals and Area Postals: £3 by post to me at 164 High Road, Weston, Spalding, Lincs. PE12 6JU, sae appreciated, or £3.50 by Paypal to my e-mail address. Please provide postal contact details.

"Sports" (ie, non-contest flyers) are **very welcome** to attend all these events and enjoy the facilities provided.

Your presence is valued, as it is well understood that not all modellers want to take part in contests.

SAM 35 events, open to all **THE “AREA POSTALS” for 2017**

The principle behind these events (three contests, each over two Sundays) is that we can meet and become involved in relatively low-key competition, or just turn up and sports-fly, without the need to travel long distances to centralised events. Sports flyers always have been welcome at BMFA Area venues during contest weekends but many have been reluctant to turn up. Now we have a reason to be there, by invitation of our friends on the FFTC.

I'll just mention the contests categories themselves briefly, before explaining the procedure for taking part: **“March Wynde”**.....for Vintage Lightweight Rubber. Rules on website: one class for Senators, one for “Anything But Senators.” Dates are Sunday 5th March and Sunday 26th March.

“Summergeide”..... for gliders under 52”, with classes for Classic and Vintage. Line length 50 metres for both classes.. Dates are Sunday 25th June and Sunday 16th July.

“Autumn Trophy”.....this is just for the popular P30 class and therefore not a Vintage event, but I hope it will make a strong end to the outdoor flying season as the P30 has become a popular category for those who want a duration contest without excessive technology. Dates are 17th September and 15th October.

I hope the mix of purely Vintage, Vintage and Classic, and contemporary classes will appeal, as the success of this concept will ultimately depend upon the numbers of flyers who take part.

PROCEDURE:

This is how it works:

To enter, please write to me, any time before the second contest date, with contact details and £3. I'm at 164 High Road, Weston, Spalding, Lincs. PE12 6JU. All entry fees will be spent on trophies so their value will be in proportion to the number of entrants. I shall send timekeepers' cards by return.

(Please note that if there are two classes, one entrant may enter both.)

Then choose your date. I have offered two Area Centralised Sundays for each event because of the vagaries of our weather, and also because there may be other calls on our time. Checking weather patterns in advance is, and always has been, an integral part of Free Flight.

Arrive at your chosen Area venue. If uncertain as to field availability, admission, etc, it may help to contact BMFA Head Office or your Area Secretary in advance: this information is on the BMFA website. Also, the contest calendar in BMFA News normally provides a contact phone number. Bring friends and sports flyers with you if possible: the whole point of these events is that as many folk as possible get to enjoy a day's flying.

Report to the field Contest Director, pay the field “sports flying” fee (normally £5 for a day's use of the field) and become aware of any local regulations (such as launch line if used) that may apply.

Fly your three qualifying flights in the normal way. If you max out, fly an unlimited fly-off at the same time as the first regional fly-off takes place.

(that's normally two hours before sunset, or just after six pm, whichever is the earlier.)

Send (or scan and e-mail) your scorecard to me. Expect the results on the SAM 35 website's F/F Results page within ten days.

That's it. Complicated? Only on the first occasion, after which, hopefully, we shall all become familiar with this procedure. If you like the idea, please come and add your name to the list of entrants. If you don't like it, come along anyway and enjoy some flying: we can discuss improvements another time. Whenever possible, the awards will be handed out at a prize giving at a subsequent event, by arrangement with the winners.

The annual SAM 35 F/F Calendar is available from me (or on the website in my “Updates” section), all our events are open to all BMFA members except for the two “pure” postals. An information sheet on them is also available in the same part of the website. Please keep in touch with the “Updates” page on our website (go to “Events” and scroll down) for any corrections and alterations. New events are being added. Things are moving quickly in our world, quicker than the deadline dates for the SAM 35 magazine allow for.

SUPPORT YOUR LOCAL CEE DEE: he is supporting you!

.....John Ashmole

TIMPERLEY FREE FLIGHT GALA

Sunday 3rd September 2017

at MOD North Luffenham.

10am-5.30pm

Contests for

Comb-Rubber, Comb-Glider, Comb-Power (no electric)

Comb-HLG/CLG, Mini-Vintage, E36.

All to BMFA rules.

Trophies and prizes.

F/F Sport flyers welcome. Airfield charge.

BMFA membership required.

Contact

Gerry Ferer, 0161.928.4955, or gferer@hotmail.com

Peterborough Flying Aces Nationals

Sunday 3rd September 2017

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

NEW EVENT ! BIG CASH PRIZES ! KK Elf Precision.

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

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

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

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

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

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

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

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

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

Electric Ducted Fan, true Scale

Electric Ducted Fan, profile

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

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

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

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

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

TableTop Precision Precision flight time event for Rubber models which must Rise off Table.

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

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

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

Young Flying Aces: Prizes for 3 best Juniors (Junior -17 years or under on 31/08/17)

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

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

Raffle Including Kits donated by The Vintage Model Company.

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

Revel in the special atmosphere created at this unique event:

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

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

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

New SAM 35 Vintage-themed Events At Middle Wallop

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

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

Note: unfortunately, freeflight isn't permitted

but there will be Vintage RC of all kinds,
as well as control-line, including the "Bee Bug Bash".

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

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

Further details appear on the website, <http://www.sam35.org>
We hope to see you there!

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

ONLY 2.4 GHZ RADIO EQUIPMENT IS PERMITTED.

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

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

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

OUR LICENCE STIPULATES THAT FREEFLIGHT IS NOT PERMITTED

NOTE ALSO THAT DOGS MAY NOT BE BROUGHT ONTO THE AIRFIELD

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

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



Waltham Chase Aeromodellers

INDOOR F/F MEETING

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

Tuesday, 6th. June 2017
Tuesday, 4th. July 2017

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

Admission to the meetings will be £4 for fliers and £1 for spectators, whilst accompanied children will be admitted free. Junior fliers will be charged as adult spectators. Fliers will be required to show proof of insurance.

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

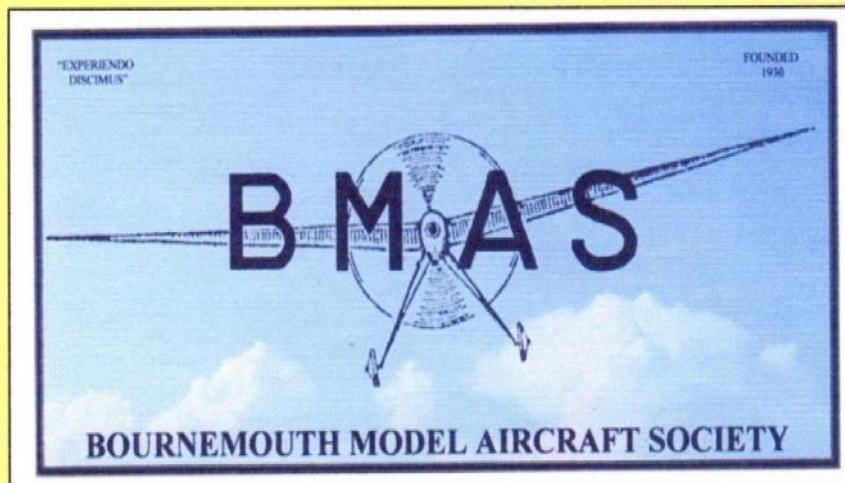
Flitehook, who carry a large stock of indoor models and accessories, will attend many of the meetings.

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

For further details please contact:

Alan Wallington, "Wrenbeck", Bull Lane, Waltham Chase, Southampton, Hants.
(Tel. 01489 895157)

or see our web site: www.wcaero.co.uk



INDOOR MODEL FLYING

TUESDAY 25TH APRIL

TUESDAY 23RD MAY

TUESDAY 27TH JUNE

TUESDAY 25TH JULY

TUESDAY 22ND AUGUST

TUESDAY 19TH SEPTEMBER

TUESDAY 24TH OCTOBER

TUESDAY 28TH 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

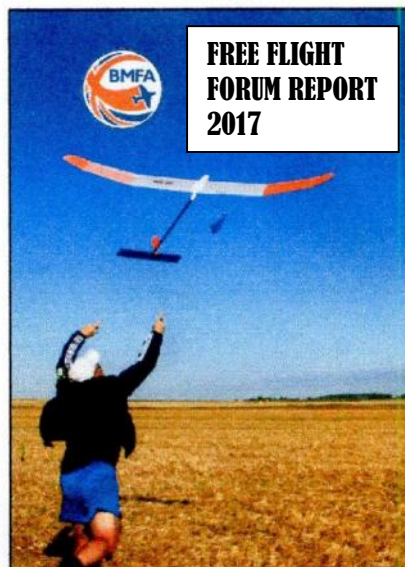
CONTACTS: John Taylor Tel.No. 01202 232206

Keith Fredericks, e-mail: keithfred44@btinternet.com

THE NEW 2017 FREE FLIGHT FORUM REPORT

For thirty-three years these Reports have covered a wide range of free-flight topics and this year is no exception, as the following contents list shows.

A Lightweight Power Model Starter Box - Simon Dixon;
Jigs and Fixtures - Mike Woodhouse; Measuring the Shape of Aerofoils: Knowing What You've Got and How to Evaluate it! - Alan Brocklehurst; Sopwith Snipe - Mike Smith; Encouraging Children to Fly Free-Flight - Martin Pike; An Altogether Different Man's Approach to F1A Glider - Stuart Darmon; Developments with Carbon Skin Wings - Mick Lester; Buying Parts and Subcontracting Work Out - Mike Woodhouse; A Removable Radio Dethermaliser - Russell Peers; Calculations on Non-Smooth Aerofoils at Low Reynolds Numbers: The Potential Benefits of Lumps and Bumps! - Alan Brocklehurst; Cheapo Carbon Tubes in Lightweight Flying Surfaces - Gavin Manion; Life as an Aeromodeller Editor - Andrew Boddington; Aeromodeller Covers - Andrew Crisp; To Buy or Not to Buy - John Carter; My Approach to Buying F1C Models and Components - Ken Faux; Notable Models of 2016.

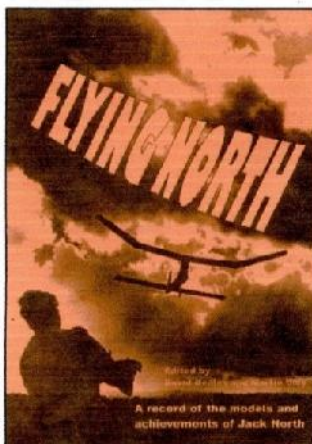


The UK price is £12.00 including postage; to Europe it's £15 and everywhere else £17. Sales of the Forum Reports help to defray the heavy expenses of those representing Great Britain at World and European Free-Flight Championships. Cheques should be payable to 'BMFA F/F Team Support Fund' in pounds sterling,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

Be the envy of your friends and get yours now.

Copies are available from : **Martin Dilly**
20, Links Road,
West Wickham,
Kent,
BR4 0QW

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



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

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

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

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

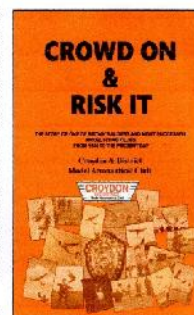
CROWD ON & RISK IT

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

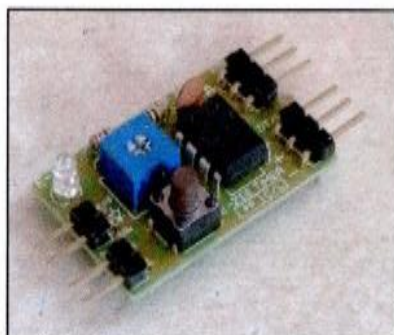
53 designs by Croydon members have been published in the model press and 24 of its members have represented Great Britain in World and European Championship teams. Several have gone on to notable careers in aerospace. Crowd On & Risk It covers all this and more.

Just £8 by PayPal or cheque.

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



E-Zee Timers



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

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

a simple push button / LED interface

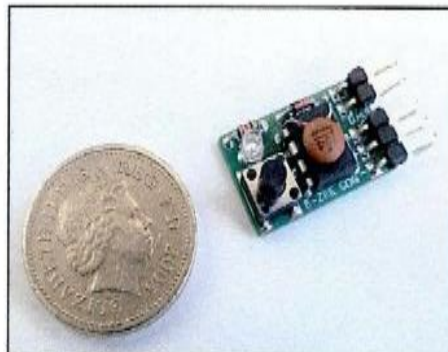
- motor run duration:-adjustable 1 to 30 seconds, set in 1 second increments
- d/t duration:-adjustable 10 seconds to 5 minutes, set in 10 second increments
- motor power:-adjustable at all times from zero to full throttle (by potentiometer)
- push button immediately stops the motor at any point during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

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

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

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

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



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

Timers are supplied with a comprehensive instruction manual and users guide

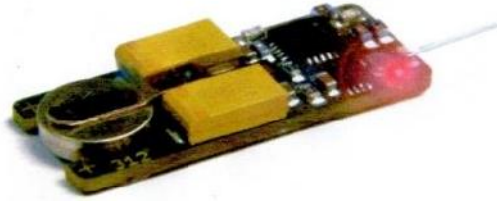
E-Zee Timers have been designed and are manufactured in the UK
Exclusively available from

Dens Model Supplies

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

BUGS

Free Flight Model Tracker



£50.00 - each including 6 batteries

Ready to use radio tracker

Suitable for most handheld receivers

Powered by one 312 ZincAir hearing aid battery

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

including battery

Run time around 10 days

Red LED flashes when transmitting

Available in any frequency from 140MHz to 980MHz

Supplied in protective heatshrink

Very quick delivery, often next day

On sale at

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

or contact Peter Brown 07871 459291 for options

Michael Woodhouse

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

Plans of models designed by Geoff Lefever

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

VINTAGE COUPE PLANS.

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

Further information will be advised in due course.

Provisional Events Calendar 2017

With competitions for Vintage and/or Classic models

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

Please check before travelling to any of these events.

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

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

www.SAM1066.org

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

www.freeflightuk.org or www.BMFA.org

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

www.SAM35.org

Useful Websites

SAM 1066	-	www.sam1066.org
Flitehook, John & Pauline	-	www.flitehook.net
Mike Woodhouse	-	www.freeflightsupplies.co.uk
GAD	-	www.greenairdesigns.com
BMFA Free Flight Technical Committee	-	www.freeflightUK.org
BMFA	-	www.BMFA.org
BMFA Southern Area	-	www.southerarea.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://www.norcim-rc.club
Model Flying New Zealand	-	http://www.modelflyingnz.org

Are You Getting Yours? - Membership Secretary

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

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

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

P.S.

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

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

From Your editor John Andrews