NEW Clarion

SAM 1066 Newsletter

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Editorial

Time draws near for the August Championships, I will have to do a proper update of my rubber motors for my various models. I'm at Sculthorpe, possibly as you are reading this, I will report on my escapades there next issue.

Significant to note that this issue does not contain any epistle from my own keyboard, I have to thank all the other contributors for this months ample content and I have even got one or two bits held over.

There's more on the current hot topic of RDT and an article by Tony Shepherd advocating the fitting of DT mechanisms to all models, including free flight Sports models. I personally never fly any model without setting the DT, other than test gliding.

I occasionally make a pigs ear of setting the DT properly, like my first flight in BMFA Rubber at this years Nationals, the model was lost for about a week but thanks to the farmer and Walt Hodkinson its returned and I have just completed repairs in time for Sculthorpe. Trimming is another matter as the wing was returned in two pieces, just have to see what happens.

Details are laid out for the World Wide Postal Comps under the control of Gary Hinze, there are competitions for many many classes of model and I urge all of you to have a go at one or two and submit a few times.

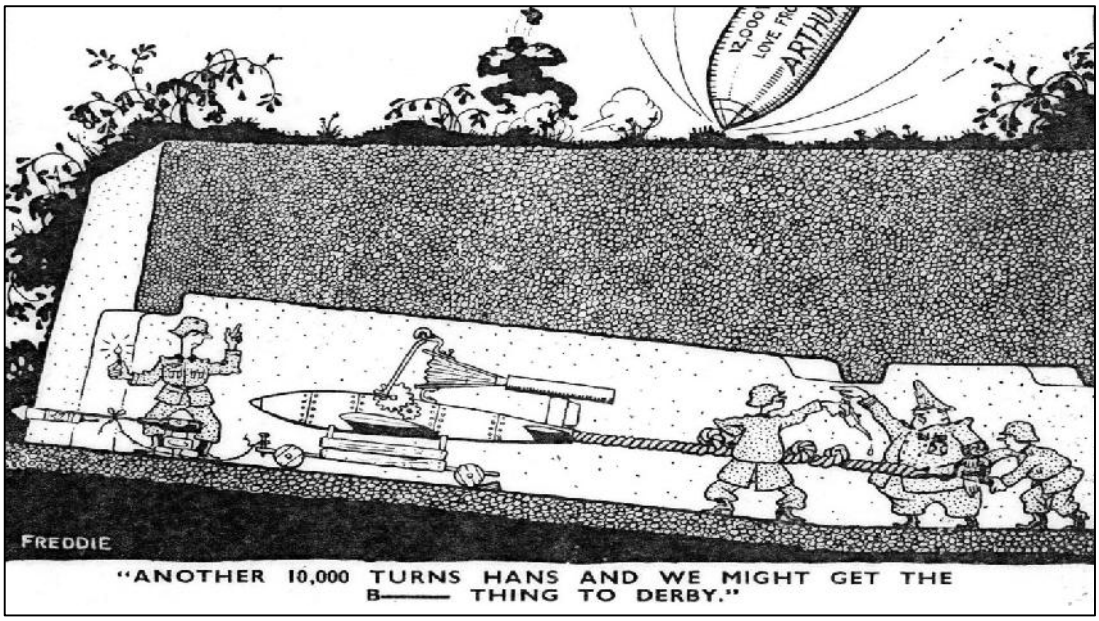
Also I draw your attention to SAM2001's 2015/16 Tomboy International for Radio and Freeflight versions including floatplanes, once again I ask that some of you guys submit a time or two and make the UK's presence felt.

I recommend that you give serious consideration to the article by our chairman entitled 'Preservation of Middle Wallop'. It has the backing of the committee and stresses the importance of a unified sense of responsibility and requests that we all take actions to do all that we can to minimise inconvenience to the authorities and farmers and thus keep our organisation regarded in a positive light.

Ray Malstrom's Model of the month is 'VIKING' which is the model for one of the competitions at the Impington Village College indoor meeting at Cambridge on the 1st November later this year. This event is well worth a visit and always is a hive of activity with quite a few juniors pitching in with the stalwarts of Chris Strachan's era.

Peter Hall and Roy Vaughn report on the Odiham Southern Coupe League meeting and tabulate the latest league standings.

Finally fingers crossed for a good August Wallop. *Editor*



My Second Nationals - Stewart Mason

It hardly seems like five minutes since I sat down to write for the New Clarion about my first visit to the Free Flight Nationals back in 2014. A whole year has passed and now having recently returned from my second Nationals, I thought I'd reflect on the past year, consider my progress, and write about this year's events from the perspective of a relative newcomer. Note that I now say *relative* newcomer, rather than just 'newcomer' as I'm a few years into the hobby now and things are becoming easier to get to grips with.

As somebody who works full time and with a young family, I don't have the luxury of the free time that retirement affords many free-flighters, I have to grab building and flying time when I can, without neglecting family commitments, and so progress is slow. Seized as I was a few years ago with the overwhelming urge to put scalpel to balsa, I can't be one of those modellers who have the classic thirty or forty year lay-off and only pick up the hobby in retirement, no, in thirty years *I may not even be here*, so as I'm not about to wait for the fickle finger of fate to poke me, I will make hay while the sun shines.

In the last year it seems like the picture has become a lot clearer in terms of building and flying. Through steadily progressing from very basic rubber models such as the BMFA Dart, to a 'Ruffian' then to P20 with a Spencer Willis Sweet Pea, and then a couple of good old Senators, and a P30, (not to mention a few sport power models and own designs) I have picked up the very basics of winding, trimming and launching, and built up quite a bit of the necessary but seemingly endless gear that seems to be needed to fly rubber models. I've built my own stooge from scrap aluminium and steel left over from the fabrication shop at work, converted a good quality old hand drill into a winder, and in terms of building space I'm now settled into a nice attic room with a window, which, rather wonderfully, is starting to smell like an old fashioned model shop! Happy days indeed.

I have found a place near my home in which to trim and fly models, and although it's not an airfield, it is OK for free-flight, so this has enabled me to at least gain experience in trying to pick decent air, and gets me into the swing of swapping motors, making on-field repairs, setting d/t timers, and the myriad of little things that are all leading me up to the point where I can have a crack at competition without being too ashamed of my lack of prowess.

My trip to the nationals this year was the usual two and a half hour drive down the A1 from my home in County Durham and straight to Barkston for about nine thirty to grab a bacon bun, a very welcome coffee, and select a parking spot. I set up next to a couple of chaps who were there to do some trimming and sport flying, and I was to spend the majority of Saturday with them talking, swapping techniques, and just enjoying a lovely day flying in the sun. How wonderful it is to sit on a deck chair at the back of the car facing the field, and sip coffee and watch the models gently circling past, climbing on their way to a max, or just for the owner's joy of watching it fly. Some of these models I know are designs that have been doing the same thing for 70 plus years, what an amazing link with the past.

I'd love to fly competitively and take it seriously, but to be honest, sometimes when the sun is out and the breeze dies down, I find it's nice to launch a model just for the simple relaxation of watching it go. It's such a difference from my day-job where I work in a built up area, dealing with the logistics of supporting the equipment needs of the Fire Service in their day to day duties. It can all be a bit frantic and very stressful at times, so to be able to pack the

car with models and spend a day just being 'Stewart the Modeller' and enjoying my hobby, rather than keeping everybody else happy, is an absolute tonic and a complete antidote to the cut and thrust of the fast paced modern world where everything has to happen *now*, and where pleasure is quickly and cheaply bought and just as quickly discarded.
No, this hobby demands the old values of patience, observation, and quiet contemplation, where like-minded folks can come together in the outdoors and spend a few quality hours swapping stories, freely giving advice, and helping their fellow modellers against the common foe, the good old British weather.

Returning to the flight line, one chap next to me was flying a lovely Mercury Mentor, a handsome design that seemed to fly very well, and indeed so well that it was lost OOS on a trimming flight! The unfortunate modeller declined to light the fuse D/T and off it went, circling upwards until swallowed by the blue, a gift to modellers long gone, who I'm sure still need something to fly. I haven't lost a model yet, but I'm told it is a bitter-sweet feeling, a mix of pride and sadness that I have yet to experience. The time will come I'm sure.

Another chap arrived on a scooter (a scooter!!) and withdrew from his model box several rubber powered bi-planes, which looked to be veterans of too many summers. Surely I thought, such torn, bedraggled and faded tissue can never support the miracle of flight, and as he chatted, our scooter riding flyer accidentally broke off the tip of a propeller blade too! After some quick fiddling the prop was sorted and the model launched with most of a wing and a prayer. A beautiful flight was the result, and what a charming little flyer the model was. It reminded me of my youth when thumbing through books about WW2, seeing the pictures of bombers with massive amounts of airframe shot away, and wondering how on earth they returned to base with such vital looking chunks missing. I've always thought that flight has more to do with magic than with the Bernoulli principle, and this just proves my argument. Wonderful stuff.

The only part of the day I was not entirely happy with was the intermittent noise from F1C models, and not from the launching, in which case the noise is over almost before it's begun, but from the seemingly endless testing of engines along the flight line next to parked cars, an ear splitting sound that after undergoing many workplace noise assessments, is almost certainly causing damage not only to the hearing of those running the engines, but also those unfortunately parked alongside them. I did think of moving my car elsewhere, but I was very happy in the company of my fellow flyers and so I considered the unwanted noise intrusion and occasional gaps in carrying out a conversation a price worth paying. If any F1C fliers are reading this, all I'm asking is that you just spare a thought for your fellow man, and remember that although a screaming 2 stroke glow engine is music to your ears, it may be nails on a chalk board to others!
Noise gets you noticed very quickly, and there are some big wolves on the periphery of our hobby these days who are just waiting for any excuse. It's not a rant, just something to think about.
Anyway, like our esteemed editor is fond of saying, I digressed did I not? Later on in the afternoon, after some very pleasing flights, with my confidence building and probably unwisely shunning the use of a winding tube, I put a new motor in my Senator and gave it as many turns as I dared. A good launch and a quick climb to decent altitude, and then I realised I had forgotten to set the D/T... I followed the model into the distance past the compound and saw it descend into a field behind a tree line, so off I went, innocent me, no mobile, no water bottle, no map, no compass, no gps.


Piling the turns on the Senator, then up and away…Whoops!, no DT.

After a long, hot, thirsty, nettle stingy and bee bothered search, I found it, minus its undercarriage, in a field, along with a few other models. This is when I realised that the advice to at least carry a charged mobile phone is very good advice. I could have been of real assistance to a few people, but without my phone I wasn't able to do that. I could even have been injured and unable to walk, and I have a background in the Operational Fire Service, so I have no excuse at all. Carry your mobile at all times!

After returning to the car and re-hydrating it was off down the flight line to indulge in some chin wagging and take a few photos. I dropped in to say 'Hi' to our Editor and his lovely wife Rachel, who had similar stories to tell of a lost model (John's '03' which has subsequently been found) and of varying degrees of success in competition, which I'm sure John will tell you of in his own brilliant and charming style, I also sidelined Spencer Willis who is always full of great advice and information and always with a car boot full of fascinating and beautifully built models. I can only hope to emulate his standard of building one day.

I stocked up on a few essentials from John and Pauline Hook, who were in a state of mild chaos most of the day sorting out the needs of a gaggle of modellers, with John repeatedly diving into his van to bring from the depths the items that we stick and tissue types find are as essential to us as oxygen. I think the Hooks are real unsung heroes of this hobby/sport, and deserve our unending thanks for helping to keep us all going. I for one am very grateful.

Sunday found me in spectator mode only, and then my viewing time was cut short when I had to return North to attend to 5 year old eldest boy, who had been running down the street and found fit to use his face as a brake. He's on the mend now.

So there we have it, a not so newbie at the Nationals. I had a great time, mentally added a good deal of models to the bottom of my build list, caught up with some friends, and met some more wonderful new characters. I look forward to writing about my Nationals 2016! and I hope to see you all there again too. Stay safe. and keep em' flying.

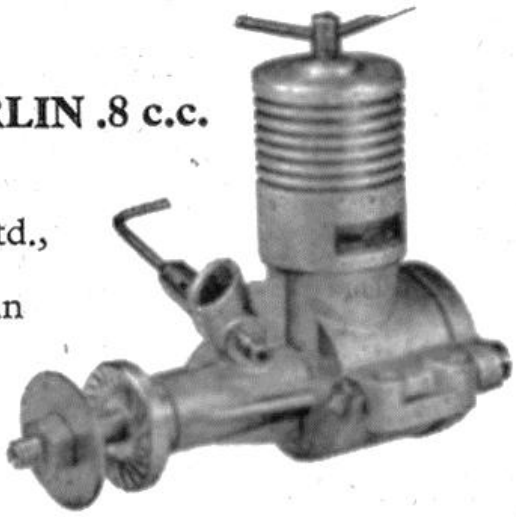
Stewart Mason.

Engine Analysis: Allbon Merlin .8 - Aero Modeller Annual 55/56

ALLBON MERLIN .8 c.c.

Manufacturers:

Davies Charlton, Ltd.,
Hills Meadows,
Douglas Isle of Man

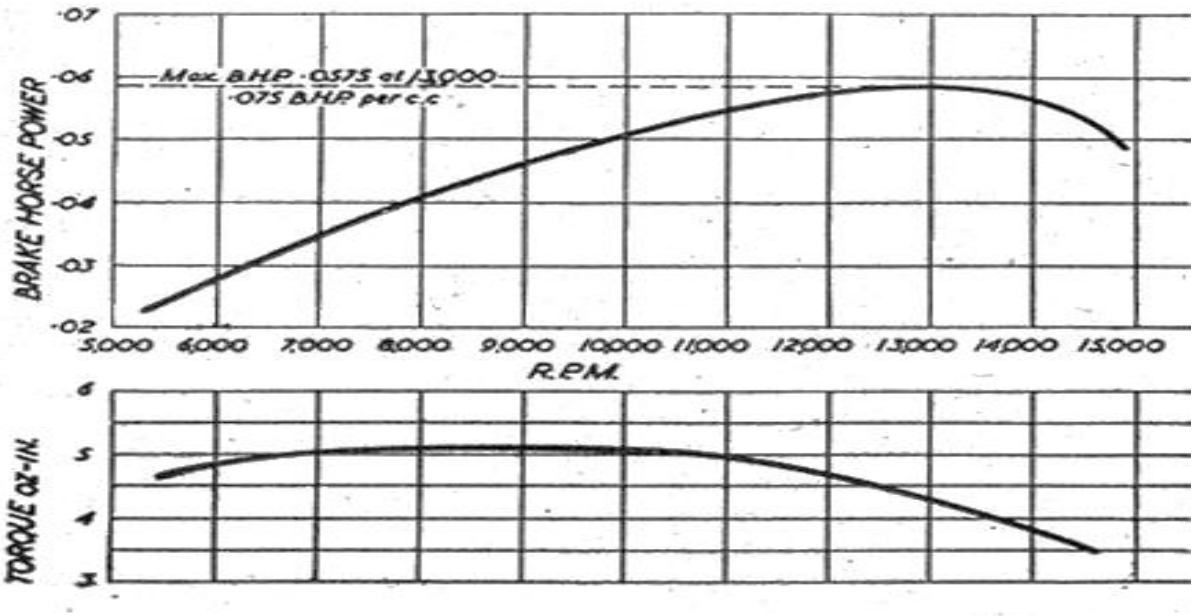


Retail price 47/6 (including tax)
Displacement: .76 c.c. (.046 cu. in.)
Bore: .375 in.
Stroke: .420 in.
Bore/stroke ratio: 0.9
Max B.H.P.: .0575 at 13,000 r.p.m.
Power rating: .75 B.H.P. per c.c.
Bare weight: 1¾ oz.
Mounting: Beam (8 B.A. screws) or radial (6 B.A. screws)

Material Specification:
Crankcase: L.A.C. 113A
Crankcase bearing: Plain
Cylinder: S.90
Cylinder jacket: Dural
Piston: Meehanite
Contra-piston: Meehanite
Crankshaft: S.90
Con rod: R.R.56

PROPELLER dia.	pitch	R.P.M.
8	4 (Super Seru)	7,000
7	6 (Stant)	6,000
7	4 (Stant)	8,200
6	6 (Stant)	9,500
6	4 (Stant)	12,000
6	4 (plastic E-D)	12,200
6	3	12,400
5	3	13,600

Fuel: Allbon diesel fuel (ready mixed)



Middle Wallop Vintage R/C - Tony Tomlin

Sunday 14th June, 2015 was the first successful vintage radio event at Middle Wallop for 2015, the May event having been rained off, with Rob Blair starting the good day for vintage R/C fliers at Middle Wallop.

After a chilly start when the gazebo was assembled and the flight line laid out (Thank you John Perry and Rob Blair), a steady flow of fliers started to arrive. Eventually 27 had signed on during the day with around 48 models. For many it was a chance to meet again, since the weather has not been ideal for flying recently.

Pam Tomlin and Silvia Briggs at the control gazebo..

The flying duly started at 10.00, the sun appeared with a good deal of blue skies and only a slight breeze. As always there was a good selection of models to be seen flying, although unusually for a vintage event there were only 2 Junior Sixties seen.

The Super Scorpion seems to be a popular design with a couple often in the air.

The largest model was the scaled up Tomboy of Peter Rose, a steady flier, it spanned a little over 10ft.

Next in size was probably the Mercury of Geoff Goldsmith, with the PAW 80 powered Chatterbox of Tony Tomlin the smallest.

David Lovegrove had brought along a very nice Aeronca C3 that flew well and John Mellor was flying one of the more modern designs an Astro Hog that flew in a steady manner.

Barry Mourant was flying a Thermal Magnet, a model new to most of us.

John Hoyle flew his Bowden Bee and Richard Alford had a very smart Southerner 68.

We also welcomed a new flier to this event, Alistair Tanner, flying a Stinson.

Tomboys in both sizes were present for the popular Tomboy competitions which, after around 8 years of competitions, still have a good following. Not the 16+ mass fly-offs of the Halcyon days of a few years ago but still enough to generate excitement for the fliers and spectators alike.

Tomboy 3

Tomboy 3 line-up

The entry for the Tomboy 3 competition was down as a number of fliers had problems and were unable to complete the two four minutes plus qualifying rounds. Five made it to the fly off, with Rob Blair starting the event. As the board was lowered, all got away climbing rapidly, and soon they were very high. The air became quiet as their engines cut. Tom Airey, who normally finishes in the top three, was out of luck with an off tune engine and was down a few seconds under 6 minutes with Tony Tomlin landing 30 seconds later. Brian Brundell claimed 3rd spot with Paul Netton and James Collis still very high. Paul landed next at 9 minutes 36 seconds, some 2+ minutes before the winner, James Collis who had an excellent flight.

Tomboy 3 Results

1st - James Collis	11 mins 41 secs	2nd - Paul Netton	9 minutes 36 secs
3rd - Brian Brundell	6 Mins 45 secs	4th - Tony Tomlin	6 mins 30 secs
5th - Tom Airey	5 mins 56 secs		

Tomboy Senior

There was a better entry for this event with 9 making the flyoff.
All the flyers who lined up were time served Tomboyists and there was plenty of good natured banter.

As Rob Blair lowered the start board, Richard Alford and Derek Collin were both grounded with engine problems. The others all climbed away, sometimes very close, but without incident. Barrie Collis was out of luck with a poor engine run and was soon down at 4 mins 30 secs, followed by Brian Brundell, exactly 1 second later. Tony Tomlin, who had climbed to a good height, was now rapidly descending, landing a little short of 4 minutes later. Tom Airey, still not having a good day, was next to land, after a further 90 secs. The remaining three were all very high, with Roger Briggs lowest, still returning a Tomboy time of 11 mins 38 secs for third place. Peter Rose and James Collis were now playing a cat and mouse game with Peter at first

the highest, then it was all change. Peter had found a hole in the air and passed close to James on his way down as any lift deserted him, finally landing just short of 16 minutes. James landed a minute later, to a round of applause from the other fliers and spectators, after an exceptional flight.

Tomboy Senior Results

1st - James Collis	**17 mins 5 secs**	**2nd - Peter Rose**	**15 mins 56 secs**
3rd - Roger Briggs	**11 mins 38 secs**	**4th - Tom Airey**	**9 mins 24 secs**
5th - Tony Tomlin	**8 mins 14 secs**	**6th - Brain Brundell**	**4 mins 31 secs**
7th - Barrie Collis	**4 mins 31 secs**		

Derek Collin, Richard Alford DNF (Non starts)

Shortly afterwards Pam Tomlin presented the prizes to bring to an end a very pleasant days flying.

Concentration

Brian Brundell & Richard Preston 3rd in Tomboy 3.

Tomboy Senior Competition shortly after launch.

Tony Tomlin

Extract from Model Aircraft March 1959

First in the Field

To have been a model pioneer way back in the spoked wheels and open ironwork days must have required great strength of character, and even greater strength of arm in order to get 20 Ib. worth of ragged girder safely airborne. And being a one-off modeller must have had its lonely moments. Plagued by a bad pioneer stall you had to go it alone in digging the model out of the ground, with no one to consult whether to give the model 6 in. extra downthrust or to pack 5 Ib. of lead in the nose. Altogether it must have been a lonelier existence than that of active modellers in this plastic static age, but at least you could draw comfort from the fact that the public was behind you, to the cloth capped man— and, with a 20 Ib. knobbly missile in free orbit the further behind the safer.

But however lonely, it was at least quiet. Children in those days were never heard and seldom seen; either being in Sunday school or in bed. Dogs had hardly been invented, and the few that existed were untrained in the art of model worrying.

The only thing that puzzles me is the presence of two pioneer policemen to six pioneer spectators. The six gentlemen look harmless enough to me, and don't seem to be carrying any weapon capable of inflicting damage on 20 Ib. worth of ragged ironwork. It might be that they are about to take both modeller and spectators into custody for causing a breach of the peace. Or, perhaps, the modeller has broken the law by failing to have a man preceding the model with a red flag. But, most likely, spectators were so few and so reluctant in those days they had to be brought in by force.

Desert Group

I've always been under the impression that a sky pilot was an irreverent term for a reverend gentleman, and from this I presumed that the El Adem Sky Pilots were a group of clerical gentlemen who had run off to join the Foreign Legion. However, it turns out that the Sky Pilots in question are a quite down to earth, or rather sand, forces model club, situated in the arid wastes of North Africa. What it's like to fly models in a broiling sun, or any sun at all, we wouldn't know, but flying in the desert couldn't be all dates and dancing girls. It might not rain every day, but just think, every time you venture out on the dunes you get violently homesick for Chobham Common. And, while you're dreaming wistfully of soggy sand and wet winds a foraging goat has chewed off the rear end of your new Wake-field. You chase off after the bearded gastronome, bent on administering revengeful damage to its rear end with your size 12 desert issue boot, and finish up in the guardroom. Well, how were you to know it was the regimental mascot ?

Fourteen days later as you stare over the shimmering sands you can almost see the thermals bubbling up. So strong are these desert type risers that ordinary d/t fuse is too weak— you have to use pure gelignite.

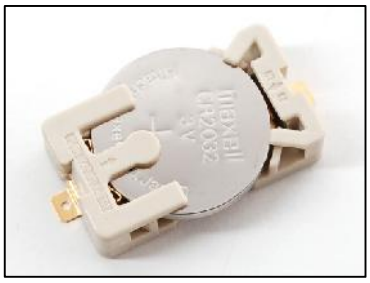
Retrieving is also made hazardous -.by the appearance of mirages. The model you're chasing is actually being flown on Chobham Common, and when eventually you catch up with it you'll have to content yourself with a word of thanks from J.O.'D. as compensation for being posted as a deserter.

Pylonius

Ruyter Tracker Mod. - David Brawn

Converting Ruyter Trackers to External Battery

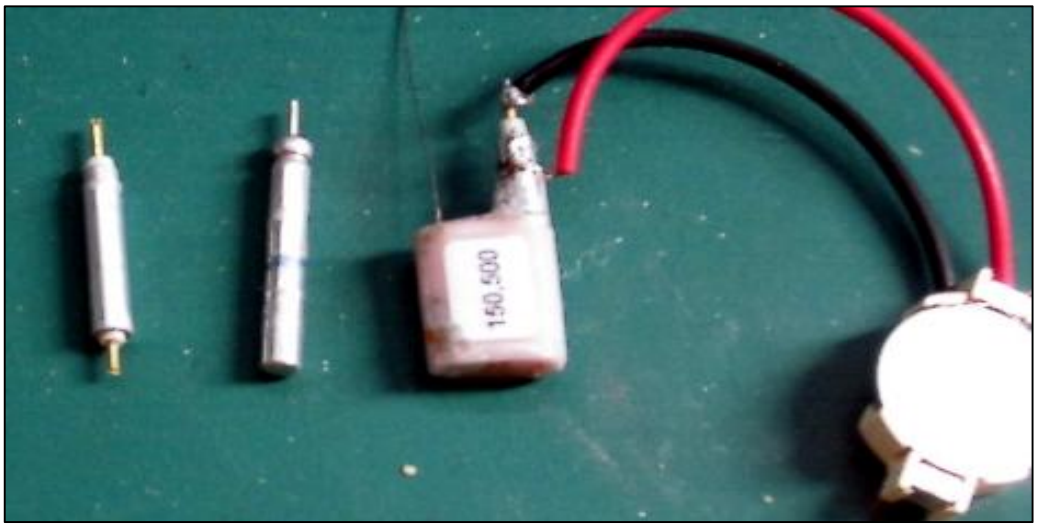
Ruyter trackers are a popular alternative to BioTrack with most flyers choosing the plug in fishing float battery (BR435) for light weight compared to having an external battery version. In recent times comments have been made about the quality of the BR435 batteries including supposedly new batteries being flat, also availability of BR435s seems to be less frequent and prices have been going up – now in the £1.50-3.20 range per battery. Also the capacity is only 50mAh giving approx 1-2 weeks use in a tracker.



My later Ruyter trackers are all for external battery with a CR2032 battery holder soldered onto the tracker leads. This is a bit heavier than the plug-in BR435 but the CR2032 has 225mAh capacity which will give up to 8-10 weeks transmitting on a lost model. Also as the CR2032 is a widely used lithium disc battery they possibly have more consistent manufacturing standards and I have not heard of any problems.

Ideally, to convert my BR435 trackers to CR2032, it would be very useful to have a plug with leads that fitted the BR435 battery holder. Enquiring at Maplins they thought that no such plug existed, with or without leads, so it's across town to Nick Evans' (son of Ted) Model Shop. Explaining that I wanted to build a BR435 insulated plug from wire and tube we selected '40 Thou' brass wire for the centre -ve contact – I wanted something softer than piano wire, a close fit white plastic tube with which to insulate the brass wire, then two stepped sizes of aluminium tube that would sleeve over the plastic, then over the ali tube to produce the 4mm diameter of the BR435 battery.

Back in my modelling room I clipped off 1.25 inch lengths of brass wire, 7/8ths inch plastic tube and 3/4s inch ali tubes in each of the two diameters. A smear of 5 minute epoxy on the brass wire then slide on the white plastic tube leaving 4-5mm clear, then another smear and slide on the 1st ali tube, then repeat the smear and slide on the 2nd ali tube and leave to set. When set I filed off the excess epoxy so my plug fitted easily into the tracker, then simply solder on leads to a CR2032 battery holder.



finished conversion with plug connected to CR2032 battery in holder')

15 minutes construction time with a cost of £0.61 plastic tube, £2.62 two aluminium tubes, £3.45 for 10 off 12inch 40thou brass wire; total £6.68. It would have been cheaper if I could have bought the 3 inches of brass wire I needed by length, but I now have at least 108 inches going spare if you want to make up your own BR435 plugs to convert your trackers to external battery.

David Brawn

For Sale & Wanted

For sale:

REPLIKIT LADYBIRD: Among the effects of a recently-deceased model flyer was a Replikit Ladybird (full kit), with rolled plan, box opened but appears complete and un-started.
Listed at £54.95. Does £35 sound reasonable (given that the kit cost about a couple of quid 60 years ago...)? If so, a cheque payable to "BMFA FF Team Support Fund" and it's yours.

LITESPAN: The following packs of Litespan were also among the effects..

Red; Red (with a piece missing about 48 x 14cm); Black; Silver; Yellow; Cream.

Retail price seems to be around £3.50 per sheet. How about £2.00 per sheet + 54p postage, payable to BMFA FF Team Support Fund ?

PLANS: The following plans were also in the collection; none appear to have been built from.
Offers please, with proceeds going to the BMFA FF Team Support Fund.

Veron Cardinal;	Cheshire Kitten;	Moonco + Crossbow;	Sundowner;	Miss 38;
Cherub;	Tomboy;	Coquette;	Pinocchio II;	
Terrier;	Zeus;	Roaring 20;	Twosome + Fokker DVIII;	
Microplan Veloz;	Voommitt;	Tri-Pacer (RC);	Old Man Mose;	
Southerner Mite;	Debutante;	Pee Wee Pal (Buckle);	Pirate (Buckle);	
Yeoman Dixielander + instructions;		Yeoman Dixielander;	Dixielander (Dick Johnson).	

Please contact Martin Dilly on 020 8777 5533 or e-mail: martindilly20@gmail.com regarding the kit, the Litespan or the plans..

Wanted:

Complete Reliable tracking system including preferred Frequency 152.450
Please contact: Bob Owston, 20 Vernon Road, Bushey, Herts WD232JL

Tel: 01923234199 mob: 07736217373 email: owstonarch@aol.com

For Sale: Aviation Books

The late Keith 'Dusty' Miller's wife Rita has compiled a list of his aviation books which she is keen should be sold to those who appreciate them. A well-known aviation bookshop has offered a derisory sum for the lot. There are some rare gems in the list so if readers are interested in adding to their aviation libraries please contact:
Martin Dilly on Tel: 0208-7775533 or e-mail martindilly20@gmail.com.
Cheques eventually payable to Rita Miller please.

One Flight Too Many by Jimmy Taylor, signed by author (£45 on Amazon, un-signed)
Flying Start by Hugh Dundas
The Observer's Book of Aircraft
Aircraft Profiles 31-60 (not for re-sale)
The World's Vintage Sailplanes 1908-45 by Martin Simons +wall chart (£160 on Amazon)
The Book of Westland Aircraft by A.H. Lukins & D.A. Russell (£20 on Amazon)
The Illustrated Encyclopedia of Aircraft ed. David Munday
Aircraft of the Fighting Powers 1943 by O.G. Thetford & H.J.Cooper (£10 on Amazon)
Jane's All The World's Aircraft 1976-77, ed. J.W.R.Taylor ($18 on Amazon)
Fight for the Sky by D.A. Bader (£13 on Amazon)
Wings for the Fleet 1910-1916 by Rear Admiral G. van Deurs
The Observer's Book of Aircraft by William Green (£10 on Amazon)
The International Encyclopedia of Aircraft
The Smithsonian Book of Flight by Walter J. Boyne
Britain's Aviation Heritage – RAF Celebrating 90 Years (still wrapped, as new)
Flight – The History of Aviation by John Batchelor & Chris Chart

Soft Backs

Bent & Battered Wings by Jim Sullivan
Purnell's History of the World War Special – The First War Planes
Early Birds (Historic Sheppey series) by Bill Croydon
Target Germany – the US Army Air Force's story of the VIII Bomber Command's first year over Europe
Bomber Command
Aircraft Archive – Famous Racing and Aerobatic Planes ($13 on Amazon)
Proud Heritage – a pictorial history of British Aerospace aircraft.
Famous Flyers – Manfred von Richtofen by David Baker
World Aircraft – Origins – World War 1 by Enzo Angelucci & Paolo Matricardi

Martin Dilly

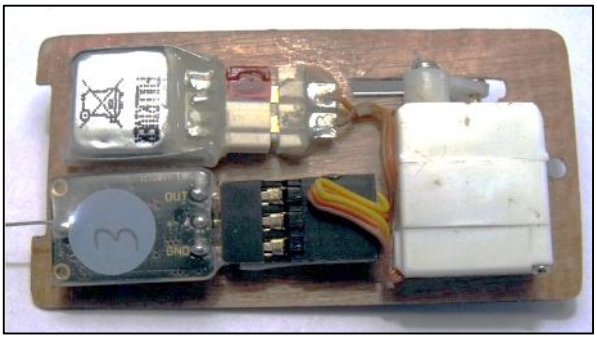
For Sale: Glider Winches and KSB DT Timers surplus to requirements.
As I convert my competition models to RDT (see SAMS1066 new Clarion articles) I am finding a number of items surplus to requirements.
Current surplus includes two glider winches with lines:-
75 metre Hercules braid (Dynema style) 80lb breaking strain on plastic geared winch with UK pennant, tow ring and dt release line. £25.
100 metre Hercules braid 30lb breaking strain on 'grinder' conversion winch with UK pennant, tow ring and dt release line. £20.
KSB DT Timers £15 each all in good condition.
All for delivery at the Anglia Gala 1st & 2nd August at Sculthorpe.

David Brawn.

Replacing Tomy Timers with RDT - David Brawn

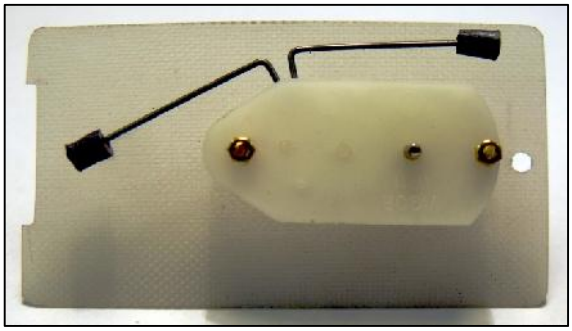
While I have been replacing The KSB DT timers in my gliders with RDT the majority of Sams flyers are using Tomy timers in small rubber models; mini-vintage, P30 and F1G. Tomys, with their cute 'Deely-Bopper' waggling antennae, have been the lightweight DT system of choice for over 30 years. They are light (5-6grms), cheap (£20+post), and moderately accurate once you have calibrated them.
Chris Redrup has produced the neatest RDT system I have seen to date. Using a standard faceplate and mounting across his models Chris can quickly switch his RDT between models using a single screw mounting. On the outside of the faceplate only the end of the servo arm protrudes through a slot, a small bolt (10/12ba?) screwed through the last hole in the arm to operate a 'mouse trap' dt release arm. All of the RDT gubbins (rx, servo, lipo, connectors and wiring) is mounted on the rear of the faceplate, out of sight when installed in a model; very neat and professional.

Here's Chris' description of how produces his RDT system:-
The face plate measures 53mm x 28mm and is held in the model with an L shaped bracket and a single 2mm screw. The aerial fits into a tube (plastic drinking straw) inside the fuselage if I am using a built in housing, or it can be on the outside when using a housing added to the outside of the model.
The servo is attached with double sided tape and the receiver socket with double sided foam tape. The battery connectors were supplied by Pete Brown (Leo Bodnar Electronics). I am using the receiver version with just three pins because I also use them in electric models with host timers, so I have had to connect the servo and battery wires to a single socket.



Total weight with a 40mha lipo is 5.7gms. Lipos are from Atomic Workshop as they weigh the same as a 30mha one and have proved to be more than adequate for a full day's flying.
The Tomy version fits into the same housing on the model as an emergency standby and weighs 4.8gms.
I am gradually modifying my rubber models to accept this standardised unit, which in most cases is a simple alteration to the Tomy timer housing already built in. As you can see, it allows quick and simple movement from model to model.

Chris Redrup

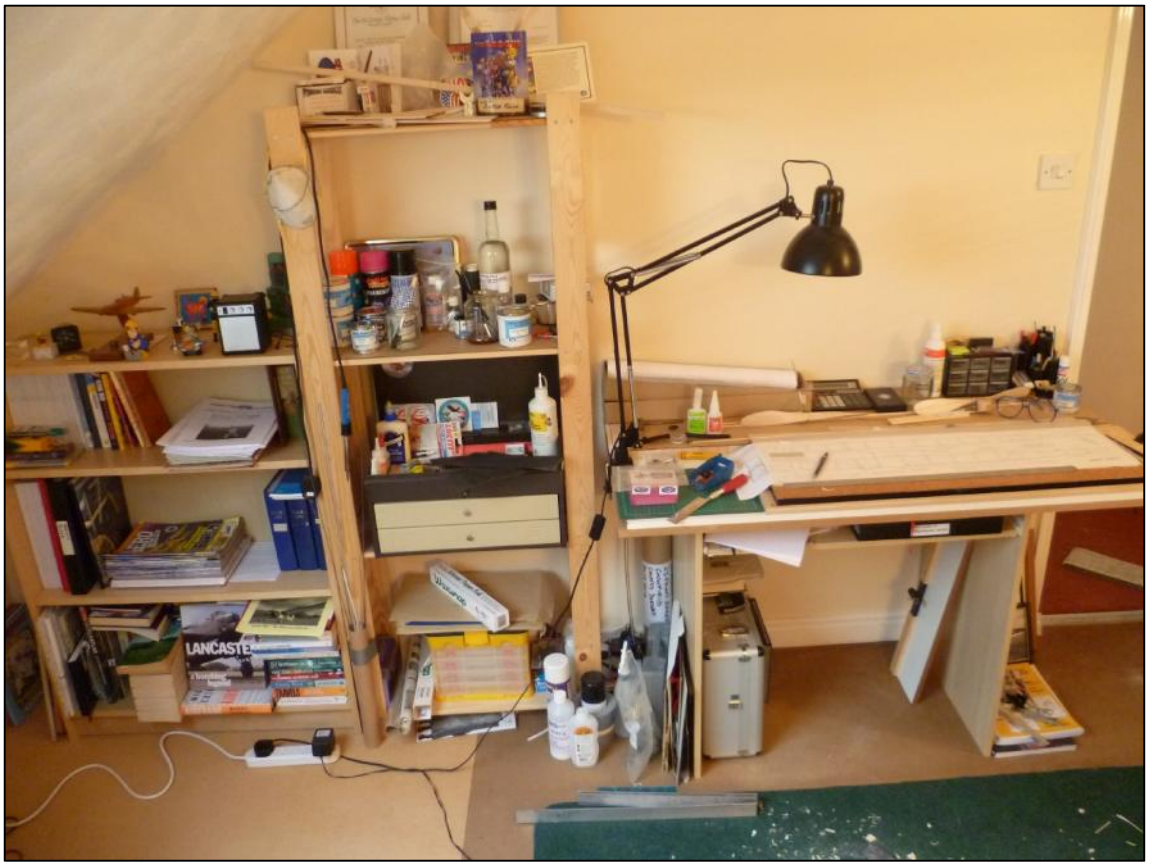


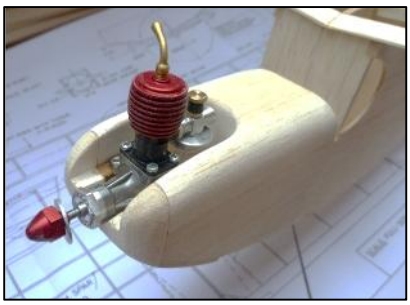
You can copy Chris' set up with the Stand Alone RDT kit from Leo Bodnar Electronics, and actually it is even simpler than Chris' system, as you only have one connector (for the lipo) instead of Chris' two.

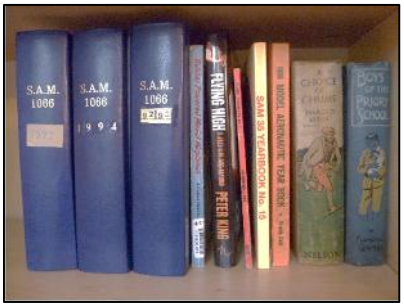
David Brawn

My Workshop etc. - Stewart Mason

I thought I would show you a few pictures of my workshop and some odds and ends'







Well that's the lot, I think the pics speak for themselves, although I must admit that things are not always that tidy.

Stewart Mason

Oxford MFC Rally - Andrew Crisp

THE OXFORD MFC FREE FLIGHT RALLY 20th/21st JUNE 2015

Weather: **Saturday** afternoon – torrential downpour. Six inches of water in Port Meadow car park. Six pm it stops leading to a beautiful evening for our kind of flying.
Sunday – typical English summer day. Bright, quite breezy, and as a consequence, rather turbulent, and the cattle kept a respectable distance from the activities.

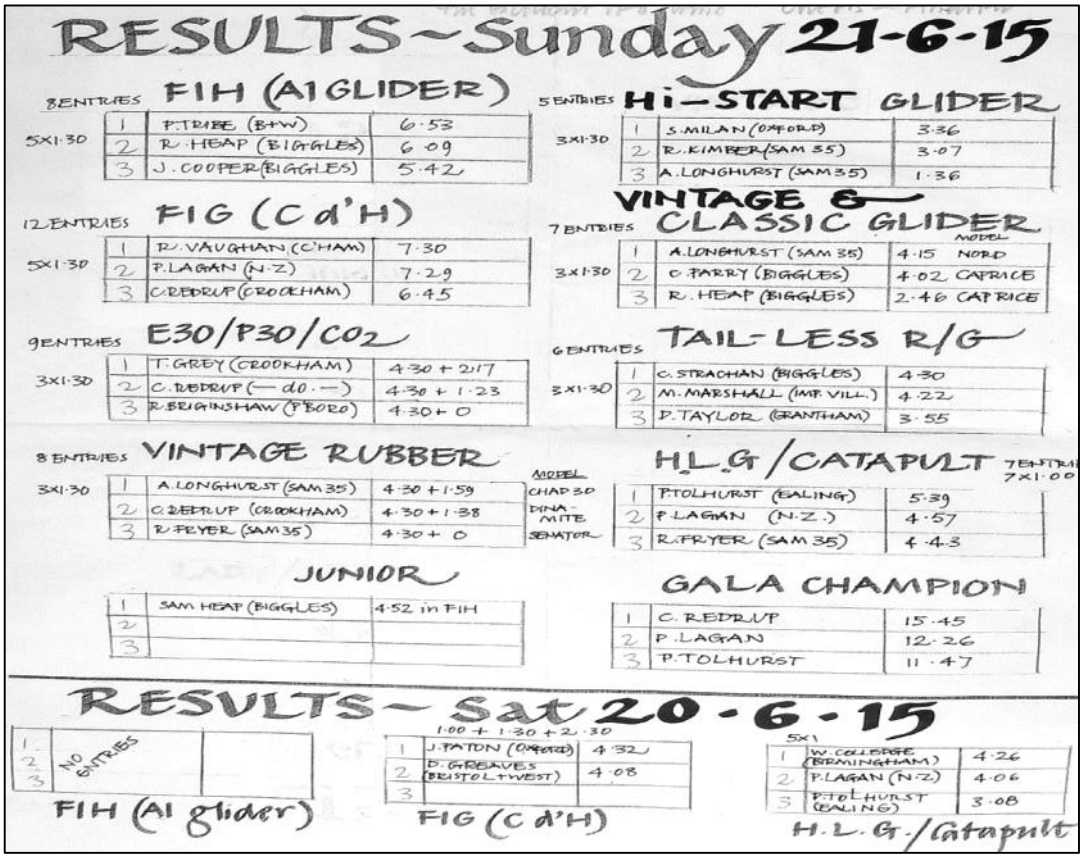
This was the first time that "Hi-Start" glider was featured. Not strictly old-time, but for any design with a 36" span limit. After all the hoo-ha that has come with this class, entries were modest to say the least, like-wise the standard of flying. Winner Simon Milan, who has returned to F/F competition work after a 40 year break, flew a beautifully made glider, looking like a scaled-down Woodhouse "Wichita" A/2.

Vintage and Classic towline was combined, with the older types getting a 10 sec Bonus on each flight. Rubber expert Andrew Longhurst showed that he can fly other disciplines as well, and lead the field with a brightly decorated "Nord" The ubiquitous "Caprice" design made up the other two placings.

Mini Vintage Rubber, for the Ian MacDonald Trophy, went to a fly-off. This was of the must - land-in-the-field variety, which is not totally satisfactory, but better than the dreaded D/T fly-off, at least in my opinion. Andy Longhurst won this event as well, with the rarely-seen "Chad 30" – still cranking the rubber with no winding tube and still with the prop on!

Runner-up Chris Redrup, who incidentally won the over-all Gala Championship, was a victim of turbulence and downdraft. His "Dinahmite" is surely worth more than the 1.38 achieved

This year we were honoured to have New Zealander, Paul Lagam, with us. Whilst not flying in "old-stuff" events he is sympathetic to the cause, and impressed with two placings on both days in HLG/Catapult glider competitions.



RESULTS ~ Sunday 21-6-15

FIH (A1 GLIDER) — 8 ENTRIES — 5x1·30

1	P. TRIBE (B+W)	6·53
2	R. HEAP (BIGGLES)	6·09
3	J. COOPER (BIGGLES)	5·42

Hi-START GLIDER — 5 ENTRIES — 3x1·30

1	S. MILAN (OXFORD)	3·36
2	R. KIMBER (SAM 35)	3·07
3	A. LONGHURST (SAM 35)	1·36

F1G (C d'H) — 12 ENTRIES — 5x1·30

1	R. VAUGHAN (C'HAM)	7·30
2	P. LAGAN (N·Z)	7·29
3	C. REDRUP (CROOKHAM)	6·45

VINTAGE & CLASSIC GLIDER — 7 ENTRIES — 3x1·30

1	A. LONGHURST (SAM 35)	4·15	NORD
2	C. PARRY (BIGGLES)	4·02	CAPRICE
3	R. HEAP (BIGGLES)	2·46	CAPRICE

E30/P30/CO2 — 9 ENTRIES — 3x1·30

1	T. GREY (CROOKHAM)	4·30 + 2·17
2	C. REDRUP (— do. —)	4·30 + 1·23
3	R. BRIGHNSHAW (P'BORO)	4·30 + 0

TAIL-LESS R/G — 6 ENTRIES — 3x1·30

1	C. STRACHAN (BIGGLES)	4·30
2	M. MARSHALL (IMP. VILL.)	4·22
3	P. TAYLOR (GRANTHAM)	3·55

VINTAGE RUBBER — 8 ENTRIES — 3x1·30

1	A. LONGHURST (SAM 35)	4·30 + 1·59	CHAD 30
2	C. REDRUP (CROOKHAM)	4·30 + 1·38	DINAMITE
3	R. FRYER (SAM 35)	4·30 + 0	SENATOR

H.L.G/CATAPULT — 7 ENTRIES — 7x1·00

1	P. TOLHURST (EALING)	5·39
2	P. LAGAN (N·Z.)	4·57
3	R. FRYER (SAM 35)	4·43

JUNIOR

1	SAM HEAP (BIGGLES)	4·52 in F1H
2		
3		

GALA CHAMPION

1	C. REDRUP	15·45
2	P. LAGAN	12·26
3	P. TOLHURST	11·47

RESULTS ~ Sat 20-6-15

FIH (A1 glider) — 1. 2. 3. NO ENTRIES

F1G (C d'H) — 1·00 + 1·30 + 2·30

1	J. PATON (OXFORD)	4·32
2	D. GREAVES (BRISTOL+WEST)	4·08
3		

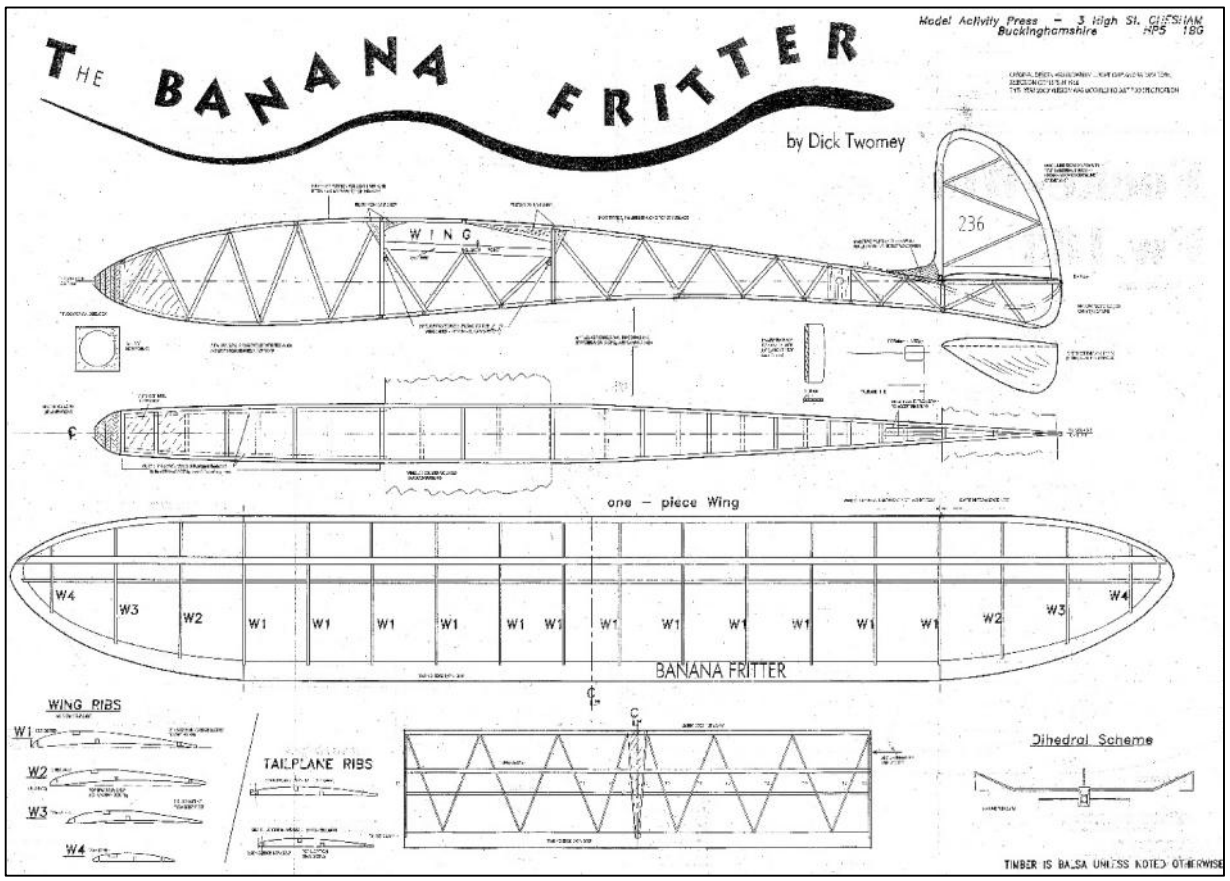
H.L.G./Catapult — 5x1

1	W. COLLEDGE (BIRMINGHAM)	4·26
2	P. LAGAN (N·Z)	4·06
3	P. TOLHURST (EALING)	3·08

Andrew Crisp

Dick Twomey's 'Banana Fritter' P30 - Spencer Willis

My version of Dick Twomey's 'Banana Fritter', a free plan from Sept 2002 AMI/Aeromodeller. To get the c/g in the correct place I had to add 4grms of lead. If the model looks promising I'll mount the wing on top of the fuselage so that I can move it forward and lose the lead.
I sent a photo to Dick who was highly delighted.

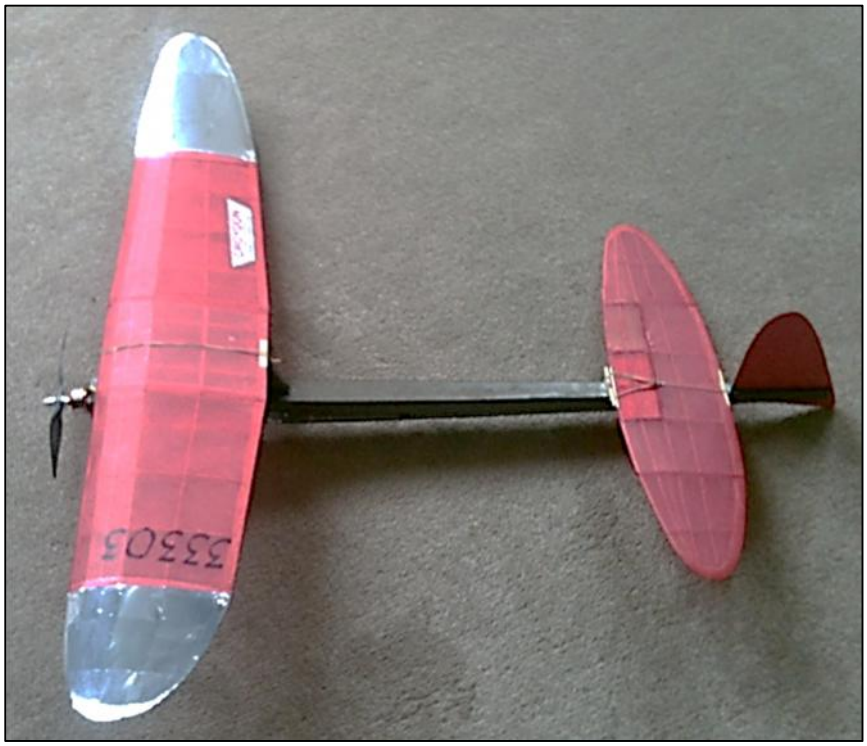


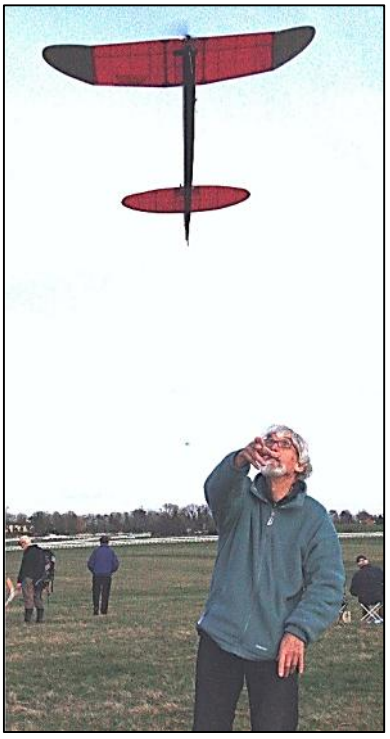
Spencer Willis

My E36 Satellite - Ray Elliott

In the July issue of The Clarion John Thompson said he would try to get me to write a few words about my E36 version of the Satellite. He managed to twist my arm. So here goes.

Having been encouraged to have a go at E36 by my good friend Peter Tolhurst I thought this would be a good opportunity to build a couple of designs that I thought were wonderful but had never got round to building in my power days back in the 60's and 70's. One of these designs was the Satellite (the other was the Nig Nog and I have built one of these as well). I set about finding a suitable plan and also bought, on Ebay, the Model Airplane News with Bob Hunter's article on the original late 50's version. This is quite a complex model and I finally settled on the 226 sq in version of the 1975 GLH (stands for "goes like hell" apparently). Plan available from NFFS. I reduced the span from 40in to 36in, not by scaling the model down but simply by taking 4 in out of the wing. Also, not being a great fan of fins on tailplanes I moved the fin behind the tail; I also changed the fuselage from a slab-sider to a tapered square box, thinking I might need the extra space for the electrics. The model was completed at the end of 2013.





I set up the model as per the plan with 4.5 degrees downthrust, no sidethrust & CG at 76 %. The wing is at 1.3 deg incidence and tailplane incidence is zero. The wing is basically flat but I added a 1/16in square Gurney flap to the RH inner panel to provide wash in. Right tilt was built in for the glide turn. At Peter's suggestion the model was powered by an Emax 2805 2800kv motor and the climb trimmed out quite easily. The transition and glide proved problematic however. The model would stall when the motor cut and this never damped out.

I tried reducing tailplane incidence and increasing glide turn but these had no effect. I then moved the CG forward to 64%. This required 20g of nose-weight!. This mod helped a lot but I was still getting the stall albeit not so dramatic. I finally concluded that the right hand wing was continuing to lift after the motor cut, this would cause the model to stall, build up speed, and then stall again ad infinitum. I finally reduced the length of the Gurney strip from 50mm to 25mm and, voila, end of problem.

Having sorted out the model I did fairly well in a few events in 2014 but at the beginning of this year I thought why not replace the 20g of nose-weight with a heavier, more powerful motor. I was aware of John Thompson's efforts in this respect although, not being a habitué of Chobham, hadn't actually seen his models fly. I discussed my thoughts with Peter and he came along to our next Ealing Wetherspoons' session with a motor and said "try this". It was a Suppo 2208/8 2600kv which was very similar to the motor John was using. I was a little concerned as to how the model would handle the extra power but I needn't have worried. The trim didn't need changing and the model goes up very quickly in a nice pattern.

Weights and set up;

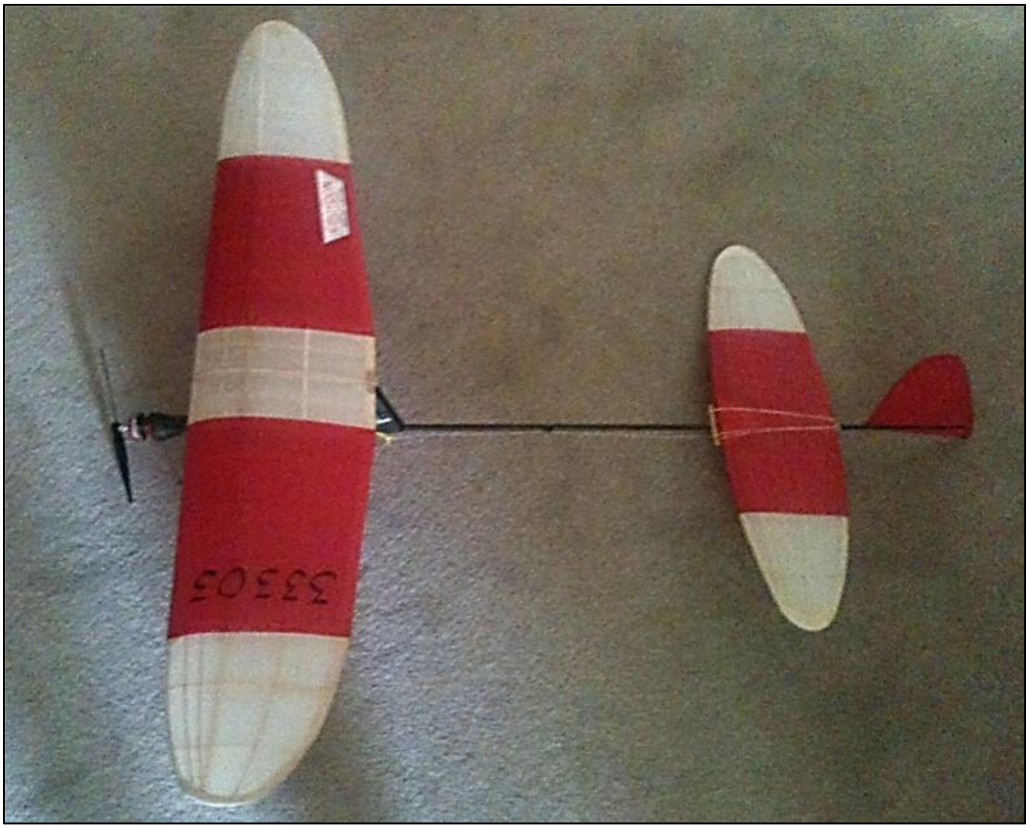
Weights: Fuselage; - 45g. Motor, battery etc; - 130g. Wing; - 28g. Tail-plane; - 8g.
Total; - **211g**

Set up: CG; - 64%. Wing incidence; +1.3 deg. Tail; 0 deg.
Thrust-line; 4.5 deg. Down 0 deg. Side

Motor: Suppo 2208/8 2600 kv (available as BL 2822 2600 kv from Robotbirds) ESC 20A

Prop: 7x4 APC E

I have built a second Satellite with a carbon tube fuselage. This is currently fitted with the lower powered motor but hasn't yet been flown. However, as the original handles the higher power so comfortably I have decided to switch to the same motor used in that model. As it will weigh 185g compared to the 211g of the original it will hopefully fly at least as well.



Ray Elliott

DT flyoffs - John O'Donnell

(This is a copy of an email sent to Roger Morrell of SEN)

Hi Roger and readers,

Of late there has been much discussion in SEN about DT Flyoffs - precipitated by their use at a couple of European Internationals.

The idea is not new. Over here (England) the DT Flyoff has been employed on a number of occasions, particularly at the SAM Vintage events - where it has become accepted. This is far from universal as was demonstrated a year or so ago at the British FF Nationals when its use was announced for the FAI and other events.
This was not favoured by the competitors to the extent of an immediate and heated reaction - quite the biggest 'row' that I have seen on the contest field. Following a written Protest (complete with appropriate payment) the organisers changed their ideas and ran a normal single flight flyoff. All this can be read as part on my Nationals report in the July/August 2014 'Aeromodeller'- and nowhere else !!

Now however the DT Flyoff would appear to becoming a common and acceptable arrangement for when difficulties arise towards the end of contests including cases when ties need to be resolved. These problems can involve wind, visibility, local landowners with 'no go' areas, risk of losing models and over-running the timetable. The DT Flyoff has become a soft option for a CD in a difficult position - particularly if future use of the venue could be jeopardised.

Regrettably it is a very poor option as the concept is fundamentally FLAWED - since it conflicts with model purpose and design.

DT systems are intended to terminate a flight by producing a RAPID and safe descent. Once the DT has operated the model is soon on the ground.

In contrast the usual method of judging a DT Flyoff is merely to set a target time for the DT operation and then time until the model lands. There is often a penalty for late DTs. Clearly it is advantageous for the model to descend slowly on DT - quite the opposite of normal usage.
The appearance of the 'slow DT' is inevitable - as are the complaints about it being 'unsporting'. Suggestions re tail angle and the like are merely tinkering with the problem. Remember there are alternative DT systems such as parachutes and/or drag flaps..

There are alternative solutions to ties - such as height prior to DT - but this would need measuring.

Normal (nevermind 'slow') DT descent time can hardly be a reliable estimate of HEIGHT. Use of altimeters is sure to be suggested but suffers both from what has just been said, and also from the variation between instruments.

There are other ways to resolve ties - mostly based on chance - drawing lots, nearest landing to a 'spot', etc. None establish what the contest is supposed to provide - a fair test of man and machine.

Regards,
John O'Donnell

Amazoom - John Thompson

This model, as attached article shows, was a separate development of Stan Hill's Amazon high thrust line model. I am no fan of this type of model for competition purposes. Bob Owston had built this slightly modified version a couple of years ago, which he had only really hand glided. Discussing it with him it seemed an ideal vehicle (because of its unknown characteristics) to try out a stand-alone (aeris) RDT system. Bob at the moment is learning his "trade "in trimming power models, so over to me to have a go.

The attached article from MAN November 1955 gives the known information on this model.

Our model is powered with a Fox 15 (1955 version) running on 40% nitro, which gives 15.6k on an 8x3 master. This is possibly a bit more power than the original shown with a Webra 2.46 in the magazine article. All in all it is not so much power, but it is directly comparable to many of the engines of that time.

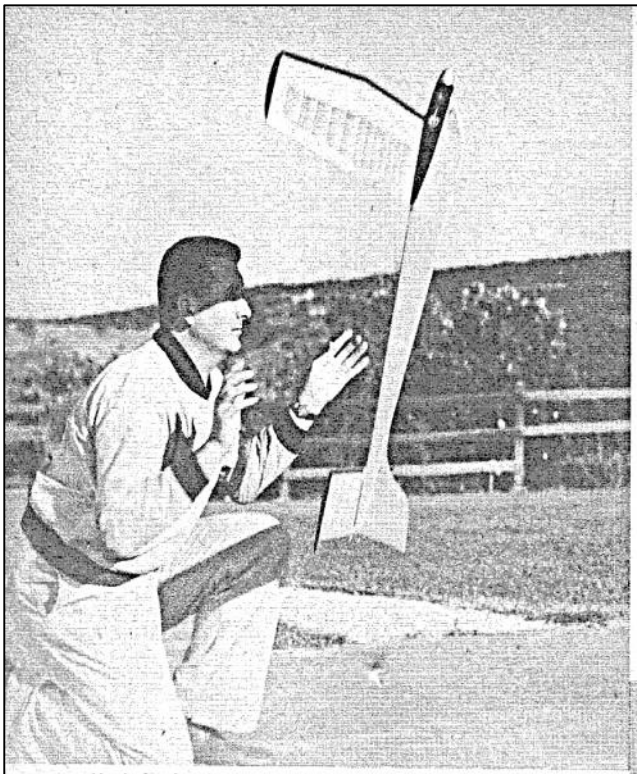
The photos show the engine, timer and RDT set up. I do not use the timer for a quick DT but rely on operating the RDT at the most appropriate moment.

The setup is:

Wing 3.5deg, Tail 2.0deg, CG 65%,
2deg down thrust,
no side.

Weights

Fuselage complete 361 g, Wing 138 g, Tail 26 g
Total of 525g or 18.5oz No warps, no tip washout.

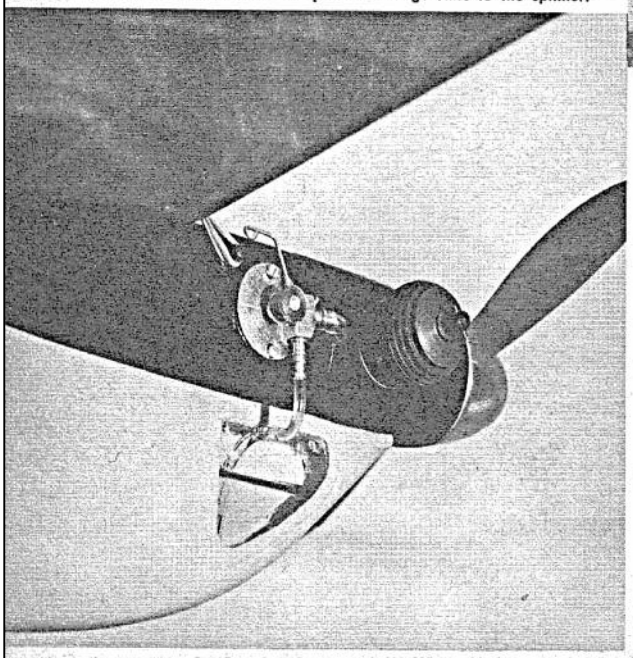


Vertical take-offs are routine with the fast climbing Amazoom. High thrust line and underslung fin just two of many features.

the Amazoom

By STAN HILL

Fourteenth in a series, this surprising free flight goes on from where the designer's well known Amazon left off. It is tops for .15's!



Built-in transparent tank and arrangement of side-mounted Diesel and fuel shut-off timer. The profile fuselage fairs to the spinner.

The Amazoom is the fourteenth in a series of aerodynamically similar ships begun in 1942 out of a desire for more stability under power than models of the day could offer. The more significant developments are described as they affected the characterstics and performance of the basic design. It should be kept in mind that these data are presented as they affected one design and shouldn't be applied indiscriminately to all free flight types.

The first model was not unlike a thinner and longer Powerhouse but, between a dirty engine on every landing and Charlie Grant's influence, the thrustline and CG were raised as much as possible. With center of thrust, CG and center of drag nearly on the same line, the previously tight (and, therefore, power-wasting) spiral climb opened up to a loose one-turn-per-five-seconds while the rate of climb almost doubled. Except for the inevitable effect of careless adjustment, which no ship can entirely overcome, spiral dives under power disappeared.

A tour of duty flying P-47's during the war interfered somewhat with my modeling activities, but did not stop them, and five ships from '44 to '48 showed minor refinements, such as buried belly wheel, higher aspect ratio (8:1), a thinner, more penetrating airfoil and general clean-up re-

Having designed 1948 version Amazon, Mrs. Hill cheers Stan's super duper Amazoom, one of which she displays here for the camera.

sulting in further stability and about 15 per cent increased performance. Playing around with stabilizer dihedral demonstrated clearly that stab dihedral increased spiral instability, while anhedral created resistance to spiral dives.

In 1948, my wife, basing her work on the latest developed model, designed the Amazon to take advantage of the then-new glow engines. Aspect ratio went to 9:1 (about the limit for a hot ship) and loading went down, giving a beautiful glide. Its construction was a little complex but was exceptionally rigid to stop in-flight flexing and warping in the sun between flights. The second version of the Amazon was modified in structure only and was flown to victory at the '52 Nats.

While we were testing two new ships to use in England at the '53 FAI finals, it became evident that the "balance" of thrust offset against twin rudder offset was a balance at one speed only, with thrust being more effective at a low speed and rudder at high speeds. What was needed was a set-up permitting a good balance of forces at all speeds under power while still maintaining a good glide turn without trick gadgets such as auto rudders or drag (*Continued on page 45*)

The Amazoom

(*Continued from page 12*)

tabs. The answer seemed to be elimination of tip rudders and offsetting the fin at the angle at which the propeller wash flows over the tail. Result was a trim set-up that was neutral on the way up and right as soon as the engine stopped.

Next came VTO as a logical solution to the usually inadequate take-off site, as it usually allows a little more altitude, when used with a suitable prop. Blade area should be on the generous side to give a quick, "solid" vertical take-off.

A surplus of Amazons allowed us to satisfy our curiosity about minimum dihedral, stab and fin areas. Absolute minimum stab area was 15 per cent and anything less than 25 per cent proved rather sensitive to adjustment. Reductions to 25 per cent improved glide, particularly in respect to recovery from turbulence displacement. Finally, a 30 per cent stab was fixed as a happy medium of adjustment for adjustment ease and performance. Dihedral angles of 6° inboard and 15° outboard with the outer break at 60 per cent out from the root gave all the stability necessary while maintaining a really good glide. Less than this amount didn't roll well enough and more than this spoiled the glide somewhat.

Bill Kaupp, our club president and contest director, tried turbulators on his 310 in. Amazon and, while glide went unchanged, altitude loss in stalls was halved. This prompted a change to a turbulent-flow section of the sharp-nosed variety. To keep a fairly high mean camber in a thin, flat-bottomed section, the entry point is as low as possible, giving a mean camber of five per cent in a ten per cent thickness section. This wing had better penetration, far better stall recovery and a better glide.

One Amazon was tried with various combinations of downthrust and stab thickness, downthrust varying from 0° to 10° and stab thickness from 6 to 12 per cent. Result? Stab thickness variance was found to be much more effective in controlling looping tendency. Stab thickness of eight per cent with downthrust of 0° to 3° seemed to offer the best combination for good control without undue sensitivity. These data in particular are very specific for one design and vary a lot with wing and stab moments.

Then the AMA changed its rule on the use of wheels, allowing the fin to be brought to the bottom of the fuselage and omitting the wheel. Immediate advantages were less complex and more stable VTO platform and a fin that couldn't be knocked out of alinement. Not foreseen but very welcome was a beautiful climb-glide transition resulting from a more upward-inclined rolling axis.

That was about as far as the Amazon could go under the same name, since everything had undergone structural and functional change except the fuselage contours. On the theory that most model turns are "skidding" ones, the next ship had a 5° forward sweep at the LE to give more lift to the inside wing. This method is preferable to wash-in because it doesn't add a turning tendency of its own that has to be compensated for at high speed.

Summing up the flight characteristics of the entire line, the ships have an excellent ability to punch through turbulence with minimum upset; left climb turn and a marked resistance to spiral dives. The Amazoom combines the best features of the ships it succeeds with simple and quick construction.

Although construction is straightforward, we've discovered a couple of tricks that will speed things up. In the "crutch sandwich" type of construction, trace off the fuselage plan onto the right side sheeting with carbon paper and build directly on that, adding the left side sheeting before removing it from the board to insure perfect alinement. Build the left wing half directly on the bottom of the right wing (with waxpaper in between, 'natch). This saves the plan and gives perfect similarity of the two wing halves.

The fuel tank is pretty clear on the plan. But note that for operation on very high nitro content fuels, such as Ohlsson 2000, it is advisable either to drain the tank between flights or to use metal rather than plastic for construction. Use ethylene dichloride as a cement for the lucite glow fuel tank.

Of course, silk covering is preferable to paper for its greater strength. If you're using a Diesel, here's a good dope mix by courtesy of Johnny Carroll, secretary of the Irish AMA: one part clear or pigmented nitrate dope, one part banana oil and five to ten drops per ounce of castor oil. It gives a good sheen and doesn't tighten too much. About four to six coats will do the job.

The light weight of the design permits use of heavier engines, such as ED 2.46 and Oliver, as well as ballasting to exact FAI requirements. Add the ballast in holes cut in the nacelle top. This also helps place the CG at exactly 70 per cent of the wing chord.

To fly, just block up the front of the stab, adjust glide until it is definitely too steep, then remove just enough for a flat, straight glide. Take the first few flights at low power, adjusting with rudder tab or stabilizer tilt for a wide left climb and wide left or right glide turn, choosing the one that comes most easily to your ship. A little right thrust may help in some cases. Any looping tendency may be controlled by shifting the wing forward and lowering the stab TE to retrim the glide.

Under full power, it should do one to two turns in a 15-second run. Contrary to the usual preference for a tight glide turn, I prefer a wide one because it averages the effects of thermals and downdrafts rather than leaving the ship dependent on the right kind of current. This is no handicap as the ship is easily capable of a maximum flight without thermal aid. VTO launches should normally be made downwind if it is at all windy; otherwise, it's not critical.

You and your Amazoom should get along well. Just take time to think out adjustments before you make them—same procedure you'd follow with any "hot" airplane.

Normally I do not comment much on trimming, as I always think that it is, aside from general rules, a black art combined with luck. However I think my following comments may be of interest to those of us, who know all about picking up pieces.

I started with launching the model vertically it worked Ok, but found it better to launch at a high, say 80 degree angle slightly into the power pattern. The model I found would accomplish either right or left climbing turns, the problem was that in one flight it would combine both directions unpredictably.

If it hit turbulence it would almost always change, very disconcerting. I did not so much mind the change of direction but it was the ensuing flat right or left turn that resulted, that was far from helpful. The glide was fast and flat, quite good in fact, no doubt the flat-bottomed thin sharp LE helped with the speed.

On the first outing I had it going reasonably well, but with a very uncomfortable pattern. First a slight turn to the right then a gentle turn to the left with a good transition in to the glide. Ah, but next time out, with no changes, the model turned sharp left into a flat pattern. So some right rudder was in order, resulting in a one turn 10 seconds run climb at about 75 degrees

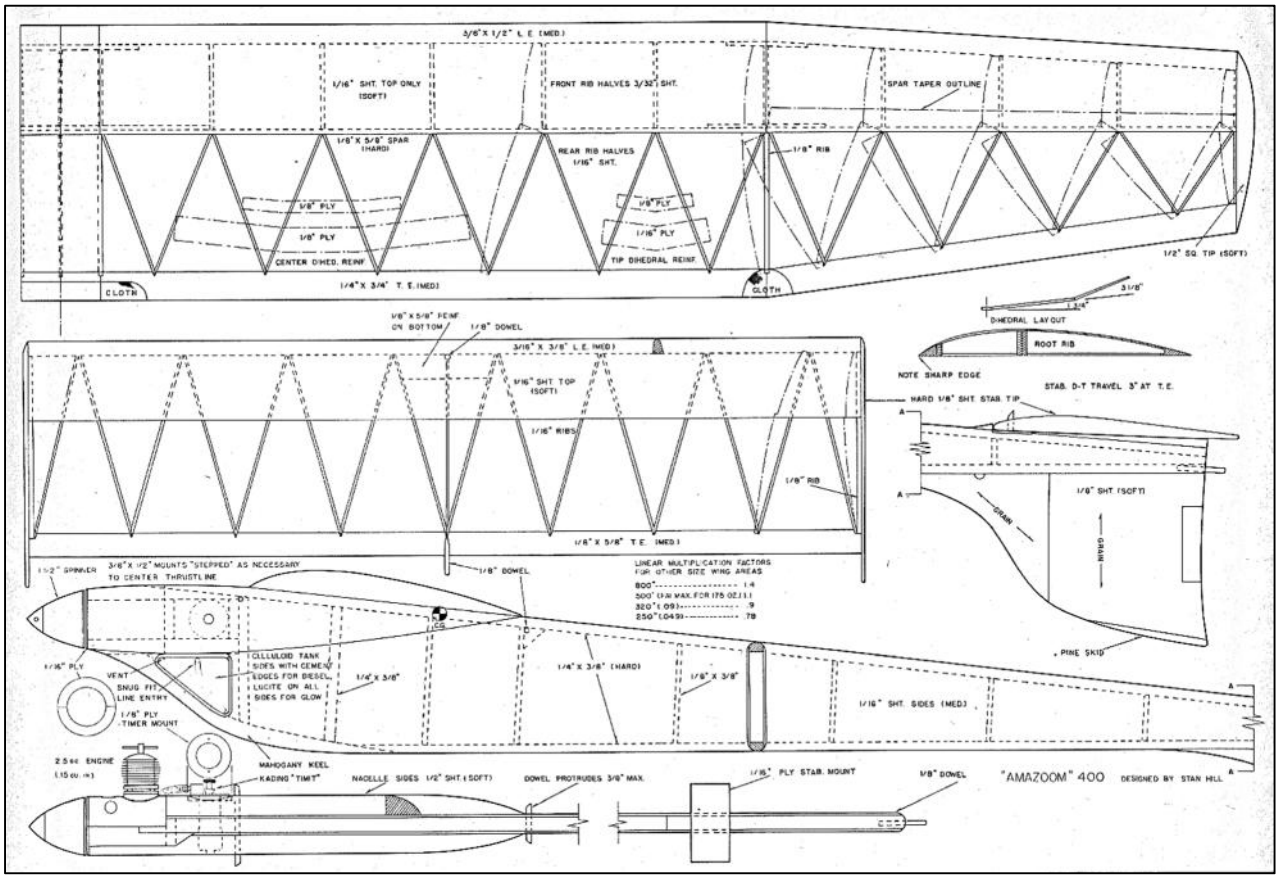
into a good transition. In fact it was quite good, not really fast, but as models of that time went with the power available in those days.

Oh Dear, next time out the model immediately turned into a sharp flat right hand turn, so the left rudder was put back in. Also at that time I added some extra left tail tilt to tighten up the glide.
Launched at about 80 degrees slightly to the right it reaches 509 feet in 14.7 seconds timed by Bob, in a steep continuous say 80 degree pattern to the right, with one turn, slight stall and into the glide. Not bad at all.

I have no explanation for the changes of trim, but these do tally with problems I had with 1/2A high thrust line models that I experimented with in the past. One day I might try to fly it with more power but with some apprehension I must say, given the trimming problems that I have encountered.

Without the RDT I would not have been able to persevere, as the model would have been in pieces. The great advantage of RDT, is small field trimming and being able to watch the glide and then DT safely. With timer DT it is impossible to assess this accurately before launching.

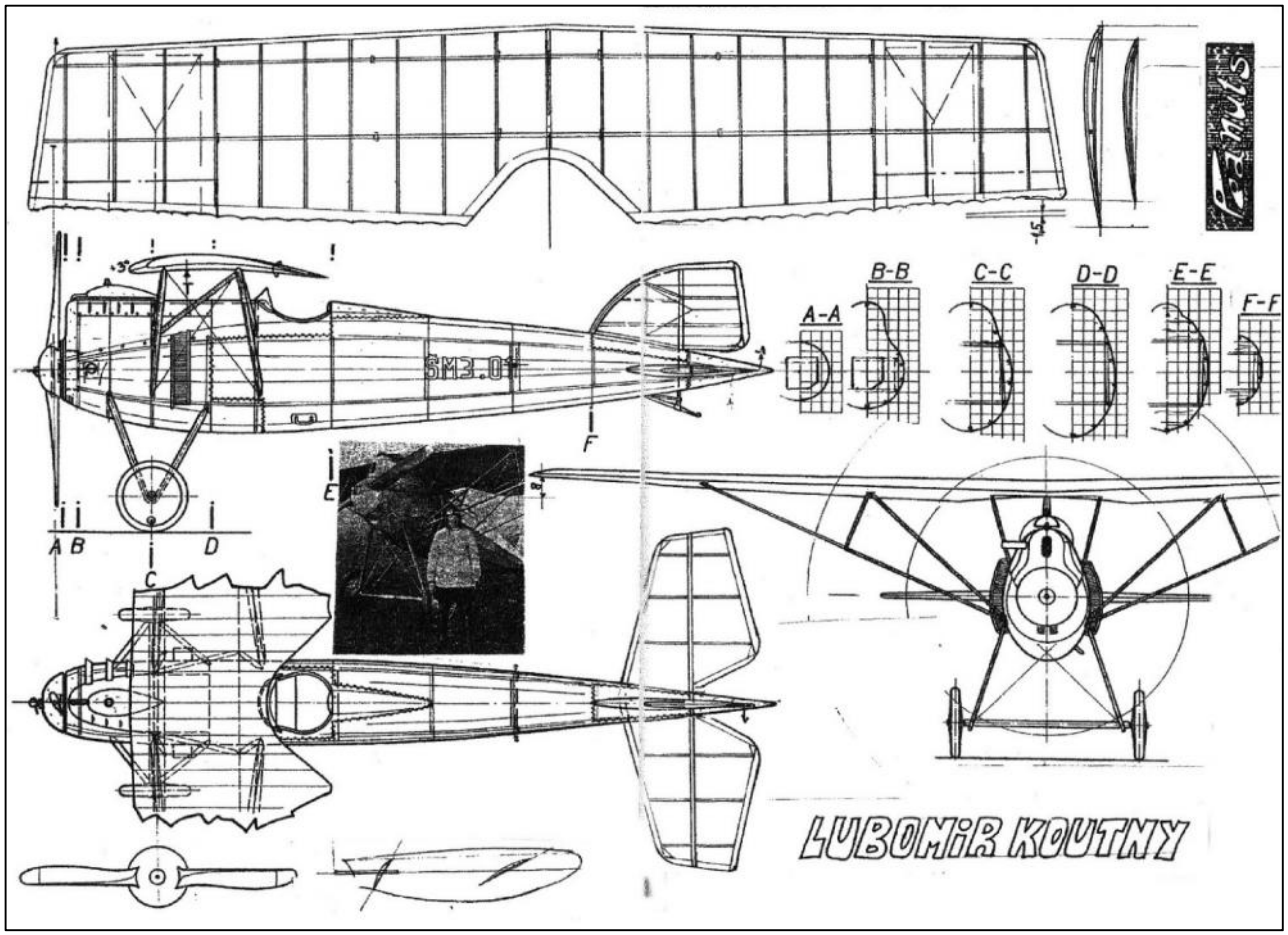
A good exercise, but if you wish to fly in contests, probably best to avoid these types of layouts, although they are reasonably competitive. Back in the early 1950's the jury was still out as to what was the best layout, but Carl Goldberg knew which was best some years before this!



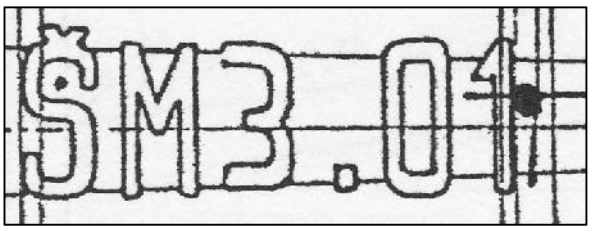
Thanks Bob for the entertaining opportunity. Wait until you hear about the Vector Director, if you think I had problems with the Amazoom.

John Thompson

Report No. 55. What prototype is this plan based on?



Above is a peanut scale plan by Lubomir Koutny from Vol Libre No 171, October 2006. No name is given for the prototype. If you know the name, please advise, at the moment it sits in the list of plans in mags as "nk", not known.



The lettering on the fuselage side in the plan reads "SM3.01" with a rather special "S".
The lettering in the photograph I find impossible to read.

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

Roy Tiller

DT's for Sport Models - Tony Shepherd

If you have a copy of SAM35 Yearbook Number 7, you may remember the lovely article by John Godden on sport models and one particular comment within it seems to get more and more relevant as our use of MOD owned flying sites becomes further restricted. "No DT – no fly!"

This was the view of John and it is certainly shared by others. I spend considerably more time flying contest models than I do flying sport models but that doesn't alter the fact that I always describe myself as a sport modeller who also flies in competitions. I'm just as happy flying my Tomboy or Simplex at Middle Wallop as I am flying an Open Electric model at the Nats.

Now I don't know of any contest flyers that don't use DT mechanisms of some sort since models that are trimmed to perform at their best would invariably fly away on many of their flights. To fly without a DT mechanism is the equivalent of booking the untimely throwing away of the model - it is inevitable that a flyer will pick up a decent bit of air at some stage and if the thermal is a really good one then the model will be away and only some form of DT will get it down in an acceptable time. However, it's not just the preservation of the model which is at stake these days!

In the past at Middle Wallop a fly-off would involve flyers going for broke and often ending up outside the airfield in property not operated by the MOD and with retrieves requiring traipsing across fields with crops growing in them or other forms of private land over which the flyer has no right of access. We never used to worry about it, but guess what, this is no longer acceptable in the world in which we live and now SAM 1066 competitions are regularly finished with DT fly-offs to keep the models on the 'drome.

Along similar lines, recent events relating to flying on Salisbury Plain have emphasised the need to keep our models in the field, or in this particular case, Area 8, which is the only one in which we are licensed to fly when we're up there. I recently attended a Range Conference which is a monthly event to firm up on who is using which of the 20 designated areas that cover the whole of the Plain and when they are using them. Over 95% of the attendees were from the Army but there were also representatives from some of the casual users such as the free flighters. During the conference the Major that was in the chair re-iterated that those granted access to a specific area are to *STAY IN THEIR AREA*. So fellow flyers, think what this means to you – you need to keep your models in Area 8.

The message is the same for both Wallop and the Plain, you need to keep your models on the field or have at least used your best endeavours to do so!

So how does this apply to sports models? Well folks, the need to keep the models in the field applies just as much to the sport flyer as it does to the competition flyer. I am always astounded at the number of sport models that I see that aren't fitted with a DT mechanism. Some of these are beautifully finished and represent hours of work – far more than I spend on my models, yet the builder seems to be perfectly willing to chuck the it up in the air and risk catching a boomer of a thermal which picks it up and carries it off until finally deigning to deposit it somewhere several miles away from the launch point, perhaps in someone's back garden or on a road or maybe on top of a clump of trees so that it wouldn't to be seen again for months.

The old argument that "my model doesn't get high enough to get into a thermal" or "it weighs too much to fly away" just doesn't apply. Over the years I, and I suspect most of you, have seen absolute clunkers go up with a diesel burbling away on a warm day only to pick up some lift

and stay up for ages, whilst the flyer desperately waits for the lift to break. Often they come down after several minutes in the air and the flyer nips off to collect his creation but occasionally they stay aloft and the model is off and away and the lengthy retrieval that follows, often across land not under the same ownership as the land from which the flight started, may or may not result in the model being found.

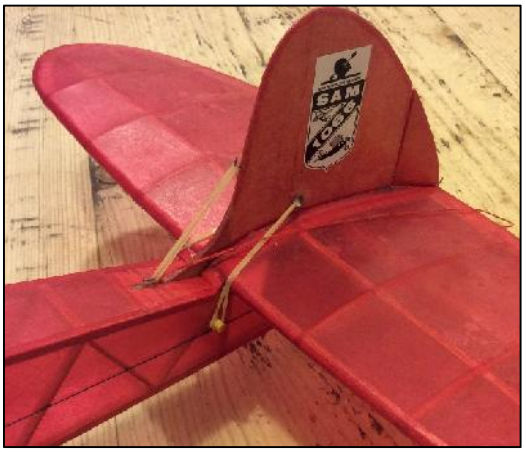
Should fliers be willing to take the risk of losing their models following a flyaway then I suppose it's up to them but if the outcome of that flyaway risks the future occupancy of one of the few sites that we have left to us for free flight then it's a different ball game. For this reason I'd like to encourage all sport flyers to give serious consideration to fitting DT mechanisms to their models.

HOW TO DO IT

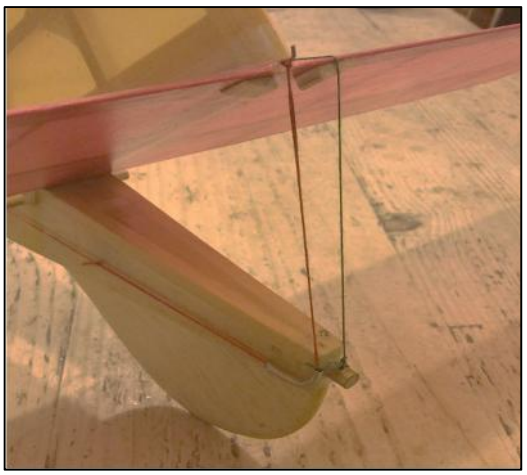
Many articles have been written on how to fit a DT mechanism to a model, whether it is a sport or contest model doesn't matter. The following paragraphs are aimed primarily at those flying i/c (or electric) powered models but it's just as relevant to rubber or glider though its recognised that most flying these latter categories are contest flyers so they probably already fit DTs.

The Tailplane

The pictures in the following paragraphs show the tip-up tail DT's fitted to my Paul Plecan Simplex, Keil Kraft Pirate and the dear old Tomboy. These are simple and very well known models and DT systems are easy to incorporate.



And for those who say that the DT spoils the look of the model, it looks a heck of a lot better than if the model has been high up in some trees for several months or has been dragged through a combine harvester following a flyaway!



Just a couple of points of note – I always use pull-up bands to ensure that the tailplane pops up as it should and doesn't end up stuck in the flying position even after the release is activated. You should ensure that these do actually lift the tail and don't hold it down like an over centre spring. Secondly, use a restraint line to limit the angle of pop-up to about 45 degrees whilst the pull-up bands remain under tension – without this the tailplane can tilt up much higher, losing the tension in the pull-up bands which promptly fly off allowing the tailplane to drop back and the model keeps flying (how do I know that can happen?!). And DON'T try a parachute DT as was specified on a good many plans! There are many tales of parachutes being deployed and the model going up even faster than if it had continued to climb just by riding on the lift.

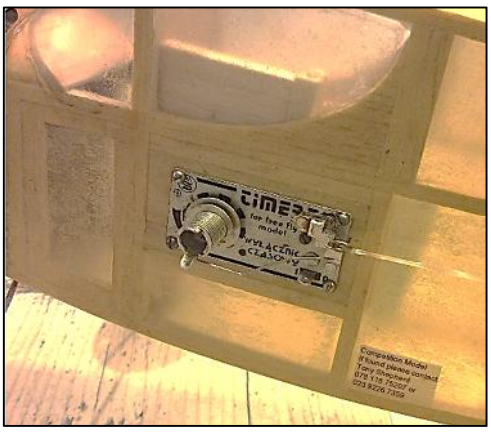
DT Activation

As for the means of activating the DT there are several options available.

Radio DT

The use of Radio DT has been the subject of several articles in the Clarion over the last few months and if you are going to go down that route then it's worth having a trawl back through these. Undoubtedly it works well and it offers the great advantage that you can operate it just when you want to and doesn't require you to preset it before you launch the model.

Clockwork Timers

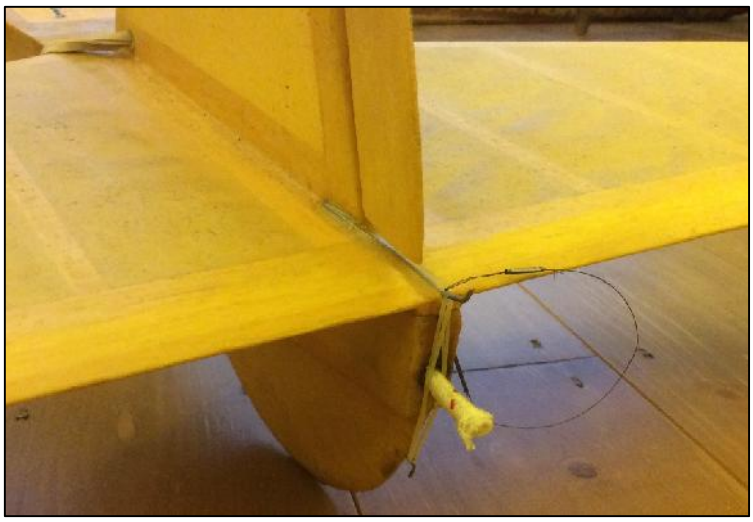


Much cheaper and less technological is to adopt a clockwork timer of the type sold by Mike Woodhouse. Smaller models will do just fine with one of the Tomy based versions but for anything much bigger then one based on the old fashioned Polish camera timers is a safer bet. I have one the latter fitted in my Tomboy and it's worked well ever since I built the model.

Viscous Damper Timers

Another solution for smaller models is the viscous damper timer which uses a light spring or rubber band (1mm fishing pole elastic is good) as the motive force. They are not as accurate or repeatable as clockwork timers and are temperature dependent – the colder it is the slower they turn. However, calibrated on the day (and during the day if there are significant temperature changes) they are dependable and very light weight. Some American power modellers use the Badge and Button timers (available from Free Flight Supplies) for DT timing in conjunction with a clockwork timer for motor run. Homebrew versions are easy to make using cheap mechanisms from Flitehook and FFS and are the timer of choice for hand and catapult launched gliders.
If you want to use one on a power model then you'd best use a mouse trap mechanism with it, or alternatively a small wooden peg as a capstan – one turn of the DT release line round it will hold the tail down firmly.

Burning Fuse



Of course, the real vintage solution is to use DT fuse. The photo here shows this method used at the rear of my Simplex. It really is essential that the fuse enters the model in a snuffer tube – a length of metal tube (normally aluminium), and it's equally important that the inboard end of this tube is sealed just I case the fuse continues to burn after it has burnt through the band, though this rarely happens as it tends to stop burning once the lit end reaches the outboard end of the tube.

HOWEVER, there is one big concern and it's pretty obvious. If your model lands before the fuse has burnt its way into the snuffer tube, then it's quite possible for the fuse to set light to any dry materials that the model has landed in and the outcome of that can be catastrophic.

Imagine for a moment that you've glided in on Salisbury Plain on a hot summer day when the grass is long and dry and your fuse, which is still burning, comes into contact with the grass. You don't have to be a genius to work out what could happen and it's for this reason that fuse DT's are banned at Chobham and some other sites.
FOR THIS REASON I WOULD STRONGLY RECOMMEND THAT YOU STEER CLEAR OF THIS APPROACH DESPITE ITS VINTAGE CREDENTAILS.

Electronic Timers
There are a number of stand-alone electronic DT timers on the market, used in conjunction with a small 1S lipo and servo. A British produced one has just come onto the market and is sold by Den's Model Supplies here:

http://www.densmodelsupplies.co.uk/index.php?c=electric_free_flight

Although referred to as a glider DT timer, they appear to be perfectly suitable for other types of FF models. A small lipo (say 50-70mAH) and servo will add about £6 to the cost of the timer, and all the components could be mounted on a 1/32" ply faceplate to fit into the model. Falcon, single lipo chargers are available at under £14 here:

http://www.micronradiocontrol.co.uk/charger.html

SUMMARY
So that's my view! If you're flying sport models, the need to keep the model on the field is now just as relevant to you as it is to competition flyers and you really ought to fit some means of getting the model down should it get hooked up in a thermal. And the best way of doing this is to fit a DT mechanism.
And most importantly, don't forget to set it and start it before every flight !!!!!

Tony Shepherd

Preservation of Middle Wallop - John Thompson

(This article is written by Peter Tolhurst at the behest of John Thompson expressing the views of the current SAM1066 Committee)

Thanks to the efforts of David Baker, Lindsey Smith and others, for the past twenty years or so we have had the use of the Middle Wallop airfield for sports flying, trimming and vintage competitions – one of the best flying sites in Britain we believe.

Clarion readers will recall that last year the number of flying days granted by the licensing authorities was lower than in previous years. This year, the licence was suspended until March, with no indication that we would be granted access at all.

Elsewhere, the free flight community has lost the use of Church Fenton for model flying, Barkston Heath is only available for the FF Nationals, and more recently there have been issues regarding the use of Salisbury Plain. In view of this, it is clearly in our best interests to be seen as a considerate user of Middle Wallop on our flying days.

As a result of the growing popularity of quadcopters, in the eyes of the general public any model aircraft is a "Drone" – yes, at Chobham and Beaulieu we have had people approach us and ask if our model is a 'Drone'! Recently there has been a reported near miss with a passenger

aircraft near Heathrow and this raises an unwelcome awareness and comparison with our free flight activities – wrong though it may be.

You may not be aware that users (such as us) of MoD sites are required to provide risk assessments. These form part of the annual licence submission and approval, and require us to identify risks/hazards together with methods of risk mitigation. Consequently it is incumbent upon us (SAM 1066) to produce rules and methods which allow safe flying within the areas that we have been assigned.

At the present time, models are still "escaping from the field" on a regular basis, including some without name and address labels. Although this (and the subsequent retrieval) has yet to cause significant problems – we do have a good relationship with local farmers and the authorities – harking back to what was said earlier, we need to at least minimise, and ideally eradicate this.

The most straightforward approach is to require all models to be fitted with dethermalisers (DTs), and to be sensibly trimmed. As a consequence, we would encourage modellers who fly at Middle Wallop to retrofit their models with DTs. This is practical for many if not most models, however by the same token we do not wish to prevent modellers from flying their 'vintage' type models where fitting a DT is clearly impractical. The same applies to small models e.g Ebenezer types, and those with special shapes that do not lend themselves to DT fitment. In such cases a sensible short motor run would be appropriate. Flyers should set the DT time to ensure that the model remains on the field – the competition 'max' for the day is a good starting point.
If in any doubt, guidance should be sought from the organiser (CD).

Elsewhere in this issue of the Clarion is an article by Tony Shepherd on the practical aspects of fitting DTs; it covers everything from the cheap and cheerful through to recently announced electronic DT timers. Previous issues of the Clarion have included articles on RDT, both DIY versions and those available commercially so that the whole spectrum of how to terminate flights is covered. This should provide sufficient information for most people to get started, but if you would like further advice, please contact a member of the committee and we shall endeavour to help.

Inevitably there will be the occasional errant model that aspires to escape, sometimes without identification. It is prudent to have a name & address label firmly attached to and clearly displayed on all models, preferably with a phone number & your BMFA membership number clearly displayed. Then, if the model is found, it can readily be returned to its owner.
Remember that we operate a "lost model" log at Control, so if you unfortunately lose your model please report its loss, as we are in regular contact with local farmers should it have flown out of the field. Additionally we have to report instances of lost models on the field to the Authorities as part of our obligations regarding potential FoD occurrences.

Please take this message seriously, don't just read it and think "it doesn't apply to me". It is in the best interest of continued free flight at Middle Wallop that we take all possible steps to avoid circumstances that could jeopardise the granting of an annual licence in the future.
Happy flying and we look forward to seeing you at the next Middle Wallop flying days on the August Bank holiday weekend.

Peter Tolhurst for the SAM1066 Committee

2015 Odiham Rally - John Thompson

It turned out a grand sunny day, a trifle windy though, but much better than was forecast. There was much violent turbulence and big boomers that carried quite few models on DT well out of the airfield generally to the north east, thus necessitating long car retrievals, as the only way out of the airfield is via the main gate.

Because of security arrangements all modellers and their cars are preregistered and individual passes both for people and cars are issued and must be carried at all times. Some 63 people registered with arrivals totalling 60 on the day.

Total costs including MOD Licence fees and prizes amounted to £688, with income from preregistration and comp entry fees together with donations (notably Croydon MFC) totalled £948, permitting us to send a cheque for £260 to the Station Commander made out to the RAF Benevolent Fund. A very happy outcome.

The event could not be run without acknowledging assistance of the RAF with the administration and the Liaison Officer of the Day Fl. Lt. Sparks, together with the very helpful local farmer Mr Benford. Sally and Ted challis would like to take this opportunity of thanking Dave Cox and Dave Etherton (especially the latter who is an "E type" at climbing trees) for their help in recovering Ted's model.

To the right we have Fl.Lt.Sparks and son with our tokens of appreciation for the RAF's cooperation.

The max was set at 90 seconds with penalty type DT fly offs to keep models within the airfield.

Results:

E36;	1st	R Elliott	2nd	T Grey,	3rd	P Jelles
CLG;	1st	N Peppiatt	2nd	T Horsey	3rd	S Brewer
Coup;	1st	P Hall,	2nd	R Vaughn,	3rd	J Paton.
Tailless;	1st	T Challis,	2nd	A Longhurst		
V Glider;	1st	B Taylor,	2nd	K Taylor,	3rd	D Cox
L/W Rubber;	1st	T Tyson,	2nd	A Longhurst,	3rd	J Thatcher
V Wake;	1st	P Jackson,	2nd	J Andrews,	3rd	B Owston.
A1;	1st	C Parry,	2nd	P Cameron,	3rd	G Madelin

A couple of highlights of the day, Pete Cameron in his first contest since reaching 90 years of age last November, maxed out in A1. Beat that if you can!

During the afternoon the farmer shepherded a flock of sheep that did not want to cooperate across the field near to our control, to a field within the confines of the airfield.

Photos of these events and further details of contest results will be published in the next SAM1066 New Clarion.


Pete Cameron

John Thompson

24th WorldWide Postal Contest 2015/16 - Gary Hinze

The purpose of this postal contest is to encourage friendly participation between aeromodellers worldwide with the prime emphasis being on low-key, leisurely flying without the pressures of 'regular' competition. The Internet permits us to have a worldwide event in the spirit of a friendly local club contest. A wide variety of events are offered including classes for types and sizes of models which have been overtaken and/or outclassed by modern developments or are perhaps too small to be considered for 'serious' competition work, such as 20" and 25" Rubber and Cloud Tramp, many of which can be flown at any time on smaller local sites without the necessity of travel to more formal contests at larger areas.

Flights may be made outdoors between **July 1st. 2015** and **June 30th. 2016** inclusive; it is not required that all flights in any event be made upon the same day but each is to be pre-nominated as 'official'. The general format (with exceptions as noted) is for three or more flights to the specified maximum; after three (or more) maximums further flights will be made to a score increasing by increments until the model fails to reach the duration target for that flight. The final score will be the total of all flights, recorded in seconds; the purpose of this scoring system is to reduce the possibility of models being lost in an 'unlimited flyoff' and as flights may be made at any time within the contest period it does not entail unduly arduous flying sessions to complete same. In classes where maximum sizes are established, the span shall be measured as per plan, not as 'projected span'.

'Vintage/Oldtimer' classes are for designs authenticated to have been flying outdoors prior to December 31st. 1950, even though plan publication may be of a later date in any kit, commercial magazine, SAM publication, club newsletter, etc. Multiple entries with different models may be made in all events but flights in one event may not be 'doubled up' with any other class for which a given model is eligible – separate flights, please.

The 20" Rubber class is to encourage the flying of all such models designed for outdoor use and not usually considered competitive against larger designs. There is no restriction on publication or production date and all designs 'published' in/on freely available sources i.e. newsletters, websites, etc are acceptable provided such source and/or details are made available to others.

To maximise flying opportunities there is ample scope for rubber models and gliders to be flown in multiple events and you are encouraged to take stopwatch, pencil and notepad with you each time you go to your local field, or to a contest, as an added incentive to your flying enjoyment. Bear in mind, also, that any number of individual models may be flown in any event for which they are eligible.

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

GOOD FLYING – GOOD LUCK – and … above all … HAVE FUN!

Gary Hinze

Events List Follows

EVENTS:

20" Rubber – For any published/kitted outdoor designs not exceeding 20"/51cm span . Three flights to 60 second maximum followed by 30 second increments thereafter.
25" Rubber – Any published/kitted models up to 25"/63.5cm span. Three flights to 60 second maximum followed by 30 second increments thereafter.
30" Vintage/Oldtimer – For designs pre-1951, not exceeding 30"/76cm. Three flights to a 90 second maximum followed by 30 second increments thereafter.
42" Vintage/Oldtimer – For designs pre-1951, with spans greater than 30"/76cm but not exceeding 42"/107cm. Three flights to a 120 second maximum followed by 30 second increments thereafter.
P30 Rubber – Standard P30 rules. Three flights to 120 second maximum followed by 60 second increments thereafter. No gears or movable surfaces, other than for d/t operation.
Freewheel Rubber – Any published/kitted outdoor design with a freewheeling propeller is eligible, wing span not exceeding 36"/91cm. Three flights to 90 second maximum followed by 30 second increments
Unlimited Rubber – Any rubber model with wingspan not exceeding 42"/107cm. No auto surfaces. Three flights to a 120 second maximum, followed by 60 second increments thereafter.
KK "Senator" – A one-design class for this popular design. Three flights to 120 second maximum, followed by 60 second increments thereafter.
Cloud Tramp – Any version of the Cloud Tramp design as published, 8" prop (plastic OK), any type of prop bearing. Five flights, no maximum; longest and shortest will be discarded and balance totaled for score**.**
Towline Glider – Any glider, straight tow only with no moving surfaces other than autorudder. Maximum towline length 164'/50 metres; Equivalent high start launch systems permissible. Three flights to 90 second maximum followed by 60 second increments.
Small Towline Glider – Any glider to a maximum span of 40"/101.5cm, straight tow with no moving surfaces other than autorudder. Maximum towline length 164'/50 metres. Equivalent high-start launch systems permissible Three flights to 60 second maximum followed by 60 second increments.
6″ Tiny Hand Launched Glider – For any glider with wingspan no greater than 6"/15.2 cm. Three flights, 60 second maximum (flights under ten seconds need not be reported). If six maximums scored, 30 second increments thereafter. Multiple entries permissible.
6″ Tiny Catapult Launched Glider – For any glider with wingspan no greater than 6"/15.2 cm. Three flights, 60 second maximum (flights under ten seconds need not be reported). If six maximums scored, 30 second increments thereafter. Catapult – a 9" loop of ¼" flat rubber attached to a 6" handle. Multiple entries permissible.
8″ Tiny Hand Launched Glider – For any glider with wingspan no greater than 8"/20.3 cm. Three flights, 60 second maximum (flights under ten seconds need not be reported). If six maximums scored, 30 second increments thereafter. Multiple entries permissible.
8″ Tiny Catapult Launched Glider – For any glider with wingspan no greater than 8"/20.3 cm. Three flights, 60 second maximum (flights under ten seconds need not be reported). If six maximums scored, 30 second increments thereafter. Catapult – a 9" loop of ¼" flat rubber attached to a 6" handle. Multiple entries permissible.
Catapult/Handlaunch Glider (small) – For any glider with wingspan no greater than 12"/30.5 cm. Six flights, 60 second maximum (flights under ten seconds need not be reported). If six maximums scored, 30 second increments ereafter. Catapult – a 9" loop of ¼" flat rubber attached to a 6" handle. Multiple entries permissible.
Catapult/Handlaunch Glider (large) – For any glider larger than 12"/30.5cms. Rules as above.
Tip-launch Glider – For any size of wingtip-launch glider. Folding wings and R/C are not permissible. Six flights to a 60 second maximum, increasing by 30 second increments thereafter.
Peanut Scale – Any type, any period, 13″ maximum wingspan *or* 9″ maximum length. Total highest three of six flights for score.
Dimescale – Any type, any period, 16″ maximum wingspan, no scale or bonus points. Total highest three of six flights for score.
Phantom Flash – Per kit or plan, plastic or wood prop. May be hand launched. Total highest three of six flights for score.

Southern Coupe League Rd.4 - Peter Hall

Southern Area BMFA Rally, Odiham, July 18th 2015
Fourth Round Coupe League

Cricket has Lord's, golf St. Andrews, tennis Wimbledon, freeflight has Odiham. The Rally was the sixty-seventh annual event at Odiham. Many of the models on view were no doubt replicas of those flown at that first event in nineteen forty-eight. No doubt several of the participants were originals.

Out of the sixty who registered, only eight flew combined CdH/Vintage coupe. I can only assume that all the other coupe flyers are resting up in Greek villas, doing their bit for the economy. It was a lovely midsummer day, breezy and blue with cumulus. The ninety second max. guaranteed a field recovery; five of the six CdH flyers voted for a three rounds instead of five allowing a leisurely lunch and conversation, and a sixty-second DT fly-off ensured that no-one would be late for dinner. Sun loungers and picnic tables were deployed and everyone settled down for a relaxed adrenalin-free day.

The average CdH motor run is around forty-five seconds so you could only fail to max. if your model came down faster than it went up. How could you lose? Yet five out of the eight flyers dropped flights demonstrating yet again that a reduced max. doesn't seem to help as much as you would expect. It may be that one's competitive ardour diminishes in less challenging circumstances, and air-picking sensitivity is less acute.

There was plenty of lift about, Jim Paton's second flight was out of the field for over six minutes o.o.s., and of course plenty of sink. Promising climbs starting in good air were let down after flying out of it on the glide. Flying coupes in this weather is very chancy, they will climb out of sight at an alarming rate fully DT'd in a boomer, so straining your antenna to launch in lift is a good way to lose the model; you need to pick neutral air which is like predicting that the coin will fall on its edge rather than on head or tail. P. Hall had the answer, flying two rounds with a tip-up wing and tail thermal-beating special which is guaranteed to come down, reverting to a standard model for the DT fly-off.

By fly-off at four-thirty alto stratus had replaced the cumulus and the breeze was cool with fewer lulls. Jim Paton (clockwork timer with scroll, not easy to set) flew first and was looking good but DT'd five seconds early. Roy Vaughn and Peter Hall waited to the last minute for the next lull. Roy (electronic timer, foolproof, deadly accurate) climbed well but DT'd four seconds late. Apparently the DT was difficult to see. Peter (Tomy timer, with wire peg releases. Heath Robinson) got a shallower climb but glided into good air and DT'd one second over. The DT over-run penalties were applied - minus two seconds for each extra second of DT time, giving the results as per the table. With three rounds to go the league table looks interesting. Leader Allan Brocklehurst, is threatened by four Crookhamites, but three Bristol and Westers, are hovering near.

The next round is The Southern Gala on Salisbury Plain August 22nd.

Peter Hall

Odiham Rally Results

Place	Entrant	Club	Maxes	Score
1	P.Hall	Crookham	3	**15**
2	R.Vaughn	Crookham	3	**12**
3	J.Paton	Crookham	3	**11**
4	P.Tolhurst	Crookham	2	**9**
5	A.Brocklehurst	B&W	2	**8**
6	D.Thomson	Croydon	1	**6**
7	P.Jackson	Croydon	1	**5**
8	B.Stichbury	SAM35	0	**3**

Southern Coupe League Table after Round 4

	Entrant	Club	1st Area	London Gala	Oxf'd Rally	Odiham	South'n Gala	C'khm Gala	Coupe Euro'	Total
1	A. Brocklehurst	B&W	10	16		8				**34**
2	P. Tolhurst	Crookham		13	8	9				**30**
3	R. Vaughn	Crookham			17	12				**29**
4	P. Hall	Crookham		11		15				**26**
=	J. Paton	Crookham		6	9	11				**26**
6	M. Stagg	B&W	15	4						**19**
7	D. Thomson	Croydon	3		5	6				**14**
8	P. Lagan	N.Zealand			13					**13**
9	D. Greaves	B&W	12							**12**
10	C. Redrup	Crookham			11					**11**
11	D. Neil	B&W	8							**8**
=	A. Moorhouse			8						**8**
13	C. Chapman	B&W	6							**6**
=	M. Marshall	Impington		6						**6**
15	P. Seeley	B&W	5							**5**
=	N. Allen	E.Grinstead	5							**5**
=	J. White	Croydon			5					**5**
=	P. Jackson	Croydon				5				**5**
19	P. Gibbons	Peterbor'			4					**4**
20	K. Taylor	E.Grinstead	3							**3**
=	B. Stichbury	SAM35				3				**3**
22	R. Kimber	SAM35			2					**2**
23	T. Winter	CVA	1							**1**
=	R. Fryer	SAM35			1					**1**
25	G. Jones	Epsom								**0**

Roy Vaughn

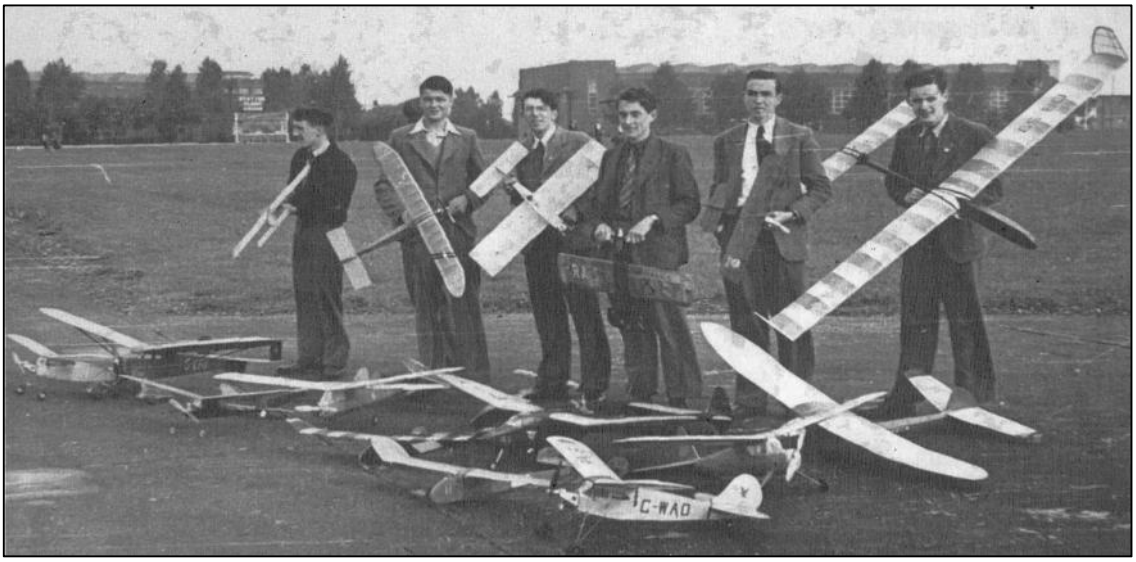
Letters to the Editor

David Brawn: Andy Crisp's World of Free Flight Model Aircraft
Chatting with Andy at the Dreaming Spires Gala he agreed that it would be a good idea to make his 'Andy Crisp's World of Free Flight Model Aircraft' available as a free download.
Use this link:- http://www.dwgwalking.co.uk/andycrisp.htm
and then click on the large cover image for the download box to appear, then either open in Adobe Acrobat or Save to your hard drive.
Download is a pdf file of approx 10Mb.

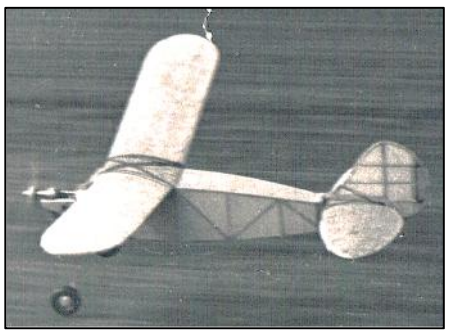
Jim Paton: Urchin RDT & dt band protection

My latest project is an Urchin for Bournemouth Club Classic and maybe BMFA rubber. 50g of 3/16 super sport in 12 strands. I have fitted a Pete Brown radio DT.
One of the photos show my method of eliminating one past source of trouble. When the tail bands are near the DT line I have used some aluminium tube to protect them. It's instead of remembering to put the line over the bands when attaching the tail.
My fleet is mostly elderly and repaired, so it's good to have a new model.

Peter Michel: Odiham



With the Southern Area BMFA rally due to be held at RAF Odiham, Hants, on July 18, here's what it was like – same venue, same event – 66 years ago on September 8, 1949. The picture shows members of the RAeS Portsmouth MFC. From left: Peter Michel, Len (?) Druce , Laurie Glover, Bernard ("Funf") Taylor, Ray Brown and "Tosh" Leonard (with the twice-size Sunnanvind glider). Laurie won the event's CL Stunt contest with his Utility Yulon, an own-design powered by a Yulon 5cc glow – the hottest stunt motor around in those days.



The shot was taken by Phil Wadsley, a Portsmouth camera and model shop proprietor. His model is the front model in the line-up, a Mills 1.3-powered Judy (G-WAD). Another Judy, shown extreme right, was flown by Peter that day. Pictured taking off, it too was Mill 1.3cc-powered – and Peter still has the engine. The RAeS club used to fly on the now-long-gone Airspeed airfield flanking the main road to the east of Portsmouth, and enjoyed limited company facilities and surplus materials such as large offcuts of 1/16in. birch ply and the dregs of dope barrels...

Secretary's Notes for August - Roger Newman

Southern Area Gala Results: 18th July

Good day with some 60+ attendees, all enjoying some reasonable weather & fine flying conditions. Wind around 8 – 11mph with occasional gusts, mainly from SSW. See our Chairman's report & other comments elsewhere in NC.

Tailless: 1st Ted Challis (O/D) 4.30; 2nd Andrew Longhurst (O/D) 1.30 – but he didn't record the time! Later in the day Ted lost his model on a trimming flight but some noble tree climbing by Dave Etherton retrieved it.

E 36 Electric *(7 sec power run):* 1st Ray Elliott (Satellite) 4.16; 2nd Trevor Gray (O/D) 4.08; 3rd Peter Jellis (O/D) 1.35.

Vintage/Classic CLG/HLG: 1st Nick Peppiatt (Vartanian)219 secs; 2nd Ted Horsey (Heave Ho)212 secs; 3rd Steve Brewer (Eagle Zoomer) 202secs; 4th Peter Tolhurst (Vartanian) 157secs; 5th Ted Hopgood (B- Polly) 150secs; 6th Ken Taylor (Dingbat) 146secs; 7th Geoff Smith (Dingbat) 143secs; 8th Tony Thorn (Johnson)134 secs; 9th Don Thompson (Vartanian) 110secs; 10th Bob Taylor (Tomtit) 06secs; 11th Brian Stitchbury (Vartanian) 82 secs; 12th Kebin Conroy (Hugenot)76 secs.

A1 Glider: 1st C Parry (O/D) 4.30 & 1.31; 2nd Peter Cameron (Little Hinney) 4.30 & 56; 3rd Gary Madelin (O/D) 4.14; 4th Alex Cameron (O/D) 3.56; 5th Steve Brewer (O/D) 3.41; 6th Don Thompson (O/D) 0.11.

Vintage / Classic Glider Combined: 1st Bob Taylor (Uppat) 4.30 & 1.55; 2nd Ken Taylor (Lulu) 4.30 & 1.12; 3rd Dave Cox (Inchworm) 4.30 & 1.05; 4th Geoff Smith (Hyperion) 2.41; 5th C Parry (Caprice) 0.59.

Vintage Wakefield (4oz & 8oz Combined): 1st Peter Jackson (Knight 50) 4.24; 2nd John Andrews (Korda) 4.12; 3rd John Lancaster (Lanzo) 3.46; 4th Bob Owston (Lim Joon) 3.00.

Vintage Lightweight Rubber: 1st Ted Tyson (Buckeridge) 4.30 & 2.07; 2nd Andrew Longhurst (Raff V) 4.30 & 2.07; 3rd John Thatcher (Senator) 4.30 & 1.10; 4th Rex Ouldridge (Raff V) 4.30 & 012; 5th Nick Peppiatt (Pinnochio) 4.27; 6th John Lancaster (Raff V) 4.02. John Andrews (Hep-Cat) 3.00.

Coupe d'Hiver: 1st Peter Hall (O/D) 4.30 & 1.31; 2nd Roy Vaughn (O/D) 4.30 & 1.16; 3rd Jim Paton (Bukin) 4.30 & 1.04; 4th Peter Tolhurst (O/D) 4.22; 5th Alan Brocklehurst (Co3) 4.03; 6th Don Thompson (O/D) 2.47; 7th Peter Jackson (Fuit 3) 1.30; 8th Brian Stichbury (Garricoupe) 0.26.

Congratulations to Pete Cameron in A1 – still towing gliders up at the tender age of 90! Apologies to John Lancaster, who was wrongly placed 4th in the results on the day. Checking afterwards, he was 3rd. So a complimentary bottle of wine to John at the next meeting!

Next Middle Wallop meeting is our SAM Champs on 30th/31st August.

Sunday 30th August:
BMAS Club Classic (to BMAS rules); 4oz Wakefield; Vintage Coupe; 36" Combined Vintage/Classic Bungee Glider; Combined over 50" Vintage/Classic Glider; Combined Vintage/Classic Power; Maxwell Bassett Trophy for Spark I; Wallop Bowl Scale.
Spar Tractor/A-Frame Mass Launch (12.00). Jimmy Allen Mass Launch (14.00).
Spark Ignition Precision (rules as defined by Brian Martin); Tomboy; Top Time.

RC Assist & Control Line events (run by Tony Tomlin/James Parry)

Monday 31st August:
Vintage Lightweight Rubber; 8oz Wakefield; Vintage / Classic CLG/HLG; Combined up to 50" Vintage/ Classic Glider; E36 Electric Power; Combined Tailless (Glider, Rubber & Power); Vintage Low Wing Rubber (as Roy Tiller's rules).
Spark Ignition Precision (rules as defined by Brian Martin); Tomboy; Top Time.
Sports flying & trimming both days.

A few clarifications for these two days.

a. The Maxwell Bassett Trophy for Spark Ignition is a separate comp to that being run by Brian Martin for Spark Ignition Precision. The latter is over two days whereas the MB Trophy is run only on Sunday.
b. The Wallop Bowl was inadvertently missed when compiling the program. Apologies to Lindsey Smith. *The rules are: three flights duration of models of any AOP,Liason or Training aircraft used by any combating nation in the Second World War, no scale judging, just proof of authenticity – as originally set out by Lindsey in SAM Speaks Scale Spot of Sept 2013 & are a reversion to the old rules for the Wallop Bowl.*
c. The Tomboy & Top Time comps will run to amended rules in that *all flights out of the field will not count* as we wish to encourage modellers to keep flights within the airfield boundaries.

Ron Marking has kindly identified those folk who hold trophies from the last SAM Champs, as per table below. Please return these to Control as convenient.

SAM1066 Champs Trophies

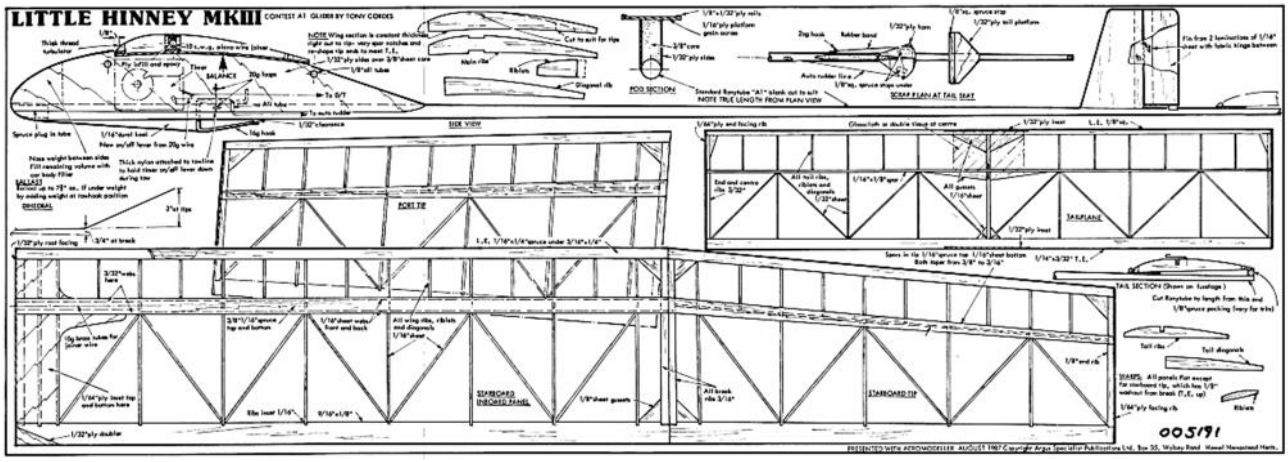
Below is the FF programme for the SAM 1066 Champs, the Trophies for each Class and, according my records, the person who currently has that Trophy.
Can all holders please ensure that the trophy is returned to the Champs. If there are any discrepancies that you notice would you please let me know. Ron Marking

Sunday		
BMAS Club Classic	Bournemouth Club Classic	Mike Turner
4oz Wakefield	4oz Vase	Roger Newman
Vintage Coupe	???	Chris Redrup
36" Vintage/Classic Bungee Glider	Derrick Knowlton Trophy	Peter Michel
Over 50" Vintage/Classic Glider	MW Eagle	Dave Cox
Combined Vintage/Classic Power	Phineas Pinkham	Andrew Longhurst
Spar Tractor/A-Frame Mass Launch	Spar Tractor/B'mth A-Frame	Tony Thorn/Ken Bates
Jimmy Allen Mass Launch	???	Barbara Tiller
Maxwell Bassett	Maxwell Bassett	Brian Martin
Monday		
Vintage Lightweight Rubber	SCIFS Trophy	Peter Hall
8oz Wakefield	Lanzo Trophy	Mike Woodhouse
Vintage/Classic CLG/HLG	???	Ken Taylor
Under 50" Vintage/Classic Glider	Northern Heights Cup	Colin McKenzie
E36	Jack Humphries	Chris Redrup
Combined Tailless	???	Andrew Longhurst
Vintage Low Wing Rubber	Tip Top Trophy	Roy Tiller
Both Days		
Spark Ignition Precision	John Maddaford Trophy	Brian Martin
Tomboy	Hilda & David Baker	Tony Shepherd
Top Time Trophy	Dick Twomey	Robin Kimber

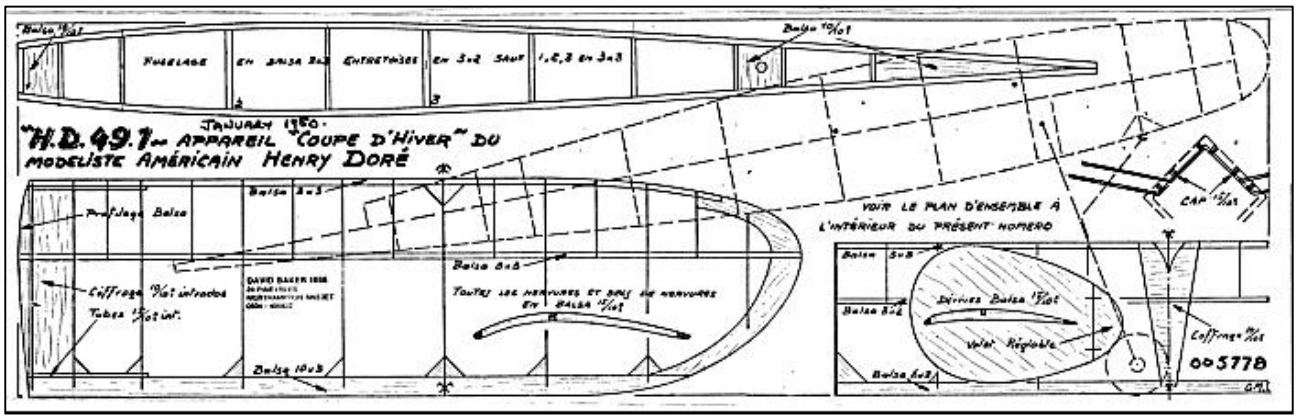
Request for feedback on events for next year:
Other than a thoughtful contribution from Geoff Smith, I have received nothing. It would be nice to collate a few more inputs for next year's dates & get them published in a future NC.

Plans for the month

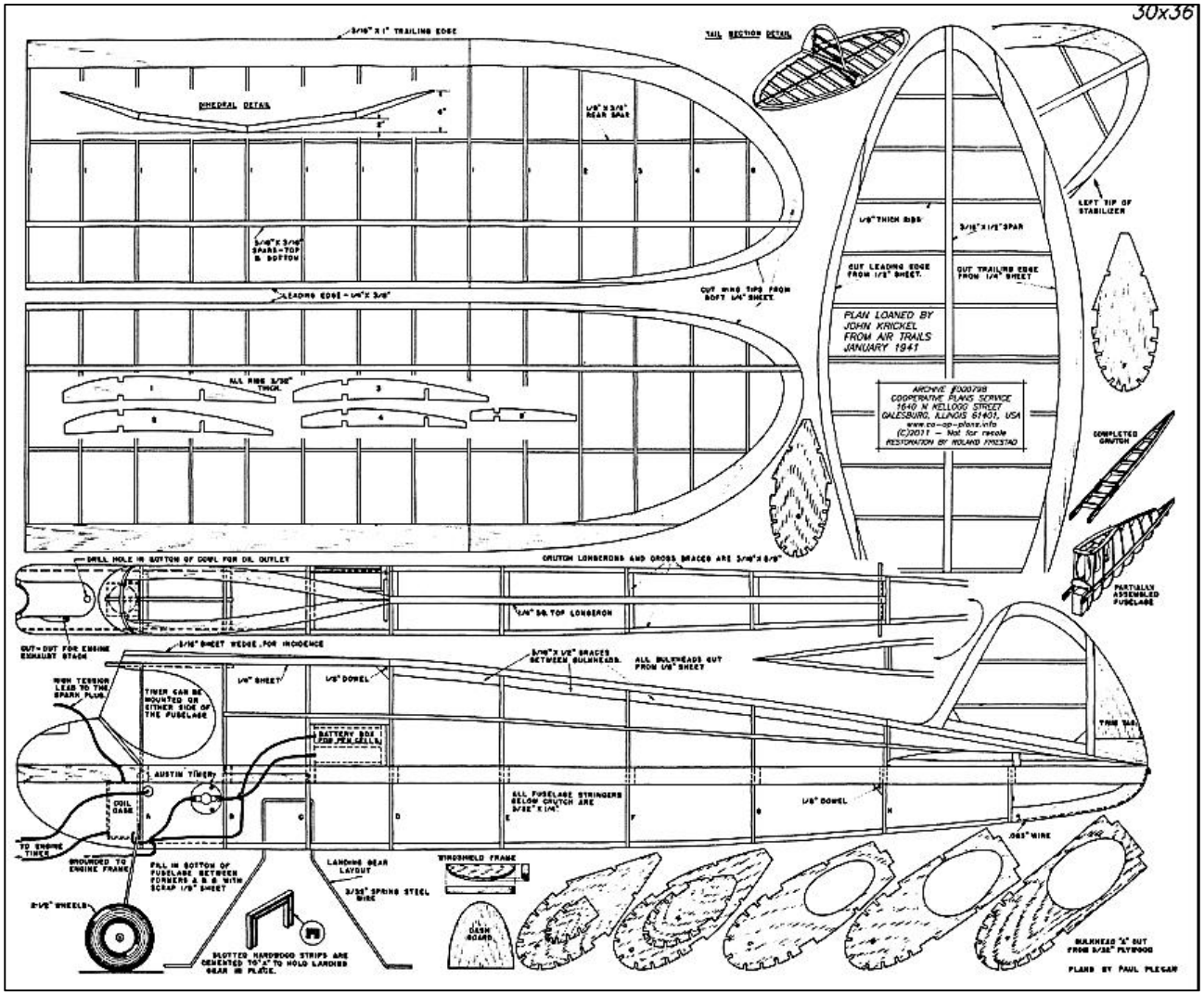
Glider: Little Hinney MkIII– what better tribute to Pete Cameron



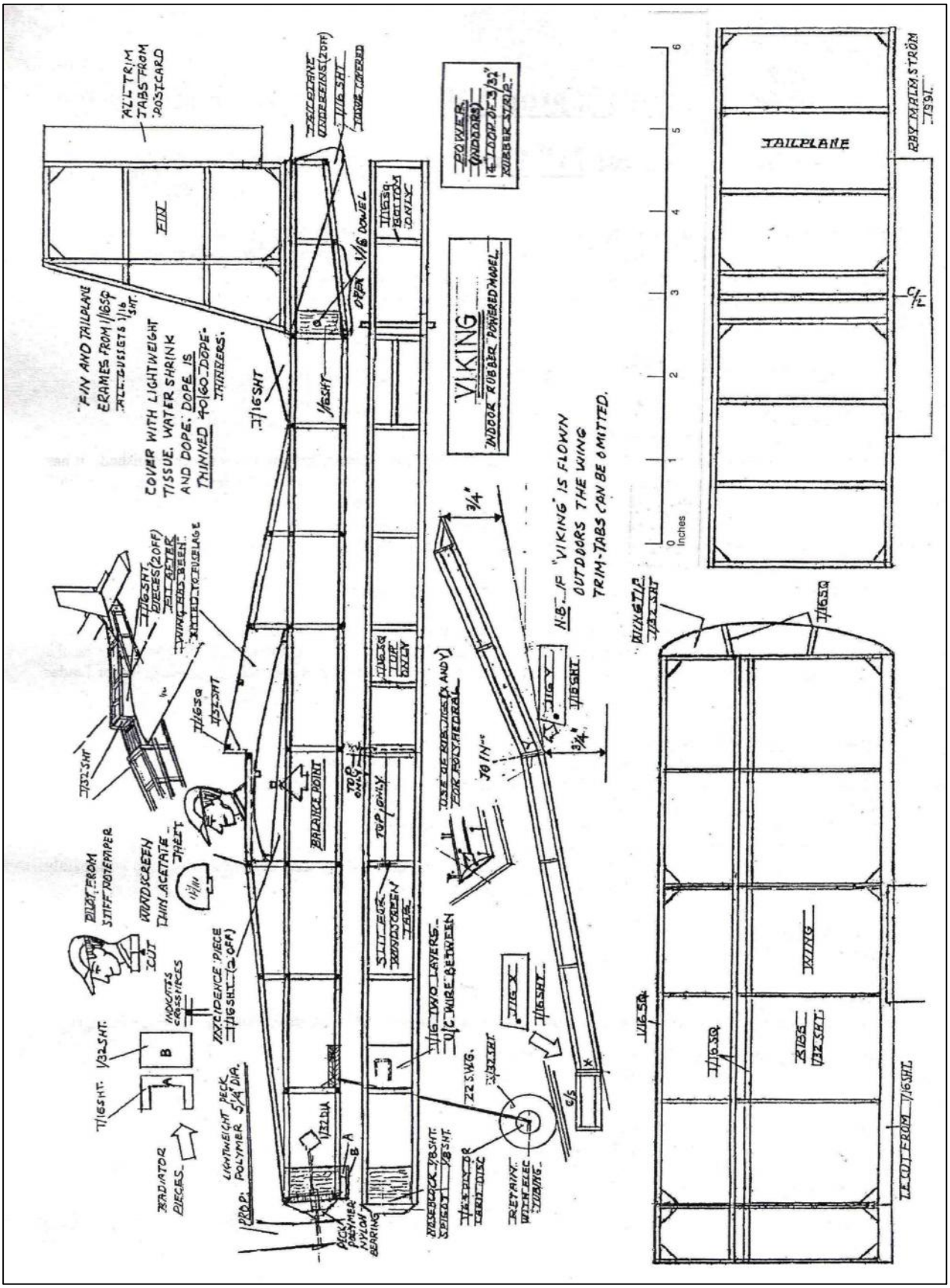
Rubber: HD 49.1, Henry Dore – a vintage Coupe from 1950.



Power: Brooklyn Dodger: -
I can remember Sal Taibi flying this supremely well (his own design)
at MW many years ago & timing for him.
A short kit is available from Belair.



Ray Malstrom's Model of the Month - Chris Strachan



The 'VIKING' is the model chosen for the duration competition at the IVCMAC Indoor meeting on the 1st.November 2015, details in the advert following.

Chris Strachan

Impington Village College - Cambridge

Indoor flying on 1st November 2015 9 am to 5 pm

We will be using the large (100 x 50 x 28 ft) sports hall at the College. The only restrictions are no radio models in the main hall and no internal combustion engines, jets or catapults anywhere.
Also Round The Pole (4.5 metre lines) and small electric helicopter and fixed wing flying (X twin or Vapour type) in a separate hall (radio or infra-red).

SAMS MODELS will be in attendance to supply all your needs on the day.

Competitions:

There will be two, low key free flight (and one car!) competitions:

- A duration competition for Ray Malmström's Viking design – see plan on reverse of this flyer. Once more we feature one of Ray's designs and this is one of the best for simple fun and performance indoors and out. It was originally designed for a club competition and not published. We are using it for an outdoor club contest during 2015 but they go just as well indoors! Build as plan but you may omit the paper tabs if you like and also can use any commercial 6ins plastic prop or larger cut down to a maximum diameter of 6ins which may require a slight lengthening of the undercarriage leg for clearance on take-off . All materials as plan.
- The usual duration event for **Bostonian** models. Any design to the Bostonian formula (If you are unclear about the Bostonian formula rules ring or email the contact below).
- Both competitions will be for the total of best three flights. Get your flights timed and reported to control. As many attempts as you like. Awards in each event for overall winner and best junior (under 18). All flights to be flown ROG and Bostonians will be weighed (minimum 14 grams without rubber motor)! No builder of the model requirement in any competition. Build one for your wife (or husband), child or grandchild who has to wind and launch.
- We will also feature the racing car event as usual. This is a fun event for rubber powered cars. We vary the distance to be covered, number of heats etc depending on the entrants on the day! Ring or email below for any further information and for plans of suitable vehicles.

Exhibition

We would like models of all types in the exhibition, even models other than aeroplanes are more than welcome. Bring whatever you like but please bring something (don't be shy) as this is a feature much enjoyed by our visitors - both flyers and spectators. It is also a good way of showing our kind of modelling to the public.

Seminar

The seminar will feature a talk by Clive King on building and flight preparation of his Indigo indoor duration model which will have appeared in Aeromodeller magazine before the date of this meeting. Clive's talk will prepare and encourage you to build the design ready for competition during the winter months

Round the Pole and Small Radio Models

David and Will Beavor will be bringing their equipment, using Ballard's 4605 connectors at the model and will share the second hall with small R/C helicopters and fixed wing models.

Refreshments:

We are sad to report that we are no longer able to keep up our catering. The Sports Centre has coffee machines and confectionary and will be happy to serve you but I am afraid that, for a number of reasons, the all-day breakfasts and sitting out area are a thing of the past.

Cost of admission: Indoor Flyers - Adults £6.00, under 18s £1.50, Spectators and Chatters - £1.50

Directions to Impington Village College:

Leave A14 at the first junction East of M11 J14, signed Cambridge B1049. At the roundabout take B1049 to North signed Cottenham, Histon. In ¾ km at 2nd lights turn right into New Road. Pass hospital entrance on right. Village College is next on right (two entrances, 1/3 and 2/3 km). Entrance to be used and car park will be signed.

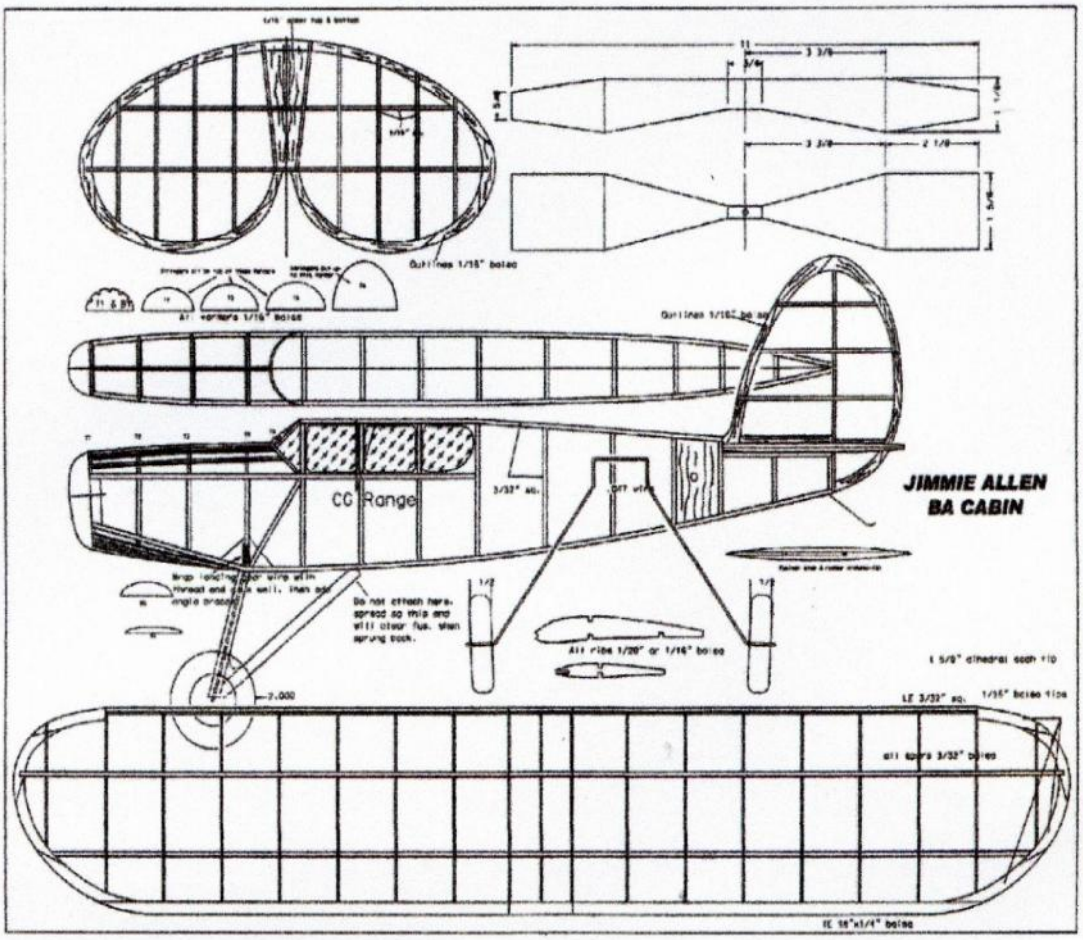
Contact:- Chris Strachan Tel no: 01223 860498 Email: chris.strachan@btinternet.com

JIMMIE ALLEN 2015

Four Jimmie Allen Competitions again this year at Middle Wallop Army Airfield, Stockbridge, SO20 8DY

The dates are 5th April, 3rd May, 14th June, and 30th August.

They are all Sundays, after lunch, mass launch at 2pm



E-mail rogerknewman@yahoo.com for plan files of the following models:-

J.A. BA Cabin aka Skokie 25" span
J.A. BA Parasol aka Racer 28" span
J.A. Monsoon Clipper 29"span
J.A. Silver Streak 32" span
J.A. Yellow Jacket 26" span
J.A. Bluebird 38" span
J.A. Special 20" span
J.A. Sky Raider 26" span
J.A. Thunderbolt 24" span

There is even a pack of all the above plan files available by e-mail, check them out on your computer, decide which to build, and take the file to your local print shop for a full size paper plan.

The competition is a one flight mass launch, last model down wins. Any queries or should you need printed paper plans please contact Roy Tiller, e-mail roy.tiller@ntlworld.com tel 01202 511309

Small Vintage Rubber LOW WING

Middle Wallop Monday 31st August 2015

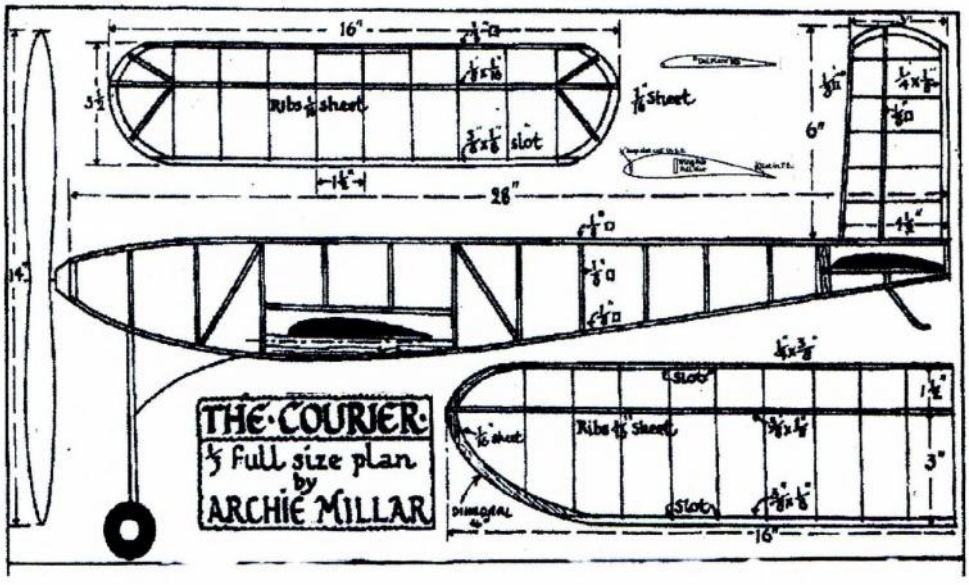
SAM35 and SAM1066 Free Flight Competition
and Small Vintage Rubber(Vintage Lightweight) rules apply i.e. Dec 1950 cut off, under 34" span, three flights and fly off. Plus all models must be low wing.
Let's revive some good old models, like Cruiser Pup and Kamlet.
Scale models, why not? Perhaps one will be the winner.

The chart shows some qualifying models.

MODEL NAME	DESIGNER/KIT	SPAN	PLANS
VERONITE SERIES No4	LEADBETTER J	22	Smith
MIDGE	M.S.Kits	24	Scott
GOBLIN	EVANS J	25	Aeromodeller Jan 1946 drg X 2
CHIEFTAIN	Berkely kit	26	Scott
SWOOSE	CLEAVE Alfred	26	Clarion Mar 1994 drg A5 to A4
EAGLET	KNIGHT M R	28	SAM1066, ID4548. Woodhouse(Bob Jones plan)
CRUISER PUP	RIPPON C A	29	SAM1066, ID4935
CRUISER PUP mark VI	RIPPON C A	29	Buckle
SKYLARK II	PRIDMORE H J	30	X List
KAMLET	KNIGHT M R	31	Buckle
COURIER	MILLAR Archie	32	Aeromodeller Jan 1941 drg X 3
HURRICANE	STAHL Earl	32	Scott. Woodhouse(Bob Jones plan)
SILVER STREAK	Skelly Oil Co	32	SAM1066, ID5026

Plans from:-

SAM1066	e-mail Roger at	rogerknewman@yahoo.com
Buckle	visit Colin at	www.benbucklevintage.com
Scott	visit Derick at	www.model-plans.co.uk
Smith	e-mail Colin at	csmithbmth@gmail.com
Woodhouse	visit Mike at	www.freeflightsupplies.co.uk
X List	visit	www.myhobbystore.co.uk
Any queries contact		roy.tiller@ntlworld.com



Oxford MFC Dreaming Spires Gala

5th July, Port Meadow, Oxford

Vintage L/W Rubber, Classic Glider, Vintage Glider, Silent Open Tail-less, E36, Rapier R30 Duration, & All-in F/F Scale.

New Events:

HLG/Catapult, Cloud Tramp. Duration Rubber Ratio (16 -25 inch), Table Top rubber precision, Hi-Start Glider (36 inch), FROG Senior Duration.

Duration 10am start. Scale 1.30pm.

No poles or thermisters.

Duration 3 x flights (except HLG, x 5). No rounds.

Notes:-

Oxford MFC has been running the Dreaming Spires Gala on the wonderful site at Port Meadow since 1985. We have made changes from time to time, but this year's event will be revised. Vintage HLG has been dropped, replaced by an open HLG event, and to broaden out the menu on the day and encourage the fun element, the following new classes have been added: Cloud Tramp, Duration Rubber Ratio, Table Top Precision Rubber, Hi-Start Glider, FROG Senior Duration.

In addition, flying will not be in rounds, with only three required in all classes apart from HLG. This has partly been introduced to take into the increasing age of competitors plus the desire of many to fly in lots of different classes on the day.

NEW EVENT

Oxford MFC September Scale-Fest

20th September 2015. Port Meadow

Classes: Power Scale, CO2/Electric Scale, Rubber Scale, Outdoor Kit Scale (all to BMFA rules), Jetex/Rapier Authentic Scale, Jetex/Rapier Profile Scale (both to Peterborough rules). Scale Glider. 10am start. Documentation required to BMFA specification, BMFA events, Jetex/Rapier models judged against plan/box art. Glider-flying only. Ic engines l.Scc max, not to be run before 1.30pm

Notes:-

The F/F Scale competition run as part of the Oxford MFC Dreaming Spires Gala has been well-supported over the years, and with Port Meadow being such an ideal site for scale, combined with the strong support that there currently seems to be for F/F Scale models, we have decided to try running a scale only F/F event. Something of an experiment but the intention is to make it an annual meeting if adequately supported.

The Club has tried to select a range of competitions from regular BMFA classes though to lighter, less serious events such as the Kit Scale and Jetex/Rapier classes. This is very much a 'first go' at a Scale only competition day and the Oxford team will be prepared to 'tweak' rules/classes for next year to make it attractive to scale flyers. If you fly F/F Scale models, even if you have never competed *before, make* a point of getting along to Port Meadow on the 20th September.

Contact:- Charlie Newman, charlie.newman737@yahoo.co.uk, Tel: 01865 426129, 07833 775994

Event Confirmed

Timperley Gala

Sunday 16 August 2013

North Luffenham Aerodrome

Thanks to the MoD granting a Licence for use of the airfield.

Traditional Club Organised Gala

Contests 10.00am to 5.00pm

Max fixed on the day. Normal Fly-offs later.

Five events :

Combined Rubber, Combined Glider, Mini Vintage, Combined HLG/CLG. Combined IC Power (no electric),

Trophies, Prizes, Magazine report etc.

All fliers charged **£5** to cover Airfield Fee.

Contest entry further **£5** for one or more events.

No doubling up, no re-entry.

Contact : John O'Donnell Tel: 01942 211742

email: john@odonnell3737.co.uk

ANGLIAN SUMMER GALA

1st/ 2nd August 2015. Sculthorpe Airfield.

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

Saturday 1 August	Sunday 2August
BMFA Rubber	BMFA Power
Vintage Rubber/Power	Combined Electric
Classic Glider	BMFA Glider
Tailless	Mini Vintage
E36	Classic Rubber/Power
P30	CO2
HLG-CLG.	Vintage Glider
	Bowden

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

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

For further information on this event contact:
Michael Marshall 01223 246142

Peterborough Flying Aces Nationals

Sunday 6th September 2015

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

NOTE! All scale models, except Masefield entries, are judged for accuracy, workmanship and flight. Please bring the plan or, if scratch built, the 3 view.
Open Rubber Scale:- Masefield Rules ie NO FLIGHT JUDGING, just duration plus bonuses. Take model to control for bonus allocation.
Open CO2/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.
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.
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.
Jetex/Rapier Duration: Just as it says!
Frog "Senior" Rubber Duration (for plan go to htto://www.houseoffroq.co.uk/ or contact PMFC-
Catapult Glider Catapult: max 2 grams rubber on a 6" max handle. (This equates to 140mm of 3/16" in a single loop.) Any model permitted.
Duration Rubber Ratio: NO MAX. Any rubber powered model with wing span 16"-25" (tip to tip). Flight score is total time in secs (from 3 flights) divided by span in inches.
TableTop Precision: Precision flight time event for Rubber models. Models must Rise off Table.
Electric Precision: Precision flight time contest for any electric powered model. (Target times posted on the day at control.)
36 inch Hi-Start Glider: Any glider up to 36"span launched by the supplied "Hi start" bungee. Also includes prize for the best performance of a SCALE glider (proof of scale required)
Best Unorthodox: must be seen to fly.
NEW! Rubber Scramble: 20 minutes, use any rubber powered model that qualifies for one of the above events. Competitor must wind, launch and retrieve.
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.
Concours: For the most impressive model flown on the day.
Young Flying Aces: Any entrant less than 18 years old on 31/08/14 will be awarded a 25% bonus in all non scale events except "Flying Swarm"
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.

Awards: Wine for 1st , Scrolls for 1st, 2nd, & 3rd.
Please 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
Parking free before 10.00 am. Toilets, cafe, and Park Visitors Centre.
For more event details, visit the Peterborough MFC Website at www.peterboroughmfc.com
OR contact Brian Waterland on 01778 343722 or Bernie Nichols on 01780 765944

The Crookham Gala

Sunday 20th Sept 2015

Salisbury Plain.

The following classes will be flown:

- George Fuller power for the George Fuller trophy.
  Any George Fuller design,
  12 sec run without functions, 7 seconds with.
- Coupe d'Hiver, combined ancient and modern
  for the Crookham F1G trophy.
  Prize for highest placed vintage Coupe.
- Combined glider to BMFA rules
- E36 to BMFA rules
- Combined chuck/catapult glider

Coupe Europa

Sunday October 4th

at

Middle Wallop SO20 8DY

51° 08' 59.18"N, - 1° 34' 25.15"W

F1G and Vintage Coupe d'Hiver.
Flitehook Europa Team Trophy for F1G teams.
10 a.m. start. F1G in rounds.

Contact David Beales on +44 (0)1795 530656
e-mail; maureenbeales@googelmail.com

or

phone Ray Elliott on +44 (0) 20 8997 7745
e-mail: ray.elliott8@btinternet.com.

LA GRANDE COUPE de BIRMINGHAM 2015

(part deux)...

Sunday December 6th

The Birmingham club once again plans to run the winter Coupe d'Hiver event at North Luffenham pending confirmation of the field booking.

for the F1G (Aeromodeller Trophy) and Vintage Coupe (Boutillier Trophy)
Format is planned as last year (but with better weather, well you can plan...)
and will include prizegiving and social at the Golf Club.
Full details to follow.
Contact Gavin Manion email: gavin.manion84@gmail.com
or Stuart Darmon email: stuartdarmonf1a@yahoo.com

R/C VINTAGE & C/L EVENTS 2015

DATE	MEETINGS	CONTACTS
03.05.2015	Middle Wallop, Hants *	R/C T. Tomlin C/L J. Parry
10.05.2015	Nr Blandford Forum, Dorset *	J. Parry
23 + 24.05.2015	Shilton, Oxfordshire	N. Blackwell
14.06.2015	Middle Wallop, Hants *	R/C T. Tomlin C/L J. Parry
12.07.2015	Cocklebarrow Farm *	P. Howkins * T. Tomlin
23.08.2015	Cocklebarrow Farm *	P. Howkins * T. Tomlin
30.08.2015	Middle Wallop, Hants *	R/C T. Tomlin C/L J. Parry
12 + 13.09.2015	Shilton, Oxfordshire	N. Blackwell
4.10.2015	Cocklebarrow Farm *	P. Howkins * T. Tomlin
	NOTES	
** Tomboy comps will be held at these events*	*Please check before travelling as circumstances can cause events to be changed at short notice*	*MIDDLE WALLOP Dogs are NOT allowed on the airfield at any time*
	CONTACTS	
	Tony Tomlin 02086413505 pjt2.alt2@btinternet.com	James Parry 01202625825 jamesiparry@talktalk.net
	Paul Howkins 02476405126 howkins776@btinternet.com	Nick Blackwell nick@nickblackwell.co.uk

THE NORTH COTSWOLD MODEL AERO CLUB

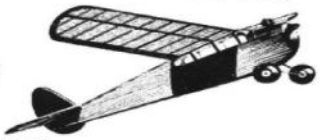
BMFA MID-WEST 166

FLY FOR FUN

EVENT 2015

AUGUST 15TH & 16TH

AT FAR HEATH FARM



MORETON-IN-MARSH

GLOUCESTERSHIRE

SIGNPOSTED OFF THE A44 MORETON TO CHIPPING NORTON ROAD

TWO DAYS OF MODEL AIRCRAFT FLYING, FEATURING:
RADIO CONTROL SPORT, SCALE, VINTAGE, AEROBATICS, GLIDERS, ELECTRICS, ETC.
ALSO-
CONTROL LINE
AND
SMALL FIELD FREEFLIGHT

RC FLYING 'OFF THE PEG' ALL WEEKEND
(PILOT'S PROOF OF INSURANCE REQUIRED.)

SPECTATORS AND FLYERS WELCOME,
COME AND JOIN IN THE FUN.
CAMPSITE FOR CARAVANS & TENTS WITH ON-SITE TOILETS & WATER

WEBSITE: www.ncmac.co.uk
CONTACT: info@ncmac.co.uk

REGULAR ATTRACTIONS

MODELLERS' BRING AND BUY SALE
Come and pick up some real bargains or bring your own models/equipment to sell.

CIRCLE FOR CONTROL LINE MODELS
No engine size limit.
Max line length 60 feet.

TWO DESIGNERS' EVENTS

SATURDAY 15TH:
MODELS DESIGNED BY THE LATE
DAVID BODDINGTON

SUNDAY 16TH:
A ONE-DESIGN EVENT FOR ALBERT HATFULL'S
KEIL KRAFT
JUNIOR 60

ON BOTH DAYS, MODELS OF ANY SIZE, IN ANY VERSION AND WITH ANY FORM OF POWER ARE WELCOME

INFORMAL JUDGING AND PRIZES

L'AQUILONE SAM 2001
TOMBOY RALLY INTERNATIONAL POSTAL CONTEST
01/06/2015 – 31/05/2016

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

Model

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

Engine/motors

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

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

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

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

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

Flights and results

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

Awards :

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

Results

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

SPECIAL PRIZE VIC SMEED

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

Good ROW and flight

SPECIAL PRIZE DAVID BAKER Free-Flight

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

Good thermals

2015 WESSEX AERO. LEAGUE
600RES + C/LINE + Ebeneezer + 36" FF glider events

March 2015				
Saturday 7	*600RES*	*Practice day*	*DMFG*	*Blandford*
April 2015				
Sunday 12	*Control line only*	*Open*	*Wimborne MAC*	*Cashmoor*
Sunday 19	*Only C/L + Ebeneezer*	*36" FF glider ONLY*	*DMFG*	*Blandford*
Sunday 26	*Wessex Aero. League*	*600RES R 1*	*Wimborne MAC*	*Cashmoor*
May 2015				
Sunday 10	*C/L + Ebeneezer*	*36" FF glider ONLY*	*DMFG*	*Blandford*
Sunday 17	*Wessex Aero. League*	*600RES R 2*	*DMFG*	*Blandford*
Saturday 23	*Only C/L + Ebeneezer*	*36" FF glider ONLY*	*DMFG*	*Blandford*
Saturday 30	*Scale + Vintage r/c*		*DMFG*	*Blandford*
June 2015				
Sunday 7	*Wessex Aero. League*	*600RES R 3*	*Salisbury MFC*	*Flamstone Farm*
Saturday 20	*Only C/L + Ebeneezer*	*36" FF glider ONLY*	*DMFG*	*Blandford*
July 2015				
Saturday 25	*Wessex Aero. League*	*600RES R 4*	*DMFG*	*Blandford*
Sunday 26	*Alex Perkins Memorial*	*Scale + Aerotow*	*DMFG*	*Blandford*
August 2015				
Sunday 16	*Wessex Aero. League*	*600RES R 5*	*Marlborough MFC*	*Collingbourne Kingston*
Sunday 23	*Electric day*			*Throop*
Sept 2015				
Sunday 6 reserve	*Wessex Aero. League*	*600RES*	*Marlborough MFC*	*Collingbourne Kingston*
Sunday 13 reserve	*Wessex Aero. League*	*600RES*	*Wimborne MAC*	*Cashmoor*
Sunday 27	*Only C/L + Ebeneezer*	*36" FF glider ONLY*	*DMFG*	*Blandford*
October 2015				
Sunday 4 reserve	*Wessex Aero. League*	*600RES*	*or Gala*	*Blandford*
Sunday 11	*Control line only*	*Open*	*Wimborne MAC*	*Cashmoor*
Sunday 25 reserve	*Wessex Aero. League*	*600RES*	*or GALA*	*Blandford*
Saturday 31 or later....	*Wessex end of season day & pub day*	*600 RES*	*Fly'n'Feast'n' Freeze'n'Prize giving*	*Blandford*
Nov 2015				

WAML Low-Cost 600RES League: Best 4 scores to count.
WAML Monthly postal events, Low-Cost 600RES: April to September. Best 4 scores to count.
36" FF glider: Events are weather dependent and extra dates may be added at relatively short notice. The provided bungees will be used for the competition (7.5m of rubber + 22.5m of line). Any 36" span (maximum tip to tip) built-up FF glider (no foamies or larger models), D/T is advised.
Contact **John Bainbridge (01258 458 749)** or **James Parry (01202 625 825)** or email:
Christopher.hague@ntlworld.com Details on our website: www.wessexaml.co.uk

BMFA South West
Indoor Flying
Cornwall Vintage Aeromodellers
at
Saints Health and Fitness Centre
St Austell Rugby Club
Tregorrick Park, St Austell
Cornwall, PL26 7AG

Flying from 1200 to 1600 on the following dates,

2015	2016
Sunday 27 September	Sunday 17 January
Sunday 25 October	Sunday 14 February
Sunday 22 November	Sunday 6 March
Sunday 13 December	

Mainly free flight
some micro R/C (fixed wing & helicopters)

Admission:
Flyers £10 Spectators £3

Contact:
Cornwall - David Powis on tel: 01579 362951
Email: dave_powis@hotmail.com
Devon - Roger Bellamy on tel: 01752 257826
Email: randmbellamy@gmail.com

Indoor Flying with the South Birmingham MAC
Mainly Free Flight
Thorns Leisure Centre.
Stockwell Ave.
Off Thorns Road - Quarry Bank - West Midlands - DY5 2NU
Saturdays 1pm until 4pm

2015
Sep 26th – Oct 24th – Nov 21st – Dec 19th

Admission - Flyers £5.50 - Spectators £2.00
Ultra-light R/C models may be flown for the first 15mins of each hour (quad copters or heavy fast flying models not accepted)
For further information phone Colin Shepherd 0121 5506132
or e-mail colin@colinwilliam.wanadoo.co.uk

Bloxwich Indoor Flyers
Free Flight
Sneyd Community School
Vernon Way, Sneyd Lane,
Bloxwich, WS3 2PA
Saturdays 2pm until 5pm
Flyers - £8 Spectators £2

2015
Sep 5th; Oct 6th; Nov 7th; Dec 5th.

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

Bournemouth MAS
Indoor Flying Meetings
at the Allendale Centre,
Hanham Rd,
Wimborne,
Dorset, BH21 1AS,
7.00 p.m. to 10.00 p.m.
Free Flight only.

Competitions including Gyminnie Cricket League.
Flitehook normally in attendance.
Free parking in public car park in Allendale Road.
Contacts John Taylor Tel. No. 01202 232206
Roy Tiller e-mail roy.tiller@ntlworld.com

2015 Tuesdays
27th Jan - 24th Feb - 31st Mar - 28th Apr
22nd Sept - 27th Oct - 24th Nov

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

11th Oct 2015, 8th Nov 2015
27th Dec 2015,
7th Feb 2016, 6th Mar 2016

Sundays 10.00a.m. to 4.00p.m.
Flyers £6, Spectators £2
Café on Site
Contact Flitehook
E-mail flitehook@talktalk.net
Tel. No. 02380 861541

2015 FREE FLIGHT FORUM - CALL FOR PAPERS

Depending entirely on whether enough free-flight enthusiasts offer to contribute papers to discuss and to be published, November 22nd 2015 will see the thirty-first BMFA Free Flight Forum. That's the intention anyway. Without your help with offers of papers to present and topics to cover it just won't happen. The Forums always try to cover as wide a range of free-flight topics as possible, - FF scale to FAI duration, theoretical or practical, building and flying techniques or what we do and how we do it in free-flight

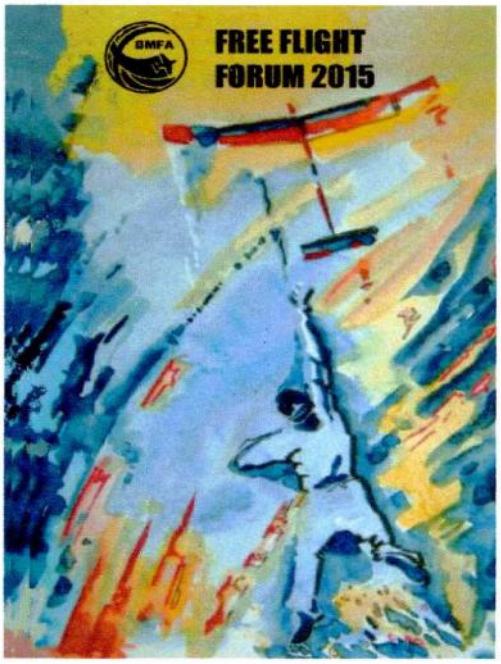
Please contact:
Martin Dilly (martindilly20@gmail.com), phone 020 8777 5533,
or Mike Evatt (mikeevatt@hotmail.com), phone 01327-842746
before Oct. 1st with your offers; better still, do it now, while you think of it.
The continuing success of the Free Flight Forum depends on you.

HOT OFF THE PRESS

THE 2015 FREE FLIGHT FORUM REPORT

For thirty-one years the BMFA Free Flight Forum Reports have provided information on new developments in a wide range of free-flight activities.
This year is no exception, as the following contents list shows.

Recent F1D Developments - Tony Hebb;
Electronic Timers for F1B - Mike Woodhouse;
Personal Observations on Classic Power
- John Thompson;
The F1Q Mystery - Trevor Grey;
Experiences with Electronic Timers
– Roy Vaughn;
Free Flight, Flying Sites & the BMFA
- Dave Phipps;
The Cursed S - Why Won't It Keep Going Up?
- Alan Jack ;
Rubber- Powered Kit Scale Competition
- Andy Hewitt;
New Ideas for the F1 Rules
- Mike Woodhouse;
Revisiting Rubber Scale 55 Years On
- Ivan Taylor;
Some Interesting & Successful Models
from 2014,
which include includes Andy Hewitt's
Fokker D-VII Nats Rubber Kit Scale winner,
Ed Bennett's Thin Man Classic Rubber model,
Frank Rushby's 1/2A Mini Creep,
Chris Redrup's BMFA Rubber model;
Andy Crisp's Blue Note F1A for BMFA Glider
and Trevor Grey's Kaon E-36.



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

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

Copies are available from

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

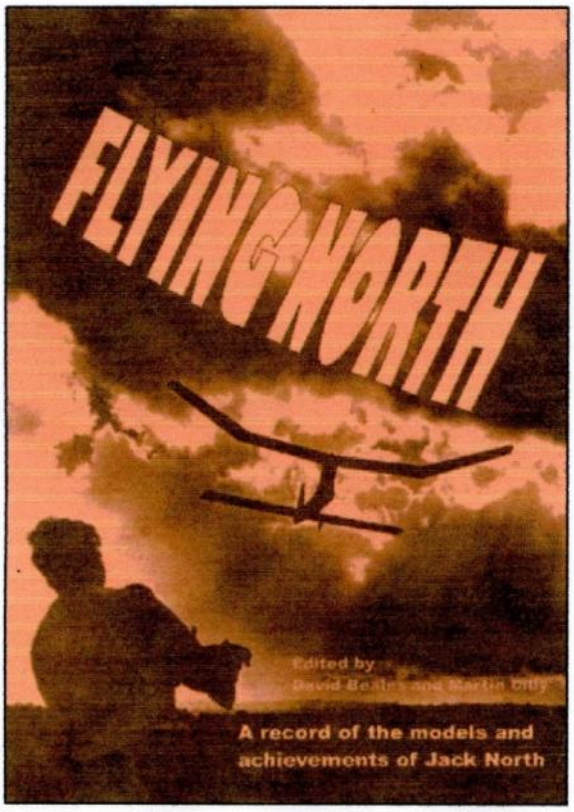
or by phone or fax to: (44) + (0)20-8777-5533,
or by e-mail to martindilly20@gmail.com

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



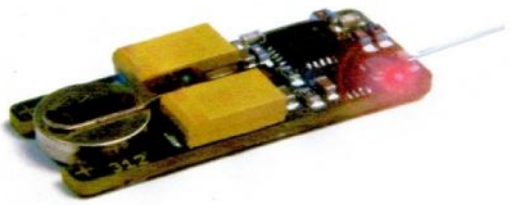
Flying North is a 163 page book covering the model flying career of Jack North, and including 23 previously un-published plans of his aircraft. Access to Jack's drawings and notes dating back to 1938 means that there are a number of designs in the book likely to be tempting to the nostalgia-minded.

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

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

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

DBHL Plan Service

The rules for obtaining plans.

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

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

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

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

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

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

This service is provided at no charge.

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

MSP PLANS PRESENTS

Vintage, Classic, Sport and other Duration Designs

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

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

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

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

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

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

MSP PLANS PRESENTS NEW PLANS

HI-START GLIDERS 2013 - 36 in span

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

HI-START GLIDERS 2014 – 36 in span

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

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

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

This identifies the collection of plans that I have produced for aeromodellers together with the rules for the Bournemouth Club Classic Rubber class. There is also a sample of the publications produced over the years with 'Rubber Motors - Maximum Turns' as the current offering.

I hope you find this a useful website which will be updated with more information from time to time. Martyn Pressnell

Provisional Events Calendar 2015

With competitions for Vintage and/or Classic models

February 8th	Sunday	BMFA 1st Area Competitions
March 1st	Sunday	BMFA 2nd Area Competitions
March 22nd	Sunday	BMFA 3rd Area Competitions
April 3rd	Friday	Northern Gala – North Luffenham
April 4th	Saturday	Middle Wallop – **SAM1066** competitions
April 5th	Sunday	Middle Wallop – **SAM1066** competitions
April 6th	Monday	Middle Wallop – **SAM1066** competitions
April 18/19th	Sat/Sunday	London Gala
May 3rd	Sunday	Middle Wallop – **SAM1066** competitions
May 4th	Monday	Middle Wallop – **SAM1066** competitions
May 23rd	Saturday	BMFA Free-flight Nats, Barkston
May 24th	Sunday	BMFA Free-flight Nats, Barkston
May 25th	Monday	BMFA Free-flight Nats, Barkston
June 7th	Sunday	BMFA 4th Area Competitions
June 13th	Saturday	Middle Wallop – **SAM1066** competitions
June 14th	Sunday	Middle Wallop – **SAM1066** competitions
June 28th	Sunday	BMFA 5th Area Competitions
July 12th	Sunday	BMFA 6th Area Competitions
July 18th	Saturday	BMFA Southern Area Gala – Odiham
August 1st & 2nd	Saturday/Sunday	East Anglian Gala - Sculthorpe
August 22nd	Saturday	Southern Gala
August 30th	Sunday	Middle Wallop – **SAM1066** Competitions
August 31st	Monday	Middle Wallop – **SAM1066** Competitions
September 13th	Sunday	BMFA 7th Area Competitions
October 3rd	Saturday	Middle Wallop – **SAM1066** Competitions
October 4th	Sunday	Middle Wallop – **SAM1066** competitions
October 18th	Sunday	BMFA 8th Area Competitions
October 24th	Saturday	Midland Gala – North Luffenham
November 15th	Sunday	Middle Wallop – **SAM1066** Competitions & ***AGM***
November 22nd	Sunday	2015 FF Forum – Hinckley Island Hotel, LE10 3JA

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

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

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

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

Useful Websites

SAM 1066 - www.sam1066.com
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
John Andrews - www.freewebs.com/johnandrewsaeromodeller
Wessex Aeromodellers - www.wessexaml.co.uk
US SAM website - www.antiquemodeler.org
Peterborough MFC - www.peterboroughmfc.co.uk/index-old.htm

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

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

Your editor John Andrews