NEW Clarion

SAM 1066 Newsletter

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Editorial

We kick off this issue with the missing results from Andy Crisp's report on the Oxford Dreaming Spires event, I failed to pan down far enough on the reproduction of his report and completely missed them.

Next up we have a double barrelled report on our 'return to Wallop' meeting from Jim Paton & Myself. I hibernated from the fierce sunshine all day so it's Jim's report that fills in the event details. Good news is that we will have our other events there for this year but it looks like that will be it. See secretary's report.

Dick Twomey weighs in with a short report on his now annual schools glider competition. Unfortunately he was unable to get any photographs other than a poor reproduction of the Weekly Times newspaper report.

The latest positions in the vintage coupe league are tabulated by Gavin Manion. There are only six contestants that have scored points as yet. He is pleased to observe that Etienvre's were beaten by a 'Claude Dore' in the last event. He hopes his articles on other vintage coupes will produce a few more 'Etienvre' beaters.

I was doing a bit of thumb twiddling in the shade of the gazebo at Wallop and Fly-offs crossed my mind so I thought I would resurrect the alternative target time method to see if there might be any support.

I've dipped into our archive of the late Keith Miller and have published a half dozen more of his many photographs. I don't select them specially, I am just running through them in order, good bad or indifferent.

Flipping through some old Aeromodellers I came across 'Rezenebe', a Jim Fullarton all sheet canard of the Ebenezer style which might appeal to some of the builders of the unorthodox.

The next of the promised articles on vintage coupes from Gavin Manion. 'Pipo' another for searchers for a new design. Rather an old design new to the class of course.

Nick Peppiatt, 'Indoors isn't for Everyone", continues with some more on Co2, including details of an American source of various spare parts for motors. He winds up with a serious looking helicopter he's found.

I thought some of you might like to have a go at another of Nick Robinson's Paper Airplanes, so there follows the next design from his book. Once again I am just featuring them in order from the book.

Roy Tiller features bits from the rebirth of 'Meccano' magazine in January 1968. It appears the mag presented lots of aeromodelling content back in those days.

I've saddled you with another article of mine written for the old Paperback 'Clarion' of 2003.

Our secretary Roger winds up this month's mag with his monthly report.
Sadly reporting probable loss of Wallop from 2020.
He keeps us up to date with the impending drone busting legislation and his efforts and that of others appear to be met by the usual arrogance of party politicians towing the party line seemingly totally ignorant of the wider implications of their lack of understanding.

Editor

Dreaming Spires Results - Andrew Crisp

Editor: An error in the last issue, I missed out the results from Andy Crisp's Dreaming Spires Rally report so here they are: My apologies Andrew.

RESULTS ~ Sunday 2 JUNE 2019

F1H (A1 GLIDER)

5 × 1:30

1	V. BEZCHASNY (UKR)	6:06
2	R. HEAP	4:32
3	B. LAVIS	1:39

VINTAGE/CLASSIC GLIDER

3 × 1:30

1	R. HEAP Mad's Dream	3:17
2	P. TRIBE	2:44
3		

F1G (C d'H)

5 × 1:30

1	G. MANION	7:18
2	D. THOMSON	6:46
3	B. HOBBS	3:00

HI-START GLIDER

3 × 1:30

1	A. LONGHURST	3:16
2	S. MILAN	2:51
3	G. LAW	2:46

E30/P30/CO2

3 × 1:30

1	A. LONGHURST	3:00
2	J. PATON	2:24
3	S. MILAN	:08

H.L.G./CATA

7 × 1:00

1	C. BREWER (J)	2:59
2	A. KNIGHTS	2:26
3	L. MILLAR (J)	2:03

VINTAGE RUBBER

3 × 1:30

1	A. LONGHURST Comet shyrocket	4:30
2	T. DENNIS Gollywok	3:33
3	S. BURCH Cloud Tramp	:59

SCALE

1	B. DENNIS	JUNGMANN (R)
2	M. SMITH	SRAI (Elec)
3	D. KNIGHT	WESTRAND PV4 (Elec)

Andrew Crisp

Return to Wallop - John Andrews/Jim Paton

John Andrews's report of the day.

Saturday 29th June saw 1066 back at its ancestral home, the Army Air Corps flying field at Middle Wallop.
Patient work by our secretary Roger Newman was rewarded that day when some 28 or so competition flyers drove around the country road, carefully following the SAM1066 signs, to the rear of the airfield where Barbara & Roy Tiller took our entrance fee, inspected our BMFA membership paperwork and waved us onto the field.
This event was a trial meeting for the authorities to satisfy themselves that free-flight meetings at Wallop could be run safely and to that end we, in my humble opinion, acquitted ourselves admirably and future meetings should follow, open to all members.
That Saturday was the hottest ever I believe and when Rachel & I finally settled down at the end of the flight line it soon became obvious to us that competing in the heat was not for us. One major omission from my flying kit was the fishing umbrellas, left at home. The car was much too hot for comfort and precious little shade was available outside and soon we were both with Roger under the shade of the control gazebo. Here we remained the entire day together with about half a dozen other perspiring souls.
A non-event day for Rachel & myself but all looks well for the rest of this years events, but not thereafter as our secretary's report will explain.

Jim Paton's view of the day.

Sunday's Middle Wallop do was a roaring success as far as everyone flying was concerned. After discussion with the local club we moved to the perfect location, giving us the full diagonal across the airfield. With a 90 second max we all started off worrying about overloaded fly offs. Well that didn't happen. There were plenty of dropped flights due to serious sink. I brought models with rdt plus a few others just in case. I flew my Buckeridge heavyweight in mini vintage and d/ted very early on its first flight. After that I found really good sink to land well below a max. I think the third flight was just as bad. With lots of rubber and a long motor run, I thought it was going to be a doddle. My three trimming flights had been little short of perfect. My Hornet in under 25" rubber maxed three times, only to give its worst performance of 54 seconds in the fly-off, to place me second. Andrew Longhurst flew a Scram in vintage rubber and comfortably maxed three times. I flew a Filibuster that went better with each flight as I added a bit more right thrust each time. For the third flight it got away well and I said so to Andrew who was watching it time keeping. He responded you'd better add a bit more right as it decided to power stall for a bit. However with a 75 second motor run it would have had difficulty not maxing. On its first flight it did actually do a low level loop before recovering well and maxing. Andrew opted out of the fly-off to go home early, having had an excess of sun and insufficient liquid. I accepted his bottle of wine and promised not to forget to give it to him at Port Meadow the following week. (if the missus hadn't consumed it first). I made three essential trips to the cafe on my electric bike, but I forgot my second battery. I always forget to pack something. When it ran out I gave up on thoughts of retrieving my Altair vintage coupe. So it got put back in the car.
Thanks and complements to Roger Newman and his helpers for organising and CD'ing so expertly and pleasantly. Let's hope there is lots more of the same.

Jim Paton

FROG 3·49

3.43 c.c.

AEROMODELLER
Plans Service
Coding "H"

Specification

Displacement: 3·43 c.c. (·209 cu. in.)
Bore: ·6665 Stroke: ·600
Bore/stroke ratio: 1·1
Max. power:
Plain bearing: ·28 B.H.P. at 12,000
Ball bearing: ·3025 B.H.P. at 12,200
Max. torque:
Plain bearing: 30 ounce-inches at 7,50
Ball bearing: 31 ounce-inches at 8,000
Weight:
Plain bearing: 6¼ ounces
Ball bearing: 6⅜ ounces
Power rating:
Plain bearing: ·082 B.H.P. per c.c.
Ball bearing: ·088 B.H.P. per c.c.
Power/weight ratio:
Plain bearing: ·043 B.H.P. per ounce
Ball bearing: ·046 B.H.P. per ounce

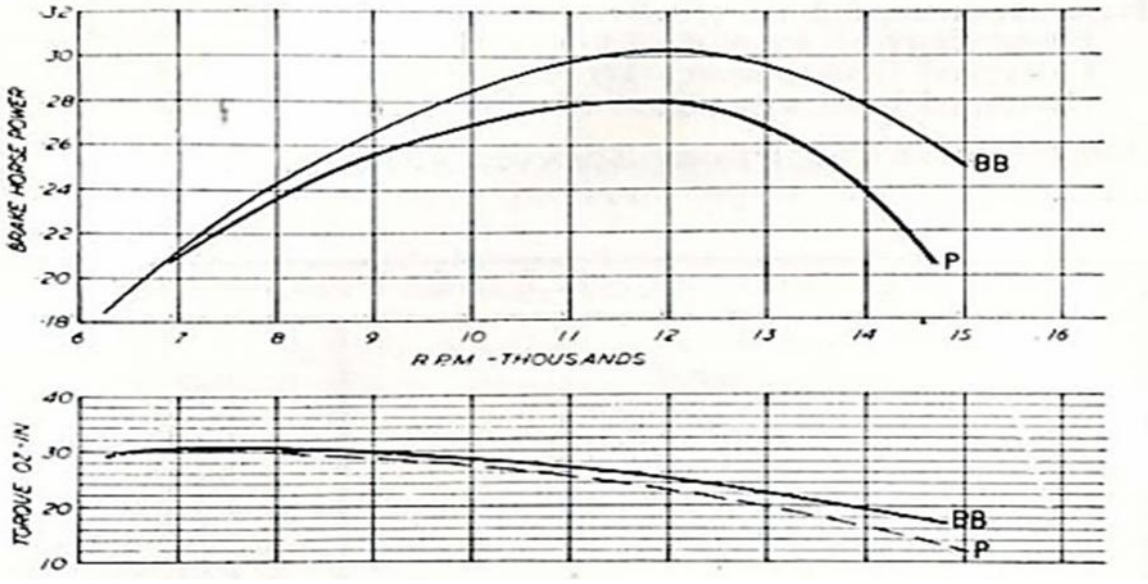
Material Specification

Crankcase: LAC 112a alloy pressure die casting
Cylinder: steel, hardened and tempered
Piston: meehanite
Contra piston: mild steel
Crankshaft: hardened steel
Bearing: Vandervell sintered bronze sleeve. Rear bearing on ball race-ball race
Induction: Hardened steel drum mounted in rear cover
Cylinder head: LAC 112a alloy die casting
Propeller shaft: high tensile 1 in. diameter light alloy bolt
Manufacturers:
INTERNATIONAL MODEL AIRCRAFT LTD.,
Morden Road, Merton, S.W.19
Price (including Purchase Tax):
349 BB version £3/19/2
349 Plain Bearing £3/13/3

PROPELLER—R.P.M. FIGURES

Propeller dia. × pitch	*r.p.m.* *Plain Bearing*	*Ball Bearing*
10 × 6 (Frog nylon)	9,000	9,500
9 × 6 (Frog nylon)	10,000	11,200
8 × 8 (Frog nylon)	—	8,800
8 × 5 (Frog nylon)	11,800	12,600
12 × 6 (Trucut)	—	5,800
12 × 4 (Trucut)	7,200	7,500
11 × 4 (Trucut)	8,600	8,800
10 × 6 (Trucut)	8,200	8,600
10 × 4 (Trucut)	8,400	9,200
9 × 6 (Trucut)	9,600	10,000
9 × 4 (Trucut)	11,200	11,800
8 × 4 (Trucut)	13,400	14,000
8 × 3 (Trucut)	—	14,500

Fuel used: Frog "Powamix"



Aeromodeller Annual 1960-1

Mauritius 'Weekly' Report - Dick Twomey

(Editor: A piece and picture written by Dick and published in the Mauritius 'Weekly' paper showing the winners of of his annual schools glider competition, now in its fourth year.
This picture is the best we can do, it's a scan from a copy of the 'Weekly' news letter.)

We have just held the finals of this year's model Glider Comp, having whittled down the best to 40 models (and teams) from over 100 schools. Once again the Southampton University provided the sponsorship of cash and trophy prizes. We made a tactical error this (fourth) year by allowing multiple entries from each school, with the result that one college, that has been producing winning models since 2016, won 3 out of the 4 prizes. We shall change that for next year or the other schools will lose interest!

If you remember our Depron-material small models are very simple, but the kids do learn a bit of basic aerodynamics.
We only do hand-launches from a slightly raised position, and this year the winning glide ratio was upped from 1:12 last year to 1:17, so we must be making some progress!

Dick Twomey

Extract from Model Aircraft Feb 1951

Is Another World Watching Us?

Feeling that the advent of weird flying machines into our atmosphere is a serious competitive threat to the model aircraft movement we have invited Professor Moonshine, the well-known astronomer, to answer some important questions :

Q: Why are Flying Saucers so shaped ?
A: To enable them to make a round trip.

Q: At what time of day is one most likely to observe these machines ?
A: Immediately after closing time.

Q: Can they sustain flight for longer periods than aircraft belonging to this world ?
A: Yes, with the possible exception of Russian Duration Models.

Q: Aerodynamically speaking, have they anything in common with our own model aircraft designs ?
A: Only with power duration models, in that they, too, look like nothing on earth.

Q: Is there any truth in the rumour that bodies of little men have been found beside a wrecked machine ?
A: No, this story originated from a team race pile-up.

Featured in this journal, a few issues back, was a very ingenious folding wing glider. The idea of the folding wing glider is not, however, a new one. This was amply demonstrated at the last Nationals.

If Found . . .

Most of us, I feel, are apt to regard the plastering of " If Found " labels on our beauteous models as a disfiguring, but necessary, evil; and contrive to site such excrescences on the most unobtrusive part of the model's anatomy. But now and again the eye is boggled by the sight of a large and livid label emblazoned with the mysterious phrase : "Experimental Model". Which appears, more often than not, on the sort of model that looks about as experimental as an old fashioned spinning wheel.

Now, while we in the model world are apt to treat this form of pretentiousness with a certain amount of sardonic amusement, I often conjecture on the feelings of the layman who happens to discover this portentous phrase peering at him through his rhododendrons. Surely his immediate reaction would be to smuggle the precious flying machine into the best bedroom. Lock, bolt and bar the door, and then ring—no, that would be a too risky procedure with something upon which the future security of the country might rest—well, contact the owner by some dark and secret means. After which he would await with tremulous excitement the arrival of high government officials and M.I.5 Agents ; to be followed by a bountiful reward and possibly the B.E.M. or some equally meritorious award in recognition of his patriotic action. You can imagine his humiliating disappointment when the ownership of the model is eventually claimed by a pimply faced youth in a "Sloppy Joe", who brightly offers him a cement caked half-crown. In my view he'd have every justification in jumping on the model, and the pimply faced youth too.

The Brighter Side

That pauperised individual, the aero-modeller, must now, it seems, make some contribution to the National Exchequer through the agency of Purchase Tax on kits and engines. I, personally, greet this news with mixed feelings, as the increase in prices might well restrain Aunt Tabitha from presenting me with yet another Catapult Glider Kit next Christmas.

Fortune Afloat

Recently in the news has been the story of an epic voyage across the Pacific on a Balsa raft. It can now be disclosed that this great feat was due to a Columbus-like error in navigation. Actually, the crew's idea was to float the raft to England, where, at the current reigning prices of Balsa, they could have flogged it for a princely sum, or, perhaps, exchanged it for a luxury yacht.

News from our Northern friends indicates that several new Wakefield designs for 1951 are already under way. This will indeed make a welcome change from last season's effort.

I understand that many Wakefield enthusiasts, seeking improved performance, have been tickled by the idea of the feathering propeller.

Now that most fuselage shapes have been tried : slabside, chopper, suitcase, etc., I am thinking of introducing the new Spoon shape. This, no doubt, will cause quite a stir.

Pylonius

Vintage Coupe League - Gavin Manion

Vintage Coupe report: Middle Wallop 29th June 2019

I've had a sneak preview of the vintage coupe results from the SAM do at Middle Wallop. So here's the latest on the Vintage Coupe League.

"SAM 1066's return to Middle Wallop took place on Saturday 29th June, a hot and sultry day by all accounts, I was due in Tewkesbury on the evening so couldn't attend but I can confirm that the Roses Theatre there was equally hot and sultry.

Roger Newman tells me that Richard Fryer won with a full house and Chris Redrup and Robin Kimber tied for second place with just a couple of seconds dropped. Since shared places mean shared points I make that 3 points for Richard and 1 1/2 points each for Chris and Robin. (Now, four people flew so Chris and Robin weren't last otherwise they would have had "nil point" because "there are no points for last". Why did I ever dream up this league?)

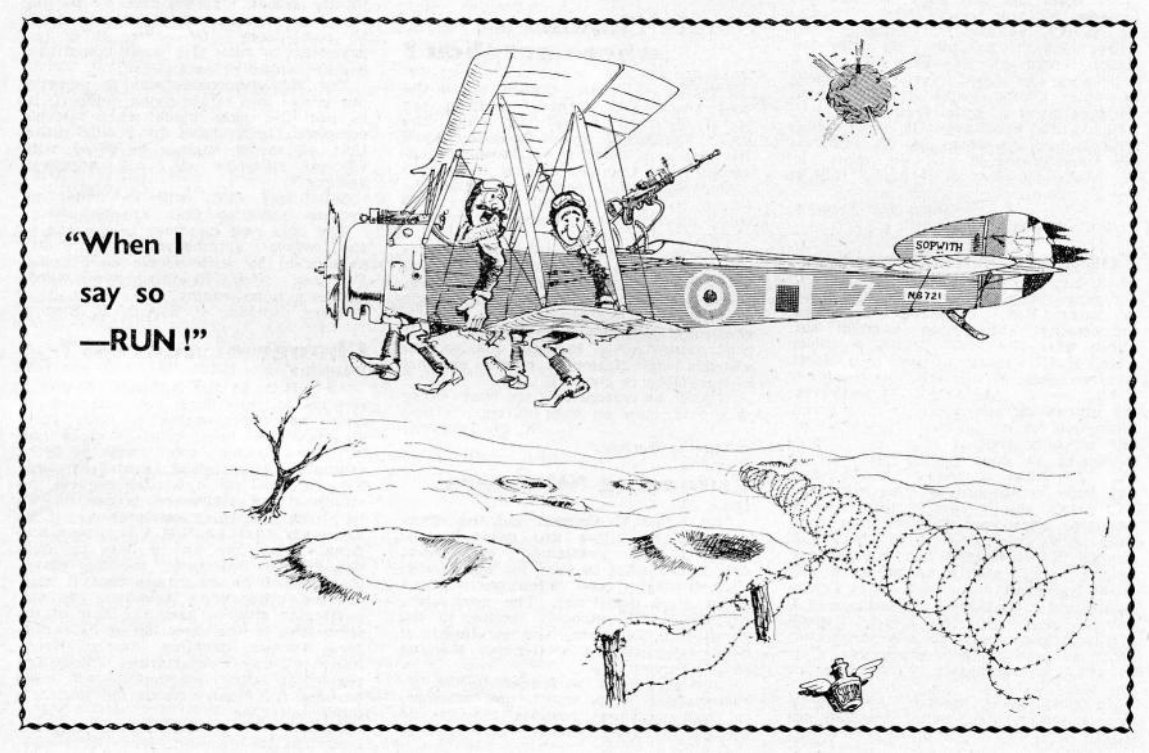
So, since we have neatly sidestepped a potential problem, the new league positions are:-

Vintage Coupe League

Current League Standings		
Position	Competitor	Points
1	Chris Redrup	4.5
2 tied	Dave Taylor	3
2 tied	Richard Fryer	3
4	Colin Foster.	2
5	Robin Kimber	1.5
6	Bill Dennis.	1

Congrats are due to Robin Kimber for scoring his points with his Claude Doré.
Not the most obvious Etienvre beater "

Gavin Manion



Fly-offs - John Andrews

At the Wallop meeting on June 29th I spent the bulk of the day sitting under the control gazebo cowering away from the fierce sunshine of the day. How often do you find the need to do that in this country.
Whilst spectating away one's mind tends to wander and for some reason D/T fly-offs crossed my mind, I expect it was the competition organiser declaring what was the method of the day. It seems quite a while ago that the need to limit fly-off times was recognised by SAM1066 and our dear departed Chairman John Thompson was the prime mover in the adoption of the current D/T fly-off system. ie.

DT Fly-off

The fly-off flight is timed as normal to the ground but in addition the time to the activation of the dethermaliser is also recorded. The actual flight time is then adjusted by subtraction of 2secs for each second in excess of the declared time to D/T, should the model exceed it. The contestant with the highest adjusted time is declared the winner.

A suitable flight time to D/T action is selected by the Competition Director, usually the Max time of the day, particularly if the wind strength has reduced by fly-off time. The time to D/T is set in an attempt to keep models within the airfield boundaries which will reduce retrieval times and hopefully have all the competition winners present at the prize presentation.

There are problems with D/T fly-offs, competitors could fiddle with D/T mechanics to slow down descent times.
Determination of the activation of the D/T can be a problem if action is a little weak and slow to deploy.
(I was supporting Barbara Tiller a few years back as she was timing one of Roy's flyoffs. The D/T activation was slow and the model just sagged a bit at first and it was some 5secs before we were sure the D/T had activated. That 5secs lost Roy the competition. You could argue that that was Roy's fault.)
From conversations I heard at Wallop, not all timekeepers are familiar with the split action on the reset button of digital stop-watches, which is a method of recording the time to D/T activation. Not a real problem but gives two possiblities of timekeeper error. Some competitors were looking for two timekeepers, one for D/T time and one for flight time. I do not condone a quick glance at the running stopwatch as being acceptable.

<--->

I would suggest that fly-offs could be made to the Target Time method where the Contest Director sets a flight time for the fly-off, usually the Max of the day, and contestants attempt to make a flight as near to that time as they can. The contestant with the least deviation being the winner.

Target Time Fly-off.

The fly-off flight is timed to the ground. The deviation from the declared target time is the actual fly-off score and the contestant with the smallest deviation is declared the winner.

This method makes the fly-off just another timed flight with no additional tasks required by the timekeeper. Deviation calculations being done by control after the flight.
There is still the question whether recorded times should be to the 'nearest second below' or to the 'nearest second'. It makes little difference but I would go for 'nearest second below' the same as normal timekeeping.

Anybody got any thoughts on the matter?

(This piece illustrates how one's thoughts can wander and produce a one page article about very little subject matter).

John Andrews

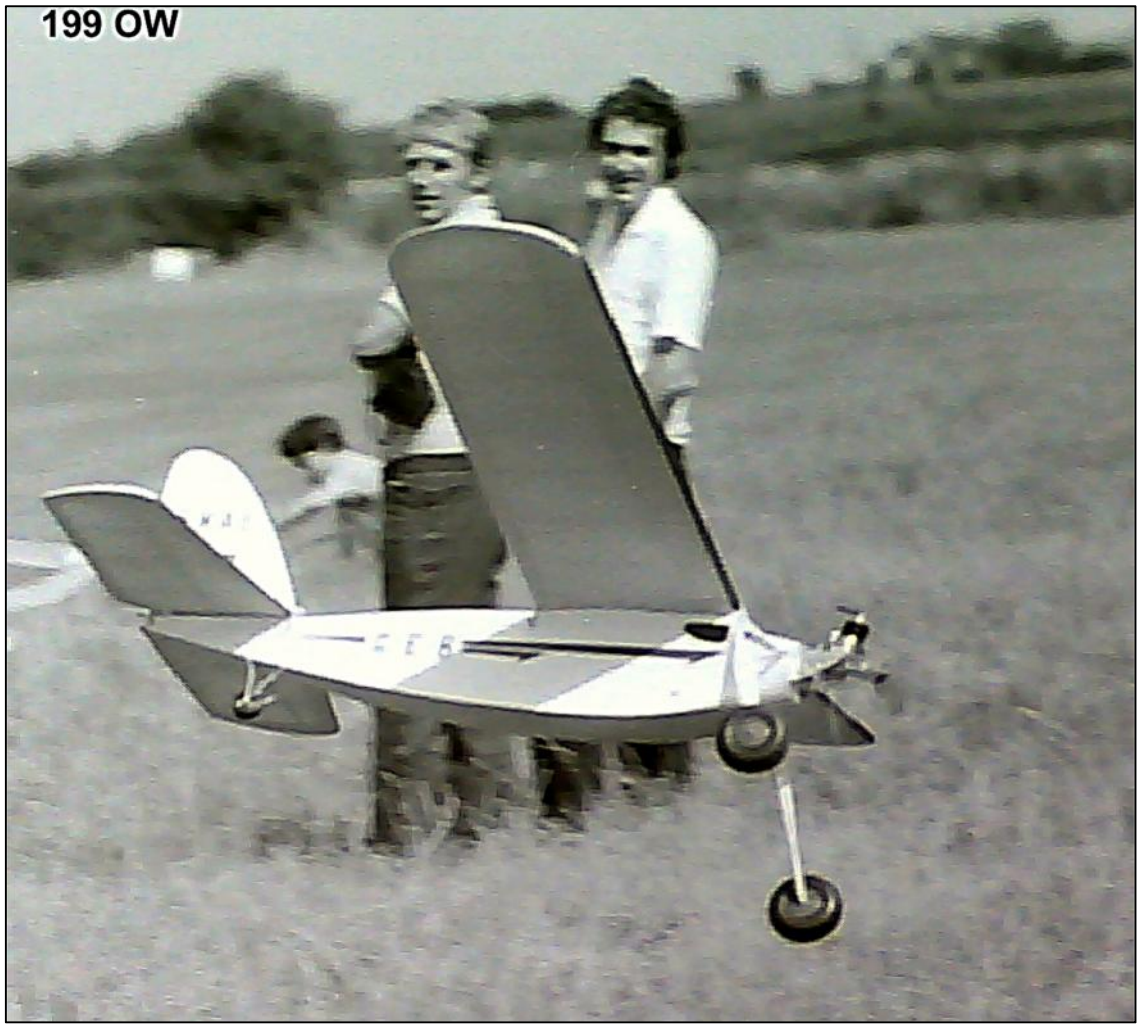
Italian modeller with replica of Ellila's geared 1949 Wakefield winner, at Middle Wallop in the 80's.

Chris Hawke ROG's his Wakefield model at Middle Wallop in the 80's.

Group at Old Warden in the 80/90's. Danny Sheelds (USA) in centre with his A-frame.

Danny Sheelds (USA) launches his A-frame at Old Warden in the 80/90's.

Brian Hewitt (SAM35) launches his CE Bowden designed "Kanga Kub" at Old Warden in the 80's.



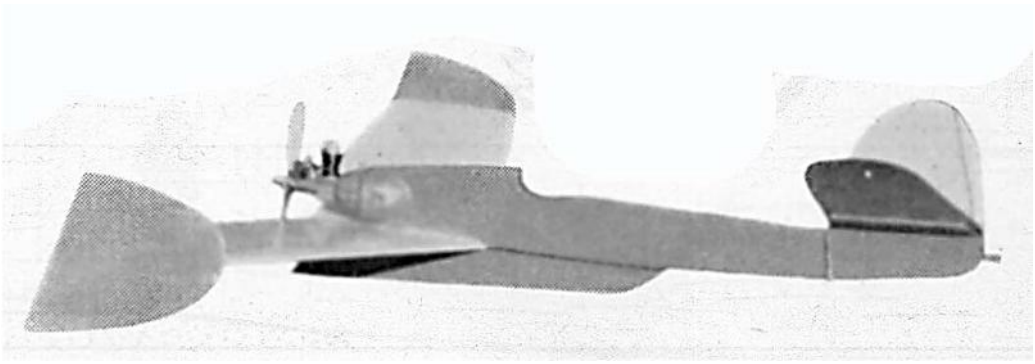
Brian Hewitt's (SAM35) CE Bowden designed "Kanga Kub" at Old Warden in the 80/90's.

Keith Miller Archive

Rezenebe - Jim Fullarton

REZENEBE

Whichaway? Whataway?
Thisaway for flying fun



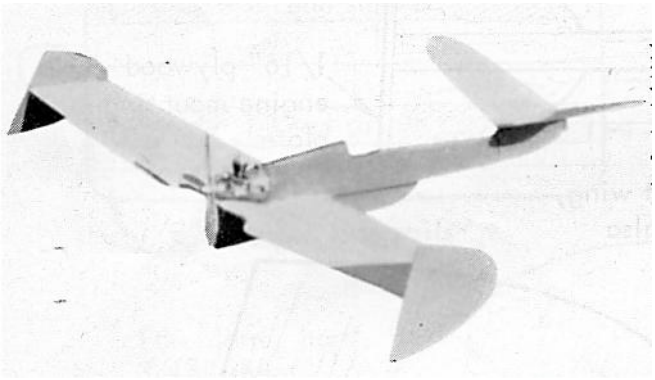
A lively 18 inch span tail-first free flight model for .010 engines designed by Australian down-under-tail-first exponent, **JIM FULLARTON-**

It all started one day when we were playing around with that wonderful word of Bert Streigler's, and found out it could be written backwards. After that discovery, there was only one thing for it. There just had to be a canard **EBENEZER.** What is more, it had to be a real canard, not one of your half-baked tractor efforts, but a genuine tail-first, propeller-last pusher, like they used to build back in '09.

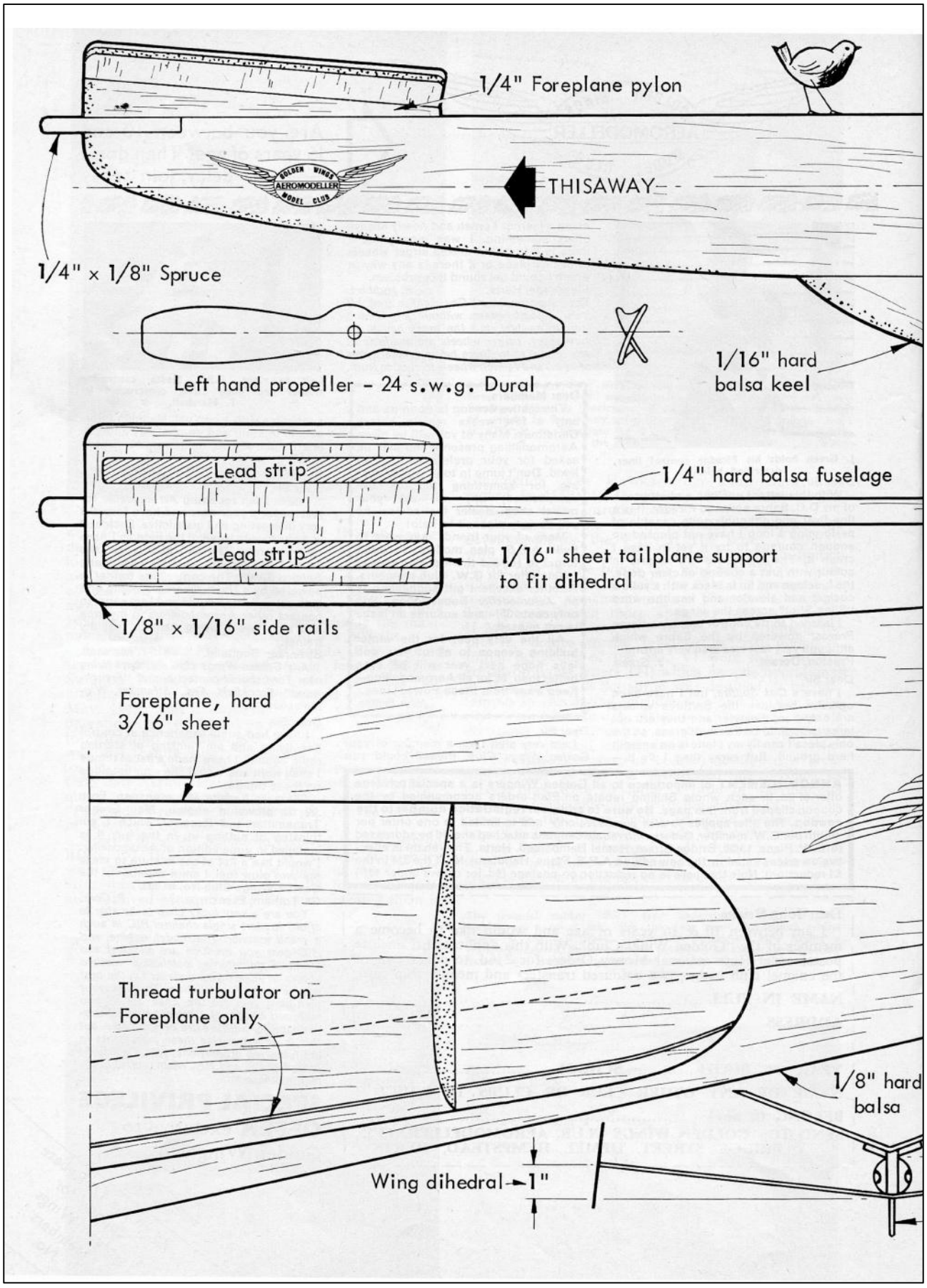
We will not bore readers with a detailed description of construction, beyond a reminder to use light material (and not too much paint either) behind the C.G. so as to minimise the amount of nose ballast required. The foreplane has a thicker section than the wing and has a turbulator to prevent premature stalling.

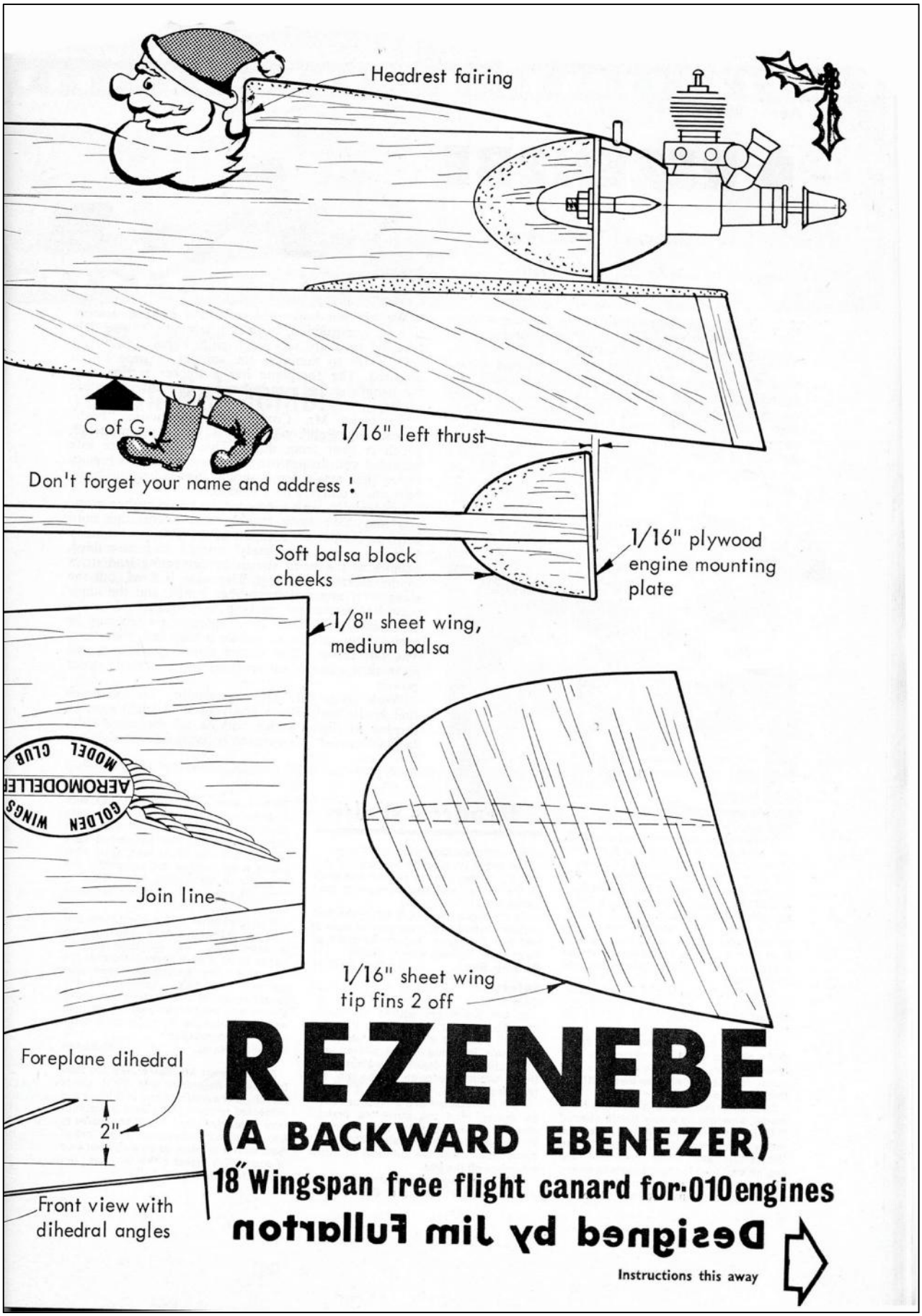
To make Mr. Cox's tiny powerhouse "Push" instead of "Pull", we need a left hand propeller, which is bent from dural. This will be quite safe provided you do not use soft aluminium, and replace rather than straighten it should it ever become badly bent (most unlikely on a canard.)
Incidentally, with a new motor and a pusher prop., you may have some trouble with overheating until it is run in.

Correct location of the C.G. is absolutely vital, so when completely painted and assembled, balance at the point shown by cementing lead strips to the elevator platform.
The wing is fixed, but the elevator is attached by rubber bands, and the angle may be varied by packing as required to get a satisfactory glide trim. A small celluloid tab may be used on the left fin to induce a wide left glide turn. The left thrust offset shown should produce a safe right turn (things are reversed on a canard) under power.



Work up to full power gradually, (not too much fuel in the tank either) and your model will soon be turning in flights which will be all the more spectacular because it is apparently flying backwards!


1/4" Foreplane pylon
THISAWAY
1/4" x 1/8" Spruce
Left hand propeller - 24 s.w.g. Dural
1/16" hard balsa keel
Lead strip
Lead strip
1/4" hard balsa fuselage
1/16" sheet tailplane support to fit dihedral
1/8" x 1/16" side rails
Foreplane, hard 3/16" sheet
Thread turbulator on Foreplane only
1/8" hard balsa
Wing dihedral
1"



Jim Fullarton (Aeromodeller Dec.1966)

'Pipo' Vintage Coupe - Gavin Manion

Le PIPO, Le Modelé Reduit D'Avion (MRA) N°185 (probably Sept 1954)

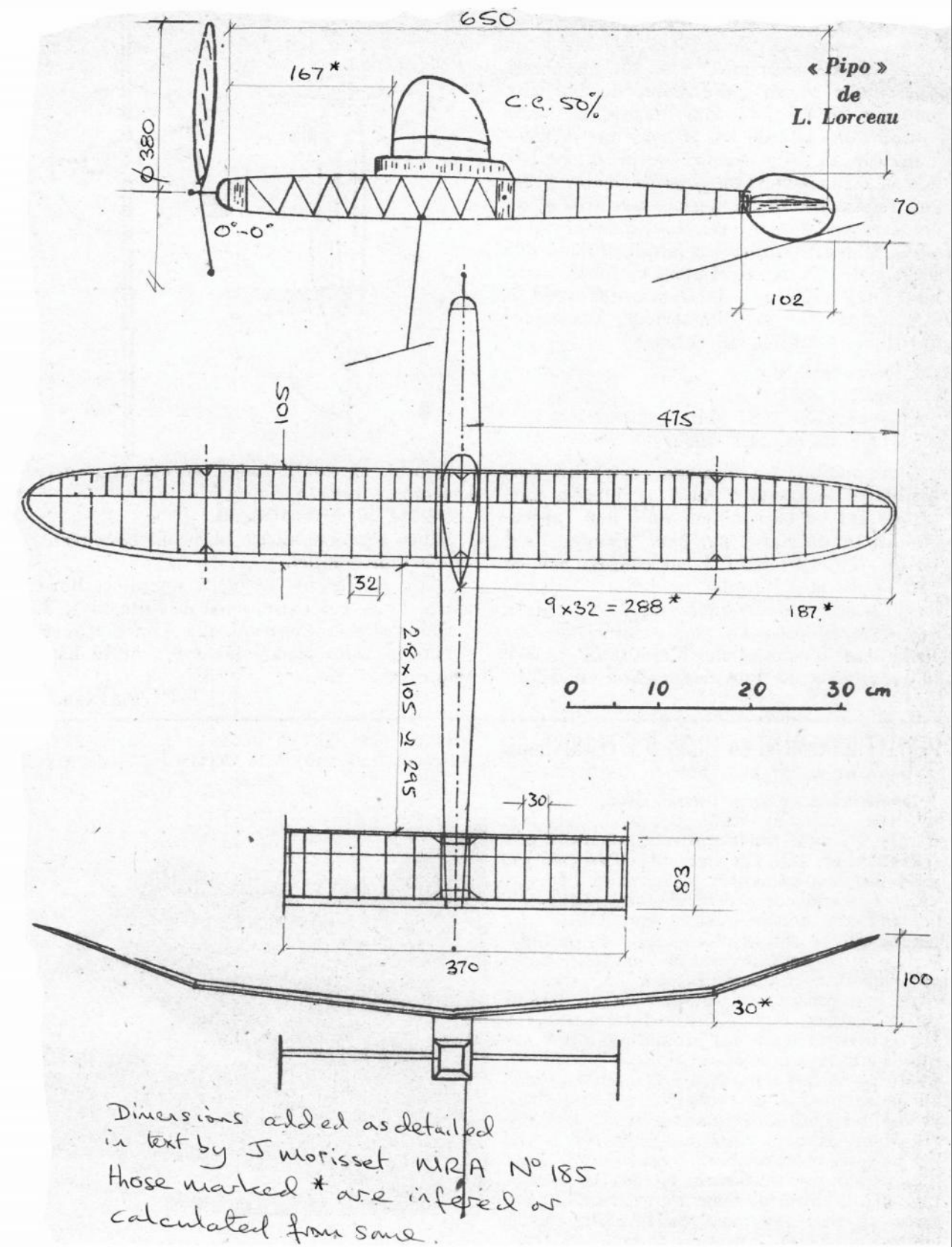
The article in MRA is entitled "The Three Devices" by the famous French free flight modeller J Morisset. It's a quite technical description and 3view of three competition models; A 1.5cc power model, a Nordic glider and, our subject, a Coupe D'hiver "PIPO" by P Lorceau.

The text fairly freely translates as…
Pierre Lorceau, had been modelling for almost fifteen years before he started serious competition in 1953, the year he joined Paris Air Model (PAM). Very quickly he became considered as one of the best constructors and his models reflect the attention and care he brings to the slightest detail. Lorceau has obtained his best results so far in the category Coupe d'Hiver. His latest model, Le Pipo, has an excellent glide and "hangs easily" (thermals well?)

The wing is mounted on a pylon at +2° and has a wingspan of 950mmm, 105mm chord and polyhedral of 100mm. the wing section is a personal profile of 6mm thickness and 2.5mm under camber. Surface area is 9.5dm^2 and aspect ratio 9.5. The TE is 10x3 LE 5x5 shaped. Spar consists of a web of 6x1 balsa and 2 flanges in 4x1. Rib spacing 32mm with intermediate riblets. The flat bottomed tailplane is rectangular 370x83mm (area 3.07dm^2 32.5% of the wing area) and mounted at 0°. TE 9x2.5, LE 4x4 and spar 5x2. Rib spacing 30mm.
The twin fins are 102x70mm. The fuselage, which is partially triangulated, is 650mm long with 3x3 hard balsa longerons. The pylon is covered in 1.5mm balsa.
The single bladed propeller is 380mm diameter and (I think) has a pitch 1.3 – 1.4 x Diameter. The blade width is 38mm and runs off 380-400 turns on 12 strands of 3x1 Pirelli 29cm long in 28seconds.
The model weighs (with rubber) 84g and the CG is at 50%. The moment arm of 2.8 wing cords and the 32% tailplane is, apparently, pretty advanced!
Le Pipo was 2nd in Lille and 3rd in Cormielles in April 1954.

And a modern interpretation; This model had a stunningly advanced wing for a Coupe of this era, coupled with, that rarest of features, a properly webbed spar! Pity it all got stuck onto a typically short coupled fuselage. A decent diameter prop and certainly not lacking in pitch, it might be better to use P/D ratio closer to 1.3 than 1.4. It obviously went well in its day, enough to impress M. Morisset.

There's a little bit left for interpretation…the fuselage cross section (including the pylon) would have needed to be a minimum of 2dm^2 or 2000mm^2. So a maximum 40mm square fuselage with a full width 10mm tall pylon giving a "master cross section" (French term) of 50x40 = 2000mm^2 although, to be honest, the 3view suggests it might have been a little portlier than this so perhaps it will need to be a bit fatter. The prop shape? All we know is the diameter and maximum blade width, just be sure it looks "typical for the time" so no Larrabee planforms please.
Final problem is the wing section, we know the thickness and undercamber, the LE and TE sizes, and the spar, so draw something up or look around for sections from the day which match. If it's in the spirit of the era no one can say that it's wrong. The tail section is a simple invention, not a moment's thought.



Gavin Manion

WHY NOT KEEP A FLIGHT LOG?

A GOOD model is worth remembering, and it is surprising how fickle memory may be. Over the years you may find it difficult to recall more than the highlights of a particular model's career. More important still, a comparatively new model "rested" for a period may have to be trimmed all over again, because you have forgotten the amount of packing you used to use under the tailplane, even the number of strands in the rubber motor, or perhaps the amount of fin offset to give that perfect, spiralling climb.

You should keep a flight log for each model built. Then you will have a permanent record of its behaviour right through its career—a log to which you can refer for trimming data and one which will, many years later, make interesting reading and recall many pleasant memories.

The flight log itself need only be a very inexpensive item. It is, in fact, suggested that one be made up from ordinary notepaper, stapled to a thin card cover. Size is not very important. Make it relatively small—about 5.4 inch pages—so that it will go into the pocket. About twenty-four pages should be adequate to cover the average model's life.

A separate log should be made for *each* model. Regard it as a little job to be done to complete the model ready for flying. The log can then go with the model, travelling in the model-box with it, or kept in a suitable rack in your den if the model is "temporarily withdrawn" from service.

The following layout is suggested as the most convenient and most useful of laying out your log book. Page one, the front cover, should carry the name of the model and other leading data, such as span, areas, weight completed and in flying trim, etc. These are the more or less fixed data appropriate to the model. If you do change any later on, then amend the entry accordingly. Make a note also of the date of completing the model and the date of its first test flight.

Page two, the front inside cover, should contain trimming data, where it is always handy for reference. The type of data recorded here will vary according to the type of model. With rubber and power models, for instance, you will note side- and down-thrust settings, as established by trimming, other packing izes to trim, and so on. In the case of power models, note engine control settings (needle valve so many turns open, etc.).

Page three should then be devoted to flight characteristics. For example, some free flight models seem naturally to develop a spiral climb, others have a more open circle when trimmed out. Perhaps one particular model trims out best with wide circles on the climb and tighter circles on the glide. Note these characteristics down when you have completed trimming. Then if you come to fly the model again some long time after, you can check from the flight log what the flight characteristics should be.

The remaining pages of the log can then be devoted to recording actual flights—date, place, weather, etc., and performances achieved. Make these records as comprehensive as possible, without getting unwieldy. The value of having a separate log for each model will be particularly apparent here for you can lay out the entries to suit the various factors concerned with different types of models without any fear of confusion. Set the pages out in columns, spreading over two pages, similar to the following examples, ruling the columns and printing in the headings neatly.

RUBBER MODELS

Date	Place	Motor	Turns	Time	Remarks	Weather
12.6.54	Epsom Downs	16str.¼(A)	600 800	2 : 01 3 : 20	} TRIM } CHECK	Calm, dull.
13.6.54	Chobham Common	16str. ¼(A) 16str. ¼(B)	700 850 800	2 : 58 3 : 49 4 : 00	 new motor	Light S.W. wind Sunny.
				10 : 47	1st PLACE CLUB CONTEST	

The above table includes some typical entries, as an example of how you can keep a complete record with very little trouble. Think how interesting it will be to read back through those records at the end of the season!

Slightly different column headings are suggested for other types of models. The following list covers the remaining free flight and control line types.

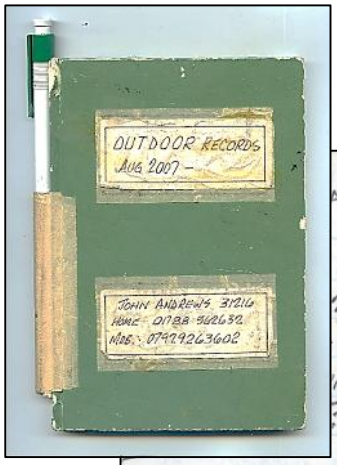
FREE FLIGHT POWER

Date	Place	Fuel	Prop.	Motor run	Time	Remarks	Weather

GLIDER

Date	Place	Towline	Duration	Remarks	Weather

Aeromodeller Annual 1954



Editor's log book, all in the one book and not particularly neat, in fact scruffy, but I do manage to keep one of sorts.

27 MAR '11

2/10 60gm 550

RUBBER SEEMS POOR

ITH TRIM & LOST IT COMPLETELY

? STALL ON GLIDE.

BARKSTON NATS SAT. 28TH

WINDY

36-3 12x¼ 550T. OK.

(CAUNCH VERY STEEP)

HEP-CAT 16x⅛ 700 OK.

FRONT CABANE NEEDS FIXING.

CHECK TRIM AFTER REPAIR.

BARKSTON 6TH AREA. 6 Nov '11

PINOCHIO. 16x⅛x28gm 650T

UNSTABLE BALANCE PROP

HEPCAT 16x⅛x700 OK ? GLIDE TORN

0-4 16x3/16x50 02/10 55 500T

BARKSTON (TIMP) 14/15 AUG

HEP CAT. 16x⅛x28 — 700T

ALL MOTORS BREAKING STRANDS.

TISSUE REPAIRS NEEDED

0-3 12x¼x ~~60~~ T. 550T TIGHT

GOT IN FLY OFF.

0-4 FLY-OFF USELESS SUSPECT PROP

WALLOP 27/28/29 AUG

HEP-CAT 8x¼x28gm (NEWSS)

600T. OK. MODEL TOO HEAVY.

SUNDAY.

LAST RESORT 12x3/16x50 (OLD TAN II)

800T.

MONDAY

TOMBOY 'OK'

Indoor Isn't For Everyone Pt.31 - Nick Peppiatt

CO_2 Miscellany

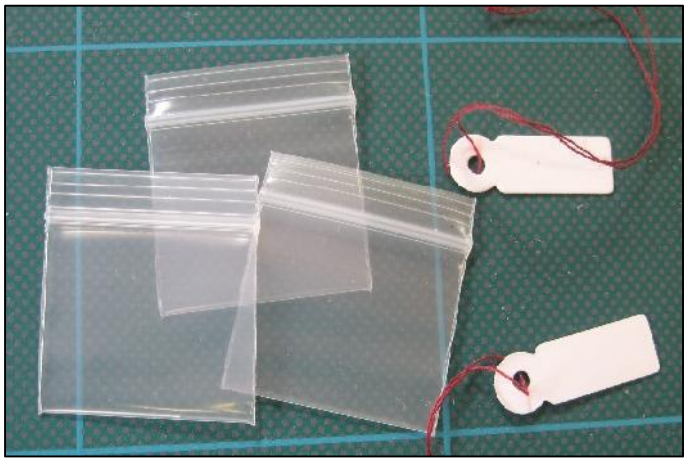
It is clear from recent publications and communications that the CO_2 scene is far from dormant. I was pleased to discover from Maris Dislers' review of the Gasparin G-160 motor (AeroModeller May 2019) that a number of Gasparin CO_2 motor designs are still produced by Jiri Linka in the Czech Republic (www.old-engine-model.com). Spare part sets are also available. The G-160, itself, is another example of Stefan Gasparin's creativity in that it has no connecting rod. The piston of extended length pushes directly on the outside of a ball-race mounted on the crankpin.

The next month's AeroModeller contained a very useful and informative article on the repair and maintenance of Telco CO_2 motors by Gareth Evans. It is nearly 30 years since these were last manufactured! The article also gave a list of sources for the small O-rings, steel balls and fine bore copper tube.

Finally, the SAM1066 and the New Clarion were very pleased to receive communications and a package from Buz Cederlof in California. Buz is sourcing and can supply spare parts for many CO_2 motors including copper tubing, valve balls and O-rings. Contact him at CO2@buztruckindustries.com . There is also a 'CO2 MODEL FLYING' Facebook page.

Buz Truck Industries Telco CO_2 motor spares kits

BTI ball handling tool



Bags and labels for tiny parts

The package sent by Buz contained spares for a number of CO_2 motors, including Brown, Modela, Telco and DP-03, all nicely presented, in well-labelled heat-sealed bags. Judging by the spare parts supplied, a lot of European motors must have made their way to North America.

As an example I have taken some photographs of the Telco spares kit, above. The O-rings and balls can also be supplied separately. Also supplied were a useful tool for handling the cylinder head and filler valve steel balls, a collection of small plastic bags and labels, to help ensure that the tiny parts are less likely to get lost, and some general servicing tips.

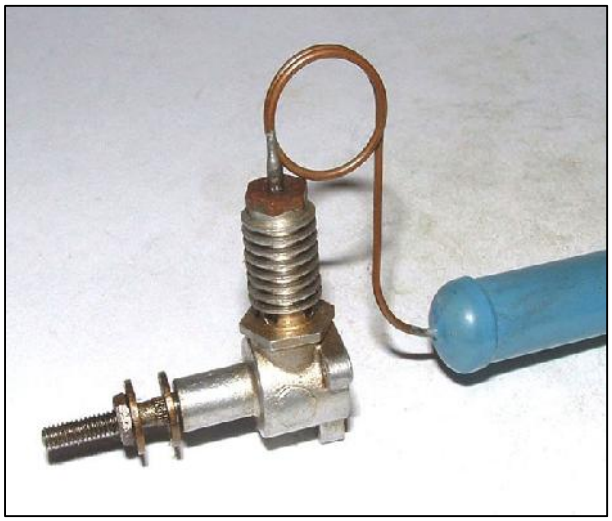
You now have no excuse for not locating your old CO_2 motors, dusting them down and restoring them to good running order!

CO_2 Helicopter

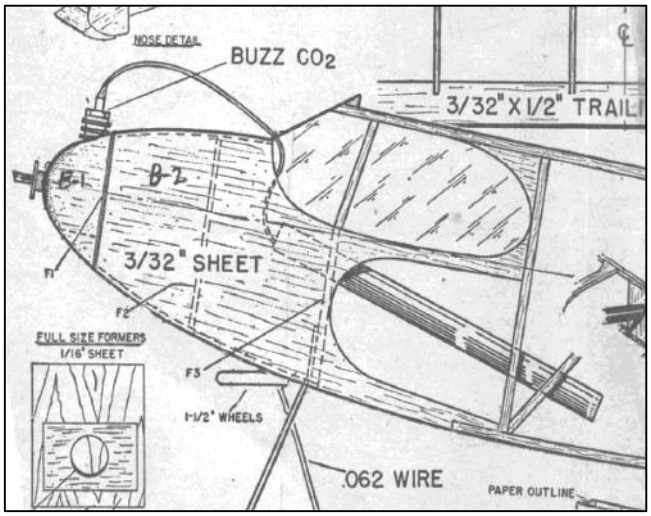
Among Roy Tiller's finds, when looking for Micro-Jet plans, was the whirliCO_2opter. This is from the hand of the ever inventive and creative Roy Clough and was published in the April 1950 Model Airplane News.
The whirliCO_2opter was designed for the Brown Campus Bee CO_2 motor, using the steel? tank to form part of the body. The Campus Bee appears to be a larger version of the A-100, with the bore increased to 3/16" from 1/8".

The Buzz was a very similar motor, apparently produced for another company.

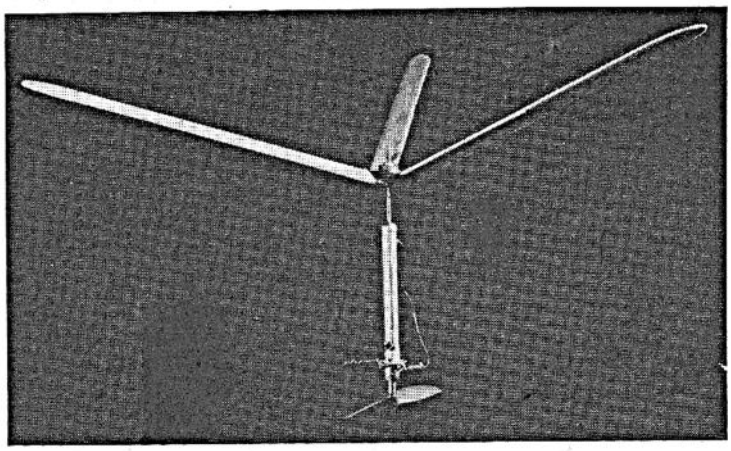
I have not found many model aircraft plans for these motors. Roland Mayer's Stinger from MAN November 1950 is a 1/2A power model showing the Campus Bee as an alternative (low) power source.
The Buzz is shown in Bill Winter's Buzzer (Air Trails December 1948) and in Frank Ehling's Buzz Bat (MAN October 1948).
As an aside, Tony Brookes reports in his book 'CO_2 Powered Model Aircraft' that the Buzzer makes an ideal model for the GM-120.
With regard to the whirliCO_2opter itself, it should be possible to use a more recent CO_2 motor with an aluminium tank by fitting it in a wooden (plywood?) frame to connect the motor to the rotor blades. However, there appears to be no mention of the blade coning angle and I am not clear how you hold it to launch.
This looks like an interesting challenge!



Brown Campus Bee 0.0052 cu in (85mm³) from 1949.
www.craftsmanshipmuseum.com/BrownJr.htm



The nose of Bill Winter's 30" span Buzzer from Air Trails December 1948 showing the Buzz CO_2 motor installation. Plans and article on Outerzone.



whirliCO$_2$pter

by ROY L. CLOUGH, Jr.

ONE evening of fairly intensive work will put this little whirligig-type helicopter aloft.

The construction is quite simple and offers no problems to the builder who is handy with a soldering iron. Good balance without excessive weight is the primary consideration, and care along this line will result in good flight performance.

A *Campus Bee* was used for the original and proved to be very reliable. A bit of cellulose tape which can be flipped over the filler hole after charging, to keep dirt out, is good performance insurance because of the exposed nature of the model.

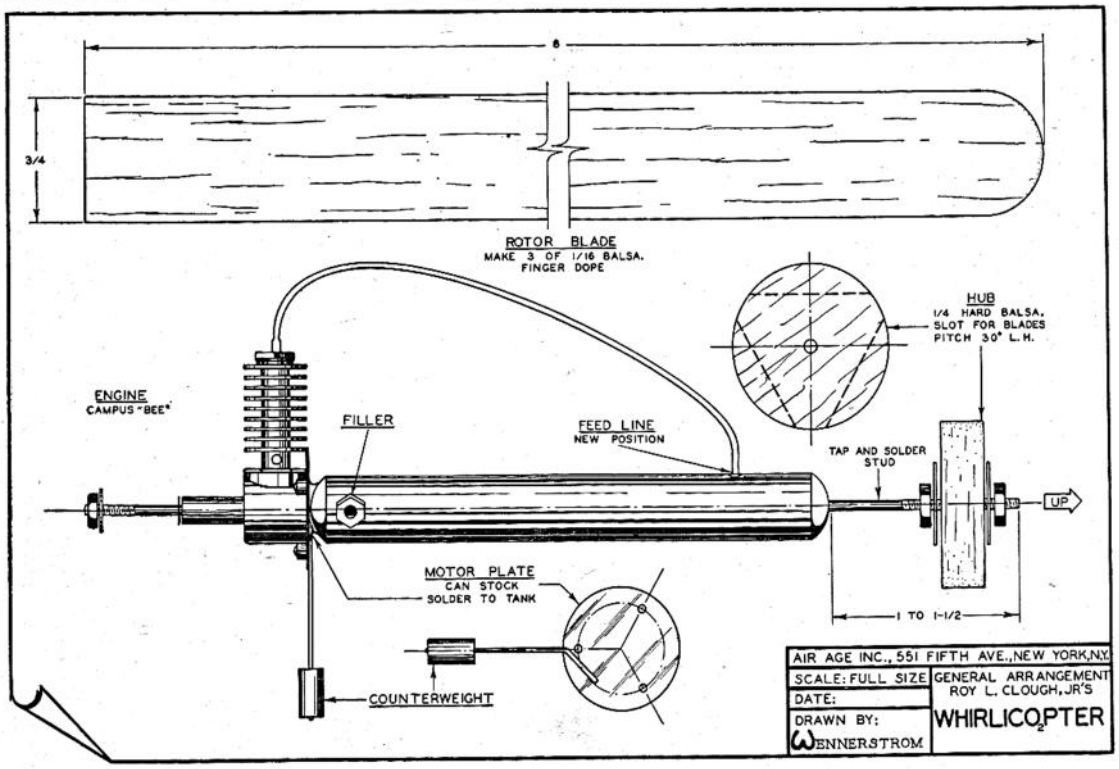
Begin construction by unscrewing the filler valve. Put this in some safe place until again needed, taking care not to lose the tiny rubber plug which serves as a check valve. Unsolder the feed line at the tank end. A 2-56 or 3-48 stud, an inch long, is tapped, then soldered in the hole.

Lay out the motor mounting holes on a ¾" disk of tin can stock, punch or drill them and solder the disk to the lower end of the tank.

Next mount the engine with common pins which are bent over and soldered securely in place. While doing this, carefully check the alignment of the crankshaft with the tank and the stud. A bit of 1/16" rod is soldered to the tin disk opposite the cylinder, the end of this being wrapped with a few turns of tinned copper wire to serve as a counterweight. The counterweighting may be done very exactly, as follows: wrap the wire on fairly tight until it seems correct; then slide the wrapping a bit one way or the other for fine balance. When you find it, heat the end of the rod briefly and the wire will "tin on" and stay put.

Drill a new hole for the feed line near the top of the tank and on the opposite side from the filler valve. Solder the line in place carefully, to prevent leakage.

The big rotor is made from a good springy variety of balsa which may be finger-doped for added toughness. It is of left-hand pitch to permit the interchange of various easy-to-obtain right-hand propellers on the motor end. We have used the *Hillcrest* adjustable plastic-blade prop and also *Monogram* kit props with fairly good results but top performance will come from a wood propeller carved to fit the individual machine. The fairly small total area of the rotor system results in a rather rapid descent, but is necessary because the engine must turn up quite rapidly in order to develop enough power to fly the machine. There is, of course, a very favorable heat-exchange setup because of the rapid motion of the cylinder through the air as the tank rotates, but set the motor at near maximum output to get the best results altitude-wise. One word of caution: be absolutely certain the motor is running in the *right direction* when released!



Nick Peppiatt

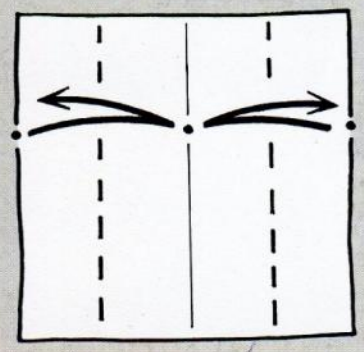
Paper Airplane: Glider - Nick Robinson

GLIDER

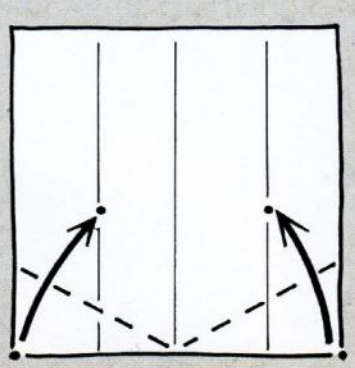
FRANCIS OW

One of Singapore's premier folders, Francis is known for superb geometrical creations and has applied his knowledge of 60-degree geometry to produce this design. One or two of the moves are not immediately obvious, but if you fold carefully, all will be well. The glider begins its flight with a loop the loop!

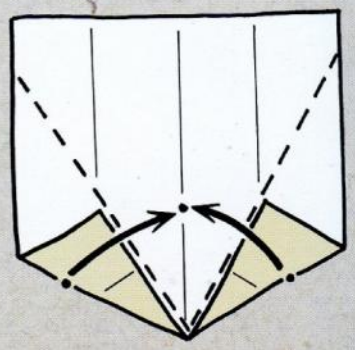
Start with a square, coloured side down, and make a vertical centre crease.



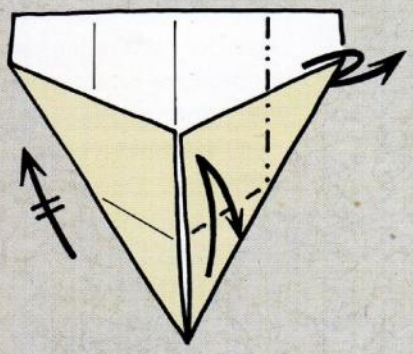
1 Add the quarter creases.



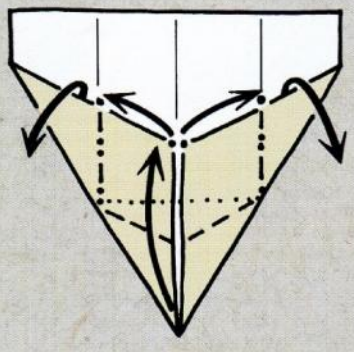
2 Starting at the centre of the lower edge, fold either corner to touch the quarter creases (see next diagram). The accuracy of these creases determines the success of the design, so don't flatten until you are sure of the position.



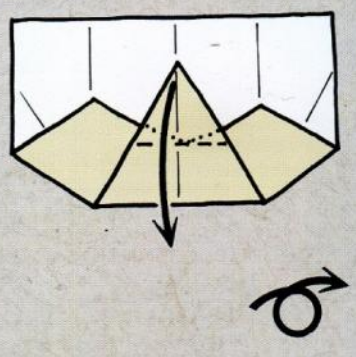
3 Take each folded edge to the centre crease.



4 Two pre-creases; mountain fold the outer ¼ creases, valley the two existing smaller creases. This makes the next move much easier.

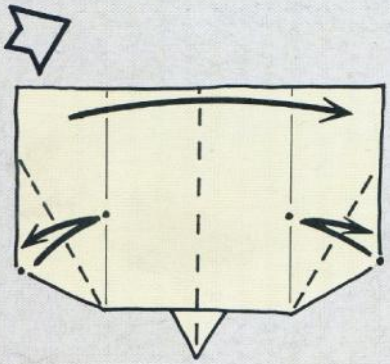


5 Study the creases carefully before starting. The mountain creases swing out to form new outside edges, the tip folds inwards, flattening on the two valley creases (inside layers) and forming a new crease along the dotted line (lower layer) . . .

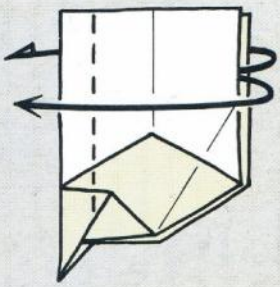


6 . . . like this. Fold the triangle down as far as it will go (without tearing) and turn over.

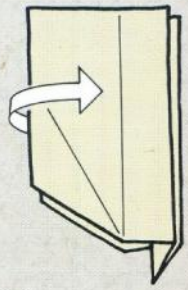
GLIDER



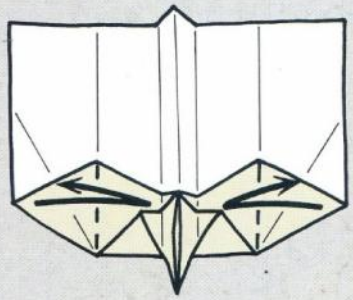
7 Enlarged view. Reinforce the two small creases (this helps step 11) and fold in half from left to right.



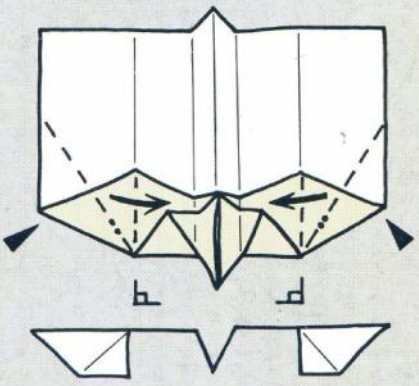
8 Swing either side over to form the wings. The creases begin where the side of the nose meets the horizontal edge and are parallel to the vertical edge.



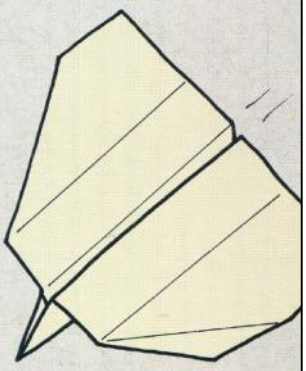
9 Open out the first wing. The paper will be raised along the centre.



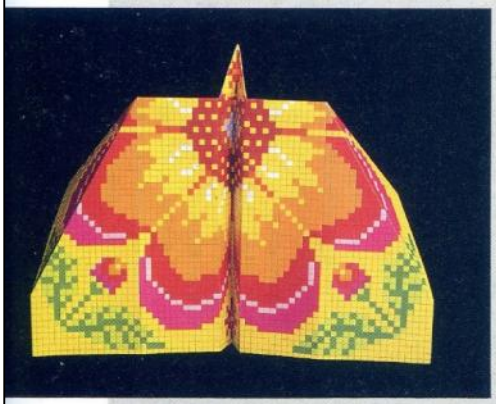
10 Creasing where shown, fold over on the original ¼ creases to transfer the crease to the upper layer.



11 Raise the outer corners to three dimensions using established creases. Arrange them as shown in the profile.



12 Ready for launch.



TOP VIEW

LAUNCHING POSITION

FLYING HINTS

This design has unusual flight characteristics since it begins with a loop before settling into a more conventional glide. Launch upwards at about 45 degrees with moderate force. If you launch slightly harder, the glider will perform aerobatics.

From the book 'Paper Airplanes' by Nick Robinson

The DBHLibrary (Magazines) - Roy Tiller

Report No. 102 Meccano Magazine relaunched.

The last Meccano Magazine to be published by Meccano Ltd. was the July 1967 issue and readers had to wait until January 1968 for the relaunch under the Model Aeronautical Press Ltd. brand. MAP was well known, being the publisher of Aeromodeller, Model Boats, Model Cars, Radio Control Models & electronics, Model Engineer and Model Railway News. Was 2/- now 2/6.


MECCANO Magazine
JANUARY 1968
TWO SHILLINGS AND SIXPENCE
U.S.A. AND CANADA 60 CENTS
MAP
HOBBY MAGAZINE
IT'S BACK!

D. J. Laidlaw-Dickson was the Editorial Director (also of Aeromodeller but I do not know about the other magazines.) The editorial page gave a "Welcome to All" and introduced the editorial staff.

Welcome to All

THE EDITOR and his staff would like to welcome readers to the new *Meccano Magazine* produced by Model Aeronautical Press.

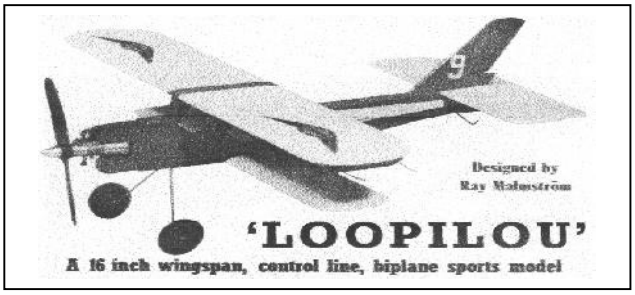
Through an agreement between Meccano Ltd. and Model Aeronautical Press, the new *Meccano Magazine* is to be published monthly at the recommended maximum price of 2s. 6d. per copy. In recent years, after some 51 years of continuity, the *Meccano Magazine* has changed considerably in editorial content and format and we feel sure that *Meccano Magazine* is now here to stay, with a progressive editorial content and stabilised format.

The Editorial Staff

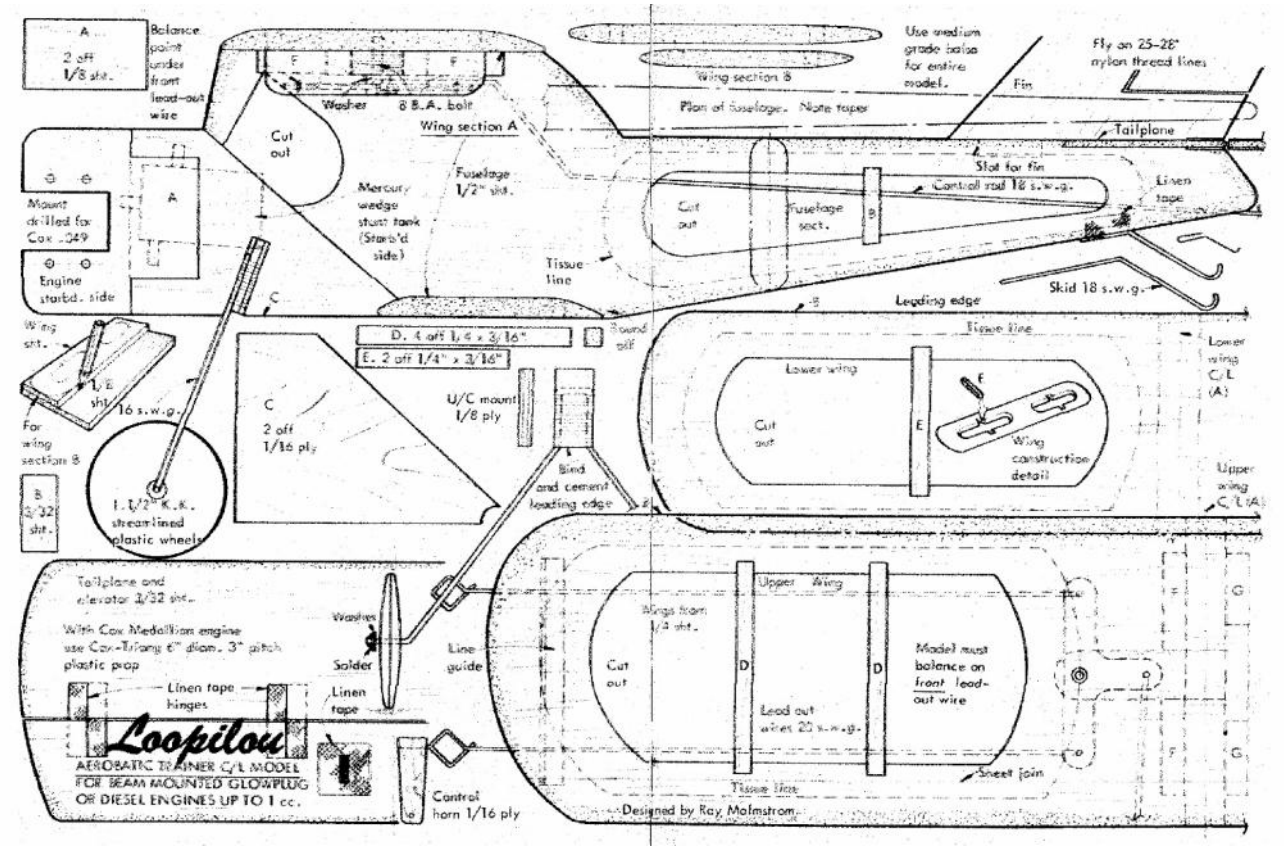
John Franklin, aged 24, residing in Hemel Hempstead, is the Editor. John was previously Assistant Editor of *Aeromodeller*. His hobby interests are diverse with 15 years experience, and he has been responsible for organising a model club, contests and modelling functions on both local and national levels. Model aircraft are his pet subject, with ample balsa models and plastics for relaxation and sport modelling.

John Brewer, aged 23, who worked on the previous *Meccano Magazine*, is Assistant Editor. John's model railway experience is extensive, with prototype railways his pet subject. He is also keen on between-the-wars cars, owning a Morris 10, and is the London District Secretary of the "Thirty-Forty Motor Club."

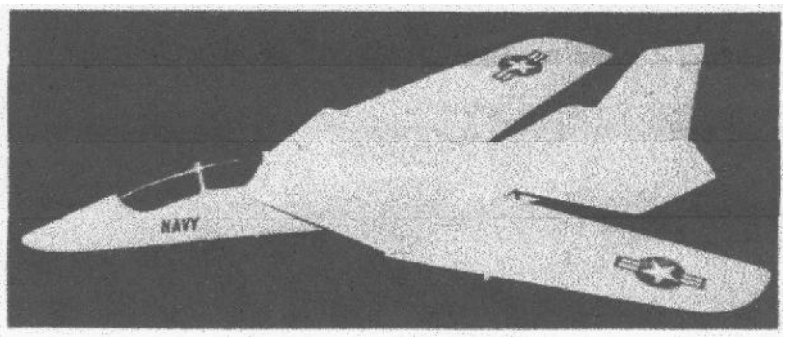
Doug McHard, the Editor of the previous *Meccano Magazine*, and now Marketing Manager of Meccano Ltd., is consulting Editor for the Meccano model pages and Dinky Toy News. We hope Doug will be able to continue with some of his excellent plastic kit conversion features later in the year.


Designed by Ray Malmstrom
'LOOPILOU'
A 16 inch wingspan, control line, biplane sports model

The aeromodelling content in this issue was the "LOOPILOU", a 16" wingspan control line biplane aerobatic trainer suitable for engines up to 1cc. The designer, Ray Malmstrom, was a long term contributor to Meccano Magazine.



The February issue was right up to date with a swing wing fighter, the SWINGER, a 14"wingspan swing wing catapult launch glider. No designer's name is given but the plan is copyright of Meccano Magazine Plans Service.



Swinger

A 12.3/4" WINGSPAN CATAPULT GLIDER WITH VARIABLE SWEEP WINGS FOR IN FLIGHT ACTION. COPYRIGHT OF MECCANO MAGAZINE PLANS SERVICE, 23/35, BRIDGE ST., HEMEL HEMPSTEAD, HERTS.

MATERIAL LIST
13"X2"X1/4" BALSA SHEET - FUSELAGE
36"X3"X3/32" BALSA - WINGS TAILPLANE FINS
6 1/2"X1/4"X3/32" - FUSELAGE CENTRE
1" LENGTH 3/16" DOWEL - PIVOTS
18" LENGTH 18G WIRE - CATAPULT HOOK
6 BA BOLT & WASHERS - BALLAST WEIGHT

WING IN FULLY FORWARD POSITION
ROUND OFF EDGES
1" SQUARES
WING IN FULLY SWEPT POSITION
JOIN
TAILPLANE 3/32" SHEET
PIN
3/16" DOWEL PIVOT
TAILPLANE
RUBBER BAND
JOIN
JOIN
JOIN
UPPER CENTRE SECTION 3/32" SHEET
3/16" DOWEL
LOCK PIN POSITIONS
3/16" HOLE
LOWER CENTRE SECTION 3/32" SHEET
3/16" HOLE
FULL SWEEP
60°
45°
30°
20°
WING - CUT TWO FROM 3/32" SHEET
3/16" HOLE
FIN 3/32" SHEET
FULL FORWARD
WINGS MAY BE SET TO ANY OF THESE SWEEP POSITIONS
FUSELAGE PARTS
1/4" SHEET
1/4" X 3/32"
1/4" SHEET
FIN
PAINT BLACK
UPPER CENTRE SECTION
HOLE FOR RUBBER BAND
WING
LOWER CENTRE SECTION
TAILPLANE
BALLAST WEIGHT AS REQUIRED
WIRE FOR CATAPULT LAUNCH
UNDERFIN 3/32" SHEET

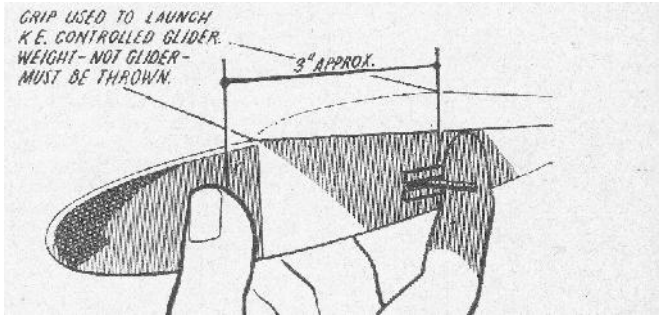
Have a look at the plan and you will see the rubber band to pull the wings forward and the five pairs of lock pin holes for pins to hold the wings at various angles of sweep. The title box on the drawing states "Catapult glider with variable sweep wings for in flight action."
In flight action? How is that done? Read the "Trimming for flight" notes and all ***should*** be revealed.

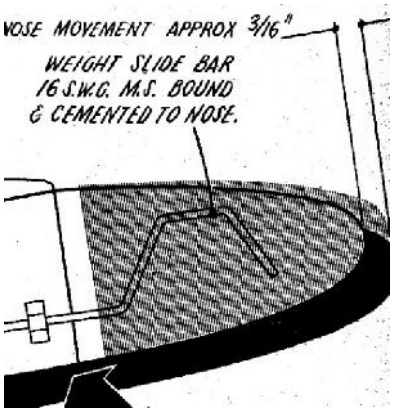
Trimming for flight

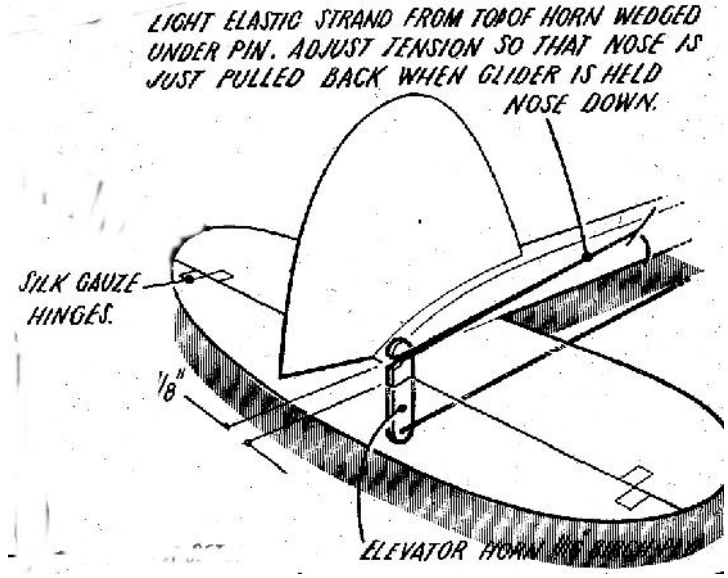
For initial flight trimming use the full forward wing position and add ballast to the nose as necessary until your model will perform a "floating" glide. With this sort of trim it will loop when catapult launched. Now try flying with 20 degrees sweep. This gives you a faster flight with more height from the catapult launch, followed by a fast glide. The 30 degree sweep position will give you more height still, but an under-elevated glide. With 45 degrees sweep or more you will have to remove some ballast weight in order to stop the model diving.

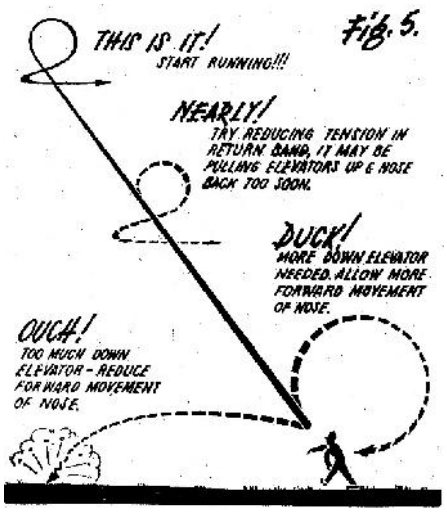
With adjustable sweeps you can alter the flying characteristics of your model at will—e.g. from aerobatics to high-speed flight—but wouldn't it be nice to be able to launch the model with the wings at full sweep for maximum height from a catapult launch and then have them move forward to full forward sweep for a long, floating glide? Well, if you have made your model accurately and the wings are pivoting very smoothly and easily you *should* be able to achieve this, simply by cementing a 12 in. length of paper streamer to each wing tip.

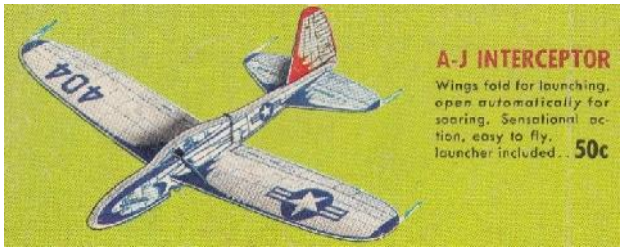
Given the considerable acceleration of a CLG at the point of launch one could well envisage that the inertia of the wings would cause them to move to the fully swept position and then wing drag, aided by the streamers, could maintain them in that position until the speed dropped to the point where the rubber band could overcome the drag and pull the wings to the full forward position. Aerodynamicists please comment.
Who would like to, probably, be the first this century to prove it?
Plan and full article for LOOPILOU and SWINGER available by email.
Keeping with the theme of controlling the flight pattern of HLG's and CLG's, in Aeromodeller Dec 1956, George Wools wrote on Kinetic Energy control and showed his plan for a K.E. controlled chuck glider. Extracts from the plan and article shown below. Full article and plan available by email and again aerodynamicists please comment. Is it control by kinetic energy?





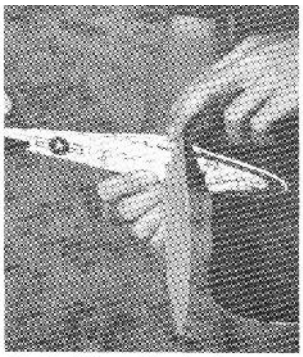






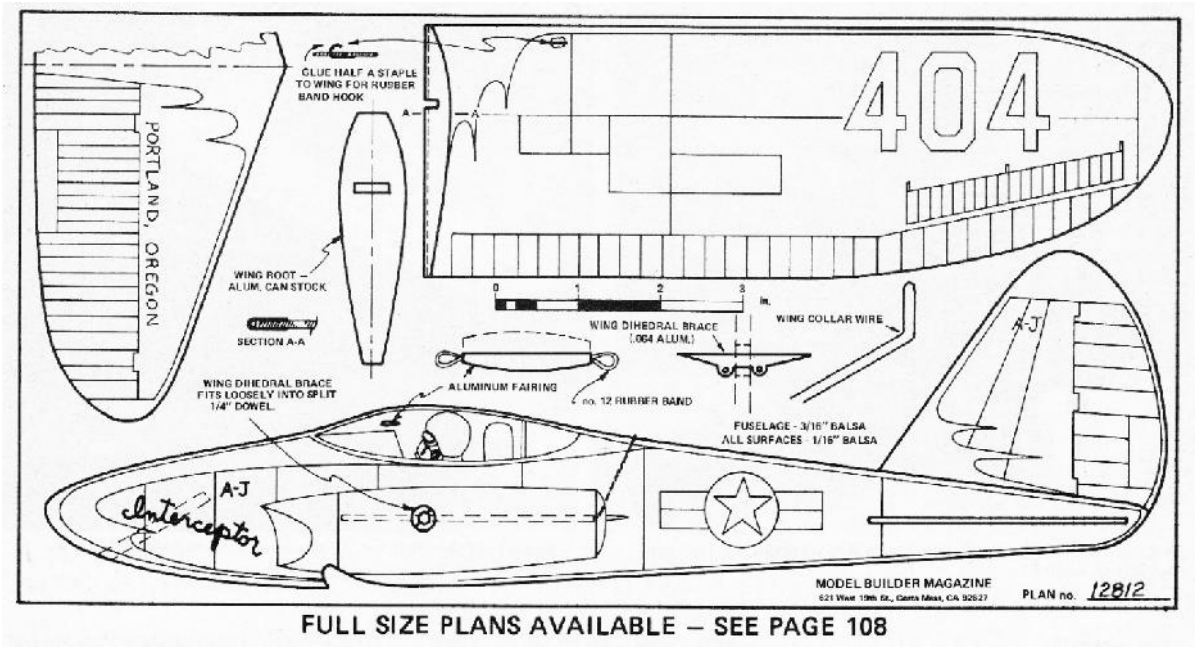
We must not forget, of course, the A-J Interceptor, a Jim Walker design. Advertisement by A-J Aircraft Company from MAN May 1956. Plan and pictures from Model Builder December 1981.

See americanjuniorclassics website.



Steps in launching the Interceptor. Hold fuselage under wing. Lift up trailing edge of wing with fingers of other hand. While holding wire support, fold wing back along fuselage.

Steve (F3B) Work demonstrates proper launch technique. Two No. 64 bands do the trick.



FULL SIZE PLANS AVAILABLE – SEE PAGE 108

Finally the ZING WINGS that were offered by John Hook of Flitehook. The photo shows the 18" span version unfolded for gliding and the 24" span version folded for launch. John reports that the 18" version was the better flyer and easier to trim. Sadly, no stock left at Flitehook and a web search, whilst finding the name, found no folding flying wings.

More Meccano Mag. next month. Roy Tiller, tel 01202 511309, email roy.tiller@ntlworld.com

Roy Tiller

Clarion Past - John Andrews

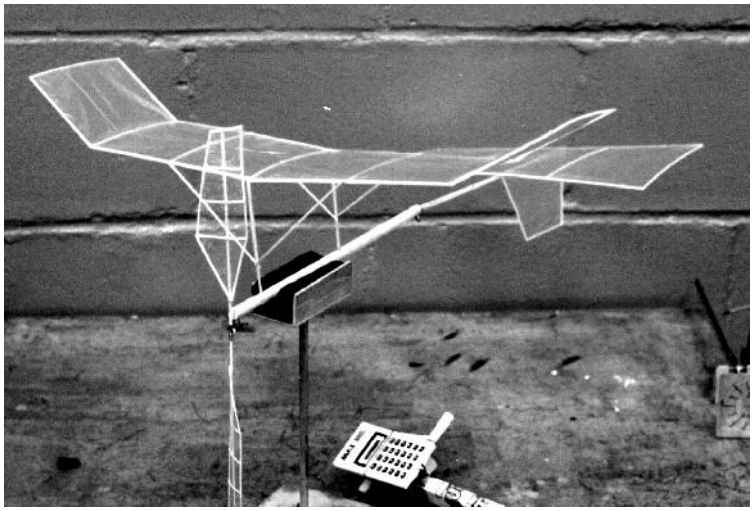
Extract from an old paperback Clarion of 2003

John Andrews - Goes Indoors - Finale

I think I mentioned last month that I got into foam because I was reluctant to fly my best Mylar covered indoor models in sports halls due to vulnerability, I was getting 'fighter pilots twitch' when other models were fizzing about behind me. The passing shadows on the wall behind the table always raised the hairs on the back of my neck if I was prepping a model for flight.

*Having gone berserk with foam models, filling a model box with all sorts; EZB's, Biplanes with V tails, Tandem-wing Triplanes, they are all so quick and easy to make that you can get carried away, however my natural leanings towards longer flight duration lead me up yet another material investigation path**, Wilkinson's Value Food Bags**.*

Digression, speaking of model boxes I have probably one of the most expensive you can find if you procure from scratch. It's the box that our DYSON carpet sweeper came in. It's an ace box and comes ready to go, with the hinged lid on the long wide side and three slotted catches to hold it safely closed. All I did was to fit a carrying handle from a wine box in the middle and it was ready. Oh! I also coated it with emulsion and decorated it like an iron bound chest, but that's not mandatory. Close on £200 is a bit much though.



That's better, I always feel refreshed after a digression. Where was I, Ah! Yes Wilco food bags, these are made from quite thin plastic of some sort and I have built an indoor model along normal lightweight lines and used the food bags for covering. I had to use quite a lot of Spray-mount Adhesive to stick it and cutting the excess with the soldering iron is not as easy as proper indoor Mylar but it works. I think Pritt-Stik might be another adhesive option but it's a bit on the heavy side.

I made the fuselage from soft 1/32 sheet, soaked and rolled around a piece of dowel until dry, then slit and stuck with cyno. I used a small length of aluminium tube stuck on the back end of the tube and made a plug-in rear boom from tapered 1/16 sheet. The advantage of the plug-in boom is that tail tilt can be adjusted to alter the model's turn diameter for different size venues.

The structure needs to be a little more robust than a normal flimsy; the tail plane on my prototype gets quite agitated in normal flight and particularly when recovering from a roof bang. If the model hangs up in the roof and then drops away backwards, the convolutions (good word that) of the tail-plane are unbelievable and sometimes twist the boom in the mounting tube.

I had my first go at a built up prop, it was a much misshapen elliptical effort built on a 5-inch diameter metal tube. I held the main spar down with plasticine, stuck on the ribs and then attempted to bend the wet 1/32 outline around the ribs. I got in an awful mess but somehow I managed to finish up with an embarrassing but useable prop. I soon had my second go, as on my first indoor meet with the new model, a styrene scale job got by me at the table and chewed up my first embarrassing effort.

My second attempt depicted in the photo was much easier; I kept the profile in straight lines, no more ellipses like the first time, after all I was still sweating from the first effort.

First I built the prop outline on the tube and stuck it on the spar later. The blades were fitted to a rolled paper tube hub so I could set the pitch. I intend to make another similar but with wider blades. I did cover the blades with indoor Mylar but I may try food bag material next time.

I've had 5-minute flights in sports halls already with the prototype and I think longer flights will be possible when I get a bigger prop, that's assuming the model stays out of trouble for a few meetings.

The outdoor season is now upon me and I'm not really ready for that yet, and to cap it all the B.M.F.A. Nationals is now at the start of May and I've already invested again in the bulk entry. You'll be in for another epistle on my attempts this year. I've got me a new Stomper, I'll see if I can lose this one. Hey Ho!

I'd better finish with a little Vintage from Ron Warring's book.

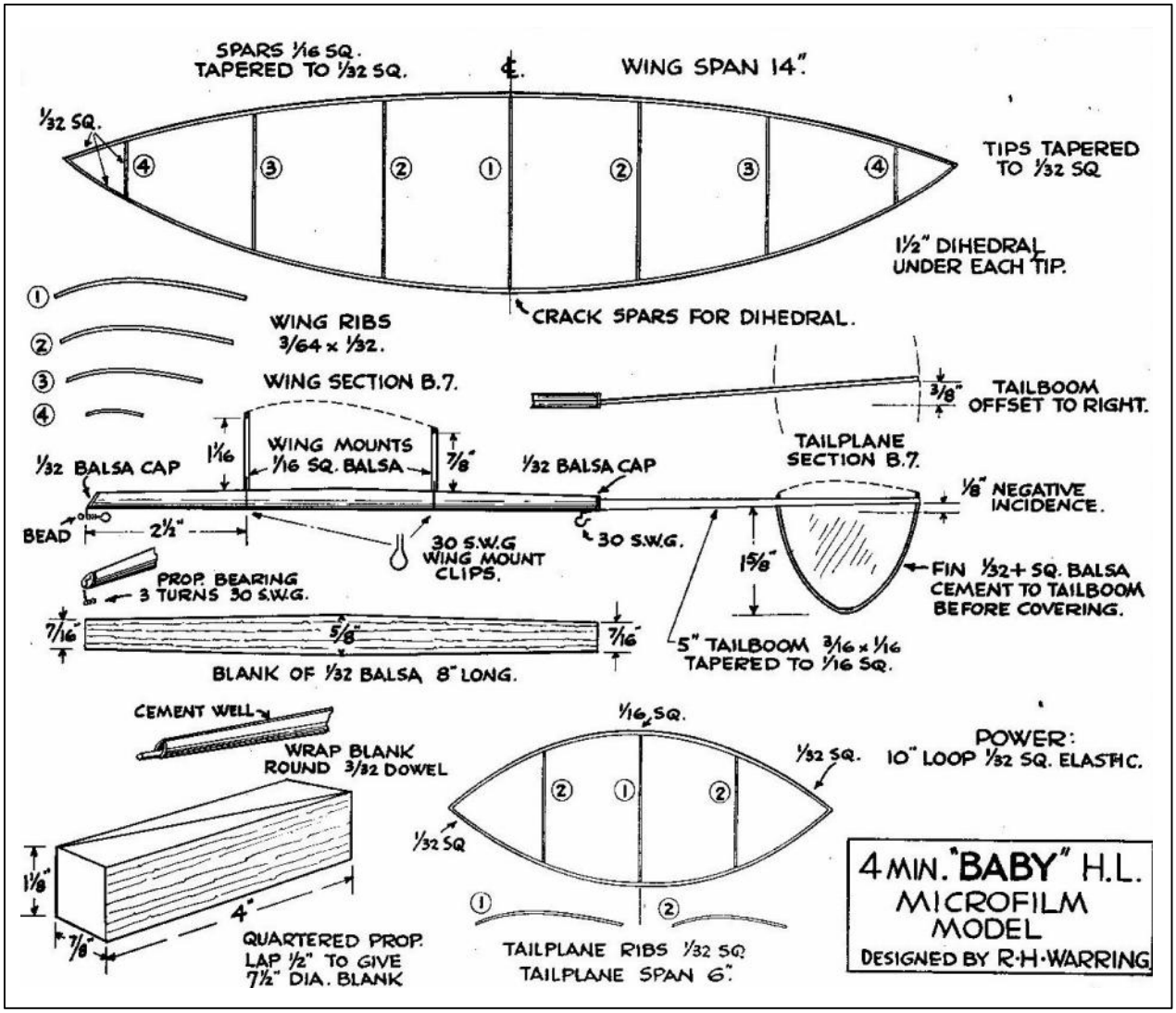
I mentioned last month that free-flight indoors was pursued more in the States and around 1926 they were flying tissue covered models having flat aerofoils and kite-like tails. 1928 saw cambered aerofoils; 1929 hollow motor stick, all these models had straight dihedral wings mounted below the fuselage. 1930 to 1933 saw parasol wings; microfilm; hollow booms and polyhedral.

Microfilm props and tungsten wire bracing came in about 1935 and by 1939 the models were not far removed from the indoor models of today. In the late 1920's the tissue covered models were managing flights of up to 5 minutes and although 3 microfilm models were entered in the 1932 American National contests they were not outstanding performers but created a great deal of interest. The standard was now set and development over the next few years saw duration's rocket up to the twenty minute mark.

The models of this era were quite large, 30 inches wingspan and 22 inches overall length. They had quite high aspect ratio elliptical wings, about 8 to one and polyhedral.
The rubber used is stated as 1/8th strip about a 20-inch loop driving an 18-inch diameter airscrew of 42-inch pitch.
One interesting difference from the models of today is that these old models were flown in right hand circles.

Reproduced hereabouts is a Ron Warring BABY indoor design well worth having a go at, I think even I could manage the elliptical wing. I think it would benefit from a simple built-up prop though along the lines of my Wilco special.

Well that's about me written out until I think of some other subject, bye.



John Andrews

Secretary's Notes for August 2019 - Roger Newman

At long last, we managed to hold a successful meeting back on the hallowed turf of Middle Wallop. Not particularly well attended, as was sort of expected with the imposed restrictions but nevertheless it was enjoyed greatly by those who attended – even tho' the temperature got up to around 30°C. Other than some initial confusion with the local MWMFC about who was flying whereas neither of us knew the other was flying, this was easily & amicably sorted out & both groups carried on flying with zero problems.

As indicated, a modest attendance on a breezy but sunny day. We were located on the far side of the field with the wind running a stiffish SW breeze, such that the max for the day was set at 1min 30sec – not highly desirable but proved to be the correct decision as models were often traversing pretty well the width of the field for the reduced max. Flying was fairly relaxed but still competitive & all who came enjoyed the day being back on the field.

Competition results as follows:

Combined Vintage/Classic Hi-Start Glider (up to 36" span):

1st - Dave Etherton (Corsair)

Vintage Lightweight Rubber:

1st - Jim Paton (Filibuster) 4.30 plus 0.17 fly-off; 2nd - Andrew Longhurst (Scram) 4.30;
3rd - John Thatcher (Senator) 4.23; 4th Bob Taylor (Senator) 4.08;
5th - Nick Peppiatt (Pinnochio) 1.30

Mini-Vintage:

1st - Peter Hall (Buckeridge) 4.30 plus 1.13 fly-off; 2nd Tony Shepherd (Le Timide) 4.30 plus 1.02 fly-off;
3rd - Martin Stagg (Dyna-Mite) 4.30; 4th - Jim Paton (Buckeridge) 4.22; 5th - Ken Taylor (Dyna-Mite) 4.07;
6th - Roy Vaughn (Scram) 3.18; 7th - Ted Challis (Dyna-Mite) 1.30

Open Vintage/Classic Glider (under 250 grams):

1st - Chris Redrup (Caprice) 4.30 plus 1.03 fly-off; 2nd - David Cox 4.30 & DT failure in fly-off;
3rd - Dave Etherton (Caprice) 3.23; 4th - Geoff Smith (Lulu) 2.57; 5th - Bob Taylor (La Mouette) 2.29

Under 25" Vintage Rubber:

1st - Nick Peppiatt (Fledgling) 4.30 plus 1.04 fly-off; 2nd - Jim Paton (Hornet) 4.30 plus 0.54 fly-off;
3rd - Roy Tiller (Fledgling) 4.10; 4th - Andrew Longhurst (Flying Cloud Jnr) 3.58

Vintage Coupe:

1st - Richard Fryer (Etienvre) 4.30;
2nd tied - Robin Kimber (Dore) 4.28; 2nd tied - Chris Redrup (Etienvre) 4.28; 4th - Ken Taylor (Fuit II) 0.27

Relaxed Control!

Happy to be back

Traditional SAM1066 conveyance

Many thanks to Peter Hall for pics

Now the bad news. During this last week, I together with other model groups that were granted permission to fly at Middle Wallop this year have been informed that the airfield will very probably not be available to any of us as from January 2020. Very simply, this is due to the Portsmouth Naval Gliding Club requesting permission to operate from Middle Wallop, having been given notice to quit flying at the former HMS Daedalus at Lee on the Solent by Fareham Borough Council, who purchased the airfield from the MoD & are intent on making it a successful commercial venture. Glider flying was not compatible with their current plans, thus PNGC moved to Upavon on a "temporary" basis & now seem to have acquired permission for a more permanent home at Middle Wallop. Even the local MWMFC will apparently not be allowed to continue flying, much to their dismay.

So after hopes were raised by this year's activities, they are now dashed – seemingly forever. Very sad indeed.

5th Area meeting 21st July

Comp results as follows:

Combined Electric: Tony Shepherd (O/D) 7.01 Combined Rubber: Peter Hall (O/D) 2.30

½ A Power: Roy Vaughn (½A Night Train) 6.00

F1H (A1): Geoff Smith 8.09; Dave Etherton 6.47; John Hook 5.01; David Cox 2.48

Roy firing up his ½ A Night Train & flying away to another max

Tony waiting for a lull in the breeze

Happy Peter before 1st max in combined rubber

Cagnarata Day

See separate page later in this edition for reminder details of this comp & other points regarding entry & charges etc. For this meeting, sports fliers are welcome provided they conform to the overall rules of 250 gram maximum weight & all models to be fitted with an operable & working DT – mechanical or RDT but not fuses. Additionally – for this meeting, the Committee has agreed that flying scale rubber models will be permitted to fly without a DT but conforming to the 250 gram weight rule. We hope this will encourage a few more to come & enjoy flying at Middle Wallop whilst it is still available.

Crookham Gala

The date for this meeting – as a reminder, is 1st September – again see separate advert later in this edition of the NC. The comp schedule is the same as last year, & the location is Area 8 of Salisbury Plain.

Drones

My local MP proved to be very diligent & extracted a letter from the Minister of Aviation in response to my enquiries. However, the response was more of the same, in that it duly repeated previous party line messages from the DfT & CAA, therefore no new information & totally anodyne in content. This was followed by a viewing of the self-same minister answering questions raised by the Science & Technology Committee hearing on drones. The responses given indicated more of the party line, delivered with a degree of arrogance, peppered with misleading information & in one case a downright untrue statement. The simple fact that this Minister admitted to not being able to distinguish between a model aircraft which relies inherently on the skill of the operator to fly it & a drone which relies totally on inbuilt technology for its flight pattern & very little on the operator, or the fact that modellers who fly models are enjoying a satisfying experience complete in its own right rather than the flight of a drone whose function is much more to do with aerial photography & very little to do with flying per se, is quite remarkable – or maybe not.

Our own David Phipps came over very well in the previous session & put an admirable case for modellers, which I fear sadly fell on unresponsive ears.
So the bureaucratic steamroller ploughs on regardless & oblivious to reasoned dialogue.

U-SPACE – the EU/EASA perspective for the future of Air Traffic Control

Everyone knows that there are fewer and fewer birds in the skies but more and more drones.

Two EU regulations were published on 11 June for classifying drones into three categories and prescribing the way to operate them, these form the basis of the DfT legislation which has yet to be published. The point now is about integrating them in great numbers into non-segregated airspace, namely about mixing them with manned aircraft.

In Europe, the concept for making the integration possible and safe is called "U-space".

This naming is taken from a US acronym "UTM" which stands for "Air Traffic Management for Unmanned Aircraft Systems". "UTM" is about how airspace will be managed, to enable multiple drone operations beyond visual line-of-sight, where air traffic services are not provided.

You could think that "U-space" is a kind of Air Traffic Management-driven topic?

"U-space" is much more than a traditional issue. What is proposed is "a digital system delivering a set of automated functions, services and procedures to ensure safe, secure, sustainable and efficient aircraft operations in a specific volume of airspace.

Every flight will have to be connected and accepted by the automated service provider. Every flight will be subject to cost-recovery, of course. The acceptance should be fair and demand-driven."

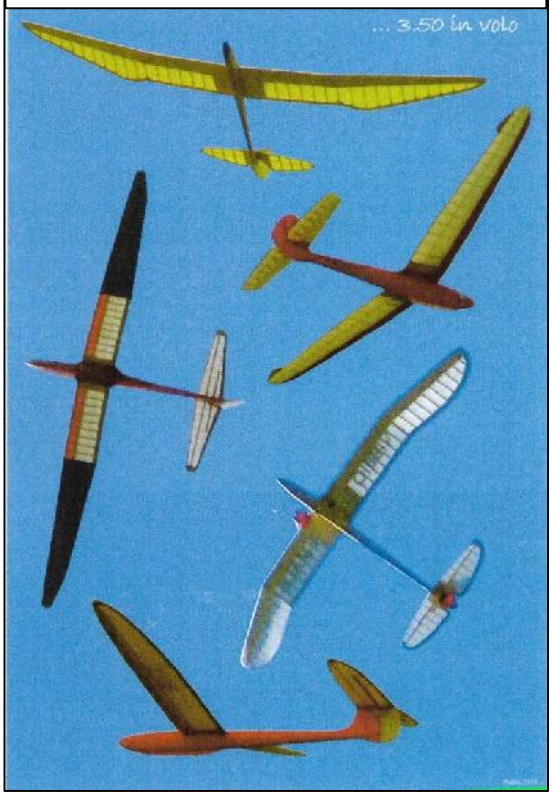
So there you have the rationale behind the convoluted thinking of the Dft & CAA, who wish to be seen as pioneering whereas in fact they are merely following EASA thinking whilst putting their own spin on the subject, since these EASA proposals on U-space have been in the public domain for some time.

Thanks to European Air Sports for significant input on this topic.

News from Italy

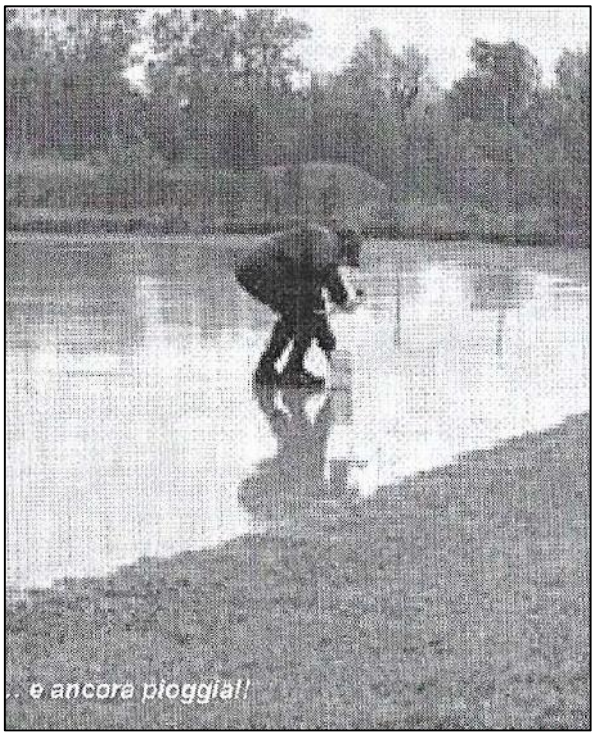
The latest L'Aquilone has just arrived from Italy containing, as usual, interesting articles, pictures, comp results & this time a list of recently deceased modellers – mostly in their '90s, must be something about the Italian lifestyle etc! The comp results included those from the European SAM RC event. There are too many categories to describe but models of note (to us) included Dixielander, Creep, Gool, Playboy Senior, Guff, Top Banana & Jaded Maid – these were all in various RC assist duration comps. There was even a comp for rubber powered RC assist, dominated by a (presumably) Czech design – Sokol 465G, with the top 6 places being filled by modellers from the Czech republic & Romania. Would be interesting to see a 3 view of this model to see what makes it so appealing.

Back cover of L'Aquilone



On a sadder note, one of the departed was Giuseppe Tortora at the age of 93, he was an extremely talented engineer who manufactured a variety of exquisite engines ranging from a tiny diesel of 0.095 cc capacity to a 4 cylinder 10cc Boxer engine. David Baker used to have several of his engines on offer at the late lamented Watford Swap meet many years ago.

We are not the only ones affected by bad weather! Note the flying conditions at a recent control line meeting that took place at Modena in May this year.

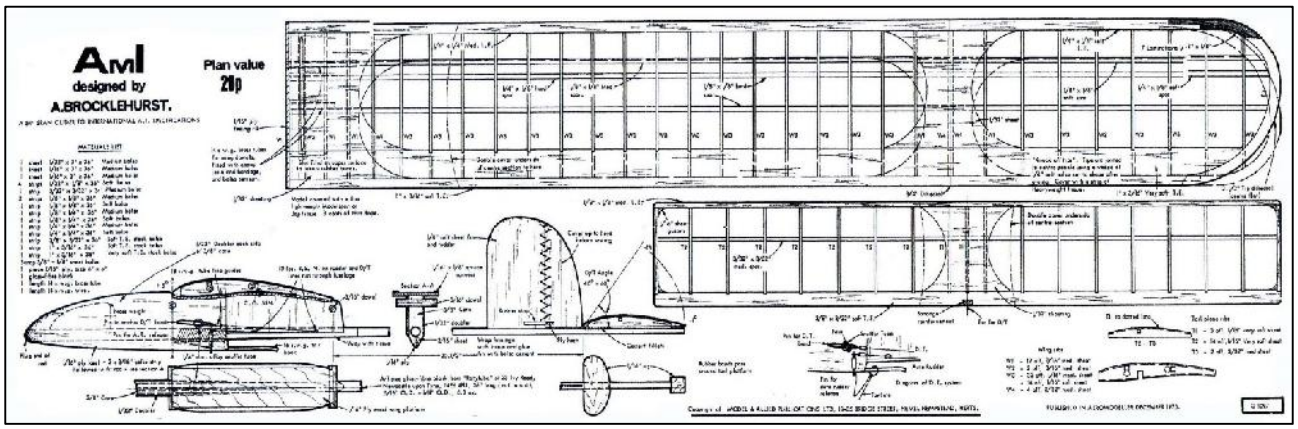


On a more cheerful end, this summer has seen very active & regular flying by a couple of Spitfires operating from the former HMS Daedalus airfield in Lee on the Solent. They are operated by Boultbee Flight Academy & are based at Goodwood but appear to have taken advantage of the newly surfaced hard runway at Daedalus to operate revenue earning flights for those who are fortunate enough to be able to afford £2750 for a ½ hour flight & there seems to be plenty of takers judging by the number of flights. We are fortunate enough to be able to sit in the back garden & watch them as they circulate round & round.

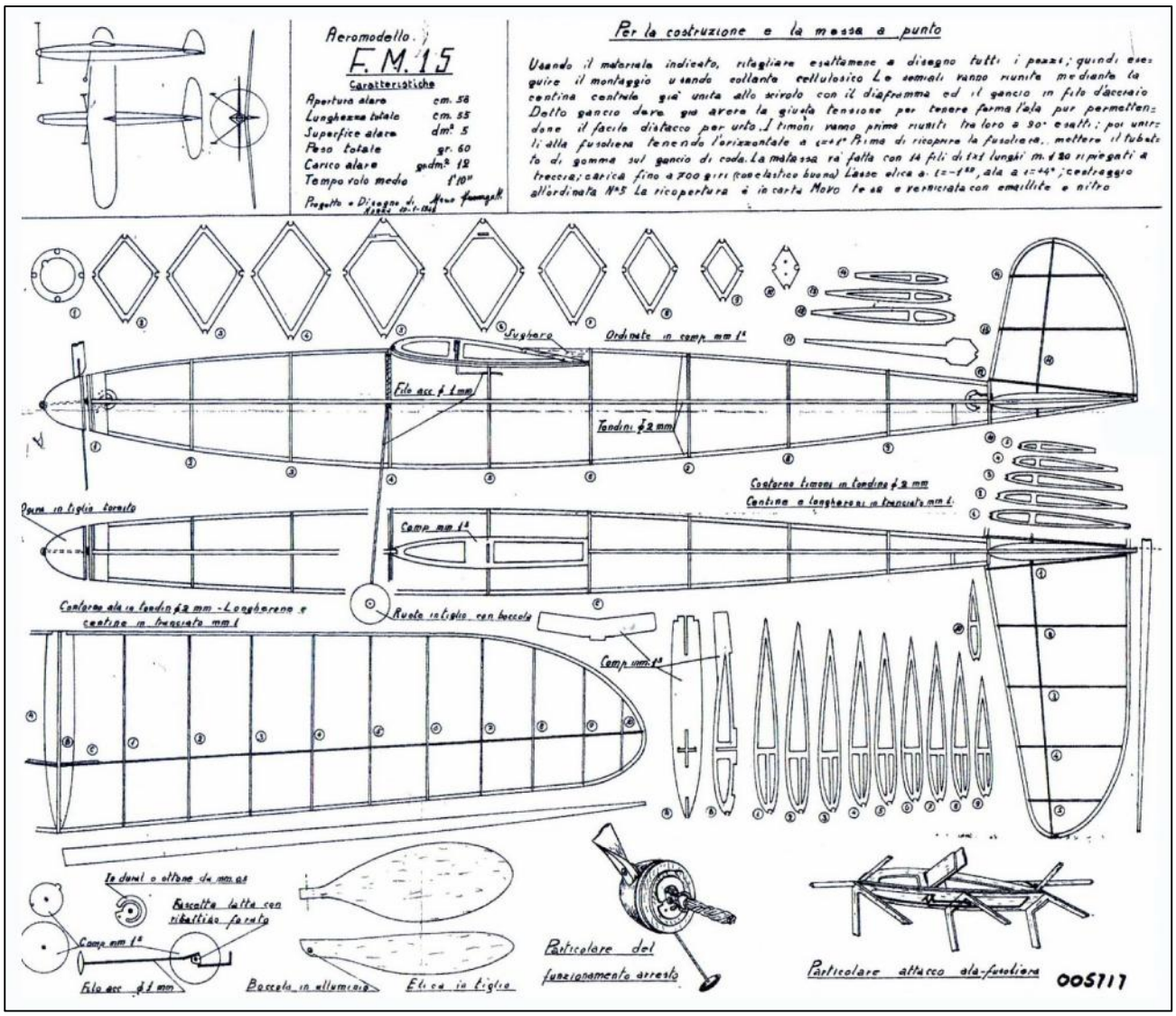
Roger Newman

Plans for the Month - Roger Newman

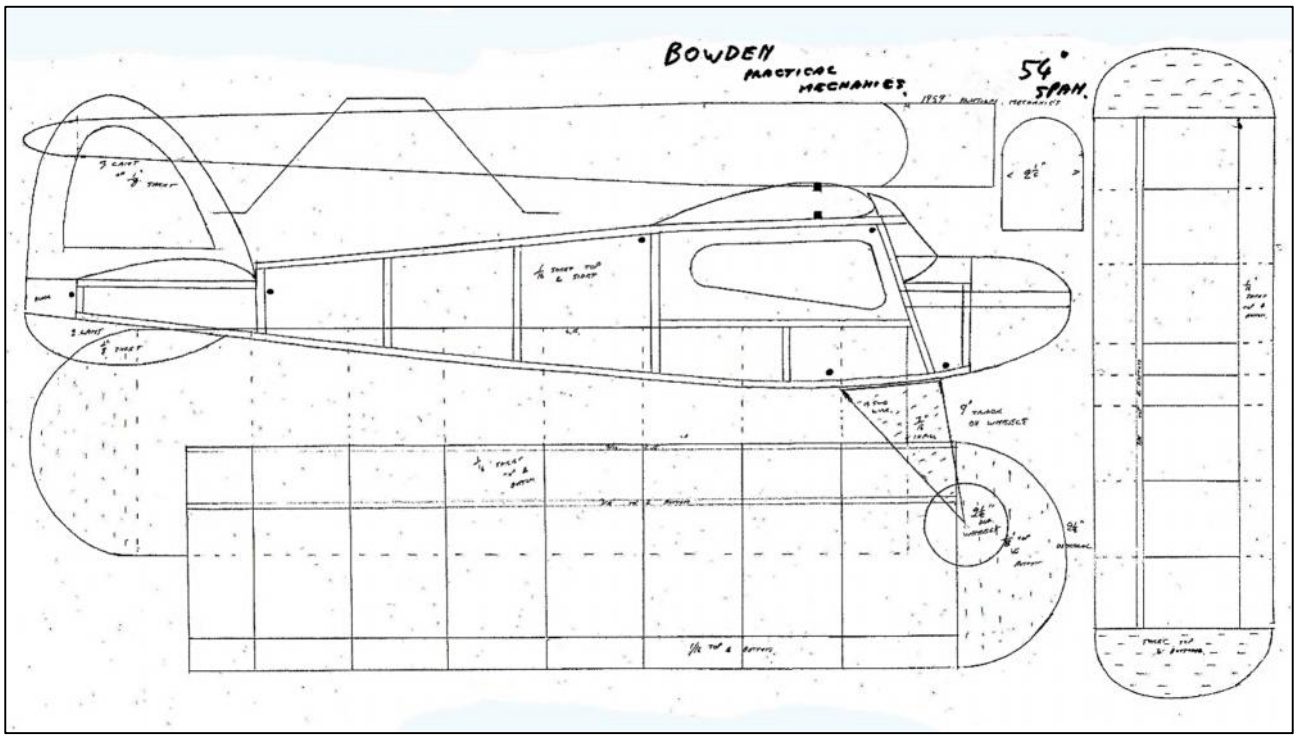
Glider: An A1 for a change from Alan Brocklehurst – AmI, published as a nice free design in the Aeromodeller

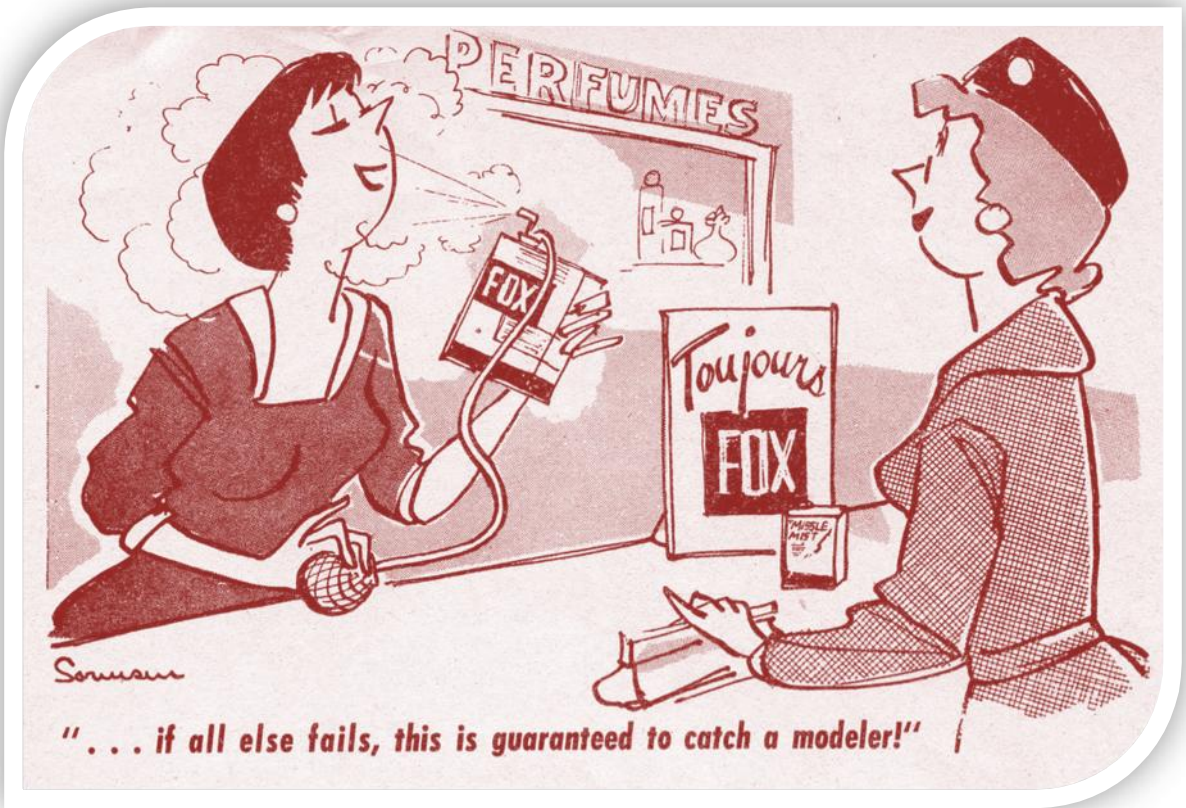


Rubber: A typical Italian elegant design from 1945 – FM 15



Power: Bowden 1959 Practical Mechanics design
simple power model that exceeds the 250 gram rule – but nice!





That's all Folks

'CAGNARATA' CONTEST

10th AUGUST at Middle Wallop

This contest format is popular in Italy and is basically an all-in event where models of different classes are flown against each other.
Differences in performance of the various classes are taken into account using a handicap system (K factors) with different maxes depending on the K factors. The classes to be flown with associated K factors and maxes are set out below. Each flight time is calculated by taking the actual flight time & multiplying it by the K factor.

Classes	K Factor	Max (secs)
E36	1	120
M/V Power	1	120
FIG / Vintage Coupe	1	120
F1H /A1	1	120
M/V Rubber	1	120
Open Vintage/Classic Glider	1	120
P30	4/3	90
E30	4/3	90
CO2	4/3	90
Under 25in Vintage Rubber	3/2	80
Hi Start Glider	3/2	80
Cat /HLG	2	60

Note1: 250 gram maximum model weight applies to all classes & sports fliers. Use of DT is mandatory (except rubber scale models below 250 grams do not require a dt)

Note 2: 3 flights for comp, no rounds

Note 3: Competitors may enter more than 1 class for single entry fee

Note 4: DT fly-offs will be used as appropriate, with fly-off time as per max in class

Middle Wallop Entry fee: £10 – covers comp entry and/or sports flying. Free entry for partners.

Gates open 8.30am. Flying commences 10.00am, finishes at 5.00pm

Crookham Gala

Sunday 1st September

On Salisbury Plain Area 8

Competitions to be flown are as follows:

Combined F1G & Vintage Coupe d'Hiver
with a prize for the highest placed vintage model

BMFA Power
George Fuller trophy to highest placed Dixielander

E36

Combined Vintage & Classic Glider

Mini-Vintage

Competition flying 10.00am to 5.00pm

The number of flights & max will be decided on the day in accordance with prevailing conditions.
DT Fly-offs may be used

Entry Fee: **£10** covers all comps & pays BMFA charge

Contact Roger Newman
Tel: 02392 550809 or email rogerknewman@yahoo.com

THE NORTH COTSWOLD MODEL AERO CLUB

BMFA MID-WEST 166

FLY FOR FUN

70th

ANNIVERSARY EVENT

AUGUST 10TH & 11TH

AT FAR HEATH FARM, MORETON-IN-MARSH, GLOUCESTERSHIRE

SIGNPOSTED OFF THE A44 MORETON TO CHIPPING NORTON ROAD

COME AND JOIN US AT OUR POPULAR TWO-DAY MODELFLYING SHOW AS WE MARK THE CLUB'S 70th YEAR!

MAIN FLIGHTLINE FOR ALL TYPES OF RADIO CONTROL FLYING

ALSO - AREAS FOR CONTROL LINE (60ft max line length) AND SMALL-FIELD FREEFLIGHT

R/C FLYING 'OFF THE PEG' ALL WEEKEND - PILOT'S PROOF OF INSURANCE REQUIRED (Models may be noise checked)

PILOT'S FEE JUST £3.00 FOR ONE OR BOTH DAYS

SPECTATORS AND PILOTS WELCOME.

CAMPSITE FOR CARAVANS & TENTS, WITH ONSITE TOILETS AND WATER.

OUR REGULAR ATTRACTIONS:

MODELLERS' BRING AND BUY SALE

FIND SOME REAL BARGAINS AND EVEN COLLECTORS' ITEMS, OR BRING YOUR OWN MODELS / EQUIPMENT TO SELL

BARBECUE SAT / SUN

TWO ANNIVERSARY EVENTS!

SAT 10th:

'Best in Show -20th Century'

FLY YOUR FAVOURITE DESIGN OF ANY TYPE, FROM ANY YEAR OF THE 20th CENTURY

SUN 11th:

'BEST IN SHOW – 21ST CENTURY'

FOR MODELS OF ANY TYPE, DESIGNED / KITTED/ PUBLISHED IN THE 21st CENTURY

RTF's WELCOME.

(PLEASE NOTE, SOLELY FOR THIS EVENT, ELECTRIC / SILENT FLIGHT MODELS ONLY)

INFORMAL JUDGING AND PRIZES

THE NORTH COTSWOLD MODEL AERO CLUB, 2019

Find us on Facebook

SPECIAL THANKS TO OUR SPONSORS, **R&D WALKER BUTCHERS**, MORETON CHARITY, EDITH MANN CHARITY

Drone Zone Flying Restrictions

For those of you who wish to operate within the law as from 13th March, according to the latest Air Navigation Order amendment, there is a very good interactive map that can be accessed via Airfield restrictions - Dronesafe . You can zoom in anywhere in the UK and the restricted zones are clearly marked.
Accompanying text from this website is as follows:

UK FRZ Map

This map enables UA operators to **remain clear** of the new UA FRZs that are created as part of the latest amendment to the ANO.

It is illegal to fly any drone at any time within these restricted zones unless you have permission from air traffic control at the airport or, if air traffic control is not operational, from the airport itself.

Do have a look – if only to re-assure yourself before breaking the law!

Rules for operation at Middle Wallop in 2019:

SAM1066 has been granted three separate days at Middle Wallop,

Sat.Apl.21st, - Sat.Jun.29th, - Sat.Aug.10th.

The first meeting will be for competitions flying only. If no problems arise from the first meeting, then sports flyers can be included in subsequent meetings subject to their agreement to conditions set out below.
For all models, SAM1066 will apply the 250 gram rule which exempts model aircraft from any proposed drone regulations that encompass aeromodelling. Simply put – this means that all models flown on the field must weigh less than 250 grams.

For ALL models, the fitting & use of an operable DETHERMALISER (DT) is mandatory for all flights – clockwork or (preferably) RDT. The use of a fuse DT is not permitted.

For models entered in competitions.

1. For all comps, the max is limited to 2 minutes or less dependent on conditions prevailing on the day.
2. All competition fly-offs will be subject to the timing procedure known as "DT Flyoff"
3. ie: the flight will to be timed to the ground and a deduction made of two times any overrun of the DT time set by the CD.

For models not entered in competitions.

a. For all flights the DT must be set to operate at, or earlier than the max time set on the day.
b. All models must carry name & address label with full contact details (Name, address, mobile and/or landline number) in a visible position.
c. All models must carry BMFA membership number in a visible position.
d. BMFA membership cards must be shown on entry to the field.
e. Random checks will be carried out during the day. Anyone found to be infringing any of the above rules will be asked to leave the field.
f. Checks will be made throughout the day on wind speed & direction.

Should the wind speed and / or direction change such as to cause potential problems of keeping models on the field, the organisers reserve the right to take appropriate action which may result in a change of location or worst case, in the cessation of flying for the remainder of the day.

Salisbury Plain: - Area 8 - 2019.

The booking of Area 8 for FF use in 2019 has been a bit more protracted, and tenuous than in previous years, but has now been completed.
Every Saturday/Sunday, plus the 3 Bank Holiday Mondays have been allocated for our use, conditional on BMFA representation at the monthly Training Area Allocation Conferences, and final approval on the Friday morning preceding each weekend.
Most of you will be aware that the Area is to be used as a film set at some point and would be out of bounds to us for some time. The latest information received is that 22nd April to 17th May dates would be removed due to filming, but that the dates may change slightly. I guess that nobody really knows what will happen, and that details will be released at the monthly conferences.

For those wishing to sport fly/trim an annual season ticket can be obtained through donna@bmfa.org for £18. The terms and conditions remain the same as in previous years.
You are reminded that the annual licence is paid by the BMFA, and that anyone entering a contest, must pay a site access fee of £6. This applies to club Galas, Centralised, and Decentralised BMFA events. The exception to this is for BMFA Contest Season Ticket holders, who will not be required to pay this for BMFA Centralised events, and the World Cup events.

Salisbury Plain AREA 8 update.

Filming was completed on schedule, and the associated infrastructure has been removed. In practice none of this had any impact on trimming, or sport flying, although running major contests would not have been realistic.
The entrance road has now been considerably improved.
Annual permits for sport flying, and trimming available via
donna@bmfa.org Peter Watson.

Auction

West Essex Aeromodellers

WEST ESSEX

Friday 4th October 2019

At

Basildon Sport and Leisure Club

Gardiners Way, Basildon, Essex, SS14 3AP

www.basildonsportandleisureclub.co.uk

Doors open at 6.30 pm
Auction starts at 8 pm
£3 entrance on the door
Large hall, side entrance for goods
Inclusive With
Licensed Bar & Food
10% commission
(No job lots less than £10)

F1G & Vintage Coupe Events 2019

Date	Venue	F1G	Vint	Organiser	Comments
2nd Dec 2018	North Luffenham	✓*+	✓	gavin.manion84@gmail.com	Grande Coupe de Birmingham. F1G for A/M Trophy, Vintage for Vintage Plate
10th Feb 2019	Area Venues	✓*		BMFA areas	1st Area. F1G (Plugge)
27th April	M Wallop		✓	SAM 1066	Vintage Coupe
5th May	RAF Odiham	✓*	✓		Southern Area Gala Combined Vintage and F1G
27th May	Barkston Heath	✓		BMFA	FF Nationals. F1G Mon 27th for 308 trophy
2nd June	Oxford Portmeadow	✓*		laurencemarks64@googlemail.com Andy Crisp 01865 553800	F1G
29th June	M Wallop		✓	SAM 1066	Vintage Coupe
25th July	Area Venues	✓*		BMFA areas	5th Area
10th Aug	M Wallop		✓	Croydon / SAM1066	Cagnarata Day - Vintage Coupe (H'cap)
18th Aug NB Saturday	Salisbury Plain	✓*		BMFA	Southern Gala
1st Sept	Salisbury Plain	✓*	✓	Crookham	Crookham Gala , Combined Vintage and F1G
28/29th Sept	Salisbury Plain	✓*		BMFA	London Gala, Coupe on 29th
6th Oct NB Saturday	TBC	✓		BMFA	Midland Area Gala
12/13/14th Oct Note Flexi Date	BMFA Buckminster		✓?	FF Gala, John Ashmole 01406 370188	Probable Vintage Coupe
19th Oct	Salisbury Plain	✓*+	✓	Croydon Coupe Day /SAM1066	Coupe Europa. Vintage for the AAA trophy, Team F1G for the FliteHook Trophy
1st Dec	TBC	✓	✓	gavin.manion84@gmail.com	6th Coupe De Birmingham

(*) Qualifying event Southern Coupe League. (+) Qualifying event Eurochallenge F1G 2018/19
All Vintage Coupe events for SAM1066 Trophy, 1st – 3points, 2nd – 2pts, 3rd – 1pt; no points for last place!

Croydon&DMAC 2019 Competitions

CROYDON WAKEFIELD DAY Sunday 21st April, Beaulieu Old Airfield

4oz and 8oz Wakefield, - F1B (in rounds),
Marcus Lightweights (RAFF V, Bazooka, Dinahmite, Supa Dupa).

Start 10am. NB all flyers must have a Beaulieu permit which can be obtained at; http://www.beaulieumodelflying.org.uk/permits.html. cost is £10 seniors, £5 juniors. Entrance to airfield is 2.5 miles west of Beaulieu village on B3055 to Brockenhurst, opposite a small public carpark.

CROYDON COUPE EUROPA Saturday 19th October, Salisbury Plain Area 8.

F1G (in rounds), - Vintage Coupe.
Flitehook trophy for F1G teams.

Start 10am. Entrance to Area 8 is 2 miles west of Shrewton on B390 to Chittern.

For further information on events please contact:
Ray Elliott; tel 020 8997 7745, email ray.elliott8@btinternet.com.

Peterborough Flying Aces Nationals *SATURDAY* 31st August 2019
at Ferry Meadows, Nene Park, Peterborough PE2 5UU .
Competitions 10.00 to 16.15

3 NEW EVENTS FOR 2019!

Vintage Model Company "PILOT" Rubber Duration. Senior and Junior Classes Plus Fly Off - Best Senior versus Best Junior.**Note!** Intending competitors may purchase the kit from V.M.C. for only £20 by quoting the code "acesfly".Model must use kit prop. *Note! We would like to see that any junior has had a hand somewhere in the building of the model.*

Open E20 Electric Duration Max length and span, 20 inches. Any motor, battery and timer. Max motor run 8 secs. DT and RDT permitted. Certificate for best "Ferry 500" Restricted Class model. (for rules see www.peterboroughmfc.org).

Open Rubber Scale. At last! a flight profile judged class for scale rubber models that are not necessarily "Kit" models.

SCALE MODELS - NOTE! ALL scale classes, except MASEFIELD Rubber Scale are judged for flight profile and realism by the Flight Judges. They may ask for some verification, so please have the plan or, if scratch built, the 3 view available on the field .

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

Open CO2/ Electric/ Rubber Scale Judged for flight profile and realism. Any C02 motor/tank permitted. See note re verification

Kit Scale ANY rubber powered kit model up to 36"span. Judged for flight profile and realism. See note re verification

Jetex/Rapier Authentic Scale Judged for flight profile and realism. See note re verification

EDF Authentic Scale Judged for flight profile and realism. See note re verification

Jetex/ Rapier Profile Scale Judged for flight profile and realism See note re verification

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

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

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

Frog"Senior" Rubber Duration (for plan see http://www.houseoffrog.co.uk)

Rubber Ratio: NO MAX. Any rubber powered model with wing span 15"- 25" (tip to tip). (KK" Elf "is eligible). Flight score is total time in secs (for 3 flights) divided by span inches.

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

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

36 inch Hi-Start Glider; Any glider up to 36"span launched by the supplied "Hi start" bungee. Includes a prize for best performance of a **SCALE** glider (proof of scale reqd.)

Best Unorthodox: Must be seen to fly by nominated Scale Flight judge)

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

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

Young Flying Aces: Prize for Best Junior:Scrolls for top 3(Jun.17yrs or under on 31/08/19)

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

Bumper Raffle: Note: this is a Free Flight event: No Radio Control: Proof of Insurance required for all flyers.

Revel in the special atmosphere created at this unique event: Discounted parking. Toilets, Café, and Park Visitors Centre.

Contact Brian Waterland on 01778 343722 (07717461000 on the day).

See also Peterborough MFC Website at www.peterboroughmfc.org

Cocklebarrow Farm
Vintage R/C Meetings 2019

7 July - 18 August - 29 September

Signposted from Aldsworth Glos.
on the B4425 between Cirencester/Burford
and off the A40 between Northleach and Burford
[follow SAM 35 signs].
All types of R/C up to 1969, sport flying no competitions.
BMFA insurance essential [A certs. not required]

Contact Tony Tomlin
Tel: 02086413505 email: pjt2.alt2@btinternet.com

L'AQUILONE SAM 2001
TOMBOY RALLY INTERNATIONAL POSTAL CONTEST 01/07/2019 – 30/06/2020

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" (as per 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.&. or float version;
- Lone fliers can self launch and time

Engine/motors

I.C. engines are admitted within the following limits: **36"-44" wingspan:** _Any engine 1 cc. max, 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 Man 2 cell LiPo; separated batteries pack for Rx alimentation is allowed.

48" Wingspan;

I.C. Engines: Any engine with 2. 5 cc. maximum displacement; Fuel tank : 6 cc. R/C carburettor is admitted.
Electric Motors: Any electric motor is admitted with direct drive freely assembled admitted batteries: -500 Mah 3 cell LiPo separated batteries pack for Rx alimentation is allowed

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;

Flights and results

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

Awards :

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

Results

Results, address, photos and technical specification about model must be forwarded to the Organization within the 15th June 2018 to Curzio Santoni (cusanton@tin.it) or to Sianf ranco 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

The 2012 was the 5th 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 an R/C Tomboy, however, being this a free-flight contest, the time must be stopped when transmitter is used, since the aircraft model should fly freely from any control from the ground. Good thermals

Impington Village College - Cambridge
Indoor flying
on 3rd November 2019 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 hope to be in attendance to supply all your needs on the day. Contact Chris Strachan shortly before the event if you need to be certain. Contact details below.

Competitions:

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

- **A Peanut** event using a simplification of the usual international rules,. Maximum size of model either 13" span or 9" length excluding propeller
  A GA drawing, photograph or any other proof that the actual aircraft existed.
  A single judge for all entrants to award up to 30 scale points and up to 90 "difficulty bonus points", the purpose being to encourage those flying models of difficult and adventurous prototypes
  Any number of flights with a 10 second bonus for ROG.
  Total of best two flights plus scale and bonus points to decide final score
- 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). Minimum airframe weight 14 gm and all flights to be ROG. Total score from best 3 flights
- For both competitions 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). Bostonians to be weighed. No builder of the model requirement in any competition. Build one for your wife (or husband), child or grandchild who just 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 and 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 take a different form this time as Mike Cole will be bringing and running his scale model vintage engines. Don't miss the opportunity to see them and talk to Mike. When you see the model 9 cylinder Bentley rotary running at speed it is absolutely mind blowing.

Round the Pole
Will Beavor will be bringing his equipment, using 4605 connectors at the model, available from The RTP Hut (www.thertphut.co.uk). As usual RTP will share the second hall with small R/C helicopters and fixed wing models.

Refreshments
Hot drinks and snacks will be available from the Sports Centre

Web Site
Have a look at our website at **www.impmac.co.uk** for more details of club activities

Cost of admission: Indoor Flyers - Adults **£6.00**, under 18s **£1.50**, Spectators and Chatters - **£3.00**

***Directions to Impington Village College*: Post code CB24 9LX**

Leave A14 at the first junction East of M11 J14, signed Cambridge B1049. At the roundabout take B1049 to North signed Cottenham, Histon. In ¼ 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

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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

2019

Jan 12th – Feb 9th – Mar 9th – Apl 6th – May 4th
<>
Sep 14th – Oct 19th – Nov 16th – Dec 14th

Admission - Flyers £8.00 - 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 cosh43@hotmail.com

Bloxwich Indoor Flyers

Free Flight & lightweight RC

Sneyd Community School

Vernon Way, Sneyd Lane,
Bloxwich, WS3 2PA

Saturdays 2pm until 5pm
Flyers - £8 Spectators £2
2019 dates

Sep 7th - Oct 5th - Nov 2nd - Dec 7th

Contact:- Allan Price: Tel: 01922 701530

e-mail: montrose32@ btinternet.com

Waltham Chase Aeromodellers

INDOOR F/F MEETINGS

Waltham Chase Aeromodellers, in association with South Hants Indoor Flyers, are pleased to announce the continuation of the Indoor F/F Meetings held at the Main Hall at:

Wickham Community Centre, Mill Lane, Wickham, Hants PO17 5AL

These meetings will be held on the following dates:
Meetings will run from 7.00 p.m. to 10.00 p.m. on Tuesdays in the Main Hall

2018
2nd Oct - 6th Nov - 4th Dec

2019
8th Jan - 5th Feb - 5th Mar - 2nd Apl
7th May - 4th Jun - 2nd Jul

The hall is particularly suitable for indoor free flight models of all types, with a ceiling free of obstructions.
Tables and chairs will be available in the hall, the organisers are always grateful for assistance with moving furniture. A hot drinks machine is available on site.

Admission to the meetings will be **£5** for Senior fliers, **£1** for Junior fliers and **£1** for spectators, whilst accompanied children will be admitted free.

Fliers will be required to show proof of insurance.

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

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

Waltham Chase Aeromodellers welcome all indoor F/F fliers to these events.

For further details please contact:

Alan Wallington, "Wrenbeck", Bull Lane, Waltham Chase, Southampton, Hants.
(Tel. 01489 895157) (e-mail: alan@wcaero.co.uk)
or see our web site: www.wcaero.co.uk

BMFA South West Area

Indoor Flying

organised by

Cornwall Vintage Aeromodellers

at

Saints Health and Fitness Centre
St Austell Rugby Club
Tregorrick Park, St Austell
Cornwall, PL26 7FH

Flying from **1200** to **1600** on the following dates,

2019	2020
Sunday 29 September	Sunday 12 January
Sunday 20 October	Sunday 16 February
Sunday 17 November	Sunday 15 March
Sunday 15 December	

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

Admission: Flyers **£10** Spectators **£1**

Phone: David Powis on 01579 362951

Email: dave_powis@hotmail.com

FLITEHOOK

Indoor Free Flight Meetings

West Totton Centre,
Hazel Farm Road,
Totton, Southampton.
SO40 8WU

Contact: Tel. 02380 861541
E-mail flitehook@talktalk.net

Café on Site

Flyers £8
Juniors & Spectators Free
Flyers must be BMFA Members

Sundays 10.00a.m. to 4.00p.m.

2019
8th Sep: 13th Oct: 10th Nov: 8th Dec: 29th Dec:

2020
12th Jan: 9th Feb: 8th Mar: 12th Apl:

SAM Speaks USA.

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

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

THE 2019 FREE FLIGHT FORUM REPORT

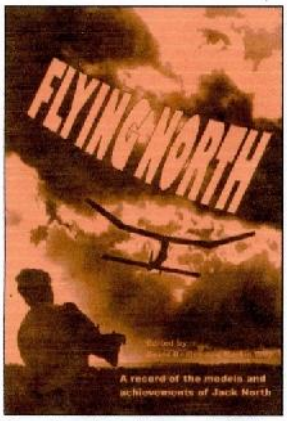
It's a Bumper Issue

The Free Flight Forum Report is now in its thirty-fourth year and it's the biggest yet, with no less than 17 papers, covering a vast range of the topics that make free-flight so fascinating.

Only Joules and Forces - Peter Watson;
Classic 1/2A Models - Simon Dixon;
Trimming the Sopwith Snipe - Mike Smith;
Russell Strips - Russell Peers;
Testing June 2016 Tan Super Sport in April 2017 - Tim Chant;
Developments in Carbon Wing Construction - Stuart Darmon;
Buckminster – We've Got It; How Can We Use It?
- Gavin Manion/Stuart Darmon;
The Management of Models - Mike Woodhouse;
Combined BMFA Rubber and CdH (F1G) - Phil Ball;
Drone Legislation and Free Flight - Dave Phipps;
The Rate of Climb of Model Aircraft - Dr. John Gibbings;
A Review of Contemporary FAI Space Modelling - Stuart Lodge;
GPS versus Radio Trackers - Mike Woodhouse;
About Time - Chris Edge;
"W" Style Geodetic Ribbing for Model Aircraft and Microlights
- Denis Oglesby;
Flat Plates, Cambered Plates and Coupe Aerofoils
- Alan Brocklehurst;
FAI Free Flight Since the BoM - Stuart Darmon.

The UK price is £13.00 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: (44) + (0)20-8777-5533, or
by e-mail to martindilly20@gmail.com .

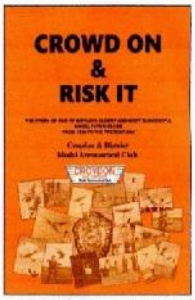


Flying North is a 163 page book covering the model flying career of Jack North, and including 23 previously un-published plans of his aircraft. Access to Jack's drawings and notes dating back to 1938 means that there are a number of designs in the book likely to be tempting to the nostalgia-minded.

Contact: Martin Dilly on 020 8777 5533 or write to: 20, Links road, West Wickham. Kent BR4 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

CROWD ON & RISK IT



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

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

Just £8 by PayPal or cheque.

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

DILLY JAP IS BACK

After a bit of a gap since the final 5 yards came off my last bulk roll of Japanese tissue several people have asked if it will be available again, so I've just received my sixth roll. Doing the sums, that means that there's now just under a mile of Dilly Jap covering models all over the world.

Anyhow, since the last roll came in 2015, the price is slightly higher (maybe as a result of you-know-what …xit and its effect on sterling), but it's still only £13 for a five yard roll a yard wide.

To re-cap on the details, it's 12 gm/M^2 and has a strong unidirectional grain. It's white and low absorbency, so remains very light when doped. For those of you old enough to remember, it's identical to the Harry York tissue sold at his South London model shop in the 1950s. I normally sell it in rolls at contests, as it's a shame to fold it for mailing, but I can do that if you prefer.

I'm on 0208-7775533 or e-mail: martindilly20@gmail.com

Provisional Events Calendar 2019

With competitions for Vintage and/or Classic models

February 10th	Sunday	BMFA 1st Area Competitions
March 3rd	Sunday	BMFA 2nd Area Competitions
March 24th	Sunday	BMFA 3rd Area Competitions
April 19th	Friday	Northern Gala, Barkston Heath
April 21st	Sunday	Croydon Wake. Day & **SAM1066**, Beaulieu
April 27th	Saturday	**SAM1066,** Middle Wallop (*Cancelled)*
May 5th	Sunday	Southern Area Gala 2018/9 Odiham
May 25th	Saturday	BMFA Free-flight Nats, Barkston Heath
May 26th	Sunday	BMFA Free-flight Nats, Barkston Heath
May 27th	Monday	BMFA Free-flight Nats, Barkston Heath
June 9th	Sunday	BMFA 4th Area Competitions
June 29th	Saturday	**SAM1066, Middle Wallop**
July 21st	Sunday	BMFA 5th Area Competitions
July 27th/28th	Saturday/Sunday	East Anglian Gala, Sculthorpe
August 10th	Saturday	Cagnarata day, Croydon/**1066 Mid. Wallop**
August 17th	Saturday	Southern Gala, Salisbury Plain
September 1st	Sunday	Crookham Gala, Salisbury Plain
September 15th	Sunday	BMFA 6th Area Competitions
September 22nd	Sunday	BMFA 7th Area Competitions
September 28th/29th	Sat/Sunday	London Gala, Salisbury Plain
October 6th	Sunday	BMFA 8th Area Competitions
October 12th	Saturday	Buckminster Free-Flight Gala
October 13th	Sunday	**SAM1066, Middle Wallop**
October 13th	Sunday	Buckminster Free-Flight Gala
October 14th	Monday	Buckminster Free-Flight Gala
October 19th	Saturday	Croydon Coupe Day/**1066**, Salisbury Plain
October 26th	Saturday	Midland Gala, Barkston Heath

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

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

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

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

Useful Websites

SAM 1066	-	www.sam1066.org
Flitehook, John & Pauline	-	www.flitehook.net
Mike Woodhouse	-	www.freeflightsupplies.co.uk
BMFA Free Flight Committee	-	www.freeflight.bmfa.org/
BMFA	-	www.bmfa.org
BMFA Southern Area	-	www.sabmfa.org.uk
SAM 35	-	www.sam35.org
National Free Flight Society (USA)	-	www.freeflight.org
Ray Alban	-	www.vintagemodelairplane.com
David Lloyd-Jones	-	www.magazinesandbooks.co.uk
Belair Kits	-	www.belairkits.com
Wessex Aeromodellers	-	www.wessexaml.co.uk
US SAM website	-	www.antiquemodeler.org
Peterborough MFC	-	www.peterboroughmfc.org
Outerzone -free plans	-	www.outerzone.co.uk
Vintage Radio Control	-	www.norcim-rc.club
Model Flying New Zealand	-	www.modelflyingnz.org
Raynes Park MAC	-	www.raynesparkmac.co.nf
Sweden, Patrik Gertsson	-	www.modellvänner.se

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Are You Getting Yours? - Membership Secretary

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

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

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

P.S.

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

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

Your editor *John Andrews*