



NEW Clarion

SAM 1066 Newsletter

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	Contents	Page
Editorial	-	2
Old Warden & Dreaming Spires	John Andrews	3
Topical Twists	Pylonius	5
Windy Day at Cocklebarrow Farm	Tony Tomlin	6
Engine Analysis: Taifun Tornado 2.5cc	Aeromodeller Annual 1955/56	8
Emails from America	Mike Myers	9
Sculthorpe July 30 th /31 st	John Andrews	11
Vintage 'Aussie' in Black & White	Col Williamson	14
Sale: Terry King's Gliders	Chris Strachan	14
Letters to the Editor	-	15
SAM1066 at Salisbury Plain	Jim Paton	15
Book of Balsa Models: Flying Wing	Bill Dean	17
The DBHLibrary (Magazines)	Roy Tiller	19
A Poem	Ruth Roberts Owen	22
RDT using Deltang Rx27 receiver	Nick Peppiatt	22
Timperley Gala	Gerry Ferer	24
Iota	Einar Brendeng	26
Secretary's Notes for September 2016	Roger Newman	28
Southern Gala	Peter Hall	34
SAM2001 World Aero Day	Paolo Montesi	34
Tramps on Epsom Downs	Tony Tomlin	35
Engines for Sale	Kathy Wingate	36
Events and Notices	-	38
Provisional Events Calendar	-	47
Useful Websites	-	48

Editorial

First up, Bad news from Mike Parker:

With a sad heart that I report that Barbara Leitch, wife of John (Jonathan), well known for his Banshees and Civyboys, passed away on Sunday 24th July. Those who knew Barbara know how devoted and supportive she was, usually travelling to events all over the country together with their caravan. My family and I attended the funeral in Cambridge on Tuesday 10th August. Our thoughts go to John and his children Jamie, Joanne and Lesley.

Mike Parker

Hi one and all, this edition may be a little early as there is urgency on one notification and I will be travelling to the Odiham meeting at the end of the month.

The urgent notification is that four immaculate gliders from the remaining effects of the late Terry King will be auctioned for charity at the Peterborough Flying Aces meeting at the usual Ferry Meadows venue on **Sunday 4th September**. See article.

Another item is an appeal for Speakers/Authors for the next Free-Flight Forum which will be held at The Hinckley Island Hotel on Sunday November 20th 2016. See add.

Ok now for content, we have reports on several meetings, our 1066 do on Salisbury Plain having two opposing views tinged by circumstances one feels but I feel it was a successful meeting on a very windy flying day. Certainly worth repeating and the venue, access excepted, would be excellent in less windy conditions.

I had an exchange of emails with ex SAM USA President Mike Myers which I thought well worth publishing as Mike has been a frequent visitor to our events and some of the nostalgic reminiscences' are worth a read.

Our Chairman John Thompson has had a month off and there is no report on one of his power models. In its place I found the 'Iota' in an Aeromodeller Annual and I feel this delightful little power model would be a contender in the Classic comps if suitably powered. Indeed, it would probably put up a good show powered with its original ED Bee. Likewise, Nick Peppiatt has a month off from his indoor articles whilst presumably he continues building. However, he has weighed in with another RDT article, there will soon be no excuse for any of us not to fit one.

There is a bit of culture in the shape of a poem by Ruth Roberts Owen. She had seen a demonstration flight with an 'Ikara Butterfly' by Martin Pike that inspired her to write the piece. She also saw fit to re-work her original effort recently and Martin sought her permission for us to publish. Being something of a philistine I found that I needed to read the poem quite a few times before I got the feel of it.

There is a report from Peter Hall on the all but non-existent gale swept Southern Gala, his report is an example of what can be achieved even if you do not attend the event.

The stalwarts who flew deserve a medal as big as a frying pan.

The Timperley Gala at North Luffenham was by direct contrast a pleasant meeting in ideal conditions for a second year, with just enough wind to establish a direction for flight.

Finally, The Epsom Downs 'Cloud Tramp' mass launch is reported by Tony Tomlin and the photograph of the moment is particularly impressive.

Editor

Rachel and I had the pleasure of the company of Martin Pike and children Catlin & Rory for the weekend 16/17 July. On the Saturday the Pike family spent the day, accompanied by Rachel, at Old Warden for a full size flying day. I was unable to go with them as it was the annual 'Captains team versus a team of Past Captains' match at my golf club and being a past captain, secretary, and president it was an event I could not miss.

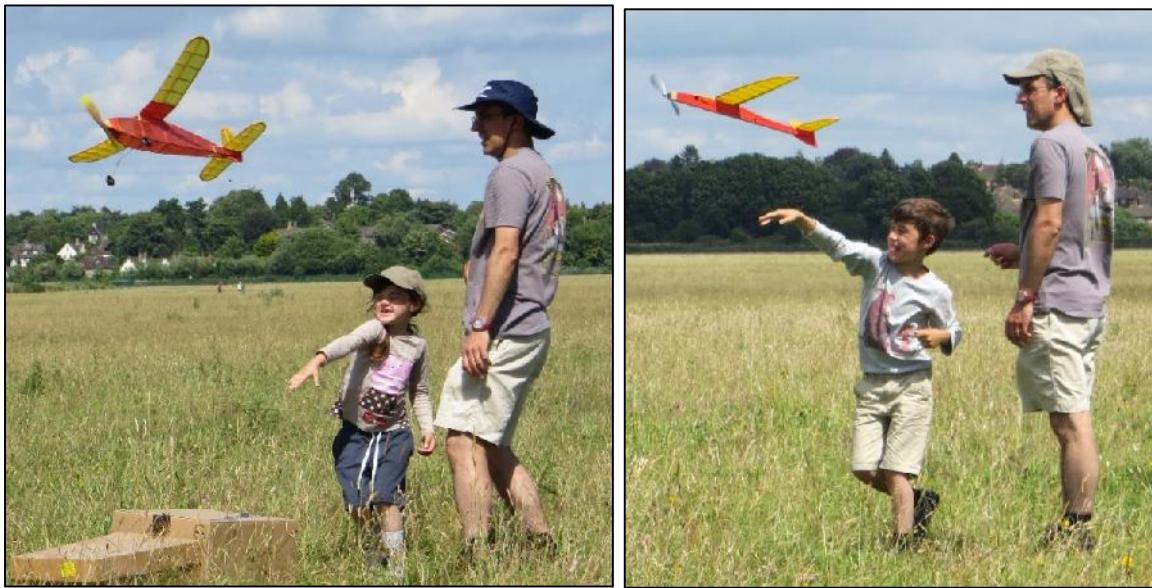
A good time was had by all at Old Warden and the highlight of the day was a flight by the red twin-engined DH88 de Havilland Comet racer, I really wish I could have been there. Some of the pictures Rachel brought back show the Pike Family getting the feel of flying an aeroplane on the glider simulator pictured below. Martin said that the controls were really lively, particularly when wind speed varied.



On the Sunday it was my turn and I accompanied the family to The Oxford Dreaming Spires Gala, CD'd by Charlie Newman at Port Meadow. Martin was to fly in the scale comp which was not due to start until 1.30 so we did not rush to get there. We had the usual problem of finding a spot in the car park but we found a hole and loaded up my sack barrow with Martin's Models and headed out across the field to the flight-line. I only took a chair to sit on as I had not taken anything to fly myself, being somewhat knackered from my golf the day before and the usual lubrication during and after the dinner. I was a baby sitter keeping an eye on the kids when Martin flew in the comp.



Martin Pike winds and launches his Westland Widgeon in the Scale Comp.



Catlin & Rory give a couple of models a very professional looking old Heave-Ho

There was plenty of time for Catlin and Rory to fly their catapult gliders and in addition to get to grips with hand launching some of Martin's other rubber models. As you may see from the pictures above they are beginning to look like aeromodellers in the making.

John Andrews



Just Dandy

When you think of the animated scarecrows which were the scourge of the "Keep Britain Tidy" campaign a few years ago, you have to admit that the modeller of today is a more elegant and hygienic creature than his wild and unkempt predecessor. Those crumpled, oil soaked bags, once the hallmark of the devout enthusiast, have given way to well-tailored reach-me-downs, and that off-black shirt, guaranteed to make any detergent manufacturer froth soap bubbles, has been replaced by a foppish garment of whiter than white brilliance. Chins, too, are now worn several shades lighter in hue, which suggests that razor blades have been given a new priority, while that sheep dog hair style has been cut well back above the eyes, and slicked down with more socially acceptable oils than diesel and glow fuel.

Altogether, the modeller of today has become so presentable a specimen that the good ladies who dish out the rally hardware can go a whole session without once being revived with smelling salts.

Blame all this loss of character on to the cosmetic influence of the telly commercials if you will, but I put it down to those extra two wheels which have been added to the modeller's transport. Gone is the rugged individualist of the two-stroke, two-wheel era; in his grimy and effluent place we have the well-groomed car owner—very conscious of his new found status, and more concerned with keeping back seat Mother-in-Law in good humour, than in winning a model contest.

But does this mean we modellers are getting soft? Well, we can take comfort from the thought, that, in all other respects, the old anarchist traditions survive. Few clubrooms in the country can boast an unbroken stick of furniture, and if, on occasion, the Chairman's cry is heard above the general uproar, it is only that four-wheel gossip can be carried on with less noisy demonstration than the two-wheel variety. What is more, the mechanical geniuses still react with the same hurt surprise when asked to turn their engrossed attentions to trivial model affairs.

On the whole, you might say, the modeller has not become so soft as well upholstered.

But, on the debit side, our fashion plate modeller doesn't acquit himself quite so gamely in the jungle fringes of the airfield as his near-to-nature antecedent. By the time he has picked his fastidious way through the undergrowth the local scavengers have snaffled his engine, and all other whip-able components. And, if the model gets tree-bound, be it a cooperative sort of outgrowth, with thoughtfully provided footholds, and not the usual monster, with a bark smoother than that of a pampered poodle, he's had it. That monkey business is a thing of the primeval past.

Cornfields, too, present a pretty problem. The old scarecrow modeller outwitted the ever vigilant farmer by playing O'Grady. When spotted he only had to stick a straw in his mouth and extend his arms to become part of the landscape. White flannels, on the other hand, present much too tempting a target to any shotgun toting farmer. On evidence, it would seem that to be a successful contest modeller you have to stick to the scruff order traditions. In fact, the only one who keeps the old style shirt tails flying, is the one who never loses a model—or a contest.

Under Starter's Orders

We may not know where flyers go in the winter, but, at east, we have a clue to where novices go in the summertime, I had always imagined the species existed merely for the sabotage of club meetings as they avoid the flying field like the plague. But, apparently, they only use the clubroom as a training ground. Their real effort goes into the organising of our contests, to which they bring that brilliant understanding which has brought so many clubs to the brink of ruin.

With all the clueless types falling over each other in the mad rush to run our contest events, qualifications for the job are necessarily high. The first requisite is the complete inability to read a stop watch. Next comes a total incapacity to distinguish one model from another. This ensures that a model entered in the radio event has an equal chance of winning the power duration as a combat model.

Don't think, however, that the novice officials are only concerned with creating chaos and confusion among the experts. They have their own bit of fun on the side. Instead of timing the wrong model, as is the usual practice, they all time the same one. The one getting nearest to the secret time is the winner, provided he doesn't time the flight correctly, in which case he would be disqualified.

Only in running the team race and combat events do the novices come unstuck. They are completely outwitted by the entrants, who manage to gum up the whole affair before the novices can make a move.

The first of three Cocklebarrow Farm Vintage events, for 2016, took place on 10th July at this popular Cotswolds site. Again Paul and Val Howkins, with their willing band of helpers organized the event. This involved the required control tent, safety tapes, roadside signs and a myriad of other things including a special mowing of the strip, all needed to give a relaxed days flying [thank you all].

The day started with a short sharp shower which did little to curb the enthusiasm of the dedicated fliers and the parking area quickly filled up. As the rain stopped the flight-line was soon full with dedicated modellers flying in the gusty breeze blowing between the drystone walls.

It was noted that the smaller models were having an easier time as they seemed to cut through the gusts better than the larger models which were being blown about, making landings difficult for many.

Models seen included the evergreen Junior Sixtys and Mini Supers, and a pair of Chatterboxes, a Sleeker [good in the wind], Majestic Majors, two Spooks, and a Buzzard Bombshell [not so good in the wind]. Peter Rose had brought along his 10ft. span Tomboy but wisely chose not to fly.

There were a few unusual models including the electric Six Foot Plank of Mervyn Tilbury which, for a time, gave some excitement as its presence was noted by a pair of Red Kites giving it a close inspection!

The T-Trays of Mike Spencer and David Lovegrove flew well considering their unconventional layout.



The T-Trays, David Lovegrove's left and Mike Spencer's right.

Dick Blenkinsop was flying his 1947 O/D which flew smoothly as did the squadron of electric models flown by Boycott Beal, his Popsie and Sportster were often seen flying. Some classic American designs were flown, these included the Astro Hog of John Mellor and a pair of Bob Palmer Mars C/L design converted to R/C, with their distinctive twin fins, flown by Mike Spencer and David Lovegrove.

David Lovegrove also gave a demonstration flight with his Galloping Ghost equipped model. To many this was the first time they had seen a model with its fast flapping rudder and elevator and this attracted a lot of interest.

As the day progressed with the rain holding off, fliers kept arriving. All told there were 25 fliers signed on with around 45 models.



Boycott Beal's 'Sportster' & 'Popsie'

It was noted that many other people with models had arrived but decided not to fly. As always the parking area was full of groups of vintage fliers all having a good chat and renewing acquaintances after the long winter lay off. Many enjoyed looking at the items some modellers were selling, which of course is one of the features of Cocklebarrow. Sadly when only a small number of fliers sign on the cost of hiring the field from the farmer cannot be met, as happened this time. It is thought not unreasonable that if you attend a meeting with models whether or not you fly, whatever the weather you should pay the small flying fee to enable these sociable events to continue.



Spook and Privateer difficult to land in the windy conditions, & a Very smart Shiffermuller

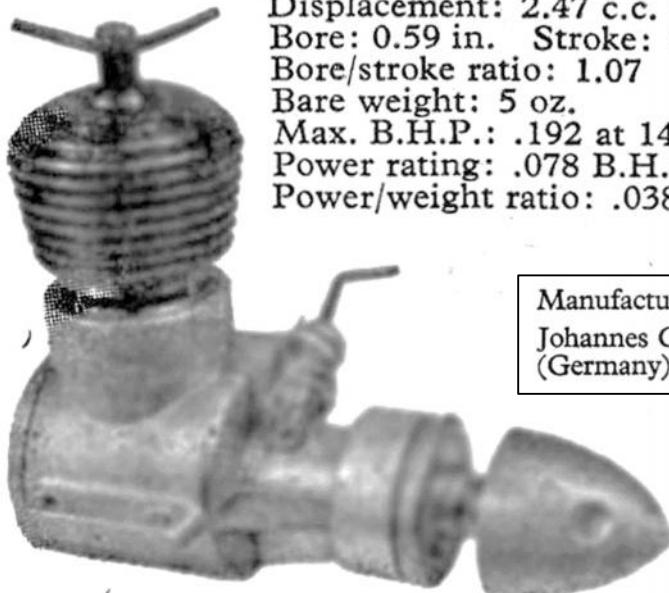


Ian Andrews with AM15 Madcap. Aileron and non-aileron Super Sixties

Overall the meeting can be considered a success, the rain did not return although the wind gradually increased and all flying ceased around 4pm. It was good to see everyone again and fliers look forward to the next Cocklebarrow on August 21st and October 2nd.

Tony Tomlin

Engine Analysis: Taifun Tornado 2.5cc-Aeromodeller Annual 1955/56



Displacement: 2.47 c.c. (0.15 cu. in.)
 Bore: 0.59 in. Stroke: 0.59 in.
 Bore/stroke ratio: 1.07
 Bare weight: 5 oz.
 Max. B.H.P.: .192 at 14,000 r.p.m.
 Power rating: .078 B.H.P. per c.c.
 Power/weight ratio: .038 B.H.P.
 per oz.

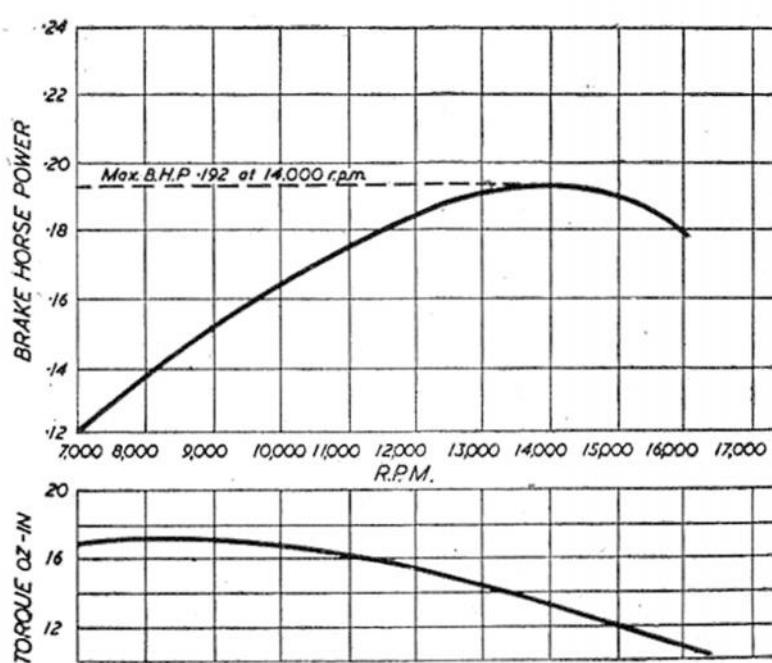
Manufacturers:
 Johannes Graupner, Kircheim-Teck
 (Germany).

Material

Specification:
 Crankcase: Die-cast
 light alloy
 Cylinder: Nickel-
 chrome steel
 Piston: Cast iron
 Contra-piston:
 Nickel-chrome steel
 Crankshaft: Alloy
 steel
 Con. rod.: Dural
 Bearings: Two
 ball races

PROPELLER	R.P.M.
dia. pitch	
11 × 5 (Stant)	6,000
9 × 4 (Stant)	10,000
21 × 15 cm.	11,500
9 × 6 (Trucut)	8,200
7 × 6 (Stant)	12,000

Fuel: Equal parts ether,
 paraffin and castor oil



Emails from America

Mike Myers

Editor: this article is from emails from ex US SAM President Mike Myers, it's a collection of odds and ends of, I trust, interest to one and all.

Subject, RDT:

John, can you tell me how to get in touch with Stewart Mason and Phil Green.

I have been enjoying the discussion in the last two articles of the Clarion about "rolling your own" RDT. The first article inspired me to order up three cheap 4 channel receivers from China. I figured that I could always use my existing Spektrum radio transmitter to trigger the RDT. It would be a bit bulky to carry around whilst chasing a FF model, but it does have the advantage of being cheap, cheerful and to hand.

I spent three weeks in England in July visiting my young grandchildren who live in London. While there I had a couple of lunches with Peter Michel, and he showed me his Leo Bodnar unit. The transmitter was small—looked like a garage door opener in fact, and could be carried on a lanyard around Peter's neck. Well---suddenly that use of a bulky radio transmitter didn't look too good. I had to admire Peter's on-board RDT unit. He's always been a tidy builder and his mousetrap release and mount looked very good.

While the Bodnar transmitters looks like a garage door opener transmitter, Leo must have done something to up the power output. My experience with garage door openers here in the US is that they have a very limited transmission range---don't want to be opening up somebody's garage door three streets away after all.

I've been back in the States for three days—and I get the New Clarion and see Stewart Mason's RDT & Vintage RC piece. I think I can copy Stewart's effort (once the Hong Kong supplier fills its back order for Orange transmitter modules). But I'd like to get my hands on one of Phil Green's RDT trip circuit boards. And being an electronic Luddite, I'll probably need to communicate with Phil and Stewart as I sort things out.

Mike Myers

Editor: an email reply of mine to Mike.

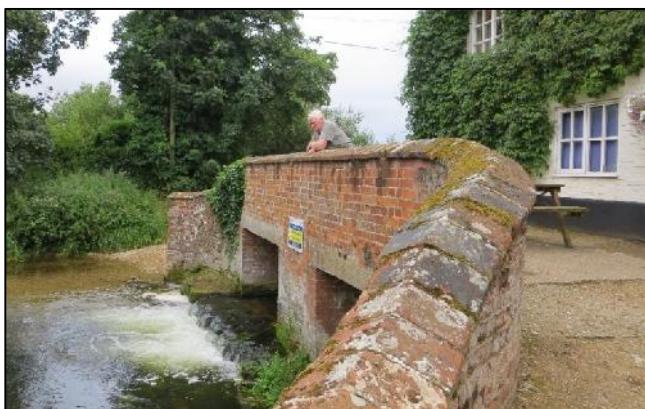
Not got into RDT myself yet, will probably buy a Bodnar set when and if I do. Not sure how long I will be able to compete as legs and wind are failing fast, that's mine and Rachel's.

Just got back from 2 day meet at Sculthorpe, dropped last flight in BMFA rubber, only needed a few seconds more for third place.

Attached pic of hotel restaurant where we ate & John Hook who flew in a Bowden event for 3rd place.

Did not fly myself on second day, too windy, good weekend though.

John A.



Mike's reply:

Ah John—restaurants at English flying meets! I have a lot of happy memories of the restaurant at the White Hart Inn at Stockbridge; almost skulled myself on the low ceiling at the Seven Bells in Stockbridge (and watched one fellow diner at an enjoining table actually

knock himself out when he stood up). And of course a visit to the Mayfly pub was de rigueur on my visits to Middle Wallop.

Looks like the restaurant at Sculthorpe Mill would rank high in the pantheon. Nothing better than a good meal and good company after a day's flying.

As for wind and legs—well we all slow down. I chased at Taft and Lost Hills for almost 30 years using a Honda trail bike motorcycle. The retrieval distances can be very long (especially if you fly FF Texaco) and it can be quite hot. But if you ride over recently ploughed ground (and by recent I mean ploughed within the last two or three years and then left fallow) the ride can be rough. About three years ago, chasing a friend's Texaco model at Lost Hills, I went through such a ploughed patch. And I decided at that point that riding the trail bike just wasn't fun anymore. So at age 69 I sold it on to a fellow modeler. He now rides it happily at Perris, Boulder City and Lost Hills—and he's 87!

As for RDT—it can be a great thing to have. The current SAM President in the US is Al Heinrich. While I don't fly a great deal of FF at Lost Hills these days, I do CD a couple of contests a year there. Al Heinrich is a prolific builder; in the fall of 2014 he was flying a "Pendleton Fault" nostalgia FF ship at Lost Hills. The Pendleton Fault was in one of the early 50's Zaic Yearbooks and was a $\frac{1}{2}$ A design. Al scaled his up by some large factor to about a six foot plus wingspan, and powered the ship with a Fox .59 long shaft glow engine. I was CD'ing the contest and saw him launch it. It had a beautiful power pattern—which got very much extended when the timer failed to cut off the fuel. It climbed to a great height, and when the fuel ran out, settled into a beautiful glide. Al and his son Danny set up in pursuit on their ATVs. They searched for several hours, but never found the model. Six months later flyers at another contest at Lost Hills found the remains of the Pendleton Fault.

That experience persuaded Al to get a Starlink Flitetech RDT system. He concluded that he could have saved his Pendleton Fault by punching the RDT when the fuel ran out. It would have taken the plane a while to DT from that great height—but he would have kept the plane.

Peter Michel told me of a similar experience he had at Epsom Downs a couple of months ago. One of his models caught a booming thermal (they do occur at Epsom—I've been there and seen it happen) and was headed off to parts unknown in fairly significant drift. Peter hit the RDT button and down the model came—still within the bounds of the racetrack property.

I could buy a Starlink system here in the US---but Stewart Mason's story about "rolling his own" RDT intrigued me. And being a contrary sort of cuss on occasion, I decided I'd give it a go. Thanks for sending Stewart's contact data. Mike

I hope you can turn it into an article. I have had so much fun and fellowship at Middle Wallop and Old Warden events over the years. I guess my history goes back almost 35 years now==from the day David Baker came down to pick me up and give me a "fireman's tour" in 1983. I was on a business trip to London and I had a day off. Dave came down to my Marble Arch hotel from Muswell Hill and took me up to the Shuttleworth collection—showed me a model shop at Mill Hill etc. He could not have been nicer to a total stranger. All he knew about me was that I was an American modeler from Southern California. While driving up to Old Warden we discovered a mutual affection for Bowden's Porlock Puffin (I'd built one in the States). That was all it took—I embarked on one of the best friendships in my life. David could and did charm the birds out of the trees. I've been blessed to meet him and so many other English modelers.

Mike Myers

Sculthorpe July 30/31st

John Andrews



This year we were operating from the control tower area, well away from the electrified fencing and cattle which were on the far side from us. We had a good clear area and plenty of hard standing to set up on.

I flew my experimentally modified BMFA Rubber model, loaded with 18 strands of 3/16th with fuselage shortened and rear dowel relocated. Climbed like a rocket but not for long. I made two maxes but put third flight in bad air with a bad launch to boot, par for the course for me.

One feature was a box of free alloy tube off-cuts of various sizes for dowels & drills etc. many modellers were digging in to stock up, I find them very useful.



Free Tube off-cuts



Andrew Moorhouse (Vikings)



Peter Gibbons (Peterborough)

The catapult glider was set up at our end of the flight line so I managed a few pictures from my chair, they are a little fuzzy due to distance. It's interesting to see the successes followed quickly by disasters.

We dined in style in the evening at the Sculthorpe Mill Hotel Restaurant.



A delightful setting and excellent food. We found the place last year so we booked a table for the three nights that we were there this year. It's good to know where you are going to eat after flying.



It's all part and parcel of a competition weekend and we do like a spot of wine.

Sunday, although fine and sunny, was quite windy and I chickened out of flying. Rachel got the job of official photographer of the brave souls who competed in the:

Stan Horne Memorial Bowden Trophy.

This event in its second year, saw 7 flyers try to get their names on the trophy.



Undaunted by the strong wind the magnificent 7 battled the elements, even John Hook was making a bid for glory, I had seen him practicing the day before. It was an extremely difficult day and the flyers who made qualifying flights deserve a medal.

The Magnificent Seven



Andrew Green Winner

Gary Flack 2nd

John Hook 3rd



BMFA East Anglian Gala Sat 30th/Sun 31st July
Results

Stan Horne Memorial Bowden Trophy Results

1 st :	Andrew Green	Diamond Demon with 10cc engine
2 nd :	Gary Flack	Keil Kraft Bandit with Mills 1.3cc engine
3 rd :	John Hook	Madcap 30" with Kalper .03cc engine

	BMFA	CLUB	1	2	3	TOTAL	F/O	Place
BMFA Rubber								
Peter Woodhouse	679	Morley	2.30	2.30	2.30	7.30	6.29	1
Andrew Moorhouse	62373	Vikings	2.30	2.30	2.30	7.30	5.28	2
Derek May	56714	Timperley	2.30	2.07	2.00	6.37		3
John Andrews	31216	Timperley	2.30	2.30	1.32	6.32		4
Walt Hodgkinson	8681	Grantham	1.43	2.28	1.43	5.54		5
E36								
Peter Watson	62397	MFFC	2.0	2.00	2.00	6.00	3.20	1
Chris Strachan	32623	BIGGLES	2.00	2.00	2.00	6.00	1.18	2
Stephen Philpott	64218	Birmingham	1.15	2.00	2.00	5.15		3
Gordon Warburton	58428	Morley	1.38	1.29		3.07		4
Dennis Davitt	63260	Morley	1.50					5
Tailless								
Spencer Willis	34987	Croydon	2.30	2.30	2.30	7.30		1
Colin Foster	17203	Morley	2.30	2.30	2.21	7.21		2
Peter Woodhouse	679	Morley	2.30	2.30	2.15	7.15		3
Stephen Fielding	67400	Morley	1.58	1.58	1.45	5.41		4
Peter Watt	108095	Mid Ards	1.35	2.30	1.12	5.17		5
David Taylor	4788	Grantham	2.30					6
Maurice Doyle	78804	Belfast	1.53					7
Classic Glider								
Gill Hart	54609	Vikings	2.30	2.30	2.30	7.30		1
Colin Foster	17203	Morley	1.50	2.30	1.50	6.10		2
David Cox	73114	Crookham	1.39	2.30	1.53	6.02		3
Chris Parry	62525	Biggles	2.30	2.28	0.31	5.29		4
David Truluck	51147	Vikings	1.20	2.30	1.13	5.03		5
Barry Halford	31735	N. Norfolk	1.05	1.35	0.41	3.21		6
Stephen Fielding	67400	Morley	0.29	1.03	0.34	2.06		7
Vintage Rubber/Power								
Colin Foster	17203	Morley	2.30	2.30	2.30	7.30	5.51	1
Frank Rushby	52258	Cleemac	2.30	2.30	2.30	7.30	5.26	2
Spencer Willis	34982	Croydon	2.30	2.30	2.30	7.30	3.42	3
David Cox	73114	Crookham	2.30	2.30	2.30	7.30	3.25	4
Rodney Mosley	100178	Morley	2.30	2.30	2.26	7.26		5
P30								
Dennis Davitt	63260	Morley	2.00	2.00	2.00	6.00		1
Stephen Fielding	67400	Morley	1.54	2.00	2.00	5.54		2
Peter Adams	107883	Peterboro'	2.00	2.00	1.39	5.39		3
David Taylor	4788	Grantham	2.00	1.23	2.00	5.23		4
Derek May	56714	Timperley	1.26	1.50	2.00	5.16		5
Chris Strachan	33623	Biggles	1.22	2.00	1.51	5.13		6
David Bent	113861	Peterboro'	2.00	1.03	2.00	5.03		7
Peter Gibbons	76597	Peterboro'	2.00	2.00	1.00	5.00		8
Tony Rushby	5225	Cleemac	2.00	1.25	1.21	4.46		9
Rodney Mosley	100178	Morley	1.02	1.11	2.00	4.13		10
Peter Watt	108095	Mid Ards	2.00			2.00		11
Mick Page	1364	Peterboro'	2.00					11
Walt Hodgkinson	8681	Grantham	0.51	0.51		1.42		13
M McHugh	162056	Peterboro'	0.44					14
HLG-CLG								
Ivan Clark	41712	CM					6.41	1
Graham Percival	31494	Grantham					5.22	2
Peter Gibbons	76597	Peterboro'					4.27	3
Chris Parry	62525	Biggles					3.55	4
Andrew Moorhouse	62373	Vikings					2.42	5

John Andrews

Vintage 'Aussie' in Black & White

- Col Williamson

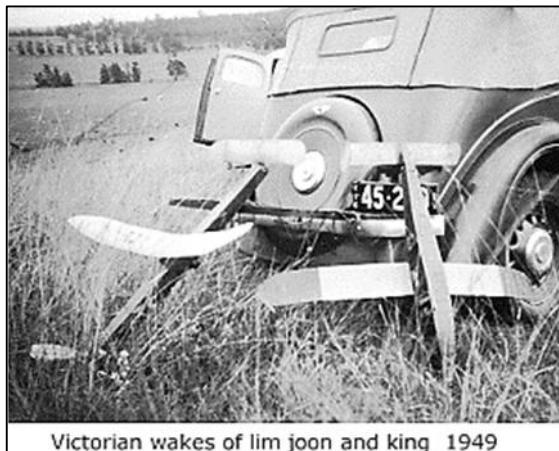
These pictures are from a collection by Col. Williamson. - Jerry Litschi
 (Editor: some of the pictures leave a little to be desired but I feel that I should continue to reproduce the whole of what I assume is a scanned album.)



art lonergan with muscle man 3 TO june 1950



48 nats L to R alan king wake, CW Open rubber



Victorian wakes of lim joon and king 1949



CW 1st Open Rubber 7'46"

That's all there is folks

Col Williamson/Jerry Litschi

Sale: Terry King's Gliders

-

Chris Strachan

Terry died at the end of May and the Impington Club has been selling his modelling efforts; at the request of his son David all proceeds will go to the Arthur Rank Hospice. The only models remaining are four vintage A2 gliders, all built in Terry's immaculate style. We have decided, and agreed with the Peterborough Club, that these will be sold to the highest bidder for each one at the Peterborough Flying Aces meeting at Ferry Meadows, Peterborough on

Sunday 4th September.

Highest bid for each model received by 4pm will be the buyer.

The models are: Bernfest A2 Kavka A2 Adebar A2

all three are immaculate and fitted for KSB timers, but no timers are included.

Lunak: a bit more used than the others and in the process of being modified for Radio Control.

All are of course sold "as seen" and will be on display adjacent to the Control Tent at the Flying Aces meeting, 2016.

Chris Strachan

Letters to the Editor

Jim Paton: Not strictly aeromodelling

I needed a small router for shaping mouldings. Only large ones seem to be sold these days. However, on eBay I found a small router described as a trimmer. I quote from the instructions:

"Loose the blamp knob on height stand"

"If the plug is connected to a power receptacle"

But best of all

"Edge guide is for cutting rabies" & "Maintain your balance at all times"

Good value at £33 though. There's a job for a Chinese speaking Englishman over there, I reckon.

Jim Paton,

Jim Paton:

I have just read in a woodworking magazine that a Teflon coated hair curling iron is great for bending wooden stringing. I expect it is even better for curving bamboo wing tips. An ideal Christmas present for the wife I think.

Jim Paton

Vic Thomas: Salisbury Plain

Good morning John, following your helpful advice on finding Area 8 I went there last Sunday. I have already sent my comments to our Secretary but to include you in the loop can I say the following:-

It should be pointed out that Area 8 from the entrance necessitates traversing over a mile of tank tracks which are unforgiving in the dry but would be next to impossible in wet conditions. Had I known this I would never have attempted the trip. I am fortunate to drive a Lexus and the centre hump has damaged the skirt, luckily out of sight.

Having arrived at Area 8, despite very poor signposting, surely BMFA can afford something better, I thought it one of the most desolate places imaginable, and will never see me again.

Sorry to be so critical but if that is thought a suitable substitute for dear old MW, think again.

Regards, Vic Thomas

(Editor: Sorry to hear you had a disappointing trip to the plain Vic, if you missed the first flag that diverted you off the track onto the grass field then you would have been on the worst track in the whole place. I know because I missed the turn onto the grass field on my return journey and had the long arduous journey over the assault course track scraping my Focus under-cart here and there. What made it worse was the fact that Peter Jackson followed me, I must apologise to him next we meet.

I fear nowhere will replace our beloved Wallop but we must fly where we can to keep us together and FF alive.)

SAM 1066 at Salisbury Plain.

-

Jim Paton

What a splendid day it turned out to be. With a rather too breezy forecast I slightly reluctantly set off late. The weather had been perfect the day before, as is usual! On my late arrival I counted 23 brave stalwarts, including Roger and John organisers. Apart from grumps about the wind strength there was not a moan heard all day. I suspect there were a few aching legs going home for those who found boomers, and there were

as many of those as areas of sink. Well done to the sports flyers who turned up and had a jolly good time. I spotted Senators, a Cardinal and at least two Tomboys, and several Mills diesels. I could never afford them in days of yore. I had to be content with my ED Bee. I have several now.

John Hook of Flitehook was there so I stocked up with some rather superior quarter sawn balsa and a saw.

There were many notable performances in the comps. Chris Redrup's E36 flew rather well in good air. Peter Hall by his own admission was having an off day with his. His tail was a bit wobbly in the breeze. He amused himself by assisting me time keeping and encouraging me via verbal abuse. I came second in E36 by dint of his coming third.

Peter Jackson's Veron Fledgling flew magnificently and would still have won even if he had not picked good air for both his flights. One doesn't normally associate long retrieves with under 25" rubber. He felt a tracker and radio Dt were over the top for his model. I had both but most definitely did not need either. My flights with my Fledgling put me in second place. I had only put the model in the car as I thought it needed trimming and wouldn't get damaged in high wind. It flew well last season but was out of trim for the competition, I think because I had moved the wing forward and therefore had less decalage. I had one max with it. It did a complete loop on full turns, settled down and went up in a boomer. I dt'd it at 1.30 .

I thought I was going to come second in coupe, but a John Andrews beat me to it. Long time expert Andy Crisp won. Unfortunately I did not see his flights. He did two maxes with a venerable model built in the last century.



Coupe Winner Andrew Crisp reaches for prop



2nd place John Andrews fishes for motor

John Thompson kept us amused at the prize giving as always and Roger Newman did his relaxed and competent CDing as usual. All agreed it was a great success, and to be repeated next year. The organisers were only one day out with the weather.

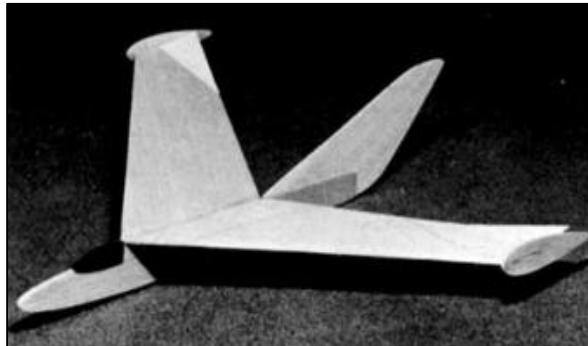
Many thanks to John and Roger. They certainly did a great job, as always. It wouldn't

have happened without them.



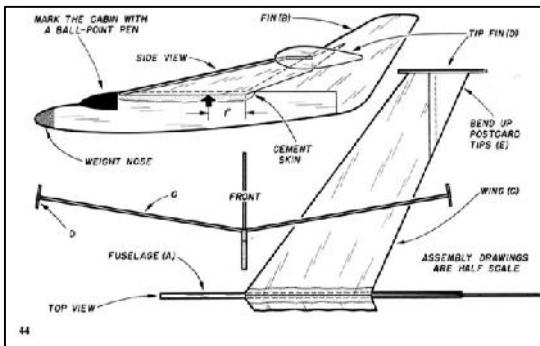
Jim Paton

FLYING WING



A SEMI-SCALE 11 INCH SPAN TAILLESS GLIDER

BUILDING TIME:
3 HOURS



THIS Flying Wing or 'tailless' design is a typical example of one of the most unorthodox of all aircraft types. Although a stabilizer is normally used to provide fore-and-aft stability on conventional models, in this case the same effect has been obtained by sharply sweeping back the wings. The small tip fins on this particular design make the wing more efficient by preventing air from 'spilling' off the ends.

A characteristic feature of *all* flying-wings, swept-back wing and delta designs, is that the 'balance' point is always located well to the rear—as a study of the models on pages 12, 18 and 20 will show. In addition, swept-

3. Sand the wing roots to a slight angle to allow for the dihedral, then pin the left-hand panel (C) down flat on the building board. Cement the right-hand panel (C) to it, propping up with the 'Z' packing and putting on one side until dry.

4. Cement the postcard tips (E) to the top of the wing tip rear edges—*checking that the former are $\frac{1}{16}$ in. inboard of the ends of the wings*. Now add the tip fans (D), so that they are at right angles to the wing panels as in the assembly drawing on opposite page.

5. Cement the fin (B) to the fuselage (A), then install the wing assembly. Use pins to hold the parts securely together until the cement has dried—and carefully check that the wings and fuselage line up correctly in the top and front views. Strengthen the wing/fuselage joints and the upper wing joint with a coating of cement (see assembly drawing on opposite page).

6. Push a pin into the top of the wing, 1 in. in front of the rear edge—above the large black arrow drawn on the fuselage side view. Now add weight to the nose (little is needed) until the model balances level when suspended from the pin.

FLYING

Trimming is carried out by altering the angle of the postcard tips—no variation in nose weight being necessary if the balancing procedure detailed above has been followed. Start by bending up the rear edges of both

wings need very little dihedral and delta wings *none at all*.

1. Trace the A-D patterns on to waxed paper, cut them out, then cement them to medium (M) $\frac{1}{16}$ in. and medium hard (MH) $\frac{1}{8}$ in. sheet—noting the direction of the grain on the drawings. Cut out the parts, then use 'C' as a pattern to make a duplicate wing panel.

2. Cut a rectangle from a postcard, then cut this in two diagonally to form the two wing tips (E). Draw in the cabin on the fuselage with a ball-point pen and mark the position of the $\frac{1}{16}$ in. sheet 'Z' dihedral packing on the underside of the right-wing panel.

wing tips about a $\frac{1}{8}$ in.—then face into wind and launch the model from shoulder height. If a dive occurs, bend up the tips more—if the model 'stalls', lower them slightly.

Turn adjustments are carried out by raising the tip on the same side as the required turn (right tip for right turn and left tip for left turn). When the trim is satisfactory, launch upwards as hard as you can, tilting the wings slightly to obtain a circular flight pattern for the best duration.

MATERIAL LIST

Sheet— $\frac{1}{16}$ " \times 3" \times 10" (M)

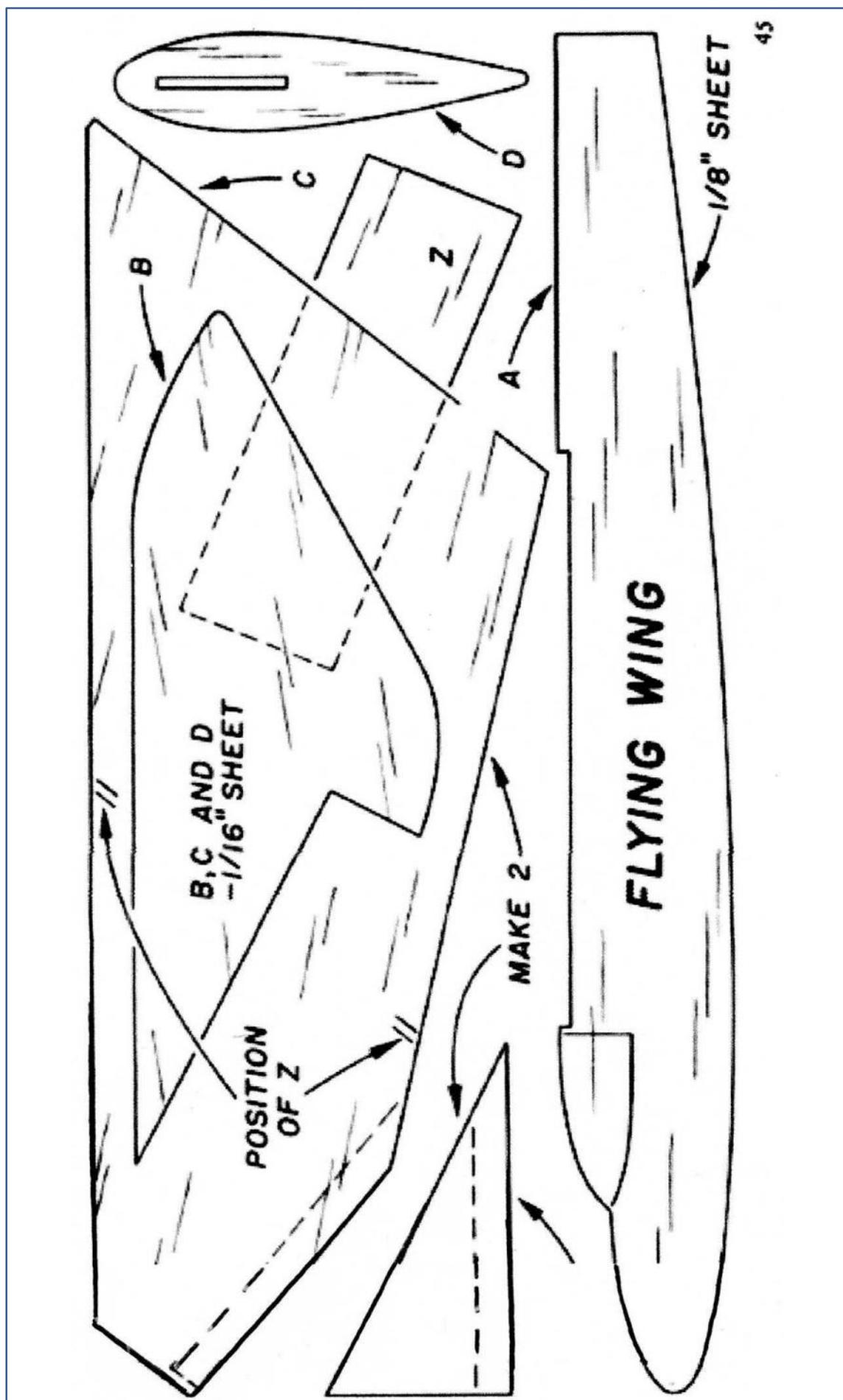
One postcard

Sheet— $\frac{1}{8}$ " \times 3" \times 9" (MH)

TOTAL COST: About 30¢



Only eight parts go to make up this unorthodox model.

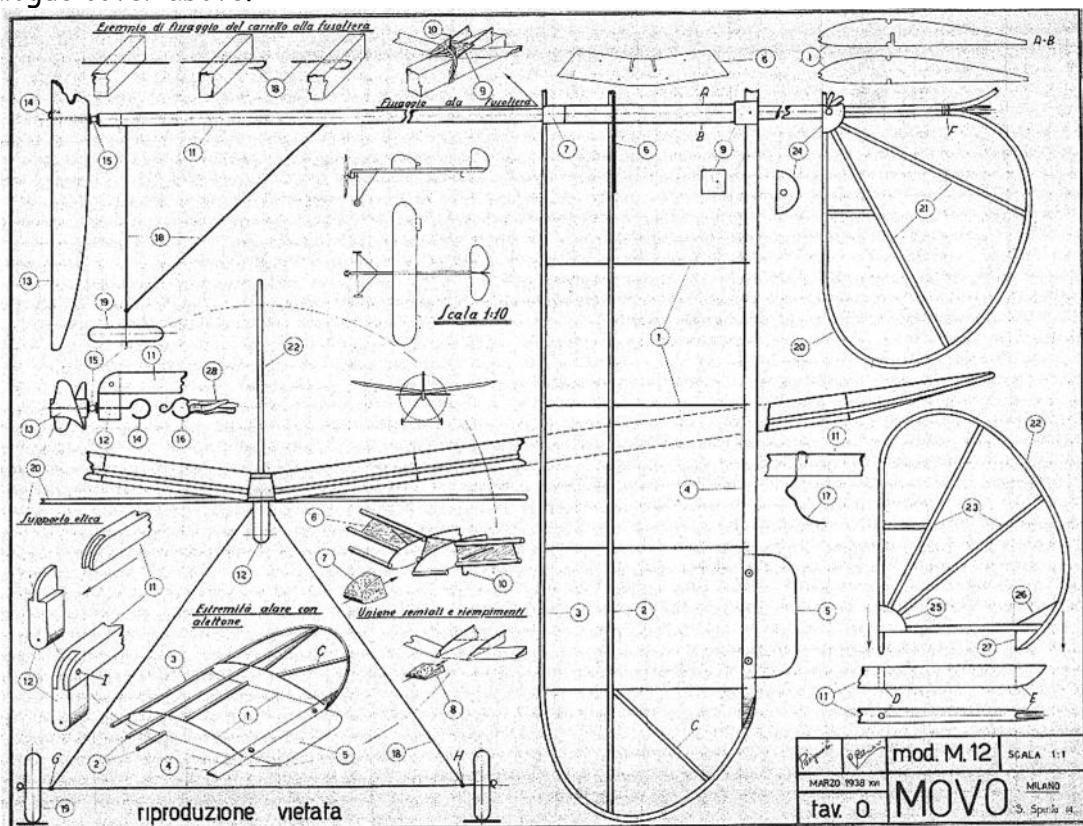


Report No. 68. MOVO, Milan, Italy, continued



The last two reports covered the MOVO Catalogue 1938 which included models M1 to M11, all rubber powered or glider models.

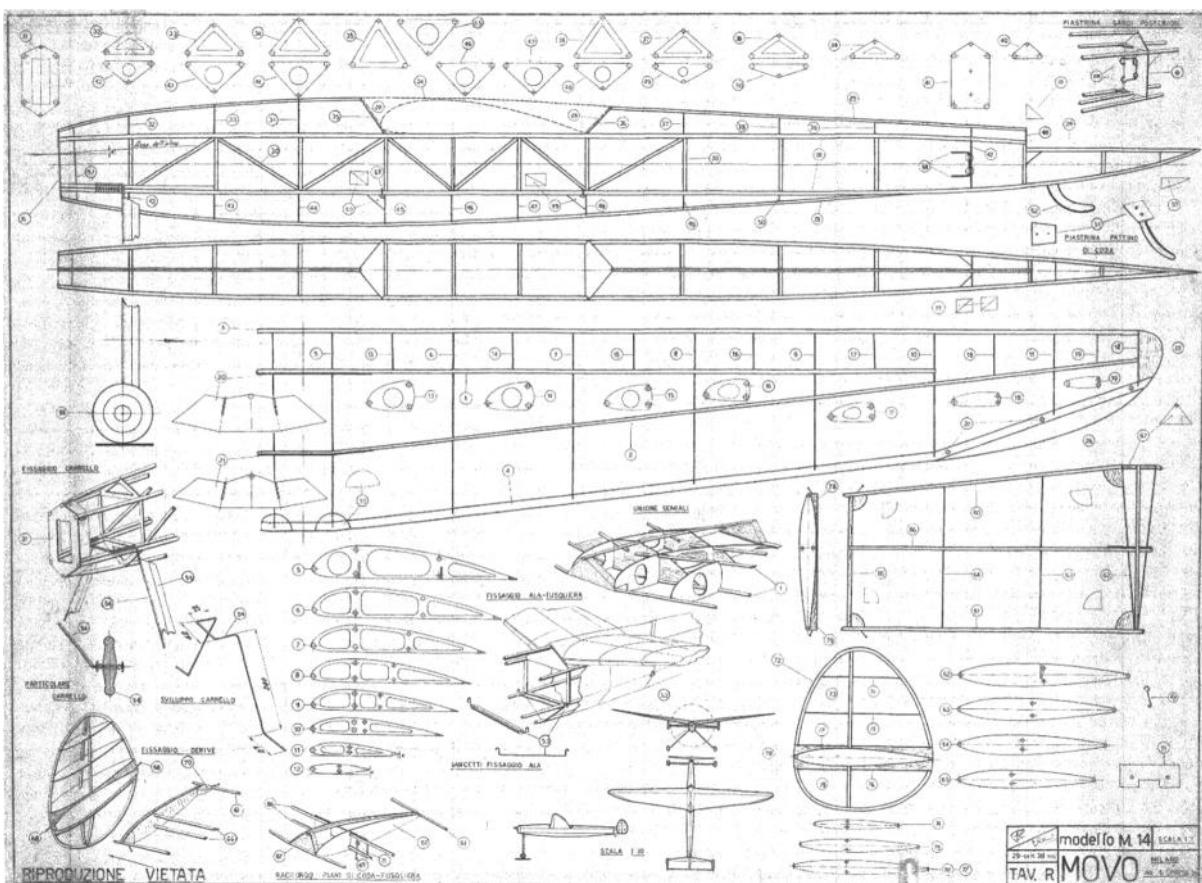
The MOVO Catalogue 1941, which has all the 1938 models plus nine new from M12 to M20, heralds the introduction of MOVO power models as emphasised by the new catalogue cover above.



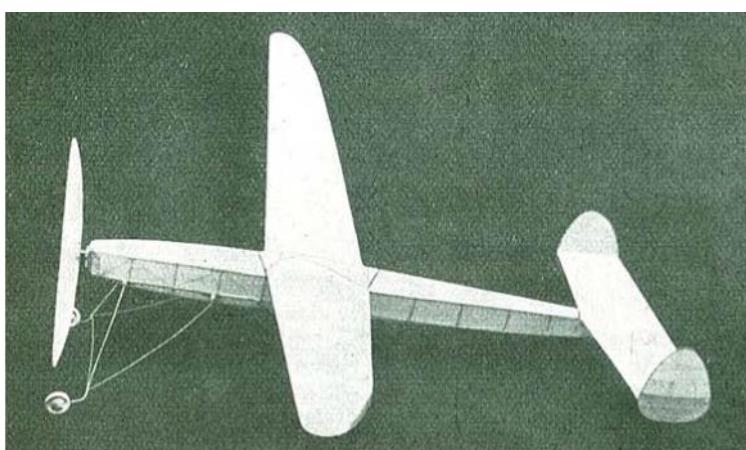
MOVO M12 is a 31" span stick rubber model. From the plan it would seem that a lot of use is made of cane for the flying surface outlines.



The MOVO M13 is a 50" span rubber scale model of the Savoia-Marchetti SM79 which was originally designed as a fast passenger aircraft, then used as a medium bomber and dive bomber during the Spanish Civil War and WW2.

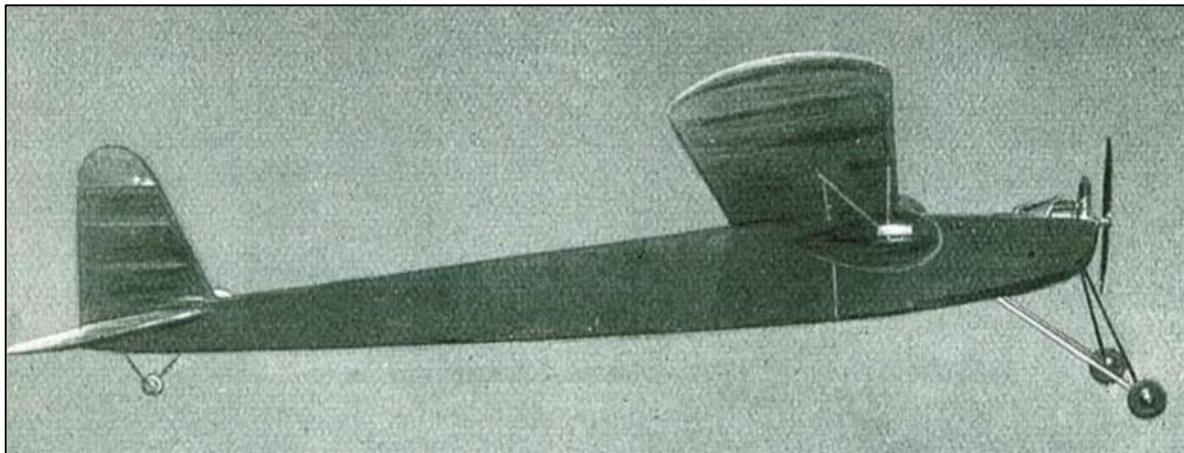


The MOVO M14 is a 57" span twin fin rubber powered model.

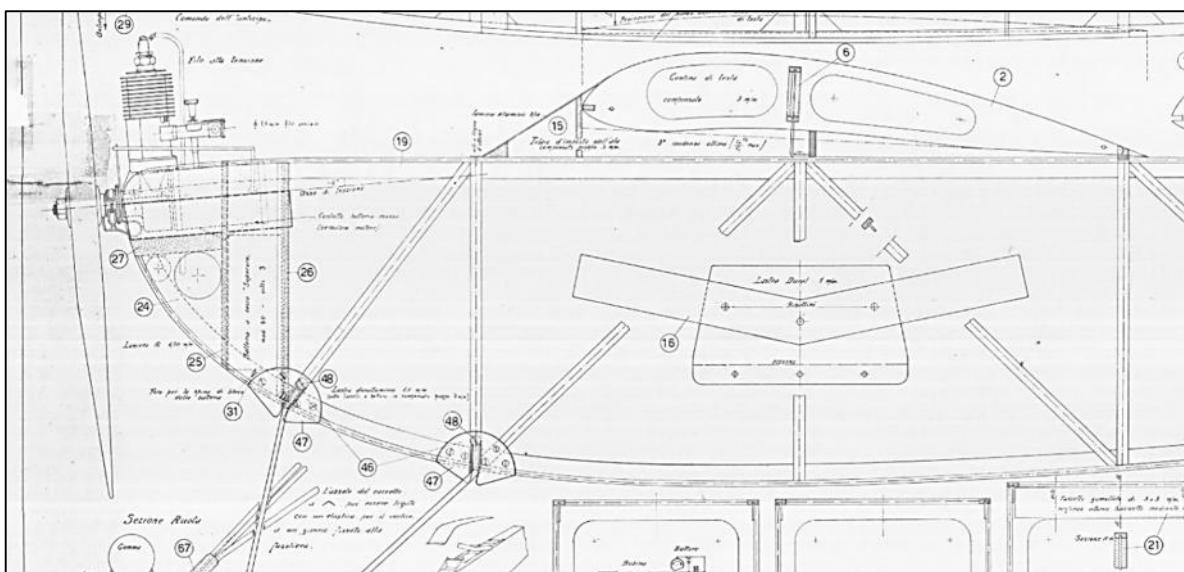


The plan appears to show that nearly all the wood strip is of circular cross section i.e. all the fuselage longerons, the wing leading edge and spars, the stabiliser leading edge, spars and trailing edge etc.. The Catalogue offers Canadian Poplar and Rush/Cane in diameters of 2, 3, 4 and 5mm. Not an easy build.

MOVO M15, the first listed MOVO power model, It is of 100" span and suitable for engines of 0.2hp.

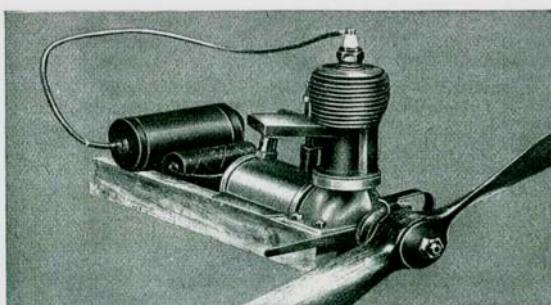


The plan is large, so here is just a part.



MOVO offered a suitable Italian engine of 10cc capacity.

MOTORE A SCOPPIO



Caratteristiche del motore di 10 c.c.

Motore monocilindrico a due tempi:

Alesaggio	m/m	22
Corsa	m/m	25
Cilindrata	cmc.	9,48
Numeri di giri (con elica Ø cm. 36, passo cm. 20)		4500
Potenza 4500 giri	HP	1/5
Peso del motore	gr.	220
Carburazione ad alimentazione diretta con spruzzatore registrabile.		
Anticipi regolabili.		
Accensione con bobina e pila di 3 Volta.		
Lubrificazione con miscela olio-benzina.		
Consumo gr. 200 ogni ora.		

Per l'avviamento, la manutenzione e l'uso del motore leggere attentamente l'istruzione che viene fornita unitamente alla garanzia di ogni motore.

**Prezzo del motore completo di impianto elettrico
(elica esclusa)** Lit. 500,—

Plans for all the above models available by e-mail. More MOVO next month.

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

Roy Tiller

A Poem

- copyright: Ruth Roberts Owen

This piece was prompted by an 'Ikara Butterfly' demonstration flight by Martin Pike

Unfolding

An ungainly wooden insect, and an elastic band. . . .

Come back in a minute, you say, and see

*the fragile plane opening out the white space slowly
gracefully rolling back the long walls' reach
and climbing steadily
describing its lazy circles sensuously*

*its balance spells such stillness
that the walls beyond it seem to turn
the marvel of its flight holding the eye
unbalancing reality*

as I

forget

to breathe.

Ruth Roberts Owen

RDT using Deltang Rx27 receiver

-

Nick Peppiatt

I had already fitted models with radio operated flight spoilers using Lemon DSM2 Rxs (New Clarion March 2015), but I was looking for a lighter solution.

The April 2016 edition of AeroModeller included an article on DIY RDT showing a photo of the basics of a system using a Deltang Rx27 Rx, which is available from Micron Radio Control (www.micronradiocontrol.co.uk). At 0.9g this is considerably lighter than a Lemon Rx, but it is also more expensive so I required a system that would be transferable from model to model.

My RDT Tx is similar to the one described by Stewart Mason in the August 2016 New Clarion i.e. a Phil Green unit connected to an Orange 2.4GHz Tx module. It works fine

when bound to Lemon Rxs with the DT servo connected to the throttle channel for fail-safe. However, the servo did not move when the Rx27 was bound to this Tx.

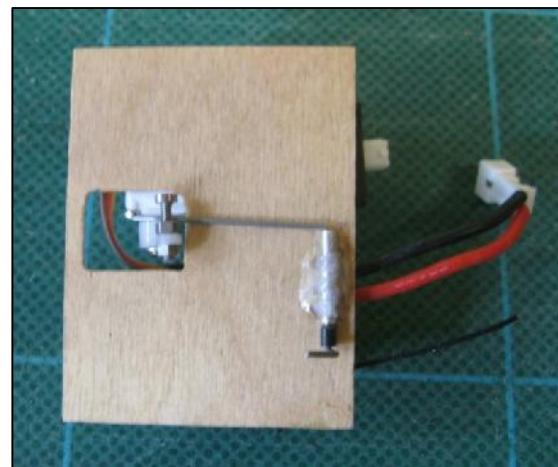
Bafflingly, when the Rx27 was bound to my trusty Spektrum DX6i Tx, all was ok. Apparently, the Rx27 has fail-safes on all channels, and the throttle requires an initial very low input before it is operated, which my RDT Tx did not provide.

However, if the servo is connected to the aileron channel, it works as intended.

I am very grateful to Andy Rutter of Micron RC for sorting this out. Apparently, the elevator channel could also be used. Incidentally, to achieve fail-safe the DT button needs to be depressed whilst binding. This ensures that the DT operates if the Tx is switched off or, more importantly, if the Rx goes out of range.



RDT components mounted on 0.8mm ply board.
The battery tray is mounted on the servo.



Servo operated mouse-trap device
outside side of board

Having eventually sorted out the operation, I was able to mount the components on a 0.8mm ply board 30x40mm using double sided servo mounting tape as shown in the photos.

It is worthwhile sealing the board with dope or sanding sealer first. The battery is an Ares 50mAh Lipo (2g) and the servo a 1.7g one from HobbyKing.

The Ares cell has a small magnet for mounting, so I fitted a matching magnet in the 0.5mm ply tray on which it is seated. This tray is mounted on the servo.

The resulting weight is only a couple of grams greater than a Tomy timer.

I fitted this RDT system to a Pinocchio, replacing a Tomy timer and used it very successfully at the recent Dreaming Spires gala, where I operated the RDT on four out of the five flights.

It is most satisfying to press a button and have the flight spoiler operate instantaneously.

A fully charged battery gives about two hours operation before the voltage drops to 3.7V. So this looks like a practical system for lightweight rubber and Coupe d'Hiver but still not small enough for CLG or even Peanuts!

An even lighter system could be built using a DasMikro DSM2 Rx at 0.3g from Bang good, but to me, the disadvantage of this one is that it has no fail-safe.

Sunday 14th August at North Luffenham.



Held on the same August weekend as in 2015 this was almost a repeat of our 2015 Gala and was just as successful. The day was dry, cloudy at times, warm at 20deg. The wind light was N-West, 7mph at first, falling to 3mph at fly-off, and zero at times.

But one difference. Asking for the barrier key at the army camp entrance, I was told 'it's open and a new group is already there'. We found that an Army parascending group is now based on the airfield, using the area west of the short runway, and has equipment stored in the hangar at its south end. (Apparently the person in charge had done the same at Middle Wallop) This was all new to us aero-modellers. To be out of their way we settled along the long runway just past the short runway, and kept the usual maxes. In the light wind there was no further problem.

Attendance was high. 65 cars were counted. 39 competitors made 48 contest entries. Also there were 16 sports fliers, from as far as Essex and Burnley. Several said that they came along because they had seen our publicity in the SAM magazines that welcomed 'sports fliers welcome'. This should be noted for the future.

As we had an adequate gala fund, the airfield charge was reduced, the gala was run at a loss, setting the airfield charge at £2, and a £3 for a multiple contest entry. Wine, goods, and cash prizes were awarded along with the club trophies. A box of sweets went down well.

Kath Wingate arrived with her family and managed to sell out all of the balsa and tissue from her late husband John's extensive stocks



Ivan Taylor



Mike Macconnell



John Andrews

Above we have Combined Rubber winner Ivan Taylor, then Mike Macconnell who made 3rd place in Mini with a Gollywock and John Andrews who was having difficulties, he also lost his replacement model.

Of particular note was the glider fly-off with Foster's and Carter's models circling and climbing directly overhead for 10mins before drifting away.

The meeting concluded with prize distribution from a well laden prize table.



Results

Mini-Vintage (16 flew, 3 fly-off.)

1st. - C.Foster - 6.00+4.14, 2nd. - F.Rushby - 6.00+2.32, 3rd. - M.Macconnell - 6.00+1.30,

Combined Rubber (9 flew, 4 fly-off)

1st. - I.Taylor - 7.30+20.02, 2nd. - A.Morehouse - 7.30+17.07, 3rd. - I.Davitt - 7.30+3.55,

Combined Power (4 flew, 3 fly-off)

1st. - F.Rushby - 7.30+7.49, 2nd. - S.Barnes - 7.30+6.42, 3rd. - T.Payne - 7.30+4.26,

Combined Glider (8 flew, 4 fly-off)

1st. - C.Foster - 7.30+14.07, 2nd. - J.Carter - 7.30+13.12, 3rd. - W.College - 7.30+8.44,

HLG/CLG (7 flew, 7 x 1.00)

1st. - M.Benns - 6.38, 2nd. - I.Clark - 6.27, 3rd. - S.Brewer - 6.01.



Mark Benns receives his award for HLG/CLG, Gerry Ferer & Terry Dobson officiating.

The all but perfect flying conditions resulted in significant numbers attending the prize giving. All in all another excellent Timperley Gala and maybe next year we will make it three on the trot.

Gerry Ferer

From Aeromodeller Annual 1951

IOTA
Power-duration model

By EINAR BRENDENG,
Norway

DESCRIPTION.—This model conforms to the new international class for power duration models, if powered with a 1 c.c. engine. The performance with an E.D. BEE is from 3 min. 20 sec. to 4 min. in non-thermal conditions with 20 sec. motor run. The model is trimmed to fly to the left both in climb and glide, with 1.5° left sidethrust and 5° positive incidence to tailplane. Because of this trim and the high pylon there is absolutely no stall or loss of height at the end of the motor run. Iota is therefore very well suited for ratio-contests under windy conditions, when a short motor run is desirable to avoid O.O.S. flights. Because of its great stability, easy trimming and construction, the model is an excellent beginner's model, and can be flown by more experienced modellers with one of the hot 1.5 c.c. engines.

CONSTRUCTION.—The fuselage is very easy to build. The boom is built first, the bulkheads and the skeleton for the pylon are cemented in place, and the pylon planked. The wing and stabiliser are very efficient, due to the thin sections and the planked leading edges. To avoid stalling of the stab. in gusty weather, this is equipped with a turbulator-thread of 1/32 in. nylon. No timing unit for the engine-run is shown on the plan since the original model was flown by metering the fuel in a specially made transparent tank. It should not be difficult, however, to place a timer along the leading edge of the pylon.

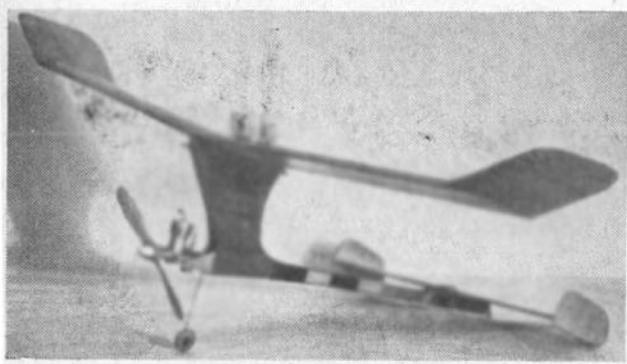
Projected wing area : 203 sq. in. Total projected area : 270 sq. in.

Min. weight F.A.I. : 7.35 ozs.

The original model was flown with wooden propeller of 8 in. diam. and 4.5 in. pitch.

PERFORMANCE.—Theoretical ratio is about 11, with rate of climb 20 ft./sec. and sinking vel. 2 ft./sec.

National contest at Skien.

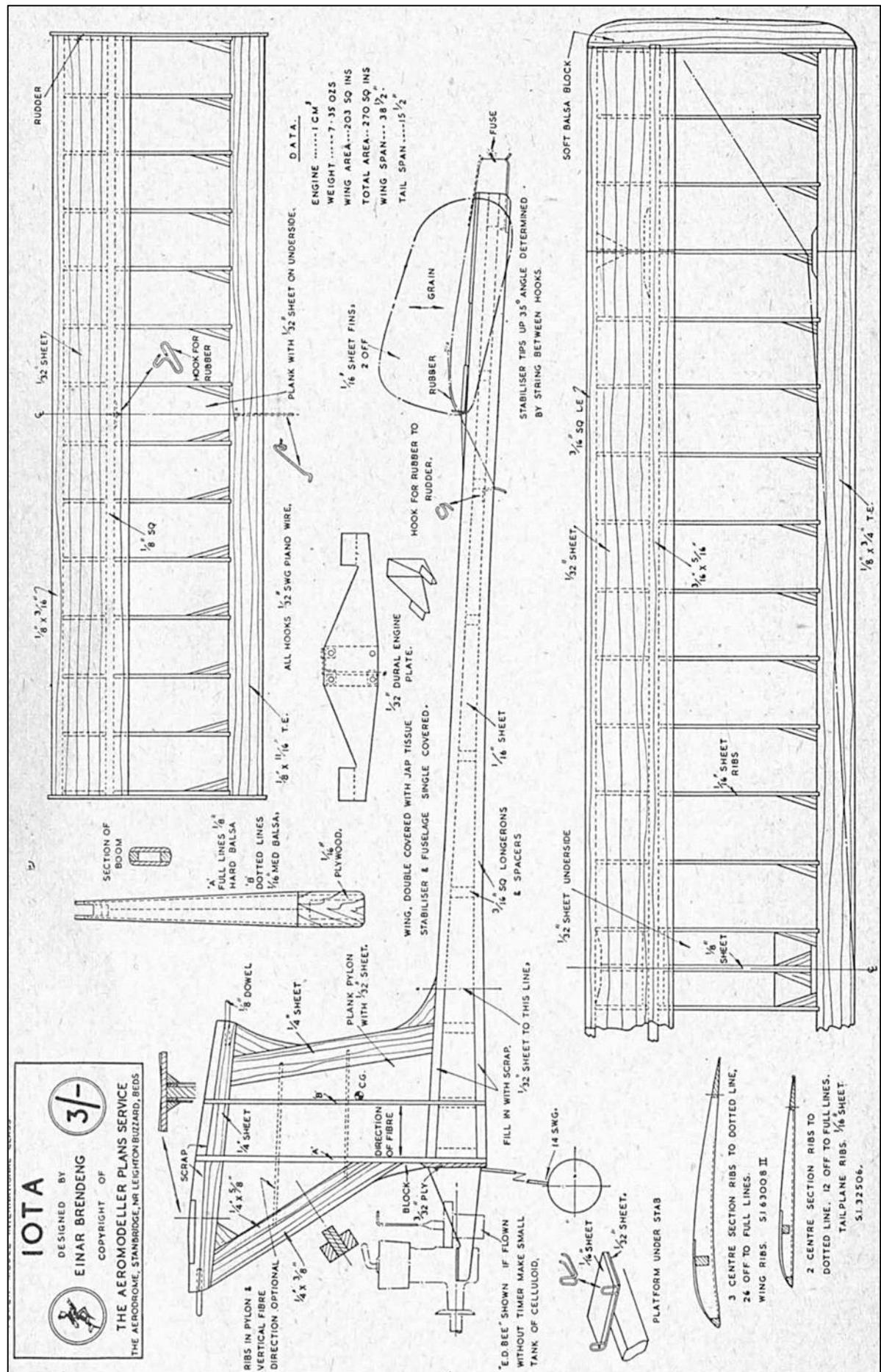


	Motorrun	Total	Ratio
1st Flight	22	230	10.45
2nd Flight	30	221	7.36
3rd Flight	30	263	8.78

The 2nd flight was ruined due to oily snow on the rudder. The contest was held under old 30 sec. rule.

Club contest at Oslo.

	Motorrun	Total	Ratio
1st Flight	14	134	9.57
2nd Flight	10	126	12.6
3rd Flight	20	241	12.05



Secretary's Notes for September 2016

- Roger Newman

SAM1066 meeting: Salisbury Plain, 7th August

Weather fine but fairly windy, mainly from west. Wind speed typically 11 - 15 mph gusting higher. Max set to 90 secs. Three rounds for all comps. Location on western edge of plateau.

Combined Over 50" Vintage/Classic Glider:

1st - Dave Etherton (Nord) - 4.30; 2nd - Dave Cox (Inch Worm) - 4.18.

Combined Vintage / Modern Coupe:

1st - Andy Crisp (O/D) - 3.42; 2nd - John Andrews (O/D) - 2.33; 3rd - Jim Paton (Etienvre) - 2.29.

E36 Electric:

1st - Chris Redrup (Pearl) - 3.54; 2nd - Jim Paton (Eureka) - 3.35; 3rd - Peter Hall (O/D) - 2.35.

Motor run set at 10 secs for 1st round then 5 secs.

Under 25" Rubber:

1st - Peter Jackson (Fledgling) - 3.53; 2nd - Jim Paton (Fledgling) - 0.50.

Combined Vintage / Classic CLG/HLG:

1st - Nick Peppiatt - 162 secs; 2nd - Mo Peters - 122 secs; 3rd - Andy Crisp - 120 sec;
4th - Geoff Smith - 108 secs.

No entries in - 36" bungee glider or combined 4oz/8oz Wakefield.

This was the first event run by SAM1066 on Salisbury Plain. Attended by some 35 fliers - both competition & sports. All seemed to have a reasonable time. Nice to see a few visitors, including Andrew Boddington who was busy with his camera. Hopefully we shall see a few photos in a future Aeromodeller.

Event access gave rise to a few comments by those who ventured on the Plain for the first time, inevitably a little critical. Nevertheless - to repeat the oft quoted politically correct statement, we will learn a few lessons for next time to forewarn the unwary. Certainly, SAM1066 has the funds to put on two or three events next year - this year is a bit late to start adding to the existing meeting schedule. The alternatives are (i) do nothing, which we find unacceptable; (ii) find an alternative venue for small model comps & fun flying - so far nothing has come up by way of suitable sites but we won't stop looking.

Many thanks to Ken Brown who was busily taking pics that appear here & to those modellers who made the effort to attend.



The happy Bunch



Andy Crisp in Action



Our Editor watched by faithful timer



Our Chairman just checking for wind?



Mo Peters picks up award



Windswept Rachel ready to drop



Tony sets the Tomboy on its way

(pictures from the camera of Ken Brown)

In the meantime, we can look forward to the Southern Area Gala at Odiham on 3rd Sept - notionally an event "hosted" by the Southern Area of BMFA and traditionally supported by a good proportion of SAM1066 members.

Ramblings

The August Aeromodeller had some interesting comments by Dave Phipps about Middle Wallop & his dialogue with the Commanding Officer. The wording of the licence has generally not altered over the past few years - other than the event dates, so we'll ignore prior due diligence from all sides! The issues are primarily around the interpreted influence of the Haddon - Cave report & an inherent fear of our modern day litigation society by the Military Aviation Authority. Not sure what their position will be when an RAF or Navy F-35 crashes due to a software bug - viz the recent A400M crash at Seville or if there is ever another war. Sadly there seems little we can do about these factors other than recognise them as a pitiful reflection of the society in which we now live & continue to seek alternative venues for perhaps different means of flying free flight - maybe smaller models, smaller fields, alternative forms of comps etc. In the meantime, also accepting that we are indeed a diminishing breed - but I have to point out that whilst we whinge about a lack of flying sites, there is actually very little flying done on some of the sites we do have. Beaulieu is a case in point - a large area, readily accessible for those who live within an hour or so. Perhaps not the easiest of retrieves due to copious heather undergrowth (of course quite model "friendly") & clumps of gorse but eminently usable. I've been there on many occasions, when there is me or perhaps one or two others - your Chairman is a regular visitor for example as is John Hook, but rarely other sports fliers. It is of course used for BMFA Area meetings where the attendance can soar to around 20 plus but those days are the exceptions. I'm guessing that other sites around the country are likewise underutilised. Enough for now!

Some of you may remember John Taylor flying his Penumbra flying wing glider at MW a few years ago. Well, John has decided to convert it to radio control, approaching the task in a similar manner to that which he successfully adapted his A-Frame. So far the results - in his words - leave a lot to be desired, but knowing John, he will persist & get it sorted, although due to the aerodynamics involved I suspect he has more of a challenge on his hands this time!

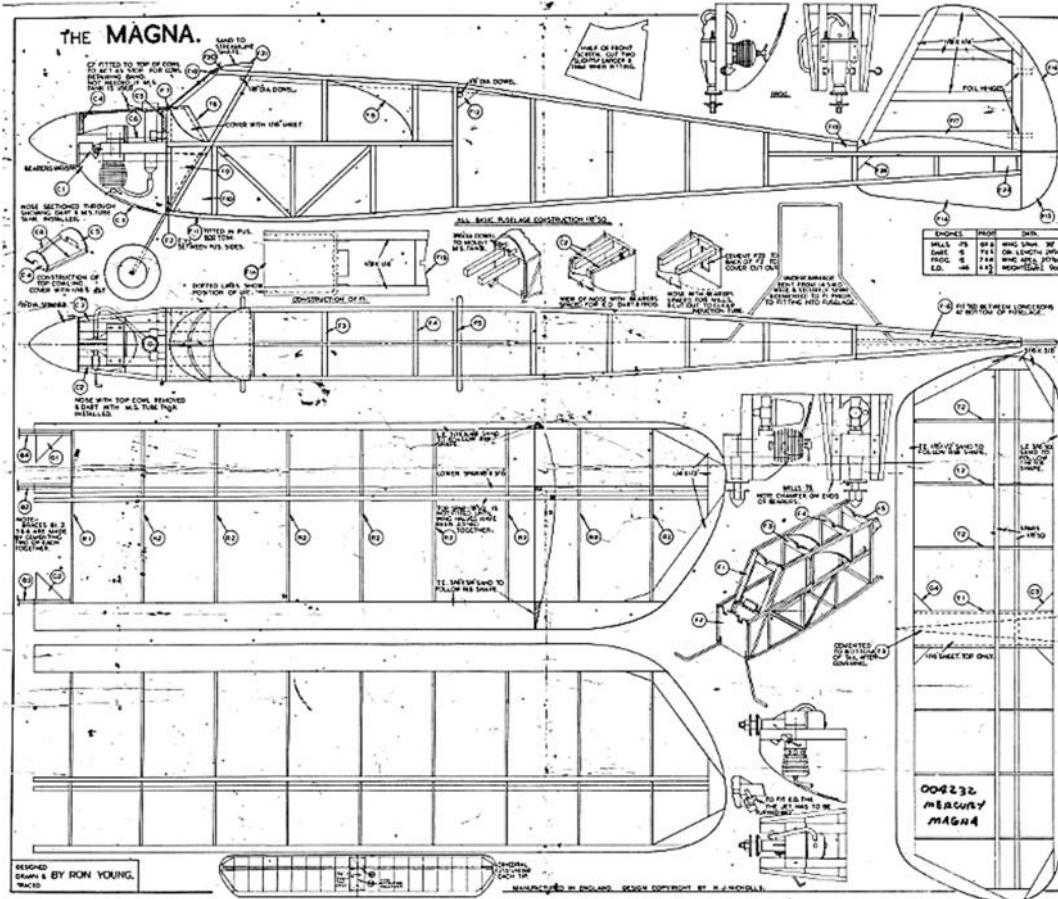
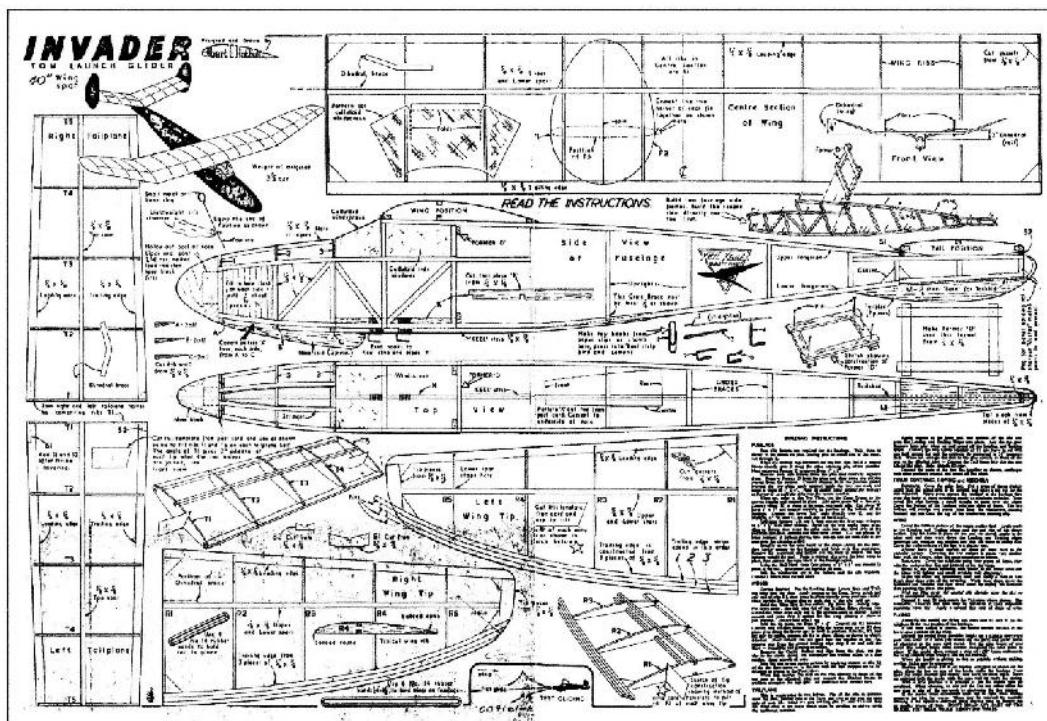


Which brings the topic of discussion neatly on to the next subject. What does one do with models that are passed on from those who have sadly given up or departed for the large thermal in the sky? There is a finite limit to what can & should be retained but it does seem a shame to scrap perfectly flyable models. I mentioned a case in point recently, where perhaps rashly I took on board five models that fell in this category. The Quaker Flash & Caprice are now respectably refurbished & ready to go, a Southern

Dragon is repaired & awaits recovering whilst the Brooklyn Dodger & Calypso Major are next in line for resuscitation. This of course inhibits the building of any new models! Hence the comment last month about needing (not) more kits...! Does anyone else have this problem?

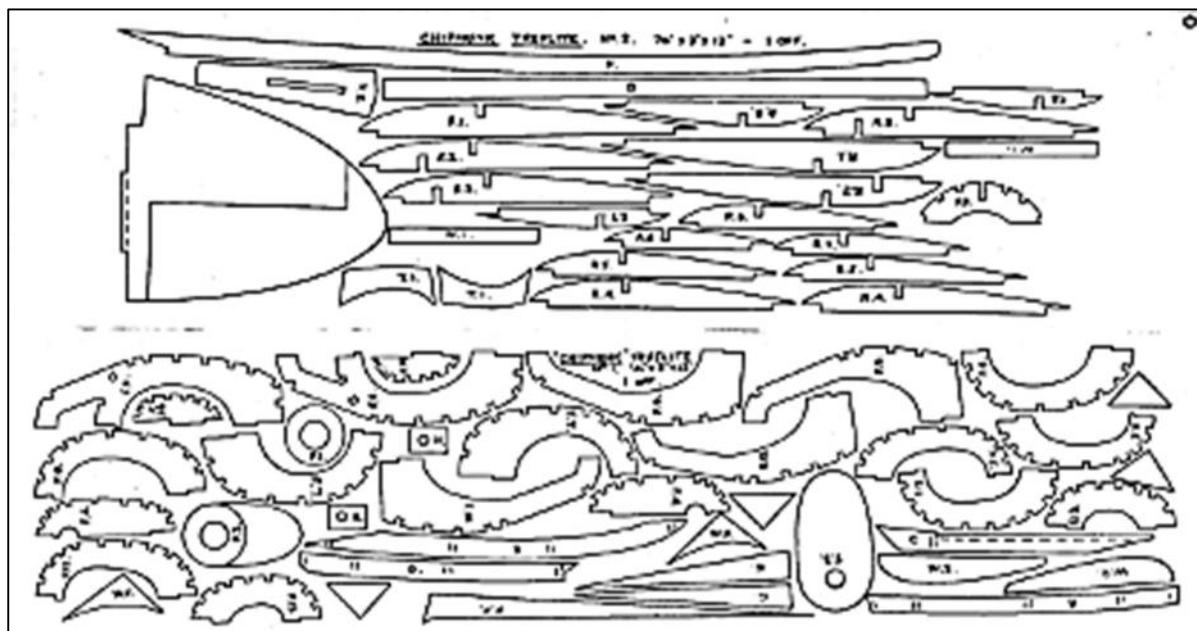
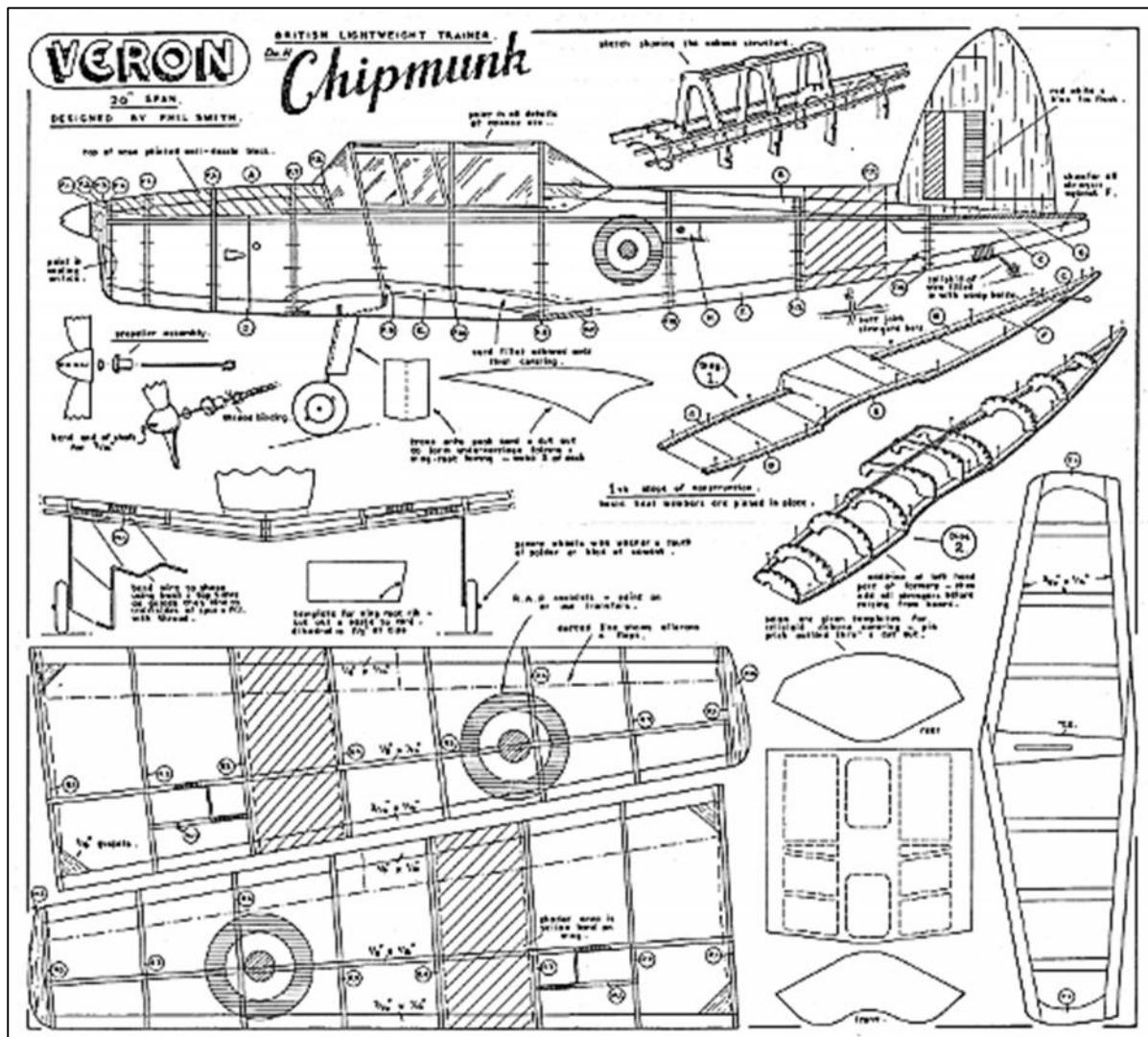
Plans for the month (smallish ones this time)

Glider: Keil Kraft Invader: One built in my youth & flown in the "New" Wolverton Rec (as opposed to the "Old" Rec - bit smaller, OK for chuck gliders), much tree climbing.



Power: Mercury Magna -good flier with a "Banks" 0.5 Mills. My original flew away at MW years ago - no DT yet again. Replacement built - of course!

Rubber: Veron Tru-Flite Chipmunk - nice little low winger.



Nostalgia time with a few photos

These are mostly from Keith Miller via Martin Dilly - same comment applies as for models. There are box loads in the loft of my garage, currently there is no time to scan them all but an inherent reluctance to throw them away.



David Noakes winds up Civy Boy, Wallop 2000



Rex Oldridge releases Kapon Krusader, Warwick 1984



Ted Hopgood, 1936 Copland Wakefield, Warwick 1984



Reg Parham ROGs Wakefield, Odiham 1980's



Bond Baker at Croydon Club Gala
1950's on Chobham Common



Unknown Modeller at Wakefield trials, Digby 1952

114 D

Roger Newman

Southern Gala**Peter Hall****Salisbury Plain 20th August '16 Fifth Round Southern Coupe League**

To go or not to go? That was the question. Forty m.p.h. winds, rain, possibly thunderstorms and lightning strikes, the forecast like that for Brexit was not propitious.

To go meant on the one hand uncertainty, risk and the probable loss of assets, but on the other, freedom and the exhilarating challenge of competition.

To stay meant on the one hand security, predictability and the opportunity to mend the roof if the sun was shining, but on the other, diminished autonomy and no respite from petty restrictions. I voted to stay and didn't go but several diehards did.

Two flew glider, one power and one H.L.G. Trevor Payne RDT'd his second and last flight at four and a half minutes, retrieving it two and a half miles away, that's thirty - three mph.

No-one flew coupe so we must wait for Odiham on September 3rd. for a challenge to Gavin Manion's lead. This would most likely have come from Peter Tolhurst now in second place, but as I am sure we all now know Peter is seriously ill and will not be with us at Odiham. We all wish him a full recovery and look forward to seeing him in competition again.

Peter Hall**Sam 2001 World Aero Day****Paolo Montesi****SAM2001 world aero day**

**Third "WORLD DAY" of historical aeromodelling:
"THE WING FASHIONED FROM LIGHT"**

Dear friends,

I was very pleased to see the pictures of the last meeting of the "WORLD DAY" of historical aeromodelling called:

"THE WING FASHIONED FROM LIGHT"

Our aeromodelling friends from the top of the wing fashioned of light are ready to applaud our activities and keep our aeromodelling art alive.

**This year the Aeromodelling World Day will be celebrated on
Sunday the 18TH of September.**

Let us get ready to fly our models of any category and period and doing so we will honour our Masters.

Flying our old timer models will be like sending a flower to our friends in the sky.

I hope that many modellers will participate and I will be pleased to receive comments and pictures.

Kind regards

Paolo Montesi
SAM 2001 - I' AQUILONE President

Good Day for the Cloud Tramp Fliers



On Saturday the 6th of August at around 4o'clock dog walkers and picnickers on Epsom Downs were mystified to see groups of people of all ages walking across the Downs to a central meeting point. They were carrying small 20" span rubber powered balsa model aircraft. The group soon settled and the chat was of motor lengths and wing settings. Some of the interested spectators were asking what was going on and were interested to hear this was the annual Mass Launch of the model aircraft called the Cloud Tramp. The event is held in memory of Charles Grant who was an American who designed the model in 1954 in an effort to get American youth interested in aeromodelling, leading to full size aviation. The models are launched together at 17.00 hrs BST all over the world, giving this a true international flavour. This does mean that in countries literally on the other side of the world [New Zealand, Australia etc] the models are launched in the dark, sometimes in sport centres and illuminated parks.

The meeting was organised by the Epsom Downs Model Aircraft Club [EDMAC] Luckily, for the fliers which is not always the case, there was wall to wall sunshine with a fair breeze blowing towards the grandstand. Fliers came from far and wide to fly in this unique event, now in its 22nd year. The club were pleased to welcome the current chair of Epsom and Ewell Conservators, councilor Liz Frost and the past chair, Jean Smith, who took an active part in the proceedings. As the minutes ticked away nearer to the start time, Ted Horne, who gives the launch signal with his trusty whistle, got the fliers lined up in a straight line all facing into the wind. As the start signal was given the air was filled with what seemed like hundreds of models [actually 26] all climbing away. As always there was a lot of good natured banter as the fliers then had to chase after their models across the Downs, some flew for a few seconds with others travelling literally nearly to the grandstand.



All agreed that the meeting had been a great success and were already looking forward to next year!!

Tony Tomlin

Engines for Sale

Kathy Wingate

	A	B	C	D	E	F	G	H	I
1	Make	Size	cc /ci	Type	Condition	Comments	Value	No	Store
2	Allbon Dart	0.5	cc		*fair+fuel tank		£55	6	M
4	BEE	0.5	cc		in bx		£70	2	N
6	Cameron	0.23	cu	spark ig	new	no sil	£80	18	T
7	Cox	0.049			fair		£10	11	Q
8	COX	0.49	cc	2 stroke	poor	incomplete	£5	20	U
10	Cox .75 (.049)				v.good		£20	2	Q
11	DC 1.5				v.good		£30	3	Q
12	DC Dart	0.5			*good		£60	3	M
14	DC Sabre	1.5			v.good		£25	10	Q
16	ED comp special	2	cc	diesel	v good	no sil	£55	12	T
17	Ed Racer	2.5	cc		v.good		£50	8	Q
19	EDB	1	cc	Diesel				6	U
20	EDB	2	cc	2 stroke	excellent	with cutout	£35	24	U
22	Enya	0.06	cu		non runner		£35	8	M
23	Enya							1	N
24	Enya				*new in bx+sil		£50		P
25	Enya				new in bx		£120		P
26	Enya				new in bx		£120		P
27	Enya				v.good in bx+ sil		£35		P
28	Enya	0.35	cu	2 stroke	*fair	no sil	£20	13	T
29	Enya	0.35	cu	2 stroke	*fair	no sil	£15	15	T
30	Enya	0.35	cu	2 stroke	*fair	silencer	£20	16	T
31	ENYA	0.6				silencer	£10	18	U
32	ENYA	0.45	cu	2 stroke	*excel			26	U
34	Enya 11	0.45	cu	2 stroke	good	no silencer	£25	1	T
35	Enya 15				excel +silencer		£25	7	S
39	Enya 40				excel		£80	2	R
40	Enya 40 s.sport				new inbx+sil		£50	1	O
41	Enya 40X				good in bx		£25	12	O
42	Enya 45				good		£25	12	R
46	Enya 80X	0.8	cu	2 stroke	new	no silencer	£50	2	T
48	Enya silencers				good		£25	11	O
49	ENYA SS	0.4	cu	2 stroke	excellent	no sil+prop	£35	14	U
50	Enya SS40				excel	silencer	£50	13	R
51	Enya super sport	0.25	cu	2 stroke	including silencer	new		1	U
60	Enya V	0.35	cu	2 stroke	fair	no sil	£15	14	T
62	Enya15 mk4 tv				new in bx		£35	4	N
63	Enya80x n.valve	0.8	cu	2 stroke	for 40/45	*sil fair X2	£5each	3	T
64	ETA	5	cc	diesel	good	no sil	£125	11	T
66	Exhaust silencer				for 60 Enya	NIB	£12	3	X
67	Frog 1.75				v.good		£110	4	Q
68	Frog 100				good mounted		£60	15	R
70	IRVINE MILLS	0.75	cc	Diesel	in use		£60	3	V
71	Irvine20 sport 11			diesel	new in bx+sil		£80	10	O
73	KB .28r/c Sportster				new in bx		£40	5	O
76	McCoy	0.75		glow	new		£40	9	N
77	ME Heron	1	cc	diesel			£30	8	N
79	ME SABRE	1.5	cc	Diesel	good		£20	19	U
80	Merco	0.35	cu	2 stroke	poor	silencer	£15	4	T
87	Mills	0.75			fair		£45	4	M
88	Mills	0.75			good condition		£50	7	M
90	MILLS original	0.75	cc	diesel	very good			10	U

92	MP Jet 2.5	2.5			new in bx		£75	4	O
93	OS FS-60				*good in bx		£75		P
94	OS max				v.good in bx+sil		£35		P
95	OS Max	0.5	cu	2 stroke	*poor		£15	11	T
96	OS max	0.15	cu	2 stroke	very good	no silencer	£35	5	U
97	OS Max	0.25	cu	2 stroke	*fair	silencer	£15	13	U
98	OS Max	0.35	cu	2 stroke	*fair	silencer	£25	16	U
99	OS Max	0.5	cu	2 stroke	poor	no silencer		17	U
100	OS max 10				v.good +silencer*		£25	5	S
101	OS max 15FP				excel in bx		£30	6	O
102	OS max 40R/C				v.good in bx		£25		P
104	OS max FP	0.4	cu	2 stroke	*very good		£35	15	U
105	OS max FP	0.4	cu	glow	v.good	silencer	£30	9	Y
108	OS Max FP40				excel in bx		£30	7	O
109	OS max FP40				excel		£35	5	R
110	OS Max H	0.6	cu	2 stroke	poor	no sil	£20	6	T
111	OS max SF40				excel	silencer	£40	7	R
116	OS maxFS	0.26	cu	4 stroke	in use			11	Z
122	PAW	1.49	cc	diesel	good	no sil	£15	7	T
123	PAW	2.5 1.9	cc	2 stroke	excellent		£25	22	U
124	PAW	0.8	cc	Diesel	excellent	on pod		25	U
127	PAW	1.5	cc	Diesel	good		£35	4	W
131	PAW 06 BB			diesel	v.good in bx		£30	7	Q
144	Stentor 6				not for sale			3	R
145	SUPER TIGER	0.29	cu	2 stroke	very good			2	U
146	SUPER TIGER	0.6	cu	2 stroke	excellent	silencer	£40	23	U
148	Super Tigre				v.good in bx		£50		P
149	Super Tigre				in bx				
151	Super Tigre 34				*good		£25	6	R
152	Super Tigre 51				good	no sil	£15	1	R
153	Super Tigre 60				v.good in bx		£40	4	R
154	Super Tigre S29				excel in bx		£35	3	O
156	Taifun Hobby				v.good		£45	7	N
157	Thun Tigre GP-07				new in bx		£40	8	O
159	Torpedo 35						£15	5	N
162	WEBRA	1.7	cc	2 stroke	excellent		£30	9	U
163	Webra 1.5	0.09	cu		no valve excel		£30	3	N
164	Webra 1.5				v.good*		£25	9	Q
166	OSMax Fp	0.4					£15	9	T
167	OSMax FS	0.26					£80	1	S
168	ENYA	15					£25	19	T
169	Webra						£30	10	N
170	Elfin pb	1.5					£45	8	V
171	ENYA Super Sport			2 stroke	v.good in box +sil		£35	4	K
172	OS Max FP	0.15					£40	16	R

Editors Note: These engines are the collection of the late John Wingate

Enquiries for purchase may be made to:

Kathy Wingate email: john_wingate@sky.com

or Editor email: johnhandrews@tiscali.co.uk

Delivery method to be agreed and if posted, at cost.

Kathy Wingate

L'AQUILONE SAM 2001
TOMBOY RALLY INTERNATIONAL POSTAL CONTEST
01/06/2016 to 31/05/2017

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 alongwith 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 " scaledup) models are admitted; Models may be fitted with floats as per plan (scaled-up for 48" version); no minimum weight; reinforcement or lightening of the structure with respect of the basic outline of the original model are admitted; materials to be used are those found on the plan; plastic covering in place of tissue, silk or other is admitted. More than one person can use same model;

Same model can flight in L.G. or float version; Lone fliers can self-launch and time

Engine/motors

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

36"-44" WINGSPAN

I.C. Engines:

Any engine with 1 cc. maximum displacement; Fuel tank : 3 cc. R/C carburettor is admitted.

Electric Motors:

Any electric motor is admitted with direct drive

The engine cannot be stopped and started again: the motor must run continually without interruptions till the end of the battery charge or competitor's decision; no folding prop is admitted; if a folding prop is fitted the blades must be held open with a rubber band;

Battery: 450 Mah 2 cell LiPo - separate battery pack for Rx 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

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 fitted the blades must be held open with a rubber band;

Battery: 500 Mah 3 cell LiPo - separate battery pack for Rx is allowed

Flights and results

Each competitor may fly as many flights as wished during the admitted period but only the best flight will be considered for the final result. Hand launches are admitted. The flight time start when the model is released or takes off. The flight time ends when the model lands or hits a fixed obstacle. In case the model flies out of sight, the timekeeper will time for 10 seconds after losing sight of the model. Timing will continue if model is seen again or stopped after 10" deducting this time from the total time of 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 2017 to Curzio Santoni (cusanton@tin.it) or to Gianfranco Lusso (gfl@orange.fr). Many pleasant flights and happy landings to ALL !!!!

SPECIAL PRIZE VIC SMEED

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

Good ROW and flight

SPECIAL PRIZE DAVID BAKER

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

Southern Coupe League
Fixtures 2016

Southern Gala	Saturday	Aug. 20 th	Salisbury Plain
Odiham	Sunday	Sept. 3rd	Odiham
Crookham Gala	Sunday	Sept. 18th	Salisbury Plain
Coupe Europa	Sunday	Oct. 2nd	Salisbury Pain

Contact Peter Hall: email: phall789@btinternet.com

Southern Area BMFA Rally

RAF Odiham Saturday September 3rd 2016

It is confirmed that the meeting is booked
the risk assessment has been approved
the Licence etc. is applied for

Further info: John Thompson,
email: johnd.thompson@btinternet.com

The Crookham 50th Anniversary Gala

Sunday 18 September

on Salisbury Plain

Classes will be:

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

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

E36 & F1H/A1 glider

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

Contact Roy Vaughan:

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

Coupe Europa

Sunday 2nd October 2016
Salisbury Plain Area 8

F1G and Vintage Coupe D'Hiver.
Flitehook Trophy for F1G teams.
Contest starts 10.am. F1G will be in rounds.

Contact Ray Elliott

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

Oxford MFC Scalefest 2016

Sunday 2nd October

(Note New Date!)

Port Meadow

BMFA Power, Rubber, CO2/Electric (Need Dox)

BMFA Outdoor Kit Scale, Rapier/Jetex Profile,
Rapier/Jetex Authentic Scale (No EDF, Smokers Only).

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

BMFA insurance required.

Info: 01865 873876 07833 775794.

Full details on www.oxfordmodelflyingclub.org.uk

La Grande Coupe de Birmingham (Part Trois)

Sunday December 4th

at MOD North Luffenham

Qualifying event for "Euro Challenge F1G"
2016/2017 (provisional)
starting at 10:00am

F1G for the Aeromodeller Trophy

Two rounds between 10:00 & 12:00
then 3 rounds to timetable; finish at 14:45

Pre '58 Vintage Coupe

for the Bernard Boutillier Trophy

3 flights (no rounds) start 10:00, finish at 14:45

Special prize

Bottle of fizz for the best aggregate score in both events

Entry Fee £10 covers both events

Maxes as determined by conditions on the day
Fly-offs (Not DT!)

Prize giving and hot drinks/nibbles in the Golf Club
(hot food available for purchase at the club bar)

For further information contact:

Gavin Manion at gavin.manion84@gmail.com
tel 01543 422509

or Stuart Darmon at stuardarmonf1a@yahoo.com
tel 01858 882057

FLITEHOOK

Indoor Free Flight Meetings

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

Flyers £6, Spectators £2

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

2016

2nd Oct - 6th Nov - 4th Dec

&

**Tuesday 27th Dec
10.00a.m. to 3.00p.m**

2017

Sunday - 8th Jan 9.00a.m. to 1.00p.m.

Sundays 10.00am to 4.00pm

12th Feb - 12th Mar - 9th April 2017

Contact Flitehook: Tel. No. 02380 861541
E-mail flitehook@talktalk.net

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

Sept 3rd – Oct 1st – Nov 5th – Dec 3rd

Contact:- Allan Price: Tel: 01922 701530

e-mail: montrose32@btinternet.com

Indoor Flying with the South Birmingham MAC

Mainly Free Flight

Thorns Leisure Centre.

Stockwell Ave.

**Off Thorns Road - Quarry Bank - West Midlands - DY5 2NU
Saturdays 1pm until 4pm**

Sept 10th – Oct 15th – Nov 19th – Dec 17th

Admission - Flyers £5.50 - Spectators £2.00

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

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

BMFA South West

Indoor Flying

Cornwall Vintage Aeromodellers
at

Saints Health and Fitness Ctr.
St Austell Rugby Club
Tregorrick Park, St Austell
Cornwall, PL26 7AG

Sundays 1200 to 1600

2016

Sep 25th - Oct 23rd - Nov 20th - Dec 11th

2017

Jan 22nd - Feb 19th - Mar 19th

Mainly free flight

some micro R/C (fixed wing & helicopters)

Admission: Flyers £7 Spectators £1

Contacts:

Cornwall - David Powis on 01579 362951

dave_powis@hotmail.com

Devon - Roger Bellamy on 01752 257826

randmbellamy@gmail.com



INDOOR MODEL FLYING

2016

ALL TUESDAYS

26TH JANUARY, 23RD FEBRUARY, 22ND MARCH,

26TH APRIL, 24TH MAY, 28TH JUNE,

26TH JULY, 23RD AUGUST, 27TH SEPTEMBER,

25TH OCTOBER, 22ND NOVEMBER.

7pm to 10pm

ALLENDALE CENTRE

HANHAM RD. WIMBORNE BH21 1AS

FREE CAR PARKING IN PUBLIC CAR PARK IN ALLENDALE RD

FREE FLIGHT ONLY

COMPETITIONS incl GYMINNIE CRICKET LEAGUE

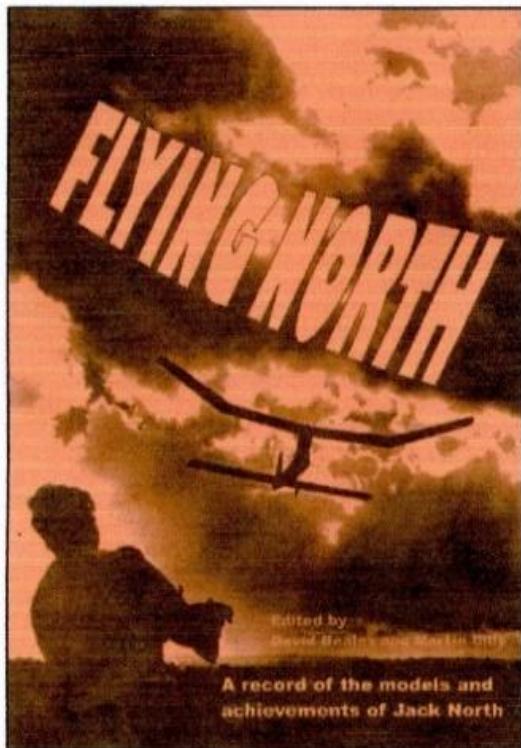
ALL FLYERS MUST HAVE BMFA INSURANCE

FLITEHOOK NORMALLY IN ATTENDANCE

Adult Flyers £5 Spectators £1.50

CONTACTS: John Taylor Tel. No. 01202 232206

Aubrey Bugden e-mail bugden863@btinternet.com



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

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

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

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

2016 FREE FLIGHT FORUM URGENT CALL FOR PAPERS

Depending totally on whether enough free-flight enthusiasts offer to contribute papers to discuss and to be published, November 20th 2016 will see the thirty-second BMFA Free Flight Forum. That's the intention anyway, but it's up to you. Without your help with offers of papers to present and topics to cover it just won't happen. The Forums always try to cover as wide a range of free-flight topics as possible, - FF scale to FAI duration, theoretical or practical, building and flying techniques or what we do and how we do it in free-flight

Please contact

Martin Dilly (martindilly20@gmail.com), phone 020 8777 5533, or

Mike Evatt (mikeevatt@hotmail.com), phone 01327-842746

before Oct. 1st with your offers;

better still, do it now, while you think of it.

The continuing success of the Free Flight Forum depends on you.

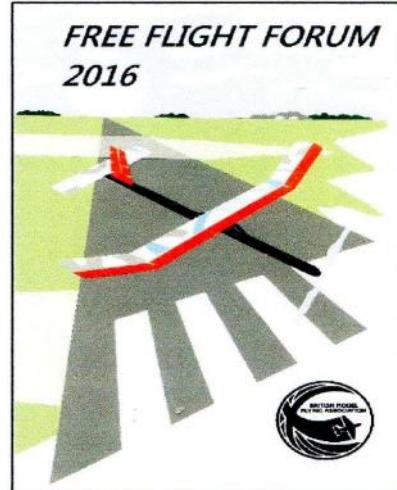
Nov. 20, Free Flight Forum (provisional at present, depending on sufficient speakers; check the website, model media and BMFA office nearer the date). Venue, the Hinckley Island Hotel, A5 Watling Street, Hinckley, LE10 3JA. Tickets £9.00.

THE 2016 FREE FLIGHT FORUM REPORT

HOT OFF THE PRESS

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

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



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

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

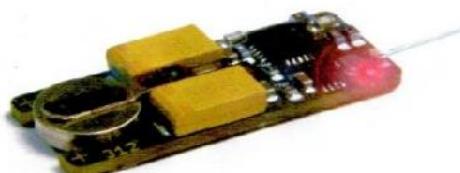
Copies are available from :

Martin Dilly
20, Links Road,
West Wickham,
Kent,
BR4 0QW

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

BUGS

Free Flight Model Tracker

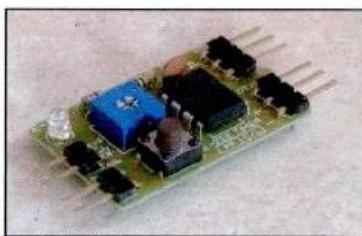


£50.00 - each including 6 batteries
Ready to use radio tracker
Suitable for most handheld receivers
Powered by one 312 ZincAir hearing aid battery
27mm long, 11mm wide, 5mm thick 3 grams
including battery

Run time around 10 days
Red LED flashes when transmitting
Available in any frequency from 140MHz to 980MHz
Supplied in protective heatshrink
Very quick delivery, often next day
On sale at

http://www.leobodnar.com/shop/index.php?products_id=217
or contact Peter Brown 07871 459291 for options

E-Zee Timers



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

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

a simple push button / LED interface

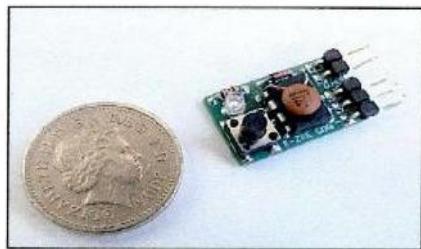
- motor run duration:-adjustable 1 to 30 seconds, set in 1 second increments
- d/t duration:-adjustable 10 seconds to 5 minutes, set in 10 second increments
- motor power:-adjustable at all times from zero to full throttle (by potentiometer)
- push button immediately stops the motor at any point during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

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

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

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

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



- d/t duration:-adjustable 10 seconds to 5 minutes, set in 10 second increments
- push button immediately cancels the flight at any time
- duration settings are saved in memory a single button push serves to repeat a flight.

Length 22mm Width 13mm Height 11mm Weight 2gm

Timers are supplied with a comprehensive instruction manual and users guide

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

Dens Model Supplies

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

Michael Woodhouse

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

Plans of models designed by Geoff Lefever

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

MSP PLANS PRESENTS

Vintage, Classic, Sport and other Duration Designs

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

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

POPULAR PLANS - £7.00 EACH INCLUDING UK POSTAGE, FOLDED FOR POSTING

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

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

JUDGE 1945 WAKEFIELD	by Bert Judge to the 1945 rules as a direct descendant of his 1936 Wakefield Cup winner,
HERMES MAJOR	A 150% enlargement to 61% in span, of the 1949 HALFAX HERMES
FRANK LOATES' 1949 WAKEFIELD	Canadian Wakefield 5 th in the World Championships at Cranfield, England, in 1949.
BORJE BORJESSON'S 1949 WAKEFIELD	Swedish Wakefield 5 th in the World Championships at Cranfield, in 1949.
HOST WAKEFIELD 1951	John Gorham's 1951 Wakefield, a successful rubber model from the early 1950's.
RON WARRING'S 1952 WAKEFIELD	The geared geodetic model, developed by Ron Warring for twin motors,
NIGHT TRAIN Mk 1 1960	George French's Night Train which pioneered the use of VIT systems in the UK

MSP PLANS PRESENTS NEW PLANS

HI-START GLIDERS 2013 - 36 in span

John Gorham's classic A2
Neville Willis' classic lightweight glider
Odenman's.

HI-START GLIDERS 2014 - 36 in span

J Bennett's vintage A2
Frog's beginner's kit glider
Brian Dowling's classic A2.

To order plans for UK delivery please write with cheque (£ sterling) made payable to
Martyn Pressnell, 1 Vitre Gardens, Lymington, Hants, SO41 8NA.

For overseas delivery of Popular Plans send local bank notes equivalent to £10.00.

Enquiries: please write or email martyn.pressnell@btconnect.com

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

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

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

DBHL Plan Service

The rules for obtaining plans.

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

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

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

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

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

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

This service is provided at no charge.

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

VINTAGE COUPE PLANS.

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

Provisional Events Calendar 2016

With competitions for Vintage and/or Classic models

February 14 th	Sunday	BMFA 1 st Area Competitions
March 6 th	Sunday	BMFA 2 nd Area Competitions
March 25 th	Friday	Northern Gala, North Luffenham
March 27 th	Sunday	Middle Wallop CANCELLED
March 28 th	Monday	Middle Wallop, CANCELLED
April 10 th	Sunday	BMFA 3 rd Area Competitions
April 23 rd	Saturday	Middle Wallop, CANCELLED
April 24 th	Sunday	Middle Wallop, CANCELLED
April 23/24 th	Sat/Sunday	London Gala & Space, Salisbury Plain
May 15 th	Sunday	BMFA 4 th Area Competitions
May 28 th	Saturday	BMFA Free-flight Nats, Barkston
May 29 th	Sunday	BMFA Free-flight Nats, Barkston
May 30 th	Monday	BMFA Free-flight Nats, Barkston
June 4 th	Saturday	Middle Wallop, CANCELLED
June 5 th	Sunday	Middle Wallop, CANCELLED
June 25 th	Sunday	BMFA 5 th Area Competitions
July 24 th	Sunday	BMFA 6 th Area Competitions
July 30 th /31st	Saturday/Sunday	East Anglian Gala, Sculthorpe
August 7 th	Sunday	SAM1066 Meeting , on Area 8 Salisbury Plain
August 14 th	Sunday	Timperley Gala, North Luffenham
August 20 th	Saturday	Southern Gala, Salisbury Plain
September 11 th	Sunday	BMFA 7 th Area Competitions
October 16 th	Sunday	BMFA 8th Area Competitions
October 29 th	Saturday	Midland Gala, North Luffenham
November 20 th	Sunday	Middle Wallop, CANCELLED

Please check before travelling to any of these events.

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

For up-to-date details of SAM 1066 events at Middle Wallop check the Website -

www.SAM1066.org

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

www.freeflightuk.org or www.BMFA.org

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

www.SAM35.org

Useful Websites

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

Are You Getting Yours? - Membership Secretary

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

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

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

P.S.

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

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

Your editor John Andrews