



NEW Clarion

SAM 1066 Newsletter

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Editor:- John Andrews
12 Reynolds Close
Rugby
CV21 4DD

Tel: 01788 562632
Mobile 07929263602
e-mail
johnandrews@tiscali.co.uk

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Editorial

First off an important announcement that the Crookham Gala on Salisbury plain is to be held on **Sunday 24th September 2017** (not on Saturday 23rd as previously stated). See revised add.

Our numbers are still falling as I sadly report the passing of two more modellers.

Tony Tomlin starts off this issue with his report on the first of the Cocklebarrow Farm vintage R/C meetings, it's his view on the meeting that I reported on in the last issue.

There are two more meetings to go and they are well worth a visit, even as a spectator.

This issue I report on my visit to East Anglia and the two day free flight bonanza at Sculthorpe. This event is a 'must do' on my competition calendar. This year was somewhat let down by the fact that our normal watering hole after the days events, The Sculthorpe Mill Hotel, was fully booked all three days we were there. However the company of Ireland's Maurice Doyle and Peter Watt, at our evening nights out in Fakenham, more than made up for our disappointment.

There is an interesting article that Dick Twomey wrote for a newspaper in Mauritius, outlining the possibility of the reintroduction of supersonic passenger aircraft.

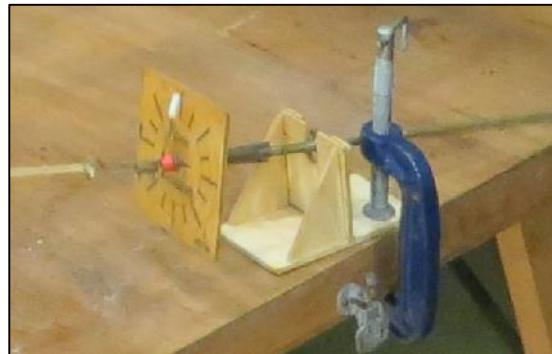
For those who do not know, Dick is President of the Aeronautical Society of Mauritius.

Martin Dilly has penned a piece on his early days association with control-line flying and also his attempts to dissuade a town council from banning of model aircraft in parks.

SAM35's John Ashmole expresses his thanks to 1066 regarding the unearthing of Earl Stahl trophies and reports on the Old Warden events where they were awarded.

'Indoor isn't for Everyone' by Nick Peppiatt continues this issue with information on rubber motors. It was interesting for me to see that Nick has a couple of torque meters that he seldom uses. I have two of Spencer Willis's, intended for outdoor models, which I also fail to make use of.

I do have a home-made one for indoor use, which is built into my motor winding support, but I rarely look at it.



I unearthed some of my indoor models and took them to fly with the serious indoor duration crowd at Brackley Leisure Centre in the Midlands. I took a few pictures to dress up a small report.

The Southern Coupe League soldiers on despite more poor conditions. Peter Hall reports on the 5th round at the Southern Gala, Salisbury, where weather conditions and wind direction caused most flyers to call it a day. A few flights were made and Roy Vaughan has brought the league table up to date.

There follows a report by Jim Paton on his and others efforts in the other events at the Gala.

The 'Area Postal' events promoted by SAM35's John Ashmole are the subject of his article on page 36 and the data within supersedes any previous data to the contrary. Please make an effort to give his initiative some support.

Editor

Sunday, the ninth of July was the date of the first of the three R/C Vintage events planned for 2017 at the popular Cocklebarrow Farm site, near Bibury, deep in the Cotswolds.

The event as always was organised by the hard working Val and Paul Howkins [for the 29th year!] ably assisted by a few dedicated helpers [thank you all].

The weather on the days prior to the event could only be described as tropical, ie very hot and we hoped for similar weather on the Sunday. For once we were delighted, it was perhaps not quite as warm, but with a gentle breeze it was perfect for flying.

The fliers began to arrive early on Sunday morning [some very early!] and before very long the car park was filling up. Modellers came from far and wide, with the furthest from south west France.

One of the attractions of Cocklebarrow is the chance for modellers to get together after the long winter layoff. Very soon groups of modellers could be seen looking into the boots of cars examining models new to them. Some were looking for magazines/plans /engines for sale from the fliers who had set up [with the ok of Paul and Val] an outlet for not used and unwanted items.

Overall 52 fliers signed on with each bringing 2+ models. David Lovegrove was flying his Galloping Ghost equipped models that flew well, although the rapidly oscillating rudder and elevator surfaces caused a few raised eyebrows! It was Davids lucky day, as his Swanee model that was lost the previous October, was returned by a friendly farmer, undamaged apart from the rubber tyres being nibbled by mice!

As always there were the bread and butter models flying with at least 10 Junior 60s, a Radio Princess plus Super 60s and Mini Supers. Models ranged from the very small, with three Eric Clutton designed Sharkfaces flown at what seemed close to the speed of sound due to their small size. Slightly larger were the Vic Smeed designs, with Chatterboxes, electric and I/C, the evergreen Tomboys and even a Pageboy! American designs were in evidence with two Joe Konofees designed 1940 Buzzard Bombshells seen flying in formation, plus a Red Zephyr, an Astro Hog and a Privateer. Larger models in evidence included a Majestic Major and the scaled up Mamselle of John Laird. It was good to see some gliders with either I/C or electric power assist, such as the Fillons Champion of John Bowring, the Scaled up KK Dolpin [7'6''] of Ted Tomlin and the Mercury Invader flown by K Diallinger.



Spike Spencer / David Lovegrove's squadron

A pair of Diesel twins were seen and heard flying together with the Taplin Twin powered Radio Queen and the 3.2cc inline twin, built by Derek Collin powering a Harry Hundleby Sparky.

There were a few unusual models flying, ranging from the Rhomboid wing, twice size Ace of Diamonds designed by George Woolls built and flown by Tony Tomlin and at the opposite end of the spectrum, the T Tray flying well and built by Spike Spencer.



The day seemed to pass quickly, as always, when conditions are perfect and it appeared there were no crashes! As is tradition the event drew to a close with the Raffle drawn by Val Howkins. We were lucky to have an excellent painting of Cocklebarrow, painted and presented by Tom Payne, which was also raffled on the day with the resulting £104 being collected for the Air Ambulance Service. Tom has painted a number of paintings of Cocklebarrow in the past and our thanks go out to him. Thank you Tom.

All agreed that it had been a great days flying as we packed our models away for another day, and looked forward to the next meetings in August and October.

Tony Tomlin



Extract from *Aeromodeller* April 1976

Origin of Species

The term 'all-rounder' no longer conjures up a vision of the club whizz kid juggling a C/L handle, a F/F winder and R/C transmitter with contest winning dexterity, we think instead of the rotund, sedentary figure we now see on the flying field who has given up chasing anything, even models.

We live in the age of specialisation, where we are known by our particular fixations. A sense of unease runs through the club enclave when old Bloggs staggers onto the flying field with anything other than his customary SE5, and there are mutterings and black looks if the established Wakefield flyer infiltrates a Coupe d'Hiver event.

Perhaps the nearest we have to an all-rounder is the Radio man who sportingly enters the chuck glider event on gala day, or the club room hanger-on who is surprisingly seen to be flying a model.

Any biologist, running a practised eye over the club room assembly, could easily identify the various factions by their particular genus characteristics. He will note first the fat cats; the sleek, slow moving Radio men, then the wild, hairy C/L pack, all banter and bonhomie, and lastly the lean and urgent free fighters, given to dark, tribal mutterings. He will know that model flyers do not choose their particular vocations; they are born to them, just as monkeys are to climb trees and donkeys to dither. So what price club unity with the members going off in all directions like a rampant MRV?

A club night film show of skidding pylon racers and jumpy helicopters will have the free fighters making snide remarks like '*How money flies*' and '*probably clockwork*', whilst a shot of a C/L team race will bring from the radio boys a derisive, '*What's on after the Flintstones?*'. What then can you get an all-rounder-appeal talk or lecture on, apart from '*Flight and other characteristics of the Birds and the Bees*' that would be illuminating to all the diversely motivated members?

Should you try a building demonstration? Well, you could, but to many members of the plastic age, balsawood is just something they use in slapstick comedy scenes. Perhaps the club could most usefully bring along a biologist chap - buy-ologist for radio - to give a talk on how to recognise the species of modeller to which you belong.

Last Round Up

The counterpart of the recently formed *Model Flying Field Association*, the 'Radio Cowboys Club', already is putting into effect plans to foil any attempt at organised flying on the few surviving unbanned open spaces.

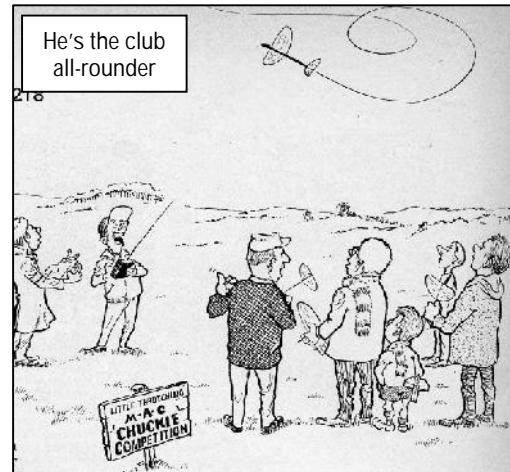
Engine exhausts are being opened up, fail-sure radio gear double botched and areas of maximum nuisance charted.

Meantime model shops throughout the country have been taking on extra staff to meet the demand for kits and radio accessories for a maximum cowboy offensive in the spring.

Speaking from a secret launching point somewhere in Britain the noted low flying cowboy, 'Hopalong Crashedly', stated that he was well satisfied with the club's preparations, and a bumper crop of flying sites could be expected to fall.

A series of 'Radio 1 odes' were to be staged in the more important urban areas, and lone ranger patrols will cover the rural districts.

Flyers are reminded that membership is free, no licence or insurance is required and there are no rules.



Pylonius

The East Anglian Gala at RAF Sculthorpe is an annual 2 day event run by Malcolm Marshall and is well worth making the trip to compete. Most BMFA classes are catered for (16 in all) so there will always be an event for you to fly in whatever your preference. The airfield itself is huge, I'm told the main runway is two miles long, so unless you get a stinking great thermal and overlong DT in a strong wind you are unlikely to finish off the field. It's a great weekend.

On the first day, Saturday, I entered BMFA Rubber and assembled 0-4 which was my only trimmed model for the class. My old faithfull 0-3 had destroyed itself earlier last year at the 2016 Nationals in May and was beyond repair. 0-4 had also been damaged at the same meeeting but I had refurbished it using the old 0-3 wing and set it up for a stronger motor, namely 18strands of 3/16th.

This is where the fun starts as I had not flown the model since last year at the 2016 Sculthorpe Gala and had forgotten about the stronger motor. All my motors are kept in plastic bags in golf ball boxes and labelled with sizes. Somehow I missed the motor size on the label on assembly and with the model in the winding jig I proceeded to wind as though it was the old 16strand motor. Needless to say the motor went bang. I installed a second motor and set about winding again. This time, although Rachel was on steadyng duty, the wind blew the model over on the jig and wrecked the fin area. John boy was performing true to form.



I install 0-4 onto the winding jig



John boy surveys the damage

I was not alone, Andrew Moorhouse, parked next door, had had a similar problem and shredded a large part of his fuselage rear end getting a broken motor out.



Andrew Moorhouse's shredded back end



The damage to 0-4's rear end was a bit messy so I decided to use my very old 36-3 which had been hiding in my box since the back end of 2015 when I did a bit of trimming with it at Luffenham.

My log book reads:

36-3 - 3/16 x 16 x 50 250T trim

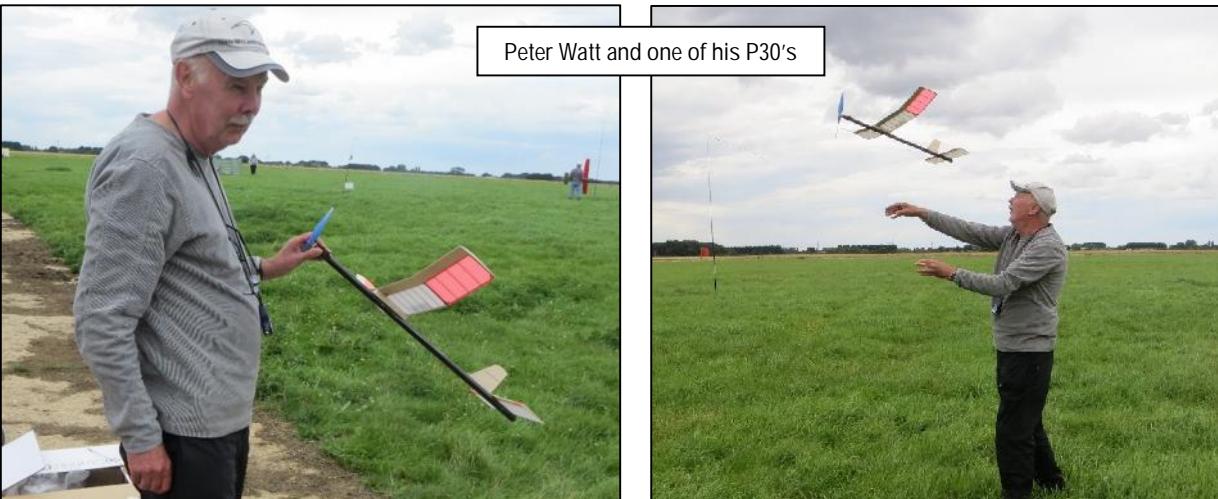
Seems under elevated, flew into bush after launch.

I assembled the model, re-stranded a motor down to 16strands and once again, due to wind strength, I decided to wind and launch without a check flight. I did put a sliver of 1/32 under the rear of the tailplane in deference to the note in my log book, that proved to be a mistake.

I launched for my first flight and the power run was OK climbing to a reasonable altitude but a stall developed on the glide and the model was down in 1-58. Standard practice for me. One of the models prop blades was broken when Rachel recovered the model, it had stalled down onto the runway. I cycled it and made a short second flight of 1-20 just to check trim and prop repair. I could have flown my 'Pinocchio' in Vintage but I gave up for the day as I wanted to save the model for Mini-vintage on the Sunday. I then slipped into picture taking mode and that was Saturday over, a typical comedy of errors for me.

In the evening we ate in the chinese restauraunt in Fakenham with the Irish visitors Maurice Doyle and Peter Watt, a good time was had by all and two bottles of wine disappeared.

It transpired that the two Irish lads had had successes in the comps of the day, Maurice taking third prize in Tailless and Peter third in P30 albeit at the cost of losing one model.



Sunday, after showing my BMFA membership card at the gate, we drove out onto the airfield to a flightline towards the control tower. We set up shop and I put the relevant bits of my ex John Wingate 'Late Night Final' together with the appropriate 75gm x 16 x 3/16th motor.

The weather was still a bit rough, (see my fetchermite's garb in photo alongside), so once again no check flight. I had flown the model at the Nationals so I was reasonably confident all would be well. I wound on 750 turns and launched in good air to record a max, the Tomy DT I had made and installed bringing the model down from a good altitude. Do it again thinks I and without further ado I wind and launch for 2nd comp flight. I did not pick good air and after prop fold the 'Late Night Final' was soon down 20 secs short of requirements. The recovery was not straight forward for Rachel, the model had been found by Chris Strachan and he had deposited it in one of the electric fenced cow pens. Rachel was not too keen on the idea of straddling the wires nor meeting the cows but luckily Maurice Doyle was on hand looking for his own model and he retrieved the LNF for my fetchermite.

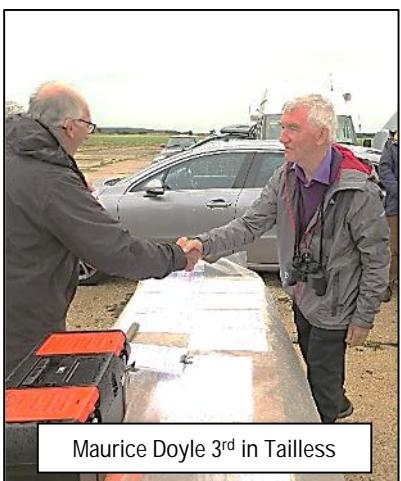
The glide on this second flight had looked a little under-elevated so I made a slight adjustment for the third flight and maxed OK in probably neutral air. Three flights in the bag before the rain came. It was early afternoon and the leaden skys soon had us all hidden away in our cars thinking that was it for the day. Not so, the rain passed and out came the sun and the wind died away so I banged in three flights in mini-vintage with my 'Pinochio'. Two maxes then dipped out on third flight. It's been a long time since I made three flights in each of two competitions on the same day, I was a happy bunny, it bodes well for the future.

A point of note to be emphasised, **I made third spot in Classic**, success at last, a certificate and a £7 Tesco voucher.

That evening it was down to the Indian restauraunt in Fakenham with our two Irish companions and we emptied two more bottles of wine with our meal. A good weekend with two good companions.



Fetchermite & Late Night Final



Maurice Doyle 3rd in Tailless



Peter Watt 3rd in P30



Yours truly 3rd in Classic Rubber

Prize Presentations by CD Malcolm Marshall

A couple more pictures from the fetchermite's camera

Results - BMFA East Anglian Gala, Sculthorpe, Saturday 22nd July 2017

BMFA Rubber							
Name	BMFA	Club	1	2	3	Total	Fly Off
Phil Ball	57180	Grantham	2.30	2.30	22.30	7.30	6.32
Andrew Moorhouse	62373	Vikings	2.30	2.30	2.30	7.30	4.05
Peter Gaunt	203477	Morley	2.01	1.29	2.20	5.50	
Andrew Chilton	51970	Crookham	1.57	1.22	1.37	4.56	
John Andrews	31216	Timperley	1.58	1.20		3.18	

Vintage Rubber/Power							
Spencer Willis	34982	Croydon	2.30	2.30	2.30	7.30	
Colin Foster	17203	Morley	2.30	2.30	2.05	7.05	

Classic Glider							
David Truluck	51147	Vikings	1.43	2.30	2.30	6.43	
Phil Ball	57180	Grantham	2.30	2.30	1.39	6.39	
Roger Heap	73338	Biggles	1.30	2.30	2.30	6.30	
Barry Halford	31735	Vikings	2.30	1.21	2.30	6.21	
Colin Foster	17203	Morley	1.08	1.35	1.58	4.41	
Gil Hart	54609	Vikings	0.57	1.33		2.30	

Tailless							
Chris Strachan	33623	Biggles	1.57	2.30	2.30	6.57	
Spencer Willis	34982	Croydon	2.19	2.10	2.13	6.42	
Maurice Doyle	77804	Belfast	2.30	2.30	0.20	5.20	
David Taylor	4788	Grantham	0.50			0.50	
Colin Foster	17203	Morley	0.05			0.05	

E36							
Steve Philpott	64218	Birmingham	2.00	2.00	2.00	6.00	
Chris Strachan	33623	Biggles	1.57	2.00	2.00	5.57	
Peter Watson	62397	MFFC	1.35	2.00	2.00	5.35	
Trevor Payne	32531	Biggles	2.00	0.11		2.11	
Gordon Warburton	58428	Morley	0.56			0.56	

P30							
Stephen Fielding	67400	Morley	2.00	2.00	2.00	6.00	2.40
Dennis Davitt	6320	Morley	2.00	2.00	2.00	6.00	2.33
Peter Watt	108095	Mid Ards	2.00	2.00	2.00	6.00	1.53
Colin Foster	17203	Morley	2.00	2.00	1.57	5.57	
Peter Gibbons	76597	Peterborough	2.00	1.33	1.41	5.14	
Ben Hobbs	196492	Oxford	2.00	1.13	1.50	5.03	
David Taylor	4788	Grantham	1.56	2.00		3.56	
Martin McHugh	162056	Peterborough	1.04	1.12	1.04	3.20	

HLG/CLG

Graham Percival	31494	Grantham				3.22	
Peter Gibbons	76597	Peterborough				3.30	
Chris Strachan	33623	Biggles				0.50	

Results - BMFA East Anglian Gala, Sculthorpe, Sunday 23rd July 2017

BMFA Glider

John Cooper	3422	Biggles	2.30	2.30	2.30	7.30	4.29
John Williams	63375	Birmingham	2.30	2.30	2.30	7.30	3.33
Stephen Bowles	180068	Vikings	2.30	2.30	2.30	7.30	3.30
David Oldfield	31734	Vikings	2.30	2.30	2.30	7.30	2.42
Roger Heap	73338	Biggles	2.30	2.07	2.30	7.07	
Colin Foster	17203	Morley	2.30	2.30	2.05	7.05	
Chris Parry	625525	Biggles	2.30	1.49	2.28	6.47	
Barry Halford	31735	Vikings	1.25	2.30	2.30	6.25	
Peter Gaunt	203477	Morley	2.01	2.30		4.31	
Martin McHugh	162051	Peterborough	1.48	1.02		2.50	

BMFA Power

Alan Jack	56873	MFFC	2.30	2.30	2.30	7.30	7.20
Trevor Payne	32531	Biggles	2.30	2.30	2.30	7.30	6.21

Combined Electric

Peter Watson	62317	MFFC	2.30	2.30	2.30	7.30	9.12
Chris Strachan	33623	Biggles	2.30	2.30	2.30	7.30	5.22
Trevor Payne	32531	Biggles	2.30	2.30	2.30	7.30	2.59
Dennis Davitt	63260	Morley	2.30			2.30	

Vintage Glider

Gill Hart	54609	Vikings	2.30	2.30	1.42	6.42	
Colin Foster	17233	Morley	1.47	2.05	2.30	6.22	
David Truluck	51147	Vikings	2.30	1.06	2.10	5.46	
Stephen Philpot	64218	Birmingham	1.06	1.38	1.42	4.26	

Classic Rubber / Power

Phil Ball	57180	Grantham	2.30	2.30	2.30	7.30	
Spencer Willis	34982	Croydon	2.30	2.30	2.30	7.30	
John Andrews	31216	Timperley	2.30	2.10	2.30	7.10	
Andrew Moorhouse	62373	Vikings	2.30			2.30	

Mini Vintage

Phil Ball	57180	Grantham	2.00	2.00	2.00	6.00	4.27
Colin Foster	17203	Morley	2.00	2.00	2.00	6.00	1.33
Peter Adams	107883	Peterborough	1.58	2.00	2.00	5.58	
Peter Watt	108095	Mid Ard	2.00	1.47	2.00	5.47	
John Andrews	31216	Timperley	2.00	2.00	1.37	5.37	
Walter Hodkinson	86818	Grantham	2.00	1.40	1.52	5.32	
Andrew Green	115835		0.55	1.42	1.24	4.01	

CO2

Chris Strachan	33623	Biggles	2.00	2.00	2.00	6.00	
Gordon Warburton	58428	Morley	2.00	1.50	1.53	5.43	
Stephen Philpot	64218	Birmingham	2.00	2.00	1.29	5.29	
Peter Gibbons	76597	Peterborough	2.00	0.42	2.00	4.42	

Vintage Glider

Gil Hart	54609	Vikings	2.30	2.30	1.42	6.42	
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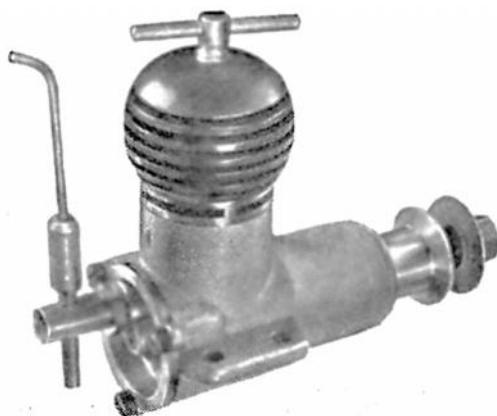
Bowden

Andrew Green	115835						1st
John Wynn	20470	IVCMAC					2nd
Garry Flack	71078	IVCMAC					3rd
Maurice Doyle	33623	Belfast					4th

The full set of results were supplied by the Gala CD Malcolm Marshall

John Andrews

Engine Analysis: Byra 1.5 & Schlosser 2.5 - Aeromodeller Annual 57/58



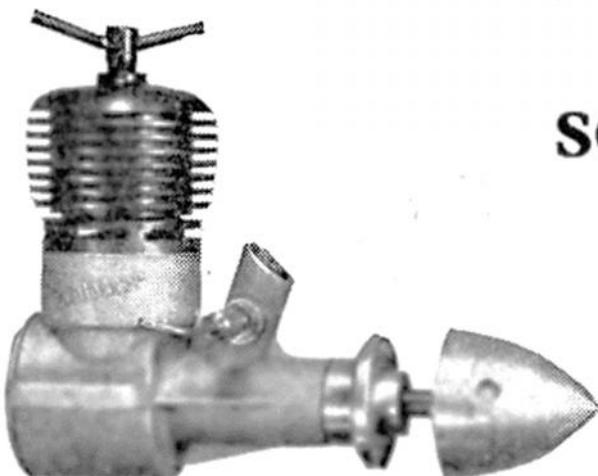
BYRA
1.5 c.c.

Manufacturers:
F. Batllo, Barcelona, Spain.

Max. B.H.P.: .114 at 12,000 r.p.m.
Max. torque: 11.4 ounce-inches at 8,500 r.p.m.
Power rating: .08 B.H.P. per c.c.
Power/weight ratio: .0314 B.H.P. per ounce.

Bore: .494 in.
Stroke: .455 in.
Displacement: 1.43 c.c. (.087 cu. in.)
Bore/stroke ratio: 1.085
Weight: 3.8 ounces.
Price: 515 Pesetas.

PROPELLER	R.P.M.
dia. x pitch	
8 x 5 (Stant)	9,500
8 x 4 (Stant)	10,400
7 x 8 (Stant)	10,300
7 x 4 (Stant)	11,500
6 x 4 (Stant)	13,600
6 x 4 (Frog nylon)	16,000



SCHLOSSER
2.5 c.c.

Manufactured in
Eastern Zone Germany.

Bare weight: 3.8 ounces.
Max. B.H.P.: .215 at 14,000 r.p.m.
Max. torque: 20 ounce-inches at 7,500 r.p.m.
Power rating: .086 B.H.P. per c.c.
Power/weight ratio: .0575 B.H.P. per ounce.

Bore: .603 in.
Stroke: .521 in.
Displacement: 2.496 c.c. (.1488 cu. in.)
Bore/stroke ratio: 1.16
Manufactured in
Eastern Zone Germany.

PROPELLER dia. pitch	R.P.M.
9 x 4	9,500
9 x 8	7,300
9 x 4	9,800
8 x 8	9,250
8 x 5	11,400
7 x 6	13,350
7 x 5	15,000

An article by Dick published in an English Newspaper in Mauritius

Supersonic flight is making a comeback

By Dick TWOMEY
Aeronautical Society of Mauritius



It is hard to believe that the so-called "sound barrier" was first officially broken (by a Bell X-1 aircraft in the US) in 1947, all of 70 years ago. Aerodynamicists had already agreed that, whereas at subsonic speeds the air was considered to be incompressible, air at transonic and supersonic speeds is compressible, giving rise to a new phenomenon, the sound barrier with its supersonic bang or boom.

At the end of World War II, young RAF pilots flying the latest aircraft designs of that epoch, such as the Gloster Meteor or the de Havilland Vampire, found that it was difficult to control their mount when approaching a speed of about 90% of the speed of sound (or "0.9 Mach" to use the definition that "sonic speed = Mach One", after the scientist Ernst Mach). As designers worked to develop faster fighter aircraft, many people had the experience of hearing that trademark "double crack", perhaps at the famous Farnborough Air Show in England or—in my own case — when living under the threatening aerial behaviour of Russian Mig pilots who amused themselves by noise-bombing the citizens of Cold War West Berlin. The boom had arrived.

Peaceful technology however marched ahead, and attention was turned in the 50s to the possibility of designing and operating a supersonic civil passenger aircraft. Jets had been enthusiastically welcomed by the travelling public, so why not supersonic ones? By November 1962, the French and British governments had signed a remarkable treaty to co-produce the world's first (and to date the only) supersonic passenger aircraft, which we all recognise as the Concorde. The resulting technological marvel first flew in 1969, entered British Air-Ways and Air France in 1976 and continued to carry thousands of privileged customers—with a break only after that sad day in July 2000, when a piece of metal lying unknown on the Paris take-off runway precipitated a tragic accident —until final retirement on 24 October 2003. During those long years of faithful Concorde service, the mainly business passengers had appreciated the "economics of speed" born of supersonic flight. It comes as no surprise to learn that today, commercial supersonics are receiving a strong resurgence of interest.

At this year's Paris Air Show, a presentation was given by a new company appropriately called Boom Aerospace, on its plans to tackle the supersonic design challenges once again. Bernard Scholl, Boom's CEO, made the pithy comment that: "Speed matters. Aeroplanes aren't cruise ships. We love flying but we love arriving more." His projected design will be smaller than Concorde, in which 100 passengers had crossed the Atlantic in three and a half hours instead of the eight hours by a 747. The difference this time is that Boom is focused on producing a product with only 55 business or first class seats. Entry into commercial service is planned for 2023, with a smaller-scale prototype (Baby Boom) which should be making its first flight next year 2018.

At this stage, you would be right to ask two key questions: First about the cost of this ambitious project; and secondly, about the past operational restriction on overland supersonic flight caused by the compressibility shock-wave bang. Concorde, you will recall, had only been allowed to beat the sound barrier over oceans.

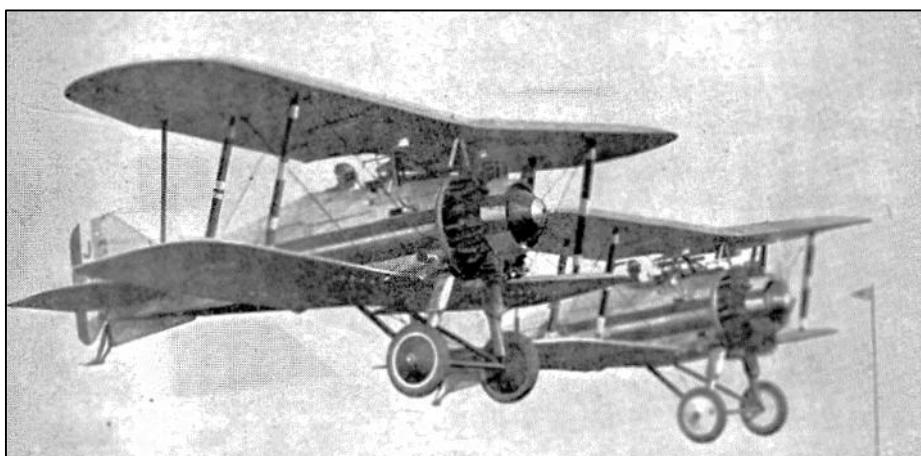
As to cost: At the Paris Air Show, Blake Scholl announced that his company had 76 preliminary reservations from five world-class airlines, and claimed to have \$41M in funding already, "more than enough to pay for the demonstrator". He also forecast a trans-Atlantic return fare of \$5,000, and was confident that this would be acceptable to his business or super-rich customers.

As to the boom problem, Scholl is by no means the only person who considers that the overland restriction is unwarranted. The Niskanen Centre policy analyst Sam Hammond recently claimed that "the FAA's (the US Federal Aviation Agency) misguided ban on sonic booms overland has handicapped the industry", and explained that "a series of technological breakthroughs have created the conditions for a supersonic renaissance". Instead of a ban, Hammond suggests that the FAA (and then other aviation regulators) could issue a sonic noise standard "and allow developers to shoot for that standard." This seems to be such an obviously good idea that one wonders why nobody had suggested it before, (or perhaps they have and it was just shot down by officialdom?).

So what's in this potential renaissance for us? How often have we all wished to shrink the 10,000 km distance between Mauritius and London or Paris? With a new sonic noise rule instead of an overland ban, and with some upcoming but eminently feasible new aircraft design technology, the existing 11-12 hours flight time to or from Europe could be cut to five hours. The same as it takes now to get to Cape Town.

The price is impossible and will have to come down, and that will take more development. But otherwise: I like it! •

Dick Twomey



AIR CRAFT
DESCRIBED

NUMBER 58

BY

G. A. CULL

The
**GLOSTER
GREBE**

After World War I, R.A.F. Fighter Squadrons remained equipped with war-time types, namely, a few S.E.5A's and a number of Snipes. Eventually the powers-that-be sanctioned the building of three Gloster machines for fighter trials and three "Grouse" airframes were modified and re-engined with A.S. Jaguar III two-row radial engines. Re-named Grebe I, these were a great success and earned an order for a production version. Lighter and faster, these joined the R.A.F. a year later, powered by the 385 h.p. Jaguar IV and armed with two Vickers guns on the cowling. Great improvements were made over the war-time types; the radial engine contrasted with the Snipe's rotary, the bungie sprung U/C was gone and the wings embodied the H.L.B. sections. The high lift top wing did most of the work in flight, when the lower wing was at minimum drag incidence, but this was effective for take-off, and the staggered biplane layout made possible the short fuselage, so aiding manoeuvrability, of which the Grebe had an excess. The fin and rudder, however, smelled strongly of W.W.I, being similar to the S.E.5, and stamped both as coming from designer H. P. Folland.

In 1925 a batch of two seat trainer Grebes was built for squadron conversion of new pilots. One of these, J7520 with Racing No. 23, flew in the '28 King's Cup Race, and was a likely winner until a flying wire broke; a forced-landing for a temporary repair with string enabled the Grebe to reach Liverpool for a new wire. The delay caused No. 23 to finish in 19th place. Considerable research work fell to the Grebe, which at Martlesham became the first machine to survive a T.V. dive undertaken, at last, when parachutes were first issued. Pulling out of this dive at 240 m.p.h. caused some lift wires to stretch! The Hele-Shaw variable pitch prop was test flown on a Grebe, and Glosters carried out three experiments into gaining a good forward view. These comprised (i) normal wings but with thinned down centre-section,

Wearing the two black bars of 25 squadron, these two Grebes show red and yellow wheel discs. Bomb racks for eight 20 lb. bombs are visible and grass is sticking to the tailskids. (Photo: "Flight")

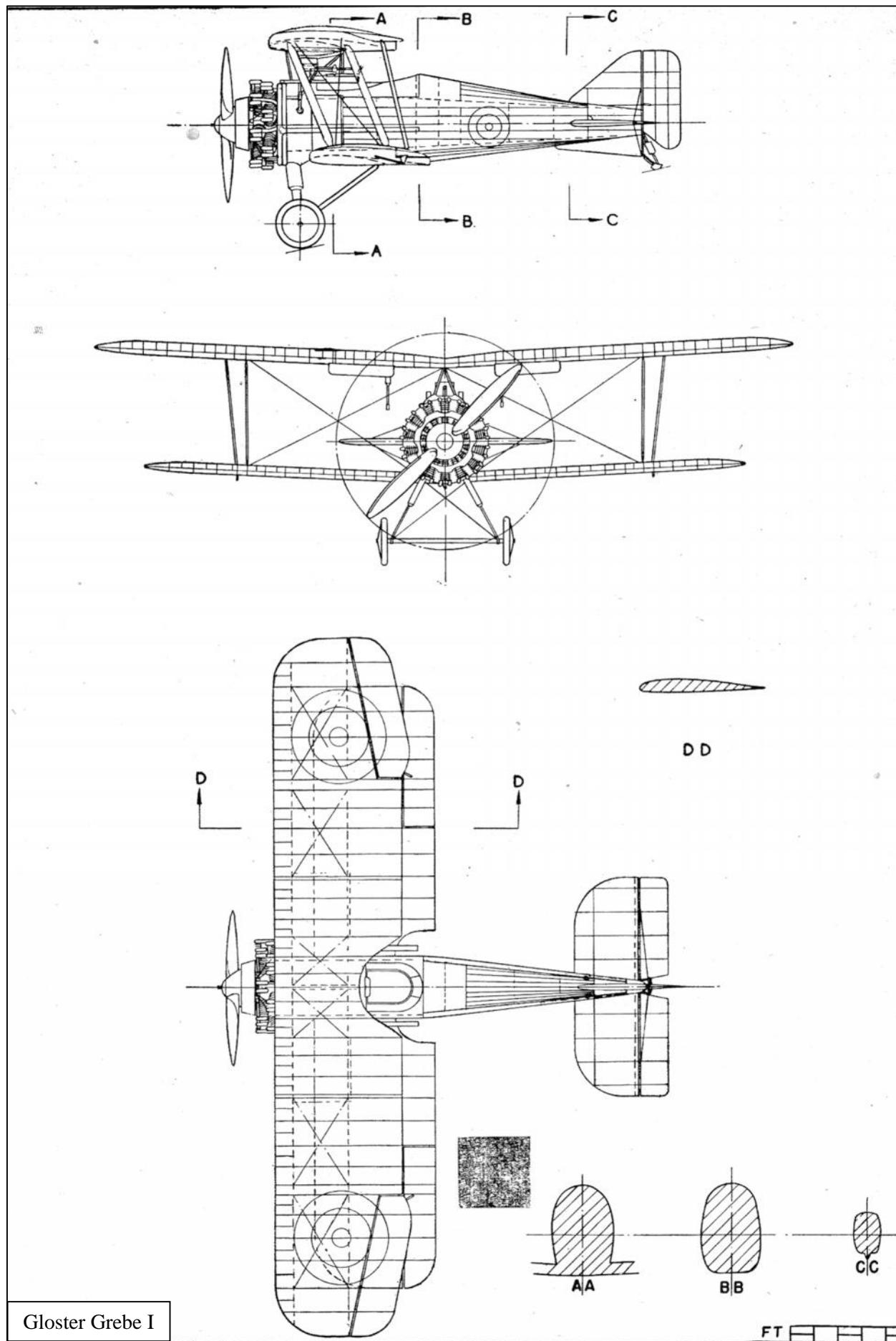
(ii) Grebe outer wings faired straight down into the fuselage, and (iii) normal wings but with no centre section at all. At the end of tests in July '28 it was found that the thin centre section was the best proposition, also giving best climb and speed, and so was used on later designs, starting with the Gamecock II.

The Grebe II of 1926 embodied the experience of dive and spinning tests and had slightly improved cowling lines, while stiffer, narrow-chord ailerons were fitted. A number were supplied to New Zealand in both single seat and dual forms. Three other firms built Grebe parts, Hawker's making bottom wings, Avro's did top wings, and D.H.'s turned out ailerons and smaller parts; a total of 130 Grebes were built. Nos. 25, 29, 32, 56 and 111 Squadrons flew the delightful bee-like Grebe with great zest until re-equipped from 1927-30 with the Gamecock (which owed everything to the Grebe), and the Siskin, of which many were Gloster-built.

Colour. Silver dope overall with usual red, white and blue roundels above upper wing tips, below lower wing tips, overlapping ailerons, and on fuselage sides. Full width of rudder taken up with red, white and blue stripes with red nearest hinge. Serial number in black on rear fuselage and below lower wings. Sometimes on rudder stripes also, when letter surmounts numbers and with white outline against blue or red. Squadron markings down fuselage sides and on top wing:— 25 Squadron: Two parallel black bars (from propeller to fuselage roundel). 29 Squadron: Red diagonal crosses with top and bottom bars. 32 Squadron: Blue band with white diagonal intersections. 56 Squadron: Red and white checkerboard. 111 Squadron: Single black band. Flight colours, red, yellow or blue, carried on wheel discs.

Specification. Grebe II. Span 29 ft. 0 in. Length 19 ft. 6 in. Wing Area 254 sq. ft. Weight Empty 2,190 lbs. Weight Loaded 2,614 lbs. Wing Loading 10·3 lbs./sq. ft. Max speed 152 m.p.h. Climb to 20,000 ft. in 24 mins. Absolute ceiling 23,000 ft. Duration 2½ hrs. at 15,000 ft.

Construction. All wood. Fuselage is box of 4 ash longerons with spruce struts and wire bracing. Whole faired by spruce stringers. Wings have two spindled spruce bars with lattice ribs and four ailerons. Tail unit similar to wings with adjustable tailplane. Whole fabric covered with all controls unbalanced.



Early Control-Line Flying in Beckenham

In around 1949 Blakes Recreation Ground in West Wickham, then in the Borough of Beckenham, was a centre for early control-line flying. I was fourteen and had just bought a Mills 1.3 with the parallel fins and number 1308, (odd how you remember some minor things), which went into a Weatherman, finished in red Marjonos two-part paint and which had its first flights there.

The main attraction at Blakes wasn't my early attempts to get a couple of laps of straight and level out of the Weatherman, but the fact that flyers like its designer Cyril Shaw and fellow Zombies members Bill Dean and Ron Warring flew there. Shaw had a couple of immaculately-finished glossy black speed models, one of them powered with a Fox .59 and fitted with a lethal-looking needle-nose spinner; a photo of it appeared in one of the Model Aviation magazines of the time, probably clutched by one of the blonde film starlets who Shaw seemed to collect. I don't recall what Warring used to fly, but I was once asked by Bill Dean to hold one of his models as he walked out to the handle to fly, and that was akin to a seal of approval as a fellow flyer.

Another flyer who lived near me was Alan Indge, who had recently returned from National Service in Malaya; his workshop was the focus of interest for several of the younger modellers, as he had both a lathe and also piles of American magazines like Air Trails and Model Airplane News.

At Blakes Rec. he used to fly a flapped aerobatic model called Able Mabel, powered by a Triumph 51 on glow, and a speed model using a Hornet.



Zombies member Alan Indge with his Triumph .51 powered Able Mabel flapped aerobatic model, which had a floating glide for several laps.



Alan Indge starting his Hornet-powered speed model at Blakes Recreation Ground in 1949.

A fellow West Kent club member had a Frog Vandiver with a Frog 180, held in place with rubber bands. This system was one I later used when I graduated to an Elfin 1.8; it gave a bit of shock-proofing for the engine and the airframe, and also enabled the engine to be transferred to other models quickly.

Anyhow, I was allowed to fly this model and with it managed my first loop.

Later I graduated from the Weatherman to an own-designed stunt model for the Mills, which I called Loopalot, rather like that Ron Prentice model that was in one of the Model Aviation mags.

This was long before the advent of mufflers and there were houses maybe a hundred yards from where the flying took place, often with unmuffled .60s. Inevitably there started to be noise complaints and the local council proposed a ban on powered flying in its parks; this was, I think, the first such ban in the UK.

My own campaigning for model flying seems to have started at about this time too and a couple of my letters to the local Beckenham & Penge Advertiser from 1950 about the ban are attached, though they didn't seem to swing the council.

Power-driven model planes should not be driven out entirely from our parks

Sir,—As your readers are aware, the Beckenham Council is proposing to ban the flying of power-driven model aircraft in the parks of the borough.

Although the Home Office has issued all councils with a directive making it clear that the powers given to them are not to prevent flying but to ensure safe flying, Beckenham Council appear to ignore this aspect and to wish to ban flying altogether.

Aero-modelling is an important branch of youth activities and an important preliminary to full-size aviation.

The models at present allowed to be flown in parks are no more dangerous than a cricket ball, since they are tethered by two steel wires and consequently have to fly in a definite circle.

In view of the fact that the aero-modeller of today tends to be the aircraft technician of tomorrow (it is worth remembering that Sir Frank Whittle and others were aero-modellers not so many years ago), it would seem a short-sighted policy in these unpeaceful times to discourage the development of airmindedness, which may be so vital to our national survival.

LOCAL AERO-MODELLER.

Protest at Council's ban on model aircraft in Beckenham parks

Sir,—Your readers will have seen an article in Penge and Anerley Notes concerning the rejection by the Under-Secretary of State of proposed by-laws banning the flying of power-driven model aircraft in local parks.

The model aircraft movement has the full support of the Home Office and the Civil Air Ministry; the council received a memorandum from the Home Office, making it clear that the purpose of the by-laws is not to prohibit flying, but to provide facilities for safe flying. However, the Beckenham Council have completely banned all power flying in parks.

Several enlightened councils in the country have provided special grounds for model cars and aircraft. It would seem simple enough to allow flying, for example, on Sunday mornings. Surely a period of, say, three or four hours in a week, would do nobody any harm?

It would rather seem that the well-established sports, such as cricket and football, are taking precedence over others such as aeromodelling, archery and motor cycling, to the extent of the complete extermination of the latter.

M. DILLY.
Links Road,
West Wickham.

Reproductions of the published letters that I sent to the Beckenham & Penge Advertiser in 1950 objecting to a proposed ban on power flying in local parks.

Martin Dilly

Torque and turns

Here I am going to make reference to a very useful series of articles on the subject of rubber motor 'Torque and Turns' written by that fine builder and flier of indoor scale models, Reg Boor, and published in the August, September and October 1992 editions of Aero Modeller. If you have not got access to them, I'm sure Roy Tiller would provide copies from the DBHL. In the first of his pieces, Reg gives a very useful formula for calculating the maximum turns for a rubber motor: -

$$N = K \times \sqrt{L^3} \div \sqrt{W}$$

Where L is the made up length of the motor in inches, W is weight of the motor in grams and K is a constant which is dependent on the type of rubber used. I make no apologies for the mixed units favoured by British aeromodellers. The maximum turns, N , can readily be determined using a basic calculator, as most of these have the square root function ($\sqrt{}$). Enter the length of the rubber and multiply it by itself twice to give the cube value and then take the square root. This value is then multiplied by the constant K and divided by the square root of the rubber weight.

What value do you use for K ? Reg gave 31 for FAI Tan and 28 for Pirelli, which reflects how long ago the articles were written. I use a K value of 43 for Tan II. I'm not sure where I acquired this value, but it reflects the fact that Tan II takes considerably more turns than earlier rubbers.

As a worked example, a motor I have used in the Nesmith Cougar peanut is 15 in long and weighs 2.1g: -

$$\begin{aligned} N &= 43 \times \sqrt{15^3} \div \sqrt{2.1} \\ &= 1724 \end{aligned}$$

As Reg points out the maximum "safe" turns for repeated use is no more than 85% of the N value.

What about a K value for Tan Supersport? There was a short article in the Flying Aces Club News, no 279 (Sept/Oct 2014) by Roger Willis 'Getting the Maximum from a Rubber Motor', which looked at both Tan II and Supersport. This was based on Reg's formula for the maximum turns, given above, but, being of US origin ounce and inch units were used. A bit of manipulation showed that the K value used for Supersport was 38, and between 42 and 45 for Tan II.

I do not 'run-in' rubber motors in any way; I just cut to length, lubricate, knot, re-lubricate and fit. Care needs to be taken in that the first wind gives more torque than subsequent winds. Subsequent winds can be remarkably consistent in performance, if given a little time to rest between flights.

Reg Boor's second article covered the construction and use of torque meters. These are used by the indoor duration community, but as far as I can tell are not widely used by scale fliers. Maybe this is a subject to be further investigated for technique improvements? I did make some torque meters some years ago (Fig 1), but, sadly, I have to report that these have been little used.

The third article explained how to add a counter to a winder using a cheap calculator. I find this extremely useful and is highly recommended. In my case, Fig 2, there is a reed switch connected in parallel to the '=' key. The reed switch is operated by a small magnet attached to the winder handle. The winder is a KP Aero with a 15:1 ratio. Pressing the keys '1', '5', '+' means that the calculator adds 15 with every turn of the handle. Pressing '−', '1', '5' allows turns to be backed off and the total turns maintained.

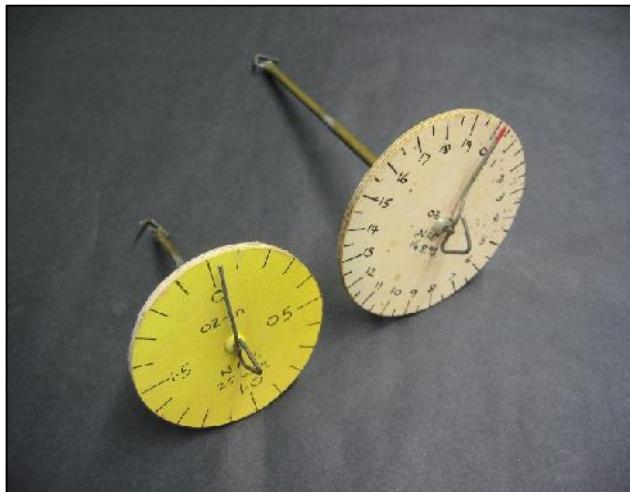


Fig 1. Torque meters made following Reg Boor's 1992 Aero Modeller articles



Fig 2. 15:1 winder with calculator counter.

Outdoor Adventures - Earl Stahl Competition, Old Warden, July 23rd 2017

Earl Stahl designed a number of very practical flying scale models in the 1940s, which were published in magazines like Model Airplane News. A comprehensive list of these and downloads for the articles and plans are available on www.theplanpage.com. Competitions for Earl Stahl Low-Wing and High-Wing designs were originally held by SAM35 at Old Warden in the 1980s. A review of the Low Wing designs can be found in the July 1984 issue of SAM35 Speaks. In the 1990s the competitions became established at Middle Wallop under the auspices of SAM1066.



Fig 3. Stahl Rearwin Speedster & what was originally an Old Warden Low-Wing trophy.



Fig 4. Stahl Magister (finished as a Hawk Trainer III) with the SAM1066 Low-Wing decanter.

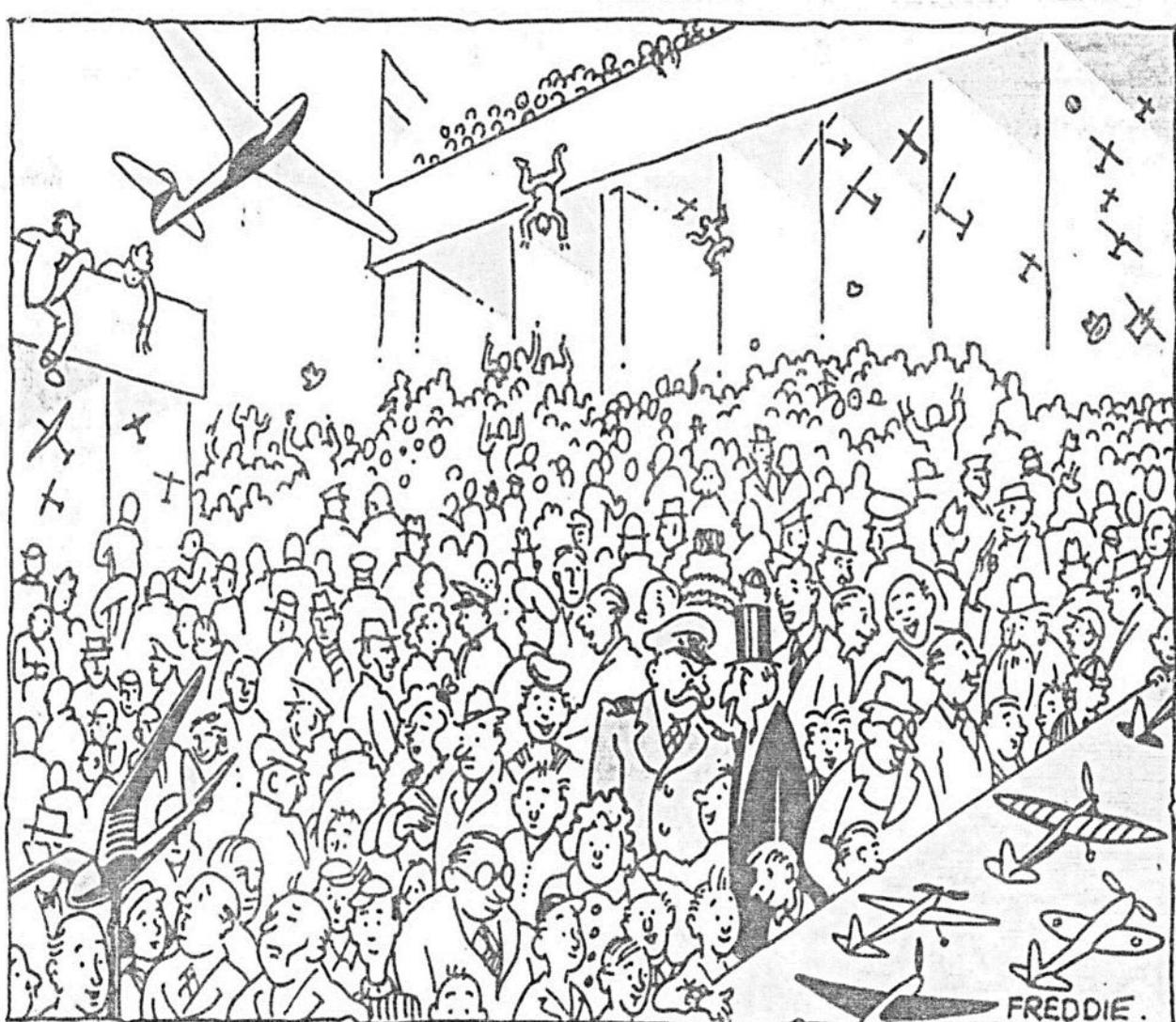
This year John Ashmole, the hard-working SAM35FF Secretary, gathered the Earl Stahl trophies together and re-introduced the competitions at their original venue, Old Warden, on the Scale Sunday. The trophies consist of the SAM1066 Low-Wing and High-Wing decanters and a framed photograph of Earl Stahl himself holding Lindsey Smith's model of the North American Apache, the plan of which was originally published in Air Trails, March 1942. This photograph was first presented as an Old Warden Low-Wing Trophy in 1994 (Lindsey Smith's Scale Spot, SAM35 Speaks, October 1994), but was latterly, and confusingly, used by SAM1066 as the High-Wing trophy. This year John decided to use this as a Concours d'Elegance trophy. By the way, the North American A-36 Apache was an early Allison powered dive bomber version of the Mustang.

Unfortunately, the weather on the 23rd July was not particularly conducive to scale flying. The breeze was fairly strong and gusty and the odd shower of rain was coming through. Flying was just possible. The free flight scale types coping with conditions most successfully were electric ducted fans. As far as the Earl Stahl event was concerned, John had not retained the mass launch rounds, except as a fly-off, and had sensibly set the maximum on the day at 45s so that flights had a good chance of staying within the airfield. I duly entered my now venerable and somewhat patched Rearwin Speedster from MAN January 1940 (built 1995) and the more recently built Magister, finished as a Miles Hawk Trainer III, the civilianised version, from MAN February 1942. I was very pleased with the way both models coped with the conditions. The Rearwin would have achieved three maximums, apart from a slightly premature d/t on the first flight (42s). The Magister was the lone Low-Wing entry, but completed three flights in the range of 40 to 45s. There is a video by Monz Lyons of this model flying in much more benign conditions at last year's Oxford Scale Fest.

<https://www.youtube.com/watch?v=Yt2tipqMu7M>

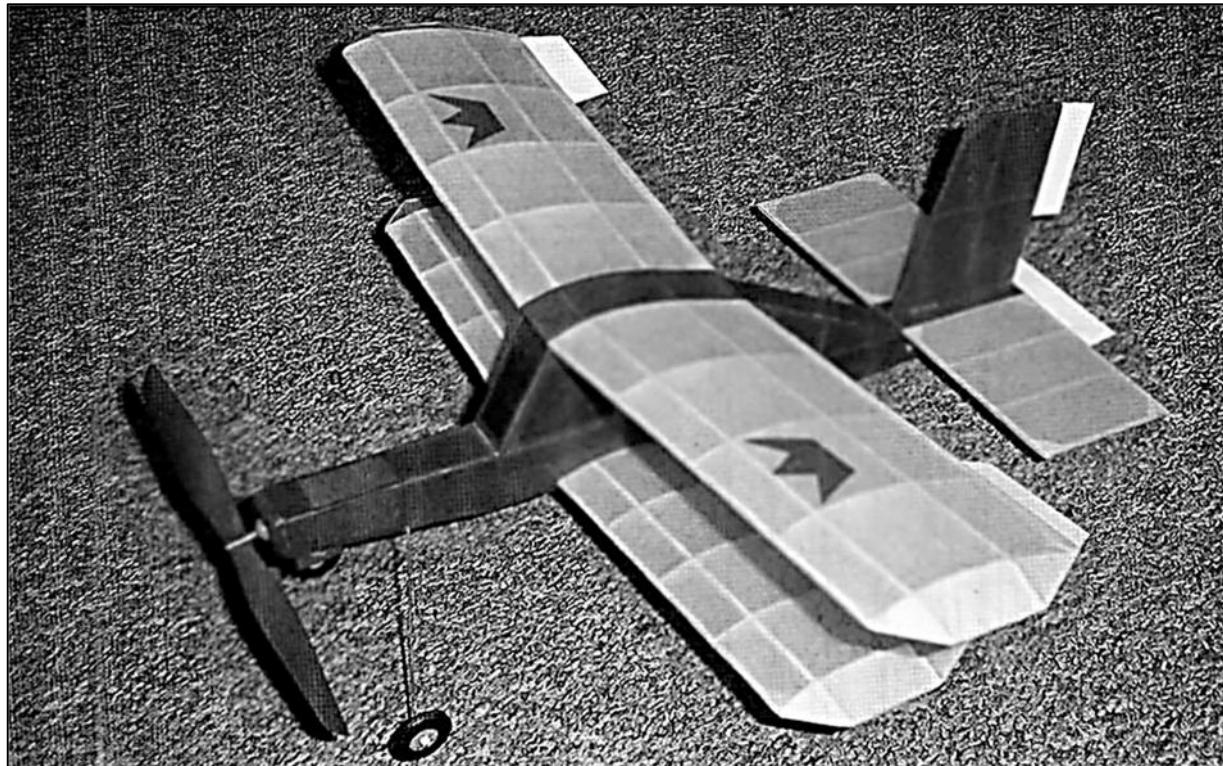
The result of this activity was that all three Earl Stahl trophies now currently reside at chez Peppiatt. In order to try to encourage more entries next year, I will look at the Earl Stahl designs in some detail next month.

Nick Peppiatt



"DO YOU THINK THAT MODEL AEROPLANES WILL EVER REALLY BECOME POPULAR ?"

From Ray Malmstrom's book '60 years of INVMAC' supplied by Chris Strachan



Wren – ARTICLE & BUILDER: CHRIS HINSON. PHOTO: JOHN VALIANT.

Plan on pages 21 & 22

Chris Hinson comments on building this bi-plane: Being a bi-plane, I would not recommend this as a first model – but when you have had a little building experience, this is an easy model to construct.

With all those triangular gussets for added strength, it is quite a robust little model.

The plan is typical of Ray Malmstrom's designs, as almost every space is filled with helpful hints and tips. So it is important to read these first. I built my Wren

with no problems. I covered the fuselage with red tissue and the wings and tail surfaces with white tissue – which makes it a very attractive model and easy to see when it has landed.

Trimming is easy with those thin card trim tabs. Trim to fly in left hand circles (anti-clockwise). It needed only a small amount of Plasticene, as noseweight, placed in the little "chin" radiator to get the centre of gravity (balance point) right.

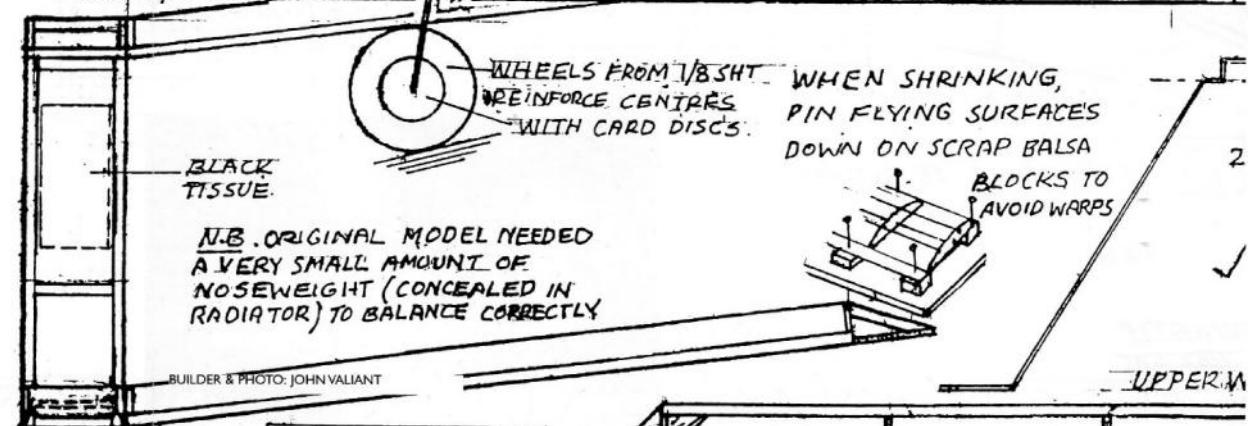
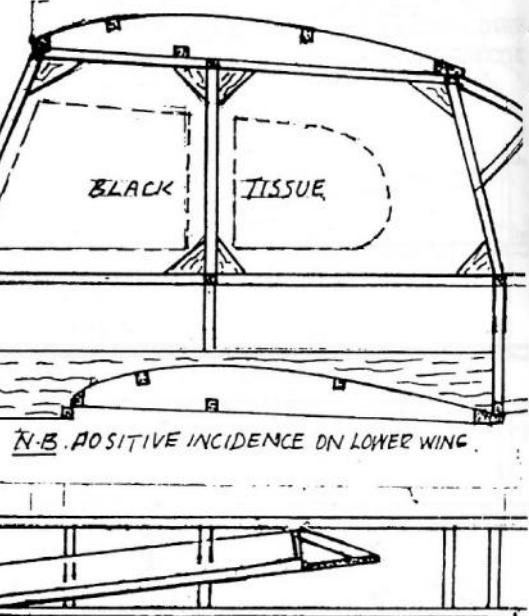
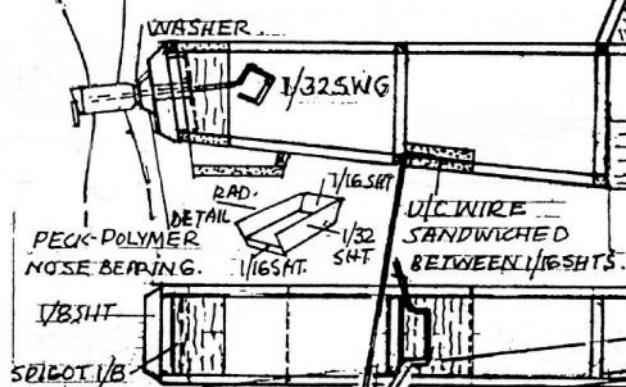
THE WREN

SPAN: $12\frac{1}{2}$ " LENGTH: $11\frac{1}{2}$ "

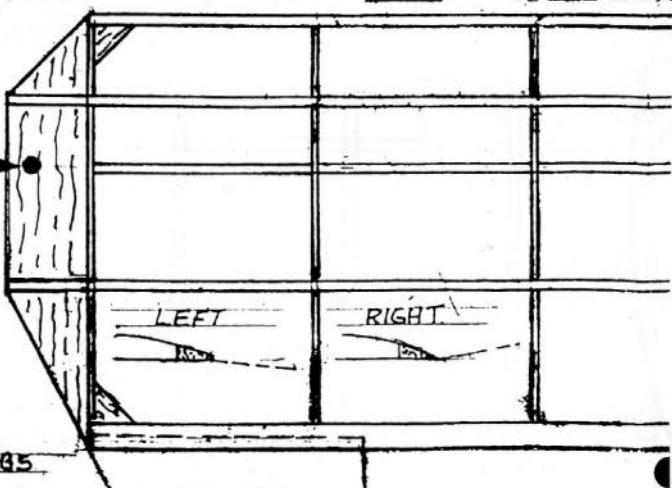
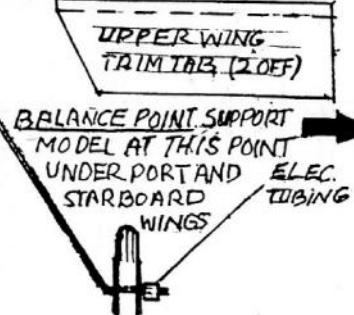
COVER WITH LIGHTWEIGHT
TISSUE. WATER SHRINK
THEN DOPE WITH 40/60 DOPE/THINNERS.

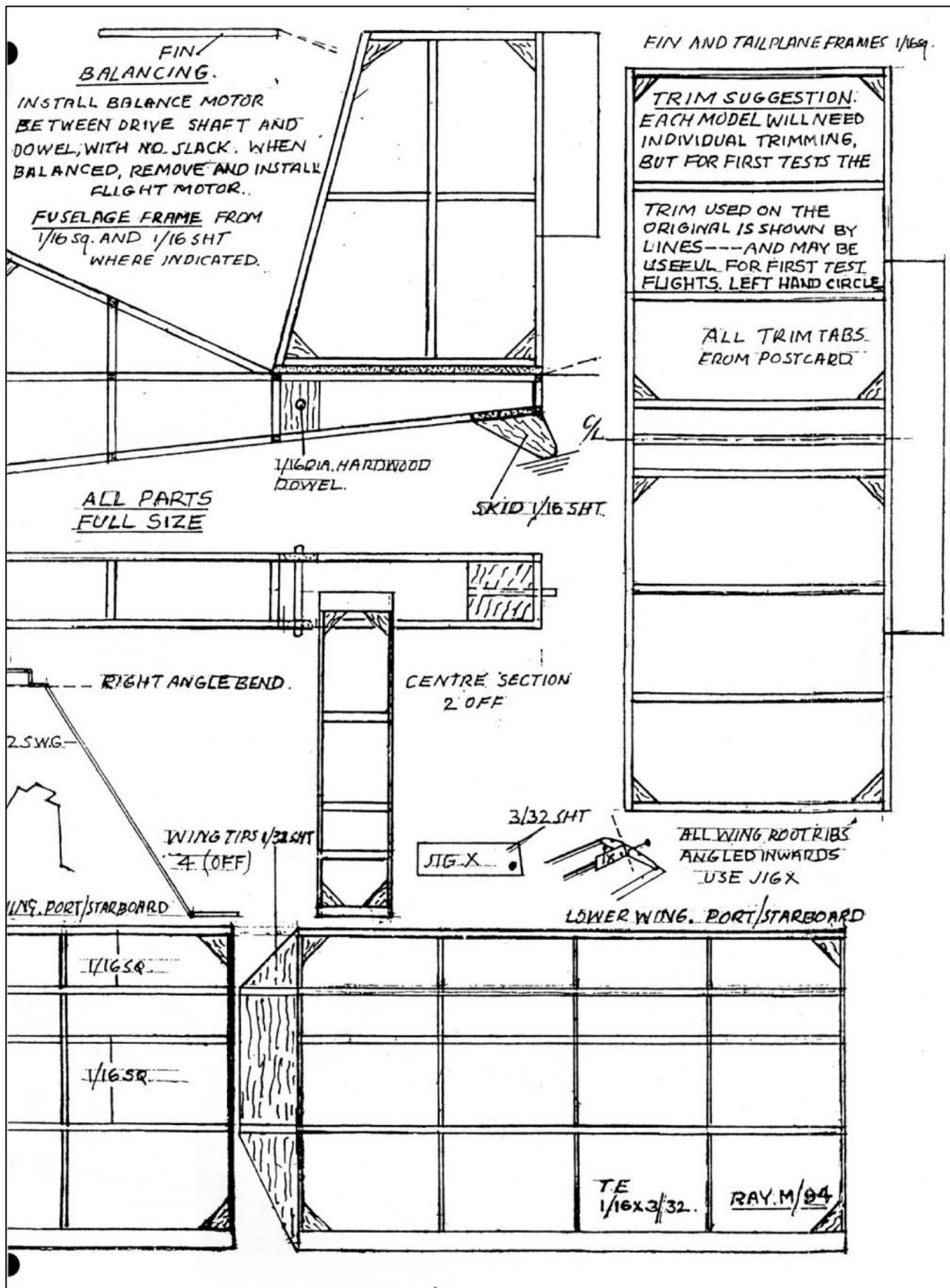
POWER: 1 LOOP 080 X 12"
LONG STRIP RUBBER
(LUBRICATE BEFORE USE).

PROPELLER: LIGHTWEIGHT
5" DIA. PLASTIC.



BUILDER & PHOTO: JOHN VALIANT





My main reason for writing is to express thanks. Some of you may be aware that the "Earl Stahl" trophy contest has now been resurrected, after a short hiatus, at Old Warden alongside its companion the Masefield Trophy.

This was made possible mostly by 1066 members who rummaged around in lofts (I'm sorry, but this is an image I cannot clear from my imagination) and located the relevant awards. Thanks therefore, to Roger Newman, to John Andrews who helped with my original request & who subsequently delivered the two splendid shipboard decanters to me. I am sure others were also involved in this, so thanks to them also. Not only the decanters, but also the signed, framed photo of Earl Stahl itself have become available for presentation. (See photo, SAM 35 website, under "Free Flight Updates," upon which I have also listed the past winners as they appear on the engraving.) Since I now had three awards for a two-class event, a Concours was introduced, with assessments by Andrew Housden.

The event has taken place in very suitable conditions during scale weekend (the Sunday afternoon had the best of the weather) and I for one was seriously impressed with the quality of models and their flying. Clearly, Earl Stahl designs are very good!



Taylorcraft 0-57



Blackburn Skua

Typical Earl Stahl models

The results show that Nick Peppiatt swept the board, and a very worthy winner he was, too. Even in "Low Wing" in which he was the only competitor, his three flights would have seen off any but the best opponents. However, the opposition presented a fair challenge, and we may hope for a renewal of hostilities next year, when hopefully more flyers, seeing now that the contest is up and running again, will join in. There is clearly an opportunity in the Low Wing category.

I should mention that Earl Stahl models automatically qualify for the Masefield contest (another time-honoured trophy) although it would involve a very busy afternoon of flying to do both.

While writing, may I please add two brief items. If you use Google Earth to view the National Flying Centre, please be aware that some of the hedges you see on the image have since been removed. There is an unobstructed 800 metre line of sight, if the wind is in the most prevalent direction.

And, lastly, may I mention my latest Postal event, "Lulu and Friends"? Running from 17th September to 15th October the main engraved award will be for best Lulu, but there is also an experimental class for any glider launched by Hi-Start. That could be your 36" High-Start job, or a larger model for which you may experiment with thicker rubber, as long as it is the same length. For details see SAM 35 website under "Rules" and/or send £3 to me for an entry.

....John Ashmole, 164, High Road, Weston, Spalding, Lincs. PE12 6JU 01406 370188

John Ashmole

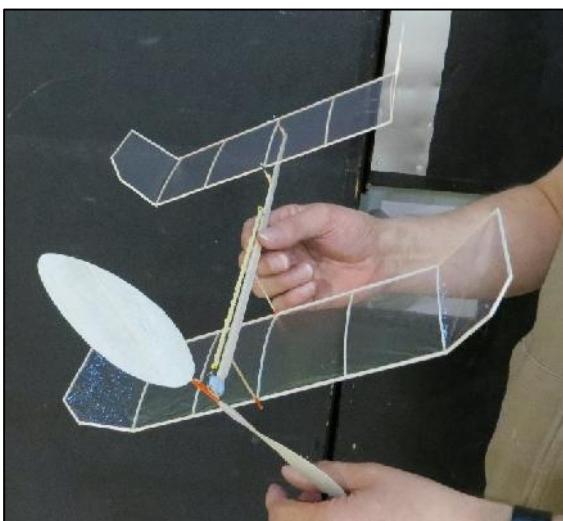


I had a free weekend and, as the winter indoor season was approaching, I thought a visit to the Brackley Leisure Centre to mix it with the lightweight indoor flyers was a good idea, particularly as the Indoor National Championships looked like being OK for September.

Sunday 13th August saw me motoring up the A5 & A43, on into the Leisure Centre car park to unload and into the hall.

The day before I had been digging into my boxes in the garage to get some models to take with me. My lightweight indoor models had not seen light of day since the Nationals last year so I checked the contents. Gyminnie Crickets revealed a broken prop spar at the hub on model No.2 so that had to be renewed, my Penny Plane and F1M looked OK so that was four models in two boxes, enough for a day out. I also checked my indoor flight box and confirmed that all my stripped rubber boxes had contents. All this preparation is unusual for me, normally I just grab the boxes and away and worry about the contents when I get there.

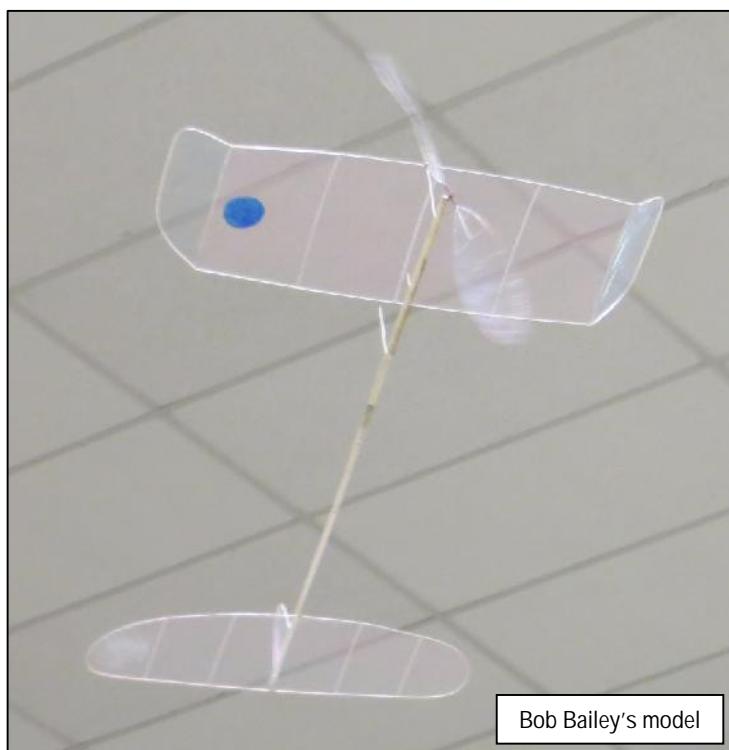
I set up alongside Paul Burdett whom I had not seen for quite a while, after exchange of pleasantries my attention was taken by the model he was trimming, I think he must have had the plan upside down or something. It did fly by the way, did 3mins, eventually.



I started my day with Gyminnie Cricket No.2 with the replaced prop blade, I thought the prop might be off balance pitch wise as I had only set it by eye. Must have a good eye, no wagging at all. Fiddled with motors until I managed a 3-48 flight which was not too bad for the somewhat low ceiling, then on to GC No.1.

No.1 was not on trim, the left hand circle was too wide and wing warp was causing model to crab. A little attention to the sheet fin with scissors and glue to make a left turn trim tab and No.1 was back on the rails. I'm going to have to use these two to defend my GC title at the nationals this year but I'll need another slice of luck like last year as these old models must be seriously overweight by now with at least 5 years of repairs. I dare not weigh them. I could make built up fins to replace the sheet ones currently fitted. For the record the sheet fins were originally fitted to bring model weight up to 3gm. We'll see what happens at the nats. at Shawbury.

A friend of mine from my shooting club paid a visit to see what the experts and models in this field of endeavour were all about, luckily three of the big guns, namely Tony Hebb, Bob Bailey and Hans Staarjes were on hand trimming there current F1D's. Hans tells me the international team have their sights set on beating the Americans at the next World Championships.



One of Bob Bailey's models drifting gently around for what seemed ages, and on a half motor, that's 0.3gm of rubber, my rubber model wing bands are bigger than that. Incidentally the blue spot is to enable the model to be picked out against the white ceiling, they are quite difficult to see sometimes.



As a deviation from the lightweights this obscure German 'No-Cal' fighter was seen fizzing about. Getting ready for the nationals one would guess. The only mid-air collision was myself with my Penny Plane dragging a poor EZB down to ground, but my PP pressed on regardless. I had a good day out, a pleasant change from outdoors.

John Andrews

Aeromodellers Departed



Dr. Duncan Pepper:

Duncan had been a popular member of the South Bristol Model Aircraft Club for several years and became unwell at the end of last year - he was subsequently diagnosed with pancreatic cancer and although he became very frail through the early part of the year he still enjoyed flying with us when he felt able to.

He was keen to distribute his models, tools and books to friends and many of them are now being flown by their new owners. He was very fond of unorthodox models, so many of us are learning how to trim them as we go!

He died on the 10th June.

Most of his working life was spent as a medical research scientist and this background perhaps shaped his approach to his aeromodelling, making his own miniature trackers, and experimenting with capacitor power for example - always recording his findings with meticulous detail.

Aero Modeller recently published the last of his articles together with an obituary from his close friend John Kay.

There is an amusing film covering the maiden flight of his KK Southerner 60 at Middle Wallop in 2011: - Search Google for "Vimeo Southerner 60"



Martin Ambrose

R.I.P.

Frank Rushby:



Another sad loss to the active competition FF modelling community is the untimely death of Frank Rushby who passed away at the end of July.

Despite his illness he attended the first two area events this year and his regular appearances at events will be missed.

Frank was a keen and more than capable power model flyer, his SLOP models always seemed on song and I personally cannot recall seeing any faults with his engine runs or flight patterns. I would say reliability was the keynote of his many successes which, in turn, led to his many appearances at prize presentations. In addition to his SLOP models Frank also competed in Mini-Vintage with small power models, giving the rubber flyers more than a run for their money.

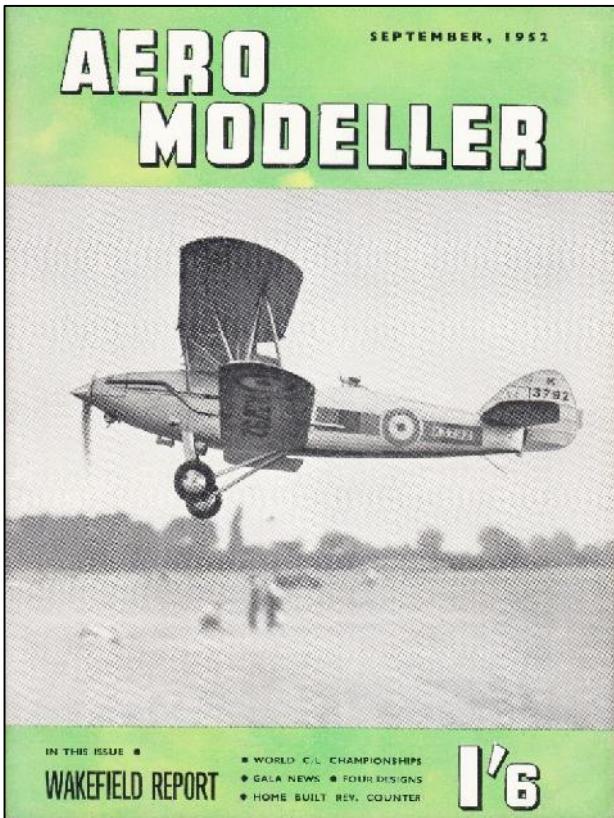


R.I.P.

Editor

Report No. 79. Looking back to 65 years ago.

Last month's report looked back 70 years, this month it is just 65 years, to September 1952 in which the relevant issues of Aeromodeller and Model Aircraft give the impression that we are still in a Golden Age of free flight and control line aeromodelling.



Reproduced here are the covers,

both basically monochrome with in the case of Aeromodeller a splash of a single colour on the front and back covers whereas Model Aircraft has two colours on the outside covers and a single colour on several inside advertisement pages.



The Keilkraft advert on the back page of Aeromodeller offers many of our favourite rubber models, Ajax, Ace, Senator, Playboy, Pixie and Gypsy whereas their advert in Model Aircraft offers all control line models including Phantom, Phantom Mite, Stunt Queen and Skystreak which is in versions of 26" and 40" span.



The E.D. advertisement in both magazines offers a range of diesel engines from the E.D. .46cc

Baby at £2.15.0, through E.D. 1cc Bee, E.D. 2cc Comp Special, E.D. Mk.III 2.46cc Racing engine, E.D. 3.46cc Mk.IV to the E.D. 4.5cc Mk.V water cooled engine at £8.10.0.

Plans in the Aeromodeller are the Cherub a 30" power model by Vic Smeed, the Forwarder A2 glider by W.Tinker, a 40" control line stunt Globe Swift by Ian Buxton

and on the centre spread the A-M Aircoach by Vic Dubery. Model Aircraft has the Sky Kitten a 49" span parasol power model by S.H.Smith and the Bismarck, a 50" all weather contest glider by R.Walsh.



Both mags report on the Wakefield Trophy contest held on Kungsangen Aerodrome, Sweden. Photograph above left shows the British team with model boxes, left to right, Ron Warring, John O'Donnell, Team Manager Captain Taylor, Tom Dunkley, "Pop" Royle, Roy Nicole and Ted Evans. Photo right shows Ted Evans and Ron Warring with their models.

The Scandinavians swept the board, 1st A. Blomgren(Sweden), 2nd J.Nilborn(Sweden) and 3rd A.Ellila(Finland). Top three Brits were Ted Evans 9th, Ron Warring 12th and John O'Donnell 15th. The International Control Line Championships held in Brussels were reported in both mags.

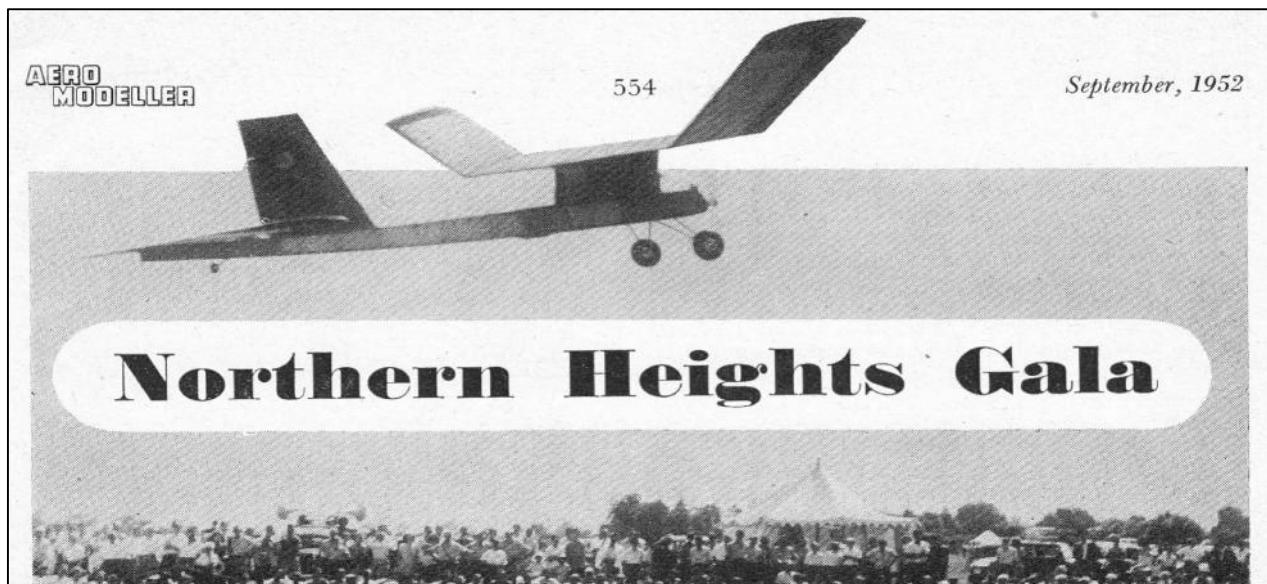


GT. BRITAIN
(Above) Wright, Ridgeway,
Yates, Claydon, Davenport.

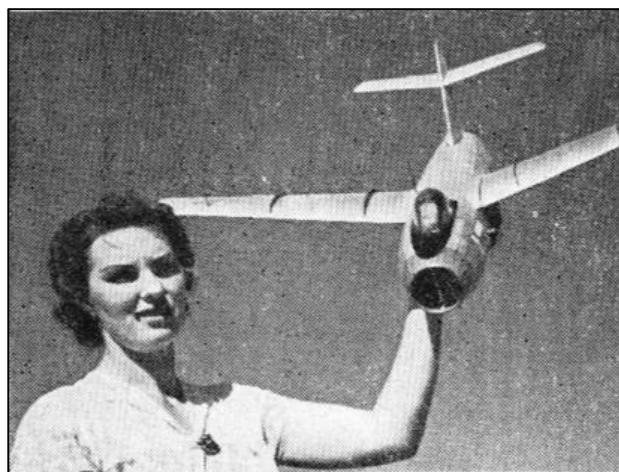


M Boin, President of the Concours Jury,
congratulates Claydon on his win.

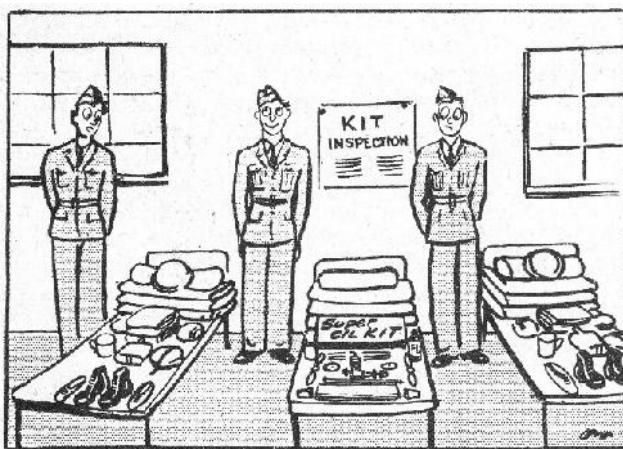
The class winners were, Speed 2.5cc Pete Wright(GB), Speed 5cc Millet(France), Speed 10cc Battistella(Italy), Stunt Pete Ridgway(GB), Team Race Equipe Janssens-Cordier(Belgium) and Jet Speed Yllan(Spain). The stunt Concours d'Elegance was won by Claydon(GB) with his Ambassador, perhaps based on Alan Hewitt's Ambassador from A/M Dec 1951 The overall European Champions were declared to be GB.



Again both magazines reported on the Northern Heights Gala, each with plenty of photos but with no list of results.



Phil Smith flew two examples of his ducted fan Lavochkin 17, above his wife is seen holding one of them.



Vic Smeed receiving the Queen Elizabeth Cup for 1000 sq. in. power models. Further below, the Smeed brothers with the winning model.



Finally a little humour from Topical Twists by Pylonius, in Model Aircraft.

Roy Tiller

Southern Gala Salisbury Plain August 19th 2017

We've now had 19 m.p.h. average wind speeds at the last three S.C.L. events. It's putting people off; only four flew coupe. We flew from the 'trimming field' on the plain and a line drawn East from this passes through a gap in the distant tree line. If the wind backed or veered just a little the models would D.T. into the trees after a two minute max. Sitting, chatting in the sun was preferred to wading through long grass up and down the slopes to poke holes in your best coupe perched high in the trees. This explains the meagre results table. Peter Hall maxed his first and then went home, Richard Fryer maxed one, dropped his second and went home, Alan Brocklehurst dropped his first and took up photography instead. Gavin Manion maxed his first and beat Richard with his second and so took first place. What would J.O'D have said? What will D. Hipperson say? The latter is reported to have remarked that in competition, it's the flyer's conduct on the field that counts, not the model (so long as that's adequate) How true, a bit more stamina and five quick sub-max. flights to land safe, short of the trees would have been the right tactic.

My competition weather records show that we never get more than three windy events in a row so I can guarantee that the next S.C.L. outing at Odiham on September 9th will be a perfect early autumn day with a gentle drift down the long axis of the field.

P.S Ref. the appeal for comments on D.T. fly-offs discussed in my reports on the London Gala and the Oxford Rally, I have been swamped by two responses. I offered a prize for answers to Don Thompson's objections, to no effect. Perhaps if I tell you what the prize is it might stir things up a bit. I came third at the above Gala and got a Tesco voucher as a prize (this being the new B.M.F.A. rewards policy) I am prepared to offer this voucher to anyone who can suggest a loop-hole free D.T. fly -off method. (I shop at Waitrose) The battlecruiser HMS Dave Hipperson sailed in and fired an eight-gun broadside at the whole idea. He will be publishing his arguments shortly.



Richard Fryer winds and chucks his coupe for second place.

Peter Hall

Southern Gala Results				
	Entrant	Club	Maxes	Score
1	G.Manion		1	13
2	R.Fryer		1	10
3	P.Hall		1	9
4	A.Brocklehurst		0	7

Southern Coupe League Table after Round 5

	Entrant	Club	Coupe D'Brum	First Area	London Gala	Oxford Rally	Southern Gala	Odham	Crookham Gala	Coupe Europa	Total
1	P. Hall	Crookham		11		16	9				36
2	R. Vaughn	Crookham	1	12		10					23
=	R. Fryer					13	10				23
4	G. Manion	Birmingham		9			13				22
5	A. Moorhouse	Vikings	8	12							20
6	B. Dennis	Grantham	10	9							19
7	E. Tyson	Crookham		17							17
8	P. Ball	Grantham	15								15
9	C. Redrup	Crookham				12					12
10	C. James	Crookham		11							11
11	S. Willis	Vikings	9								9
12	D. Thomson	Croydon	4	4							8
=	A. Brocklehurst	B&W		1			7				8
14	W. Beales	Croydon	7								7
15	S. Philpott	Birmingham	6								6
=	K. Taylor	E.Grinstead		6							6
17	T. Winter	CVA	4	1							5
18	M. Stagg	B&W		4							4
19	M. McHugh	Peterborough	3								3
20	R. Elliott	Croydon	2								2
21	S. Darmon	Birmingham	1								1
=	P. Jellis	Croydon	1								1
=	G. Ferrer	Timperley	1								1
24	A. Crisp	Biggles									0
=	T. Bailey	Biggles									0
=	M. Marshall	Impington									0
=	P. Gibbons	Peterborough									0
=	D. Taylor	Grantham									0
=	R. Willes										0
=	T. Challis	Crookham									0
=	G. Pink	B&W									0

Roy Vaughan

Southern Gala

-

Jim Paton

Not a big turnout on Salisbury Plain last Saturday Aug 19th, so pretty much guaranteed to place well and be in the money. There are lots of senior moments to report! I entered combined rubber with my 50g open model. The max was two minutes. I wound 670 turns on and just maxed. For my second flight I wound 750 turns and maxed easily. The wind was taking models East into the woods. My model failed to DT and appeared to land in or beyond the woods. I think the on/off switch was failing. I have subsequently eliminated it. Something I should have done previously. Off I went to look for it with my scanner on the wrong frequency! Another senior moment. Of course I could only locate Dave Cox's glider. The wind was too strong for my third flight, for which I used my Buckeridge to score a few seconds before it swooped in. My score was enough to place me first. Ted Tyson came second by flying only once to score an easy max. After that the wind was too strong for him. Sensible man. Chris Redrup flew open electric. He reached a dizzy height under power with a transition to a perfect glide. I suggested DT 'ing at 20 seconds. He sensibly ignored me only to see it hit massive sink and do two seconds only over the max. He went on to win with three maxes and no other entries! He, Ted and I went off looking for models. With the correct frequency set on my scanner I found my model easily, as did Ted and Chris. After a long walk back to the car I retired to my sun lounger. Rather than wait 2 hours for fly-off & prize giving I set off completely knackered. Other senior moments included Peter Hall leaving his tracker behind, fortunately found by Chris Redrup and another flyer losing his scanner. The previous week a pair of binoculars was lost and also a scanner!

Jim Paton

Secretary's Notes for September 2017

- Roger Newman

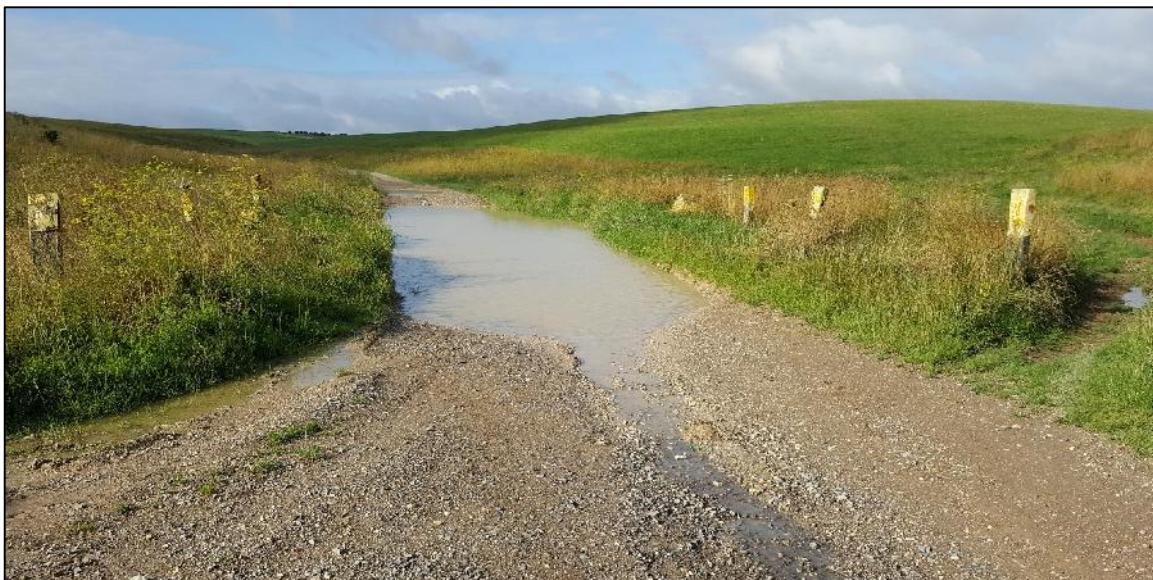
What's on or not on!

Very sorry about the late cancellation of our 30th July meeting. Looking at the weather forecast on Saturday & talking with a few that know Salisbury Plain very well, the decision was made & emails sent out - many thanks to Chris Redrup & Peter Watson.

It proved to be the correct outcome, as heavy rain occurred overnight & the site entrance was pretty wet.



Entrance to Area 8



Alternative route to flying area south!

The wind direction was such that we would have been on the southern most side, which would probably have been extremely difficult to access without a good four wheel drive vehicle. The plateau could have been reached without too much difficulty but we would have been in the wrong location. Such is life.

I went on Sunday just in case the message hadn't reached everyone, but other than Ken Brown who came to get some fresh air & Ted Tyson looking for his lost Buckeridge only Dave Etherton arrived unaware.

Likewise, the Southern Gala was blown out on 19th August. According to those who were brave enough to attend, wind speed was typically 15 - 18 mph, gusting much higher. Very few flew & those that did encountered long retrieves & the occasional lost model.

August could be summed up as a **** month for flying, albeit four of us did get one decent day at Beaulieu. Gave me a chance to exercise my bungee launch 36" Corsair (fitted with a Dens' Models electronic timer) & a rejuvenated Lulu following its sojourn in the forest last year for a few weeks - now fitted with working RDT. Both flew very well & the bungee didn't get too tangled - thanks to Ted Horsey!

September holds some promise - at least of scheduled meetings. The weather is of course unpredictable!

Southern Area Gala – Odiham 9th September

Just waiting on the signed licence being returned from DIO. Everything is in place for the day. Sterling work by Peter Carter has helped considerably.

Refresher on the comps: these are exactly as previous years.

Vintage Wakefield, 4 & 8 oz combined: - (to SAM 1066 rules) (SAM Wake League)

Vintage Lightweight Rubber: - (to SAM 1066 rules)

Vintage & Classic Glider Combined: - (to SAM 1066 rules)

E36 Electric: - (to SAM 1066 rules)

Tailless: - (to BMFA Rules)

Vintage HLG / CLG Combined: - (to BMFA Rules)

A1 Glider: - (to BMFA Rules)

Combined Coupe d'Hiver: - (to BMFA Rules)

Comp entry fee – again as per last year. £5 covers one or multiple entries.

Remember to turn up on time!

Next on the list is 7th Area meeting on 17th September.

Followed by Crookham Gala on Sunday 24th September (see separate notes in this NC)

& our last SAM 1066 meeting of the year on Saturday 30th September.

This is a joint meeting in conjunction with the Croydon Club.

Croydon events: - F1G; Vintage Coupe

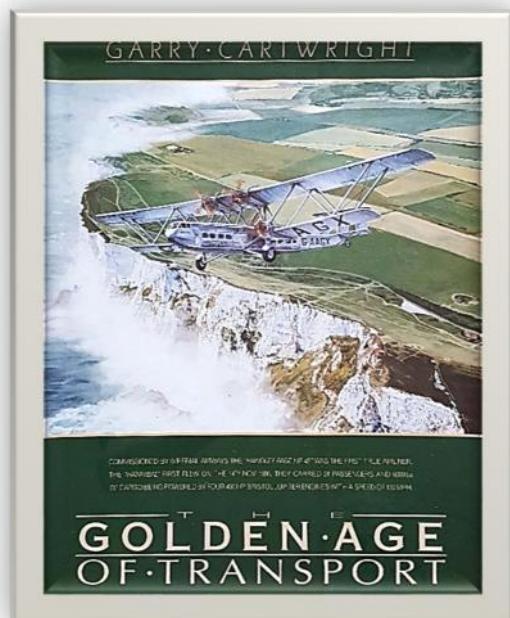
SAM 1066 events: - E36 Electric Power; - Ryback A2 Glider; - Combined Vintage / Classic CLG / HLG; Vintage Unorthodox - (Combined Glider, Rubber & i/c power)

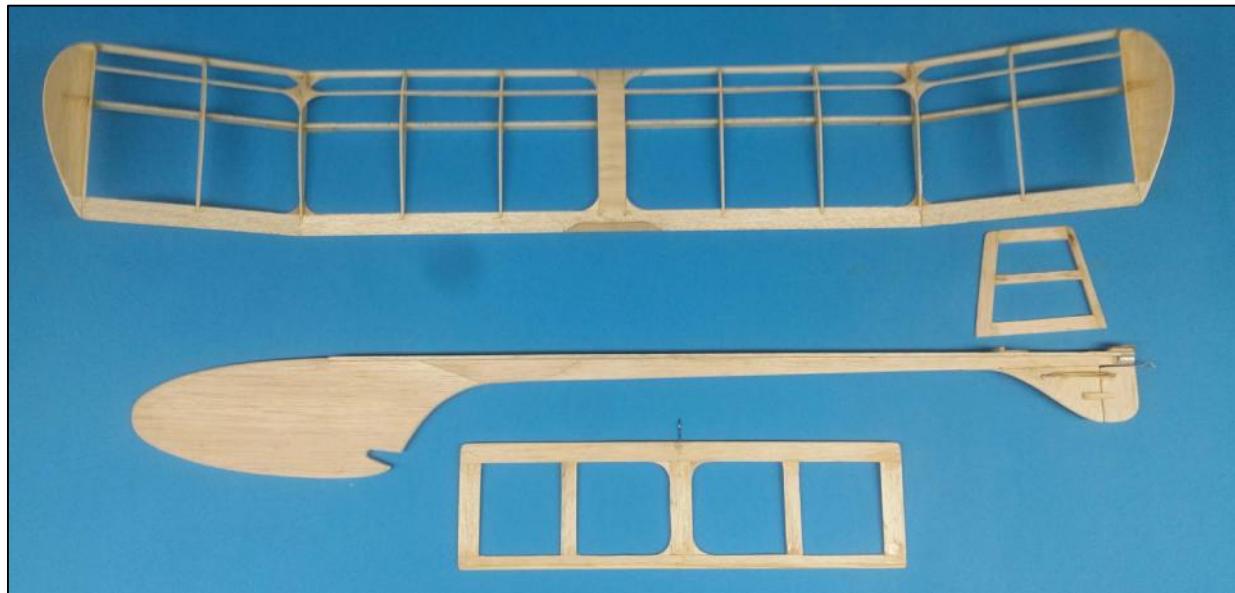
Bargain of the Month:

Bit tangential to aeromodelling but there was - long ago - a cover photo on the Aeromodeller of a Handley Page HP 42 featured as a scale model with two Mills .75s. I've seen a couple flying at (I think) Old Warden & Middle Wallop over the years. A lovely sight to behold. So when I saw this framed poster in our local Help for Heroes Charity Shop for £2, it was irresistible!

News from Italy:

Not a lot at present other than the choice of bungee glider has changed to a model called Ogar. Johnny sent me a pic of the component parts so we now await the plan - it looks straightforward, with a small change to incorporate an auto-rudder.





Ogar component parts

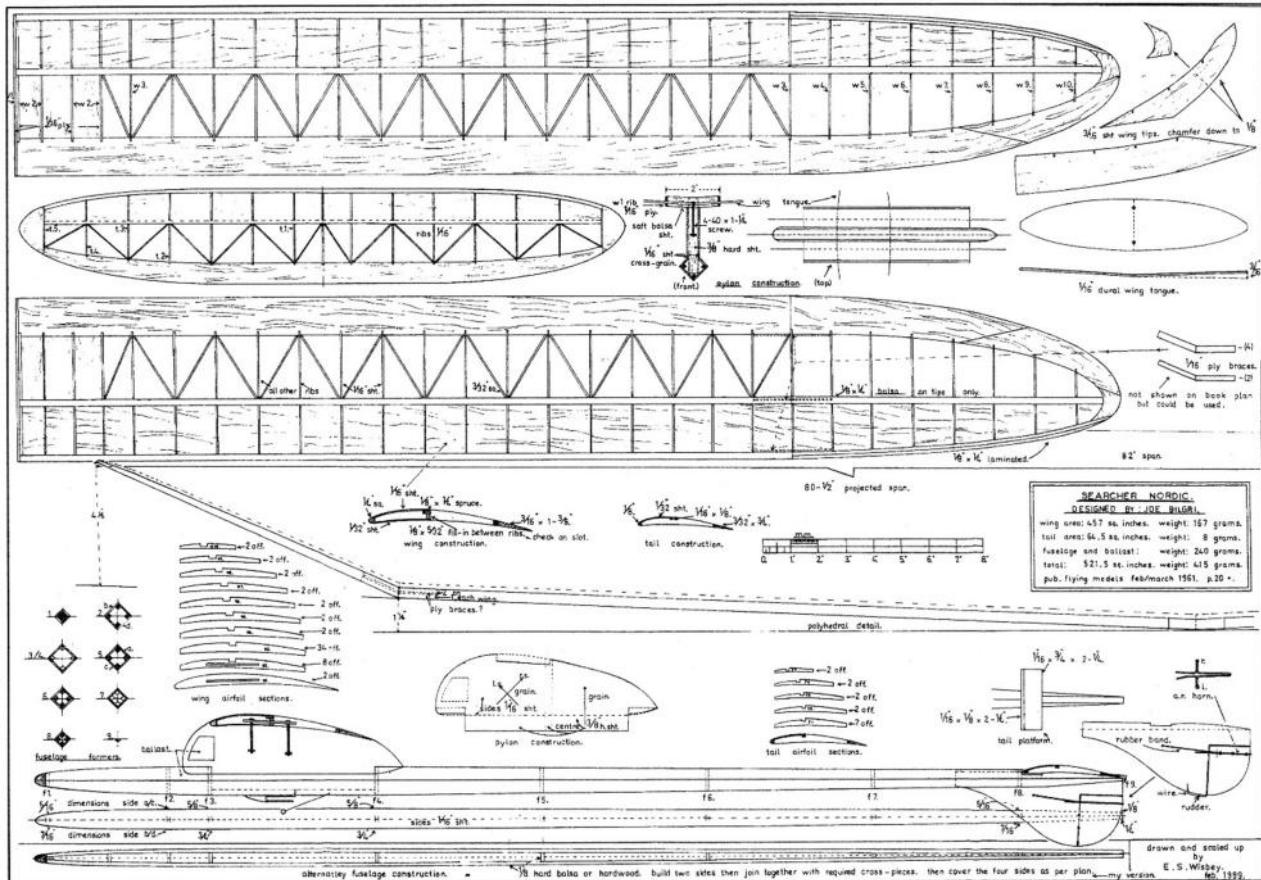
Last but not least, an appeal from James Parry for the plan of a Vic Smeed model entitled 'Likely Lass'.

It's not in the library or in Outerzone, apparently published in Model Flyer of June 2001.
If anyone has a copy to spare it would be appreciated.

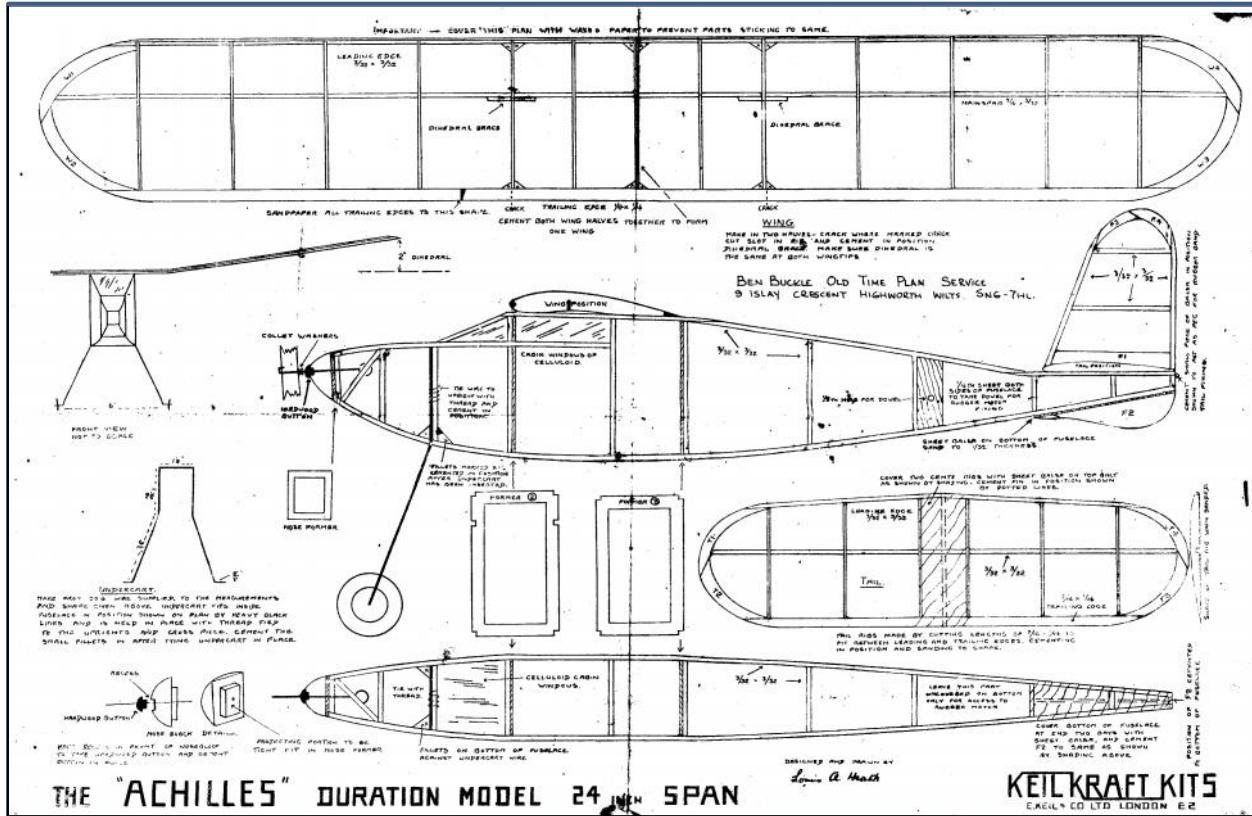
Plans for the month

Roger Newman

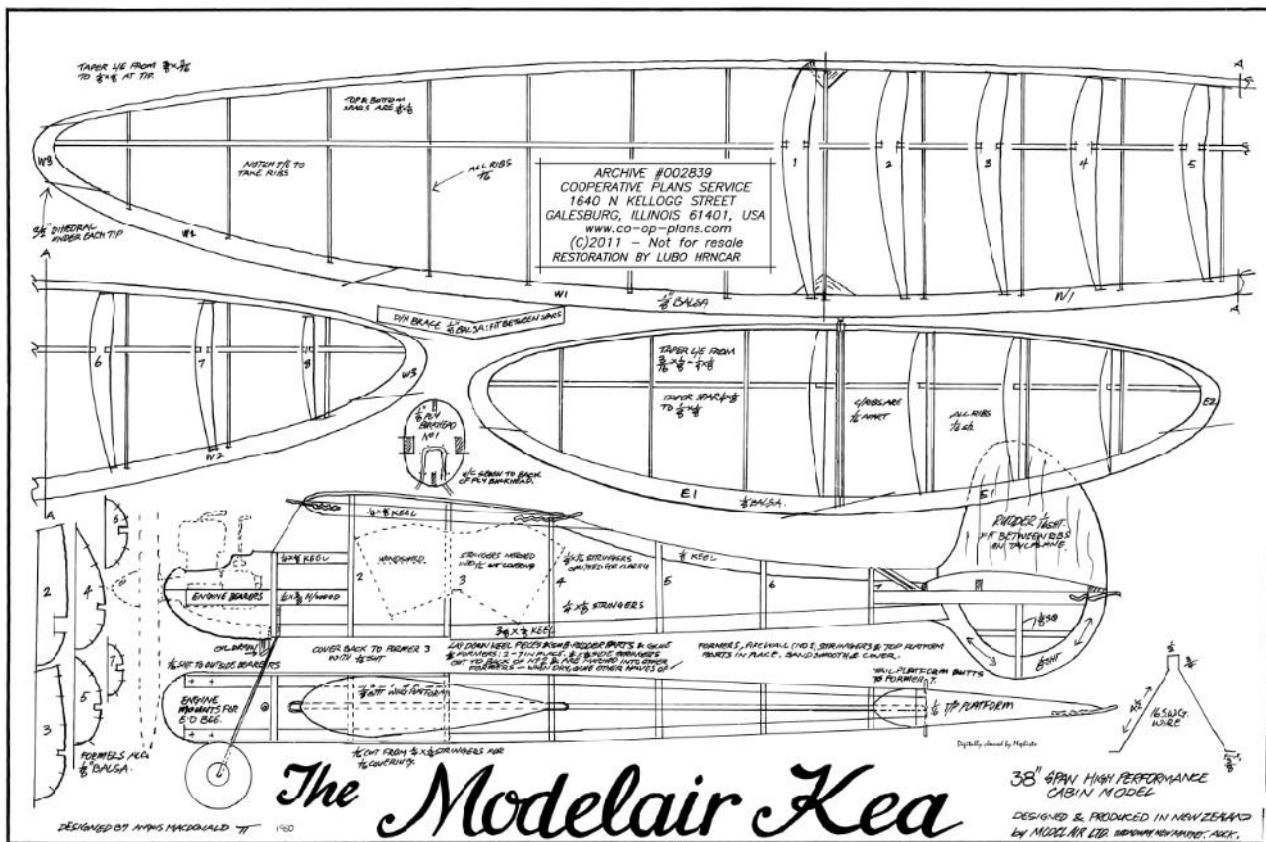
Glider: an A2 from 1961 by Joe Bilgri from the USA & not yet in our library - Searcher



Rubber: small field models these days. An early Keil Kraft Achilles plan



Power: A pretty little cabin model from New Zealand - Modelair Kea



Roger Newman

SAM 35 events, open to all...Updated March 2017

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

I'll just mention the contests categories themselves briefly, before explaining the procedure for taking part:

"March Wynde".....for Vintage Lightweight Rubber. Rules on website: one class for Senators, one for "Anything But Senators." Dates are Sunday 5th March and Sunday 26th March.

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

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

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

PROCEDURE:

This is how it works:

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

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

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

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

Fly your three qualifying flights in the normal way. If you max out, fly an unlimited fly-off at the same time as the first regional fly-off takes place (that's normally two hours before sunset, or just after six pm, whichever is the earlier.)

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

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

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

SUPPORT YOUR LOCAL CEE DEE: he is supporting you!

.....John Ashmole

....the future of free flight...

Updated July 2017

(Please note, this document supercedes any previous "Postal" information for 2017)

POSTAL EVENT FOR 2017

Open only to SAM 35, SAM 74 and SAM 1066 members worldwide.

"Lulu and friends"

Class A : Lulu, conventional tow.

Class B: Lulu, Hi-Start.

Class C: (Experimental) Any glider launched by Hi-Start.

Contest begins 17th September, ends 15th October. Entries accepted at any time up to the final date.

Lulu built as plan, plus any d/t system. You can enter more than one class if you wish, but keep the entries strictly separate. Use 50 metre line for conventional towing, or a Hi-Start bungee which should be 7 1/2 metres of 1/8" rubber (or any width rubber for Class C) plus 22 1/2 metres of line. That's PMFC rules, the same that we for 36" Hi-Start Glider at the Nats. For classes B and C there is no cut-off date so please note that all 36" Hi-Start gliders are welcome.

Class C is experimental based on some recent contributions to "SAM Speaks." I shall see what happens and react accordingly for next year.

An engraved trophy will go to the best Lulu. Certificates for "Best in Class."

Results will be posted very shortly afterwards on the "Results" page of the website.

To enter: Please send £3 (overseas and junior entries free) to me at

John Ashmole, 164 High Road, Weston, Spalding, Lincs PE12 6JU England,
preferably with an s.a.e., and I shall send a scorecard.

To compete: Please ensure that your flying is in a safe location and that you have permission to use the field. Make three flights to a 90 second maximum*, and if you have a full score, an unlimited flyoff. Two attempts will be allowed to make each contest flight nominated in advance to your timekeeper. An attempt of less than 15 seconds may be retaken, but in that case the time of the second attempt must be registered as the time of the flight. Please time to the last complete second (ie, "round down" any fractions of a second.) All three (or four) flights must take place at the same venue and on the same day.

Post (or scan and e-mail) your scorecards to reach me within ten days of the final date. If e-mailed, I shall acknowledge receipt promptly. acknowledge receipt promptly.

Any photos, stories, description of the models or anything else newsworthy will help me write an account of the event for the readers of "SAM Speaks." Overseas reports especially welcome.

Memo: Please remember to visit the "Free Flight Updates" page on the website: these events are new for 2017 and it is inevitable that some changes may have to be made in the light of experience and advice.

.....John Ashmole
01406 370188

Salisbury Plain Area 8 users

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

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

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

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

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

Please do not shoot the messenger.

Peter Watson. BMFA FFTC Area 8 Liaison.

SAM Speaks USA.

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

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



L'AQUILONE SAM 2001

TOMBOY RALLY INTERNATIONAL POSTAL CONTEST 01/06/2017 – 31/05/2018

We wish to present this competition to all the lovers of this nice model with the only aim of having fun in a postal contest which is organized to provide some fun flying together or at the same time as are all postal contests.

The Tomboy Rally wants to prove the performance of this model along with the ability of the builder and pilot, without reaching the peak agonism of usual contests and only wishing to fly the model having fun in a relaxed manner. After having carried out some tests we have decided to admit the use of i.c. engines and electric motors trying to reduce the gap between them.

Model - The 36" or 44" wing span (as per plan Aeromodeller) and 48" (as per Boddington plan or 36 "scaled up) models are admitted;

- - Models may be fitted with floats as per plan (scaled-up for 48" version);
- - no minimum weight;
- - reinforcement or lightening the structure with respect of the basic outline of the original model is 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 motor cannot be stopped and re-started: the motor must run continually without interruptions till the end of the battery charge or competitor's decision; - no folding prop is admitted; if a folding prop is used the blades must be held open.

freely assembled admitted batteries: - -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 motor cannot be stopped and re-started: the motor must run continually without interruptions till the end of the battery charge or competitor's decision; - no folding prop is admitted; if a folding prop is used the blades must be held open;

freely assembled admitted batteries: - -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 by the 15th June 2018 - 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 - An extra Diploma will be awarded to the best flight by 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 Free/Flight. Only diesel engines 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

Tailless League 2017

Qualifying events for this year:

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

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

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

Southern Coupe League Fixtures 2017

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

Contact Peter Hall: email: phall789@btinternet.com

TIMPERLEY FREE FLIGHT GALA

Sunday 3rd September 2017

at MOD North Luffenham.

10am-5.30pm

Contests for

Comb-Rubber, Comb-Glider, Comb-Power (no electric)
Comb-HLG/CLG, Mini-Vintage, E36.

All to BMFA rules.

Trophies and prizes.

F/F Sport flyers welcome. Airfield charge.

BMFA membership required.

Contact

Gerry Ferer, 0161.928.4955, or gferer@hotmail.com

Peterborough Flying Aces Nationals

Sunday 3rd September 2017

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

NEW EVENT ! BIG CASH PRIZES ! KK Elf Precision.

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

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

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

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

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

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

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

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

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

Electric Ducted Fan, true Scale

Electric Ducted Fan, profile

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

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

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

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

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

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

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

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

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

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

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

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

Raffle Including Kits donated by The Vintage Model Company.

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

Revel in the special atmosphere created at this unique event:

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

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

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

Southern Area Gala Odiham

Saturday 9th September

As most of you are probably aware, our late Chairman was instrumental in setting up & organising the Southern Gala at Odiham for many years. The event this year was obviously put into jeopardy due to his sad passing. However, we have very recently established sufficient information to indicate that things can go ahead for this year with the traditional mix of low key competitions & sports flying, subject to us receiving the MoD licence as always.

Licence

The licence application has been made, following an OK for the event to be held by the RAF. We have managed to track down the application and speak to the Defence Infrastructure Organisation, who confirm that the licence has been approved & should be issued in early August. So subject to the licence being received, there is every reason to plan for the event to take place as originally scheduled. The date remains 9th September.

Comps

Tailless; E36; Vintage/Classic CLG/HLG; A1; Vintage/Classic Combined glider;
Vintage Wakefield combined 4oz/8oz; Vintage Lightweight Rubber; Coupe d'Hiver.

These are the same as previous years.

Attendance/Attendees

This event requires attendees are pre-registered for security reasons. There is a limit of 65 attendees, so do make an early application to avoid disappointment. Anyone wishing to attend must send following details to Peter Carter by post, enclosing the entry fee made payable to "Southern Area BMFA" & an SAE.

- name
- address
- contact details (phone, mobile & email)
- BMFA membership number
- vehicle details (make & model, licence plate info, colour)
- entry fee payment of £10 per attendee

Peter's address is 74 Buckland Avenue, Basingstoke, Hampshire, RG22 6JA, he will send a written confirmation to those who apply to attend.

Last date for receiving requests to attend is Saturday 26th August.

*Note: there will be absolutely no entry on the day.
If you haven't pre-registered, you won't be allowed entry.*

Constraints

As always we will be subject to RAF Security measures, hence the need for pre-registration. Cars will be escorted on & off the flying area from the entrance gate as previous years. We are hoping to hold an "on-field" briefing prior to the commencement of flying, rather than the formalities of last year but this has not yet been sorted out.

It is expected that all competition fliers will use DTs (all forms are acceptable), the use of trackers is encouraged but is not mandatory. Competitions will use a DT fly-off as necessary. Sports fliers are encouraged to use DT's wherever practical & common sense in limiting engine runs.

Any queries, contact me on rogerknewman@yahoo.com

Note change of date

Crookham Gala

Sunday 24th September

on Area 8 of Salisbury Plain.

The classes to be flown are as follows:

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

BMFA Power

George Fuller Trophy to the highest placed of his designs

E36 - Combined Vintage & Classic glider - Mini-Vintage

The competition will start at 10:00.

*The number of flights and max will be decided on the day
In accordance with conditions.*

Contact Roy Vaughn

Tel: 01344 779071 or email: roy.vaughn@btinternet.com

New SAM 35 Vintage-themed Events At Middle Wallop

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

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

Note: unfortunately, freeflight isn't permitted

but there will be Vintage RC of all kinds,

as well as control-line, including the "Bee Bug Bash".

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

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

Further details appear on the website, <http://www.sam35.org>

We hope to see you there!

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

ONLY 2.4 GHZ RADIO EQUIPMENT IS PERMITTED.

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

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

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

OUR LICENCE STIPULATES THAT FREEFLIGHT IS NOT PERMITTED

NOTE ALSO THAT DOGS MAY NOT BE BROUGHT ONTO THE AIRFIELD

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

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

La Quatozye Forth Grande Coupe de Birmingham

**A qualifying event for
the "Euro Challenge F1G" 2017/2018 (provisional)**

Sunday December 3rd 2017

MOD North Luffenham starting at 10:00am

F1G - for the Aeromodeller Trophy

Two rounds before 12:00 then 3 rounds to timetable; finish at 14:45

Top placed "Classic" coupe (1/1/60 – 31/12/69) will be awarded a bottle.

Pre '58 Vintage Coupe for the Vintage Plate

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

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

**Prize giving and hot drinks/nibbles in the Golf Club on the flying site
(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 stuardarmon1a@yahoo.com tel 01858 882057**

Indoor Flying in Wales

Indoor Model Flying Events

**Canolfan Hamdden Plas Ffrancon leisure centre
Bethesda LL57 3DT**

I have organised a further series of indoor flying meetings. They are held on the first Sunday of the month, starting in September. All 1300-1600 at Plas Ffrancon Leisure Centre, Bethesda, Gwynedd, North Wales.

Anyone is welcome, seasoned aeromodeller, complete novice or child. I have a number of models ready for people to fly at each event. There are more details and some hints on how to build your own models on my Facebook page - Indoor Model Flying in Bethesda. *Martin Pike.*



Come and have a go at flying model planes. You can fly rubber powered models, gliders or even small radio models (<100g). I have planes you can borrow, or contact me for details of kits for you to build yourselves.

martin.pike.xray@btinternet.com 07831 141418

Find us on 

**Indoor Model Flying
in Bethesda**

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

Sep 9th - Oct 14th - Nov 11th - Dec 16th

Admission - Flyers £6 - Spectators £2.00

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

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

Bloxwich Indoor Flyers

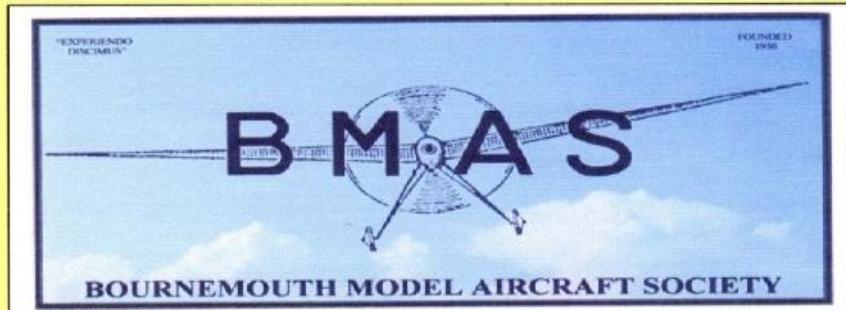
Free Flight & lightweight RC
Sneyd Community School

Vernon Way, Sneyd Lane,
Bloxwich, WS3 2PA

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

Sep 23rd Oct 21st - Nov 25th - Dec 9th

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



INDOOR MODEL FLYING

TUESDAY 25TH APRIL

TUESDAY 23RD MAY

TUESDAY 27TH JUNE

TUESDAY 25th JULY

TUESDAY 22nd AUGUST

TUESDAY 19th SEPTEMBER

TUESDAY 24TH OCTOBER

TUESDAY 28TH NOVEMBER

7pm to 10pm

ALLENDALE CENTRE

HANHAM RD. WIMBORNE BH21 1AS

FREE CAR PARKING IN PUBLIC CAR PARK IN ALLENDALE RD

FREE FLIGHT ONLY

COMPETITIONS incl. GYMINNIE CRICKET LEAGUE

ALL FLYERS MUST HAVE BMFA INSURANCE

FLITEHOOK NORMALLY IN ATTENDANCE

Adult Flyers £5 Spectators £1.50

**CONTACTS: John Taylor Tel.No. 01202 232206
Keith Fredericks, e-mail: keithfred44@btinternet.com**

FLITEHOOK

Indoor Free Flight Meetings

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

Café on Site

Contact Flitehook

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

Flyers £8 Juniors & Spectators Free

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

2017

10th September 2017 - 8th October 2017
12th November 2017 - 10th December 2017

Friday 29th December 2017 - 10.00a.m. to 4.00p.m.

2018

Sundays 10.00a.m. to 4.00p.m.
14th January 2018 - 11th February 2018
11th March 2018 - 8th April 2018

BMFA South West Area

Indoor Flying

organised by

Cornwall Vintage Aeromodellers

at

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

Flying from 1200 to 1600 on the following dates,

2017

Sunday 24 Sept
Sunday 22 Oct
Sunday 19 Nov
Sunday 17 Dec

2018

Sunday 14 Jan
Sunday 11 Feb
Sunday 18 Mar

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

Admission: Flyers £10 Spectators £1

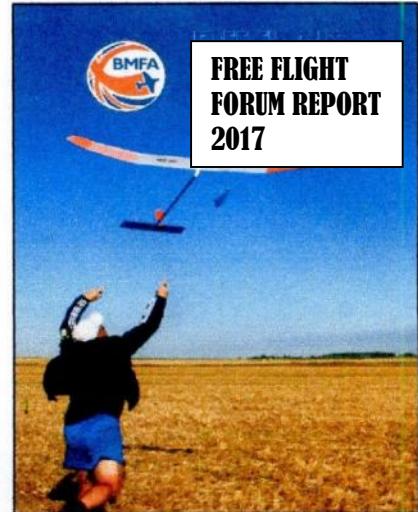
Phone: David Powis on 01579 362951

Email: dave_powis@hotmail.com

THE NEW 2017 FREE FLIGHT FORUM REPORT

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

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



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

Be the envy of your friends and get yours now.

Copies are available from :

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

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

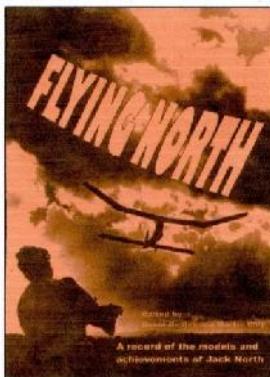
2017 FREE FLIGHT FORUM CALL FOR PAPERS

Not at all sure where the first half on this year went, but if we're to have a 2017 Free Flight Forum, then now's the time to start to think what you can offer in the way of a paper to present. Over the past 30+ years the Forum Reports have provided a vast treasure trove of material on free-flight, but now it all depends on you. Modern, Vintage, FAI, Open, Scale, Indoor, all are welcome. However, without your help with offers of papers to present and topics to cover it just won't happen.

The date for this year's Forum is **Nov. 19th**
the venue is again the Hinckley Island Hotel,
A5 Watling Street, Hinckley, LE10 3JA.

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.



Flying North is a 183 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: martin.dilly20@gmail.com

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

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

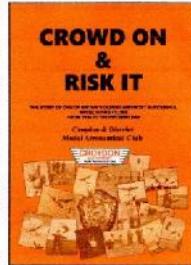
CROWD ON & RISK IT

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

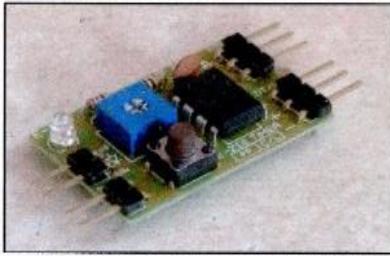
53 designs by Croydon members have been published in the model press and 24 of its members have represented Great Britain in World and European Championship teams. Several have gone on to notable careers in aerospace. Crowd On & Risk It covers all this and more.

Just £8 by PayPal or cheque.

Contact Martin Dilly (martin.dilly20@gmail.com), phone/fax 020 8777 5533 or write to 20, Links Road, West Wickham, Kent BR4 0QW for your copy.



E-Zee Timers



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

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

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

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

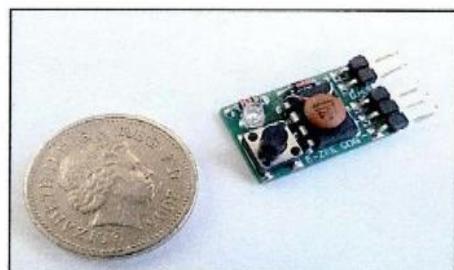
For installations where the timer is inaccessible remote pushbuttons and LED's are available

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

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

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

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



Timers are supplied with a comprehensive instruction manual and users guide

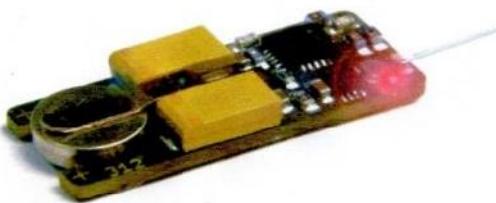
**E-Zee Timers have been designed and are manufactured in the UK
Exclusively available from**

Dens Model Supplies

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

BUGS

Free Flight Model Tracker



£50.00 - each including 6 batteries

Ready to use radio tracker

Suitable for most handheld receivers

Powered by one 312 ZincAir hearing aid battery

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

including battery

Run time around 10 days

Red LED flashes when transmitting

Available in any frequency from 140MHz to 980MHz

Supplied in protective heatshrink

Very quick delivery, often next day

On sale at

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

or contact Peter Brown 07871 459291 for options

Michael Woodhouse

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

Plans of models designed by Geoff Lefever

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

VINTAGE COUPE PLANS.

Ed Bennett regrets that he is no longer able to supply hard copies of Coupe D'Hiver plans.

These plans are to be digitized for downloading as data to purchasers' computers.

Further information will be advised in due course.

Provisional Events Calendar 2017

With competitions for Vintage and/or Classic models

February 19 th	Sunday	BMFA 1 st Area Competitions
March 5 th	Sunday	BMFA 2 nd Area Competitions
March 26 th	Sunday	BMFA 3 rd Area Competitions
April 14 th	Friday	Northern Gala, North Luffenham
April 17 th	Monday	SAM1066 Meeting, Salisbury Plain
April 29/30 th	Sat/Sunday	London Gala & Space, Salisbury Plain
May 14 th	Sunday	BMFA 4 th Area Competitions
May 27 th	Saturday	BMFA Free-flight Nats, Barkston
May 28 th	Sunday	BMFA Free-flight Nats, Barkston
May 29 th	Monday	BMFA Free-flight Nats, Barkston
June 18 th	Sunday	SAM1066 Meeting, Salisbury Plain
June 25 th	Sunday	BMFA 5 th Area Competitions
July 16 th	Sunday	BMFA 6 th Area Competitions
July 22 nd /23 rd	Saturday/Sunday	East Anglian Gala, Sculthorpe
July 30 th	Sunday	SAM1066 Meeting, Salisbury Plain
August 19 th	Saturday	Southern Gala, Salisbury Plain
September 3 rd	Sunday	Timperley Gala, North Luffenham
September 9 th	Saturday	Southern Area Gala, RAF Odham
September 17 th	Sunday	BMFA 7 th Area Competitions
September 24 th	Sunday	Crookham Gala, Salisbury Plain
September 30 th	Saturday	SAM1066 Meeting, Salisbury Plain
October 15 th	Sunday	BMFA 8 th Area Competitions
October 28 th	Saturday	Midland Gala, North Luffenham
November 19 th	Sunday	Free Flight Forum, Hinckley Island Hotel.

Please check before travelling to any of these events.

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

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

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

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

Useful Websites

SAM 1066	-	www.sam1066.org
Flitehook, John & Pauline	-	www.flitehook.net
Mike Woodhouse	-	www.freeflightsupplies.co.uk
GAD	-	www.greenairdesigns.com
BMFA Free Flight Technical Committee	-	www.freeflightUK.org
BMFA	-	www.BMFA.org
BMFA Southern Area	-	www.southerarea.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.wessexam1.co.uk
US SAM website	-	www.antiquemodeleur.org
Peterborough MFC	-	www.peterboroughmfc.org
Outerzone -free plans	-	www.outerzone.co.uk
Vintage Radio Control	-	http://www.norcim-rc.club
Model Flying New Zealand	-	http://www.modelflyingnz.org

Are You Getting Yours? - Membership Secretary

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

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

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

P.S.

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

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

From Your editor John Andrews