NEW Clarion

SAM 1066 Newsletter

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Editorial

Here we go again, Another blown away Wallop meeting at the start of August, the horrendous forecast for that weekend proved accurate and our early cancellation was a wise decision. Perhaps we may yet get a normal weekend for our October meeting, which incidentally will be free from weight restrictions. We may yet relive a day reminiscent of those of the good old days. Our secretary has yet again used his good offices at Wallop to procure another day for us in November to replace the abandoned Aug. meeting. It is likely that this meeting will be subject to legislation's 250gm weight limit, should the law be in place by then.

Now for this issues content, good quantity of copy thanks to some members answering the call and I've quite a bit held over for the October issue.

First up I kick off with Rachel and I and our visit to Michael Marshal's two day East Anglian Gala at Sculthorpe. Not much of a report on my own activities as I was car bound both days with back problems. The fortunes of our Irish visitors was the best I could observe from my vehicles driving seat.

More of Pylonius's early work is reproduced, he seemed to be somewhat of a frustrated poet back in those early articles.

Dick Twomey has been writing again for the Mauritius 'Weekly', this time an in depth look at the mighty Brabazon. I dug out a few pictures off tinternet to brighten up the text.
My old company Dunlop Aviation must have made some proposals for the wheels and brakes as there was a huge wire spoked wheel leaning against the back wall of the test house which was supposedly a prototype. It was before my time as I did not arrive until 1967.

John Davies sent in a piece on one of Keil Kraft's lesser known small models the 'Strato Baby'. I am reasonably familiar with this model as a few years back Birmingham's Peter Martin used to campaign with one at the Peterborough's Flying Aces meetings. He won the 'Rubber Ratio' comp one year, so he must have one of the sort after headstone like trophies in his awards cabinet. I've got one for the 'Mass Launch' comp from one year.

We have part 1 of Roy Vaughn's venture into spark ignition power and the construction of one of America's iconic gassies, the 'Playboy Senior'. Some adventure.

Doug Hunt reports on the Scale event for the 'Eddie Riding' trophy. For this report our thanks go to John Ashmole who passed on the article.

The annual Charles Hampson Grant MIMLOCT International Mass Launch of 'Cloud Tramps' is reported by Nick Peppiatt for the Epsom Downs contingent and by David Lovegrove for the first running of the event on Oxford's 'Port Meadow'.

Interest in Alan Brocklehurst's A1 glider and our publication of its plan prompted him to put fingers to keyboard and write up a bit of his early days of glider flying which might be of help to anyone considering building the published design.

This issue wraps up with the regular reports, firstly from Roy Tiller, still trawling through the Meccano Magazine and our Secretary Roger's monthly report including the revised contest dates for Wallop and the latest on the 'drone legislation' saga. Roger keeps nagging away at the political powers on the subject with specific queries but getting little constructive response.

I've no doubt that the legislation when put in place will all but destroy aeromodelling as we know it in the same manner as my past sport of pistol shooting was wiped out. The sad thing is that the handgun ban has had no effect whatsoever on criminal use of firearms.

Editor

Sculthorpe - John Andrews

East Anglian Gala, Sculthorpe July 27/28th

For me it was not a good flying weekend as I was suffering with a bad back and my flying activity for the meeting consisted of two days sat in the front of the car spectating. The only deviation was to occasionally drive off to a suitable area, open the car door, get out and pee.

Mind you the weather was atrocious, heavy rain on and off on the Saturday, more on than off, but the usual suspects appeared from time to time to cast models up in the wind and disappear off through the long wet grass to retrieve, brave souls. Had I been in better condition I do not think I would have been one of them.

Sunday was not much better, basically misty rain all day, windy to boot with models disappearing upwards at the top of the climb into cloud. However there was plenty of activity to amuse this car bound spectator.

The New Clarion staff photographer Rachel managed to get out and about and get a few pics to make this report possible.

For myself the principle pleasures of the weekend were the evening meals with our companions from Ireland, Peter Watt and Maurice Doyle. Friday evening we dined in the Indian restaurant, Saturday in the Chinese restaurant and finally after the meeting was concluded we dined at Sculthorpe Mill. We had the pleasure of entertaining Phil Ball on Saturday night at the Chinese as he was unaccompanied. For the record, my back was OK sitting down with a pint.

One surprise for me was the fact that the mini-vintage competition, which usually has the greatest number of entries at most meetings, was eclipsed by P30 which featured 11 entries.


C/D's at work, many thanks due to both from all

As usual 'Senators' were out in force, above in order, Peter Watt, Walt Hodkinson, Dave Taylor, and Spencer Willis. Spencer's black model stood out well in the mist.

Finally a fuzzy pic, taken through the car window, of a Peter Watt launch.

Gala Results courtesy Michael Marshal

BMFA EA Gala, Sculthorpe 27th SATURDAY July 2019

BMFA Rubber							
Name	BMFA	Club	1	2	3	Total	Fly Off
Peter Woodhouse	679	Morley	2.30	2.30	2.05	7.05	
Colin Foster	17203	Morley	2.30	2.30	1.32	6.32	
Phil Ball	57180	Grantham	2.30	1.49		4.19	

Vintage Rubbber/Power							
Name	BMFA	Club	1	2	3	Total	Fly Off
Phil Ball	57180	Grantham	2.07	2.30		4.37	
Spencer Willis	34982	Croydon	2.15			2.15	

Classic Glider							
Name	BMFA	Club	1	2	3	Total	Fly Off
Roger Heap	13338	Biggles	2.23	1.15	0.58	5.12	

Tailless							
Name	BMFA	Club	1	2	3	Total	Fly Off
Maurice Doyle	078804	Belfast	1.43	2.28	2.21	6.32	
Spencer Willis	34982	Croydon	1.54	1.24	2.10	5.28	
David Taylor	4788	Grantham	1.47	0.20		2.07	
Andrew Moorhouse	62375	Vikings	1.15	0.26	0.12	1.53	

E36							
Name	BMFA	Club	1	2	3	Total	Fly Off
Gordon Warburton	56428	Morley	1.07	2.00		3.07	

P30							
Name	BMFA	Club	1	2	3	Total	Fly Off
Peter Watt	108095	Mid Ard	1.52	1.58	2.00	5.50	
Stephen Fielding	67400	Morley	1.33	1.31	2.00	5.04	
David Norwood	193646	Delyn	1.35	2.00	1.20	4.55	
Peter Adams	107883	Peterborough	2.00	1.03	1.03	4.06	
Peter Gibbons	76597	Peterborough	0.52	1.22	0.51	3.05	‘
Chris Strachan	33623	Biggles	1.51	0.38		2.29	
Dennis Davitt	63260	Morley	1.47			1.47	
Peter Woodhouse	679	Morley	1.38			1.38	
Colin Foster	17203	Morley	0.51	0.45		1.36	
Gordon Warburton	58428	Morley	1.06			1.06	
David Taylor	4788	Grantham	0.47			0.47	

HLG CLG										
Name	BMFA	Club	1	2	3	4	5	6	7	Total
Stephen Philpot	64218	Birminham	0.33	0.38	1.00	0.21	0.20	0.15	0.24	3.31
Phil Ball	57180	Grantham	0.18	0.30	0.04	0.50	0.21	0.22	0.10	2.35

BMFA EA Gala, Sculthorpe SUNDAY 28th July 2019

BMFA Power							
Name	BMFA	Club	1	2	3	Total	Fly Off
Trevor Payne	32531	Biggles	0.05	2.30	1.45	4.20	
Stephen Barnes	51987	Morley	2.30	1.25		3.55	

Combined Electric							
Name	BMFA	Club	1	2	3	Total	Fly Off
Peter Watson	62397	Birmingham	2.30	2.30	2.30	7.30	
Trevor Payne	320031	Biggles	2.30	2.30	1.03	6.03	
Gerald Williamson	170419	Peterborough	2.18	0.53	1.51	5.02	

BMFA Glider							
Name	BMFA	Club	1	2	3	Total	Fly Off
Roger Heap	78338	Biggles	2.30	2.30	2.30	7.30	2.21
Colin Foster	17203	Morley	2.30	2.30	2.30	7.30	0.19
John Cooper	3422	Biggles	2.30	2.30	2.30	7.30	
Gary Peck	53756	Country	2.21	2.30	2.30	7.21	

Classic Rubber / Power							
Name	BMFA	Club	1	2	3	Total	Fly Off
Phil Ball	57180	Grantham	2.30	2.30	2.25	7.25	
Spencer Willis	34982	Croydon	2.24	1.40	2.30	6.34	
Dennis Davitt	63260	Morley	1.34	2.05	1.57	5.36	

CO2							
Name	BMFA	Club	1	2	3	Total	Fly Off
Stephen Philpot	64218	Birmingham	2.00	2.00	2.00	6.00	3.13
Peter Woodhouse	679	Morley	2.00	2.00	2.00	6.00	2.04
Chris Strachan	33623	Biggles	1.31	2.00	2.00	5.31	
Ted Challis	19231	Crookham	1.25	1.12	2.00	4.37	
Stephen Fielding	67400	Morley	1.30	1.52		3.22	

Vintage Glider							
Name	BMFA	Club	1	2	3	Total	Fly Off
Colin Foster	17203	Morley	2.15	2.22	2.30	7.07	
Barry Halford	31735	Vikings	2.30	0.57	2.30	5.57	
Roger Heap	73338	Biggles	2.30	2.30		5.00	

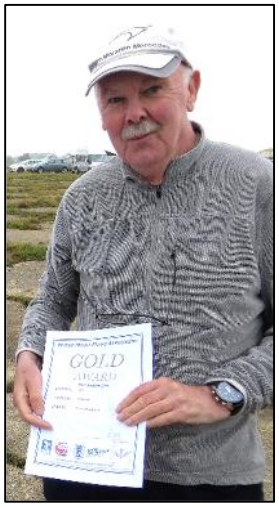
Mini Vintage							
Name	BMFA	Club	1	2	3	Total	Fly Off
Colin Foster	17203	Morley	2.00	2.00	2.00	6.00	3.25
Phil Ball	31735	57180	2.00	2.00	2.00	6.00	2.28
Spencer Willis	34982	Croydon	2.00	2.00	2.00	6.00	
Peter Watt	10809	Mid Ards	1.58	2.00	2.00	5.58	
Gordon Warburton	58428	Morley	1.35	1.54	1.58	5.27	
Peter Woodhouse	679	Morley	2.00	1.48	1.00	4.48	
David Taylor	4788	Grantham	2.00	1.22		3.22	
Walt Hodkinson	8681	Grantham	2.00				

Bowden Contest

1st - John Wynn 2nd tied - Maurice Doyle & Andre Borowski 4th - Hugh Stevenson 5th - David Norwood

Long distance travellers from Ireland

Maurice Doyle winner tailless



Peter Watt winner P30

John Andrews

Extract from Model Aircraft March 1951

Malice in Dunderland

(Reports of model aircraft being Imperiously banned from parks and commons throughout the country are on the increase.)

The Red Queen, no one could deny.
Was given to a queer fixation.
"Off with their heads," she'd loudly cry
At the slightest provocation.
A drastic measure no doubt suited
To get one's orders executed.
But not a method to apply
In a wise administration

And it seems a thousand pities
That this complex should obtain
In most all our towns and cities
Adverse to the model plane
Where wielding bright and angry axes,
As their indignation waxes,
The Red Queens on our Park Committees
Show little feeling—less of brain.

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A New Genesis ?

After a rather ominous reference to a Mr. Gabriel's "Archangel", the Oldham and District Club report goes on to say. . . " where members . . . will be able to build six nights and days a week." Such a re-arrangement of the cosmological order of things, would, I fear, mean no Sunday for flying. 'Oldham back, somebody !

Wishful Thinking

During the coming season
I would like to see
A Radio Model airborne
From a pukka R.O.G.
And a Wakefield Flyer,
If ever one were born,
Who'd never claim five minutes
Thermal free.

During the coming season
I would like to see
From the North a letter
Which will quite agree
That for all future comps
No venue could be better
Than the field of Fairlop
Fancy free.

During the coming season
I might extend my scope
To visit Jamijarvi.
What a hope !

Winter Sports

Disgusted, perhaps, with the limited properties of buoyancy to be found in " thin air " (quoting thus the Bard and not the Cockney Barber) a few progressive modellers have been experimenting in a somewhat denser medium. Or so it would appear from last month's club report of the Whitefield M.A.C., which states that a recent glider comp. was " flown in several inches of snow."
It is understandable that " visibility was rather poor," but this appropriately named club should be commended for such pioneering spirit.

Pylonius

The Bristol Brabazon - Dick Twomey

Another of Dicks articles prepared for the Mauritius 'Weekly'

The Bristol Brabazon.
Great design but wrong timing!

This is the story of a remarkably ambitious trans-Atlantic airliner project of one of the great UK plane-makers of the last millennium, the Bristol Company. It is still being described as a concept "ahead of its time", but in fact the mighty Brabazon, of which only one example was built and flown, fell casualty to an incomprehensible blindness by the UK aviation authorities to the changes that were taking place in the aviation industry at that time, and to the consequences of this on the requirements of the air passenger market. It was, I believe, Victor Hugo who opined that: "There is one thing that is stronger than all the armies of the world, and that is an idea whose time has come". Sadly the Brabazon's time had not come – in fact the market was never there.

Consider how this happened. Aircraft production in the United Kingdom – understandably -- had concentrated during the war years of 1939 to 1945 on building military fighters and bombers, with the result that Britain found itself a long way behind the United States in having any commercial airliners ready for use in the welcome period of peace that was now dawning. Setting up a "Brabazon Committee" to look into future needs (named after its chairman Lord Brabazon), the UK government asked the aircraft industry to produce new designs for the following categories:

- Type 1 – a very large trans-Atlantic airliner;
- Type 2 – a short haul airliner;
- Type 3 – a medium size airliner for European routes; and
- Type 4 – a jet-powered 500 mph airliner.

The Bristol company immediately set about tackling the first Type, giving birth in September 1949 to the Bristol 167 Brabazon 1, intended to compete successfully with the sea passenger luxury liners of that time. Neither government nor manufacturer foresaw the coming explosion of demand to fly long distances, with the result that the new giant transporter (at the time the largest airliner in the world) had been fitted out for the carriage of only 96 passengers by day, or 52 – in sleeping compartments – by night. The internal layout even featured a kitchen, a cinema - no "IFE" (In-Flight Entertainment) in the 'forties - and even leaving space for generous walkways.

Remarkably the Brabazon was powered by eight engines (Bristol Centaurus) in the form of four pairs buried in enormous wings, which themselves were so deep that an engineer could walk inside the wing in flight to inspect his beloved motors. This at any rate had been demonstrated in the Brab full-size wooden mockup in the gigantic Bristol-Filton hangar, when one day on a visit I was shown how to do this myself.

The Bristol design and engineering teams had done such quality work that only four days after its first flight on 2 September 1949, Bill Pegg the Chief Test pilot was ready to show off this huge and beautiful airliner to the world at the Farnborough Air Show, then an annual event. It returned to Farnborough in 1950, and this time your air-minded scribe, then a very young man, was there as a member of the awestruck crowd.

A year later the reality of the changing market place had been appreciated throughout the aviation industry, and BOAC (Britain's respected overseas flag-carrier), for whom the Brabazon had originally been intended, had lost interest. Costs had escalated and work on a Mark 2 version of the Brabazon, which would have had 4 more-powerful engines instead of the 8 paired, was stopped, and the whole project was cancelled. The prototype had flown for only about 400 hours. In a way the government's own list of the four required airliner Types should have acted as a warning: Another aircraft manufacturer, De Havilland, had been working on Type 4, the jet airliner, and in 1952 the DH Comet emerged to blaze the trail for speed rather than for luxury in travel. Then in 1956 BOAC put into service the US jet competitor, the Boeing 707, followed in 1970 by the iconic B747 Jumbo, the mass-travel machine that changed the nature of the aviation industry forever.

Dick Twomey, the Aeronautical Society of Mauritius.

Letters to the Editor

Hi John, follow-up on the Brabazon.
I expect there are several of our SAM 1066 members who have worked at Filton in the past, who could both correct and embellish the results of my researches. My nearest claim is that at the time of the Brabazon's short life I had been working for Cambrian Airways in Cardiff, just across the Severn, and from early in 1955 flew several charter flights out of Filton for the Bristol team in our weapon-of-choice at that time, the 8-seater DH Dove.
On the first occasion that I had the experience of landing on that enormous runway (which – you may remember – had required the demolition of the village of Charlton) I had landed in the easterly direction and at the end of the Dove's short landing run, duly requested the Tower for taxying and parking instructions:
"Continue straight ahead for TWO MILES then turn left for the apron" was the prompt reply!
If I recall, the total length of the runway was 3 miles… most of which the Brabazon never needed, although it might have been handy later for the Concorde.

Happy days! *Dick Twomey*

Hi John,
Sad news about the lack of willingness to integrate model flying and gliding at MW. I fly regularly at Aston Down, where the Cotswold Gliding Club manages the field and our club flies whether the gliders are operating or not. The joint user rule we have to obey is to ensure there is always a safety man to act as spotter to ensure clear airspace. We are operating far heavier and faster aircraft than would be flown at MW but still have no problems.
What you are seeing is a reluctance to examine the proposals properly and for the current management, (a mix of military and civilian) to bring some common sense into the situation. (There is also the effect of a briefing to the involved unit authorities that they will be responsible if there is an accident/or problem, despite us having a huge amount of Public Liability insurance, in case a coupe damages an aircraft or married quarter)!
I speak from the experience of being currently a civilian member of a tenant club, the founder and organiser (12 years) of a civilian Indoor club on an active RAF unit and in the past, officer i/c model aircraft club of three different military airfields, including Cranwell & Barkston.
If the interest is there and there is a willingness, on the part of the military, to achieve the aim of looking for good PR by allowing non-military groups to use military facilities, as was permitted and indeed encouraged in the past by Defence Council Instructions, then most things are possible. But if "can't be bothered" is the prevailing attitude, it is simple to let the application fail.
If security is to be a major factor, considering the current state of the world, then quite a few aircraft museums would have to close, including MW, so that must be a minor consideration
It is so disappointing for all active modellers to see the immense amount of work put in both by BMFA staff and Club members come to nothing as we lose the ability to enjoy activities that have contributed to both the technical success of the UK and to the health of the individuals taking part.
Perhaps if we were to include some beach volleyball between rounds we might get a better response?

Regards *Gerry York.*

Hi John:

I am a SAM35 member who hopes that 1066 might be able to help identify the builder of a model or have information on same. I bought the airframe at the May meeting at Old Warden and have now set about the task of renovation and conversion.

Model is a John Coxall 'Jenny' 72 inch span built for free flight

Engine was a Brown Junior with separate brass tank mounted on aluminium triangular folded supports

Covering: yellow nylon Large black numbers on left wing panel: 1066

Small transfer on right panel - winged MAA

Fin had a transfer for the Northern Heights model club

Plug in undercarriage

I have attached some photos - incomplete as the fin and tailplane are on the bench receiving rudder and elevator for RC guidance, hopefully using a Herb Wahl Brown Junior.

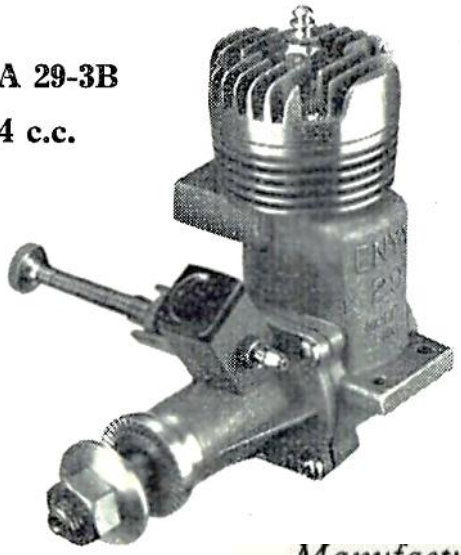
Thanks for any help you might be able to give.

Sincerely *Jim Woodside*

Engine Analysis: Enya 29-3B 4.94cc - Aeromodeller Annual 1960-1

ENYA 29-3B

4·94 c.c.



Specification

Displacement: 4·94 c.c. (·3012 cu. in.)
Bore: ·735 in.
Stroke: ·710 in.
Bore/stroke ratio: 1·035
Bare weight: 6¾ ounces
Max. B.H.P.: ·59 B.H.P. at 14,000 r.p.m.
Max. torque: 50 ounce/inches at 10,000 r.p.m.
Power rating: ·12 B.H.P. per c.c.
Power/weight ratio: ·0875 B.H.P. per ounce

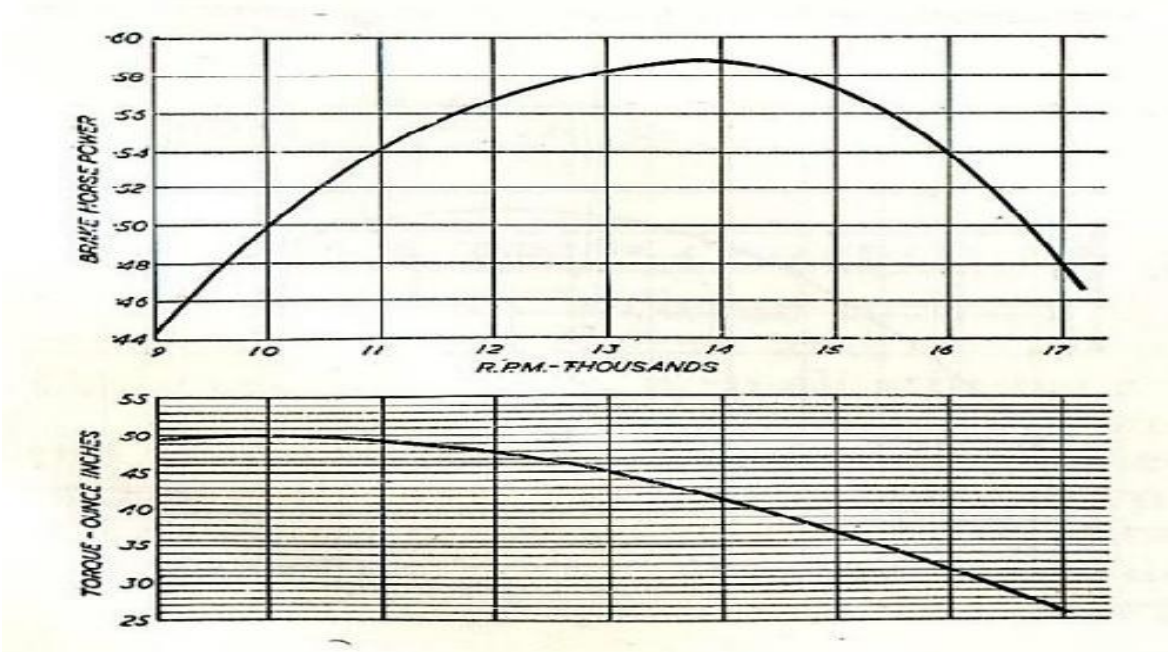
Material Specification

Crankcase unit: pressure die casting in light alloy
Cylinder: cast iron
Piston: cast iron
Cylinder head: light alloy die casting
Connecting rod: light alloy die casting (bronze bushed big end)
Crankshaft: hardened steel
Main bearing: bronze bush (cast integral with front crankcase unit)
Spraybar assembly: nickel-plated brass
Venturi: thermostat plastic moulding
Propeller driver: dural

Manufacturers:
SABURO ENYA, Japan

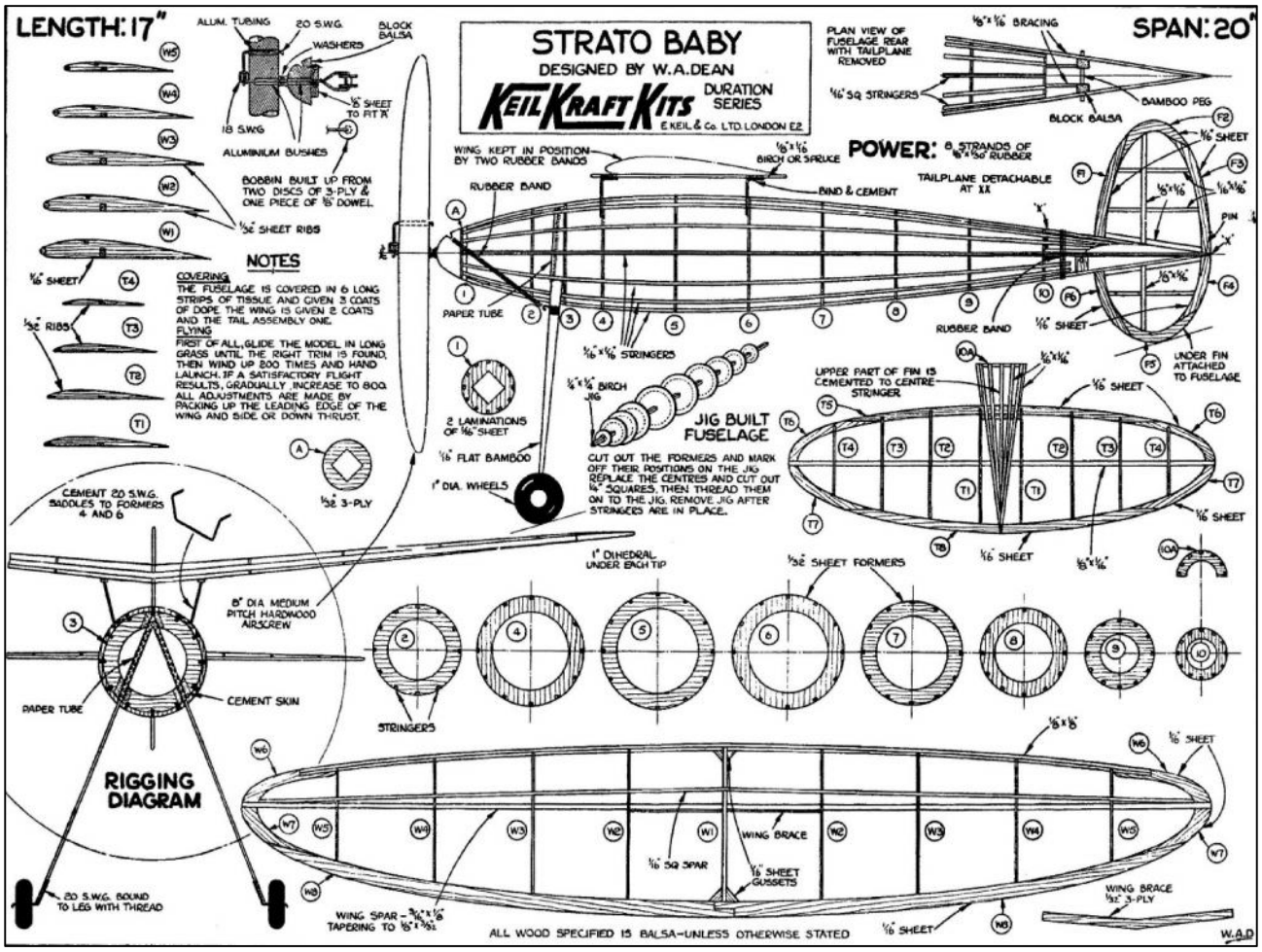
PROPELLER—R.P.M. FIGURES

Propeller dia. × pitch	*r.p.m.*
10 × 6 (Frog nylon)	12,000
9 × 6 (Frog nylon)	14,000
12 × 4 (Trucut)	9,800
11 × 4 (Trucut)	11,000
10 × 4 (Trucut)	11,400
10 × 6 (Trucut)	10,600
9 × 6 (Trucut)	12,300
8 × 4 (Trucut)	16,500
7 × 9 (Trucut)	14,500



A KK Strato Baby - John Davies

Keil Kraft Kits 20" Wingspan "Strato Baby"



Revue

This model seems to have been lost in the mists of time. You don't hear of replicas around the vintage meets at all. It is without doubt, one very pretty model. In some ways it is reminiscent of the pre-war Wakefield streamliners, in miniature of course.

The model was introduced soon after the war and intended for the young balsa bashers of the day. The more experienced modeller would likely have passed it over, for models of higher potential, e.g. KK Contester, Competitor, etc.

This is where the young modellers would have come unstuck. Balsa wood was still hard to get, and the quality of strip-wood varied considerably. There were twelve stringers in this elliptical fuselage and for a youngster this would have made it difficult to produce a straight fuselage. Money for kits was hard to come by, and many a bellow of rage was heard by the writer, from fellow modellers. I was therefore encouraged to stay well away from the Strato Baby.

Some years ago, I acquired a plan of this model, and decided to give it a go, just to see what all the fuss was about.

The wings and empenage are elliptical, and truly standard units, simple to build. The fuselage, as seen by the Designer, should have been straightforward. It was formed over a jig system that was removed as work progressed. Again, this would have been quite the hurdle for inexperienced hands, compared to a slab sided fuselage. Despite top line wood, I found that construction was fiddly, and subject to some scatological observations.

The undercarriage and wing struts are installed at an early stage, and if not installed accurately will cause consternation later.

In all my glory, I decided to fit bamboo u/c legs in the vintage manner. Let's say the bamboo sold in a Nova Scotia (model?) shop is not in the same class as was sold in a British shops. This was to cause me much hair tearing, and outlandish words of wisdom, while test flying this little monster.

The model was covered in light model span plus 1 coat of 50/50 dope, black fuselage. White flying surfaces.

Now came the wait for a nice calm day. One should note that this is quite a rarity hereabouts. So in a few days, wonder of wonders, we were blessed with the kind of day that make free flighters genuflect. I was always convinced the Strato baby was a little short of wing area, and so was very surprised at the lovely flat and floaty glide that seemed to go on forever. Then came the first power flight. Now this was a totally different kettle of fish. With just 50 turns on the Tan ll motor, there was a violent bank to Port, followed by what might be described as an interesting arrival. The port u/c leg broke in half. Following repairs, the same results ensued- several times.

There was plenty of allowance for torque. 1½ degrees of offset on the prop. A right/right flight configuration, so the bank to Port was just not on. I was involved with another vintage project, a KK Skystreak 40"with a 19cu.in. glow from 1955, that had never been run. The Strato baby was consigned to the box room. And forgotten "good riddance"!

Some years later, my wife, Heather wanted to clear out the box room, and I came across the Strato baby. Being a glutton for punishment, I decided to give it another shot. The first job was to amputate the bamboo legs, and replace them with a pair of wire ones. I had noticed that there was no positive location of the empenage, and wondered if this could have any bearing. This was soon fixed. Lo and behold, we were blessed with a nice glide, followed by a couple of small problems caused by the long lay-off. I think I will have to add a couple of trim tabs. We might be getting there

Author history:

Now 83 years old, started modelling at age of seven, with a 36" own design glider. Built with wood stolen from my father's stock. He being a Wakefield enthusiast. The model, crude as it was, flew nicely. Other than two exceptions, I couldn't get much satisfaction for the next three years. The first was a Skyrover Miles m38 Messenger, a tiny thing that flew like a bird- on a calm day. The other was a DFS 230 glider, I am not sure who kitted it, but it flew well.,

Interests include: vintage free flight, c/l vintage stunt and team racers, even indoor rubber and RTP. I was a member of the Crystal Palace and Brixton clubs. Have had several plans and articles published. Most pleasure was from working with Alex Imrie, and his vintage corner.

John Davies

Plan from 'Outerzone'

The Playboy Senior Saga Pt.1 - Roy Vaughn

A few years ago I built an Atom Minor spark ignition motor. No point in leaving it to sit in a drawer until it goes in a skip so I cast around for a suitable model to fly it in. The engine itself has a capacity of 6cc, turns a 13 x 6 at about 5,000 rpm and weighs 12 ounces. Something large and vintage seemed suitable, maybe one of Col Bowden's designs with huge airwheels on spindly U/C legs. However, I was warned off this approach and urged to have a look at American models of the era which generally flew better. More or less the first design I came across on Outerzone was the Playboy Senior. It seemed ideal at 80" span with a wing chord of 11" and a pylon which allowed me to treat it as a competition model alongside the rest of my power model stable.

The Playboy was conceived by the Cleveland Design company as an answer to the Goldberg Zipper, the first (?) of the pylon designs which were revolutionising power flying in 1939. The number of Playboy kits shifted appears staggering to us, 8,000 units in the first year of the smallest version, the Junior, and 2,800 of the Senior. The Senior was successful in competition and its popularity endures reportedly, but mainly with R/C assist.

Being retired I have very little time so the idea of building from a kit was attractive. There are two suppliers in the UK, Ben Buckle and Belair, the latter with a short kit. Imagining difficulty in finding stripwood to fit the laser-cut components I decided that a full kit would better suit my purposes, so I plumped for the Ben Buckle version. I had a birthday coming up so this is what I asked for:

The kit turned out to be something of a disappointment in a couple of respects. Only the flying surface parts were pre-cut and even then the tip ribs had to be trimmed down by hand from a set of constant chord blanks. Also, the structure had been modified from the free flight original for radio assist. The tailplane and fin had hinged elevator and rudder and the wing spar arrangement now boasted two 1/4" square spruce mainspars but pleasingly preserved the turbulator spars on the forward upper surface. I have never flown an R/C model to this day and although the temptation was to use it in the Playboy I managed to avoid this risk to my virginity and built it for free flight. This obviously involved modifications to the already-modified tail structures. Disappointingly there were no pre-cut ribs for the tail and fin, both were built up from stripwood and sanded to shape.

As an aside, close inspection of the plan showed that there were several variants of the original design including a cabin version, reckoned to fly better in rough weather, one with a removable fuselage bottom and another with removable top to better get at the electrics within, a straight dihedral version and a floatplane option. The kit was for the vanilla version, no removable bits except for a hatch on the underside for access to access to the electrics. The plan shows a very flimsy knock-off engine mounting. I don't know if the kit was intended to cater for this because the front bulkhead former(s) was/were missing.

The plan included with the kit came in two large sheets with the port and starboard panels drawn out separately. The sheets were far too large to lay out in my workshop so the first job was to get them copied and cut up into basic components. The next job was to decide how to install the electrics. The motor is a sparker so I needed to allow for the installation of the battery, coil and ancillary ignition

system bits and pieces. I also decided to fit RDT based on a Lemon receiver and Orange transmitter, as described by Nick Peppiatt in the Clarion. I modified this setup with a backend processor which moves the servo through a sequence of three rather than two positions so that the first button push stops the engine, the second pops the DT.

The plan shows the spark ignition electrics mounted on a stick which hangs between hooks in the lower half of the fuselage nose, accessed through a hatch in the underside. A string to the upper rear fuselage activates the cut-out switch when ground running. I replaced this setup with a more conventional faceplate let into the lower fuselage nose on the side opposite the engine exhaust.

The fuselage is basically a 3/16 square box framework with sheeting over the nose to the rear of the pylon. The fuselage is curved in both dimensions over its full length: getting the curves to take in the hard longerons was difficult, or should I say impossible to achieve everywhere. There are supplementary longerons at the centre line of each side which leads to a rather pleasing cross-section. Bob Owston pointed out that if the covering was simply draped over this structure a lot of potential extra stiffness was lost unless in-filled along each spacer to provide something for the covering to stick to. It took some while to do this!

The kit lacked the nose former so I manufactured my own in $\frac{1}{4}$ ply and machined some captive nuts to take the motor mounting plate screws. The former was glued to the front of the framework backed by an infill of $\frac{1}{4}$ sheet balsa and the whole was glassed to the fuselage sheeting.

Simple stick structure part way through nose sheeting

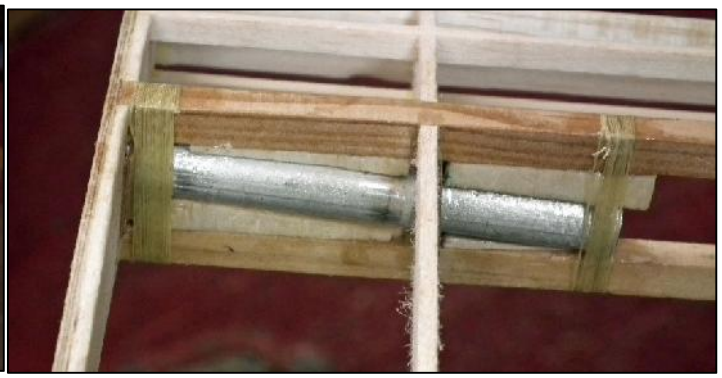
The original design for the pylon consisted of three layers of 1/8 sheet reinforced by a strip of 1/8 ply in the centre lamination. I regard this as inadequate and doubled the thickness. The plan mounting for the pylon seems little more than gluing it into a slot made in the sheeting so this too was altered to provide proper bracing to transfer the load into the main structural members. The tail end was equipped with my standard tailplane mounting.

During final inspection of the completed fuselage frame I realised that many of the joints were dry. The glue was yellow aliphatic, not a patch on the waterproof PVA wood glue I normally use. Cyano appears not to take on aliphatic so I carried out repairs using 30 minute epoxy (I use Devcon 30 minute, which is far superior to 5 minute epoxies) in joints which I could open a crack and Evostick wood glue around the outside on the others.

Bending the undercart was a saga in itself. It's made of 8swg piano wire. I broke the piece supplied in the kit as I made the first bend. I reckoned the only practical way forward was to anneal the wire, bend it then harden and temper back to its original state. The process went OK with the help of my propane torch but the proof of the pudding would be the first landing. The U/C is held to the fuselage by a subset of the motor mount screws.

The standard plastic motor mount supplied with the kit was far too narrow for the mighty Atom so I decided to use something more appropriate to the age of the model, namely one made of aluminium sheet. I reckoned that 1.6mm thick was the maximum I could bend successfully without cracking, which seemed a bit flimsy against the size and weight of the motor. In practice it has been entirely satisfactory. And as it turned out the strength, or lack of, would be a major bonus.

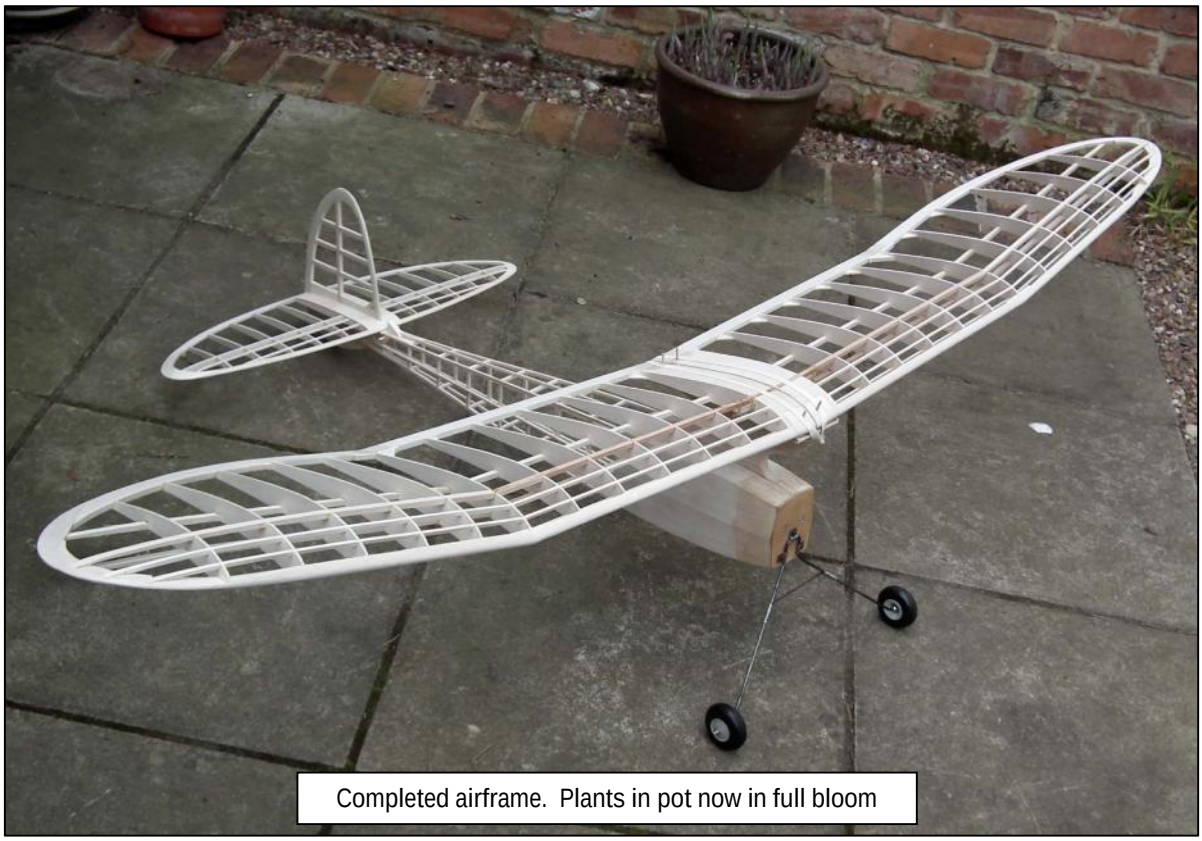
Sheet aluminium motor mount



Wing joiner tube installation

The wing and tail are straightforward save for bending the tip spars. After going through a phase when I swore I would build the wing in one piece, common sense broke out and I fitted joiner tubes. I built the tailplane and fin without moveable control surfaces, I should have fitted a trim tab to avoid defiling the pristine fin with Gurney strips should they be necessary. The last job on the structure was to add glass cloth reinforcement to various strategic locations including the wing centre section, the fuselage front end and the wing mounting platform.

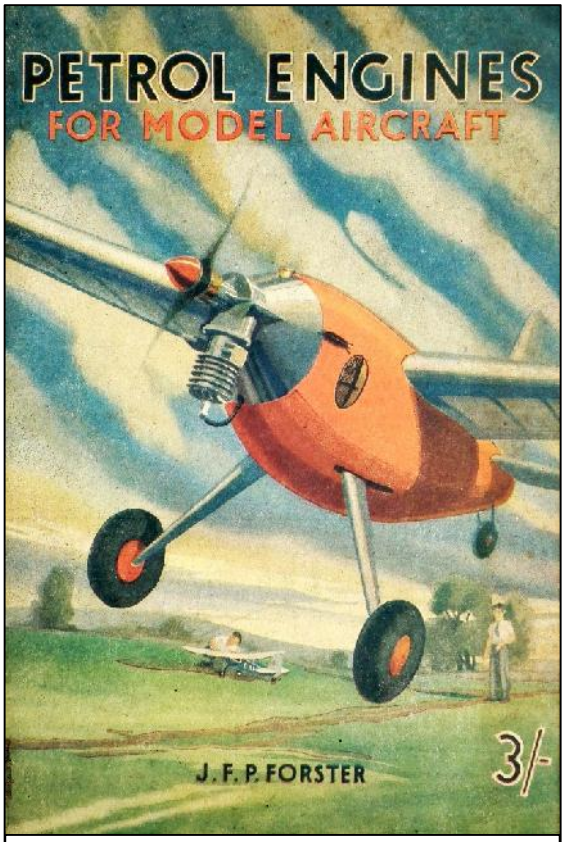
Having a spark generator in close proximity to a radio receiver seemed like a recipe for trouble. In partial mitigation I decided to run the radio and ignitions off separate batteries so that there was no electrical connection between the two. John Thompson had success with micro-switches in his timers and evolved a design whereby the servo arm was set to release the lever projecting from a suitable micro-switch.



Completed airframe. Plants in pot now in full bloom

The motor was commissioned using a coil from Minimag on the Isle of Wight. It weighs 4 ounces and runs off a 6 volt supply. I used a 2S Lipo with the sanction of the manufacturer. It worked well but I baulked at the thought of all that weight in a flying model. Coincidentally, about that time I was contacted by Peter Brown with a spark ignition question. He pointed out that light weight coils were available from the USA weighing one and a quarter ounces running off a 3.6 volt supply from AA cells. I bought mine from a different supplier to Peter but they are very similar in appearance, probably from the same oriental source.

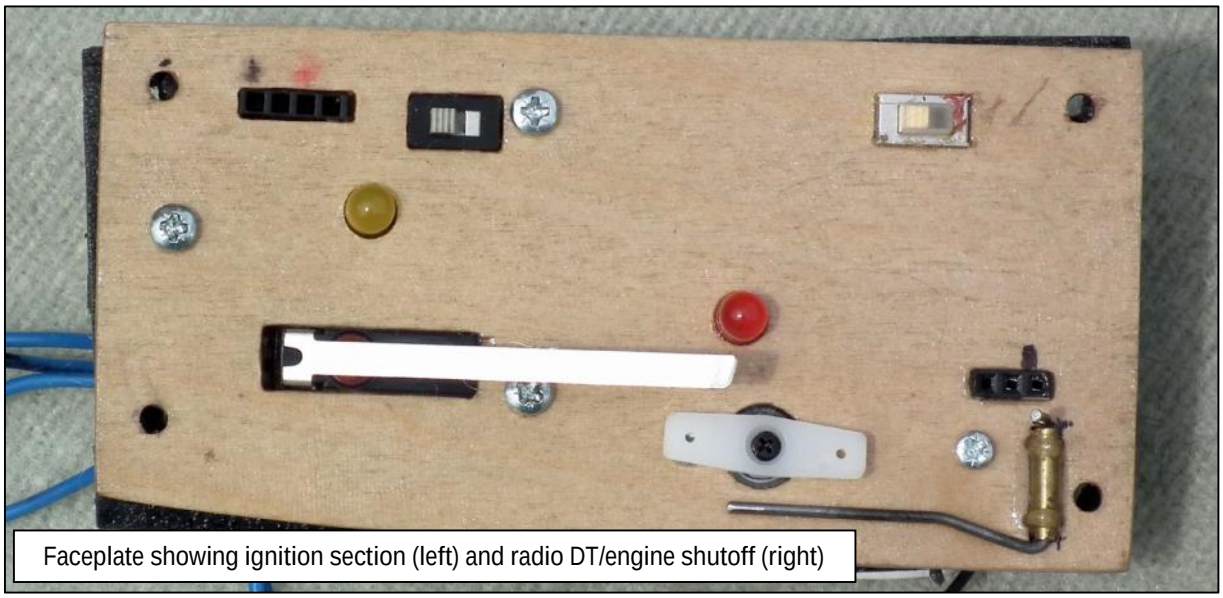
Back-to-back testing showed that the American coil produced a weaker spark than the Isle of Wight coil on their respective batteries. This was borne out in starting behaviour, on the Minimag/2S Lipo hand starts were good if not instant. In contrast it was hard to get the engine firing at all with the American coil and 3.6V battery comprising three rechargeable NiMh cells and, when it did run, it would peter out after a few seconds and refuse to restart. Changing from three to four non-rechargeable AA cells improved matters somewhat but in the end I decided to go for broke and try the 2S battery with a 0.5 ohm ballast resistor to protect the coil if the motor came to rest with the points closed. This was better again but not a complete solution; at least it started promptly using an electric starter and kept on running. The coil doesn't seem to be troubled by operating on twice its nominal voltage.



Good practical advice on spark engine operation

About this time I came across a very interesting book by JFP Forster entitled "Petrol Engines for Model Aircraft". It was published in 1944 in "the fourth year of the second Great War" because "interest in model petrol engines continues to increase" despite, it states in the introduction, of "lack of supplies" until the end of the war. It's a great little book. It turned out to have all the answers. In particular, it notes the high current demands of coils and suggests that there is no substitute for a good old lead-acid battery! The practice in those days was to carry pencells on the model and connect a wet cell booster battery for starting. Not exactly my problem but the solution seems the same, a battery with low internal resistance, hence the Lipo.

The final installation has the radio section and servo mounted to the after end of the faceplate and the ignition electrics at the front. The coil and battery are on flying leads, Velcro'd to the interior structure. The starting sequence is first to turn on the RDT transmitter then the model's RDT supply and establish that the two are talking. The microswitch and DT arms are held in position and the servo rotated to hold them with a pulse from the transmitter. The ignition is switched on with the slider switch and the engine can then be started. The next push on the RDT button will cut the motor, the next will activate the DT.


Faceplate showing ignition section (left) and radio DT/engine shutoff (right)

To be continued

Roy Vaughn

Eddie Riding Trophy - Doug Hunt

This article comes to us courtesy John Ashmole

Saturday the 29th June proved to be a gloriously sunny day for the revitalised Eddie Riding Memorial Trophy at the BMFA National Flying Centre, Buckminster.

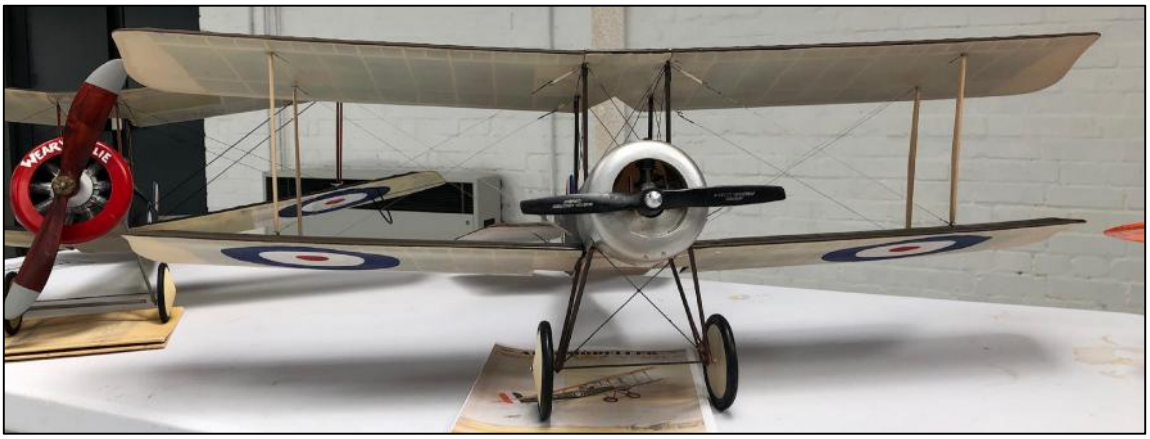
The Eddie Riding or EJR FF event is for scale models of all types judged both for static accuracy and scale flight performance. An overall trophy is awarded for the best scoring model from the Rubber CO2/Electric and Reaction Motor categories with a separate trophy for the 'comp within a comp' for the designs created by Eddie Riding himself.

The competition was resurrected back in 2018 due to the hard work and perseverance of John Minchell and Doug Hunt (with a little inspiration also provided by a bottle of finest malt whiskey!) and has found a natural home as part of the SAM35 Retro Fest 3-day event.

2019 saw a welcome increase in the numbers of competitors from 2018 to the "EJR Designs Competition", with competitors entering models built from Eddie's published Aeromodeller plans.

The ABC Robin was a popular choice with three entrants (Andrew Hewitt, Andy Sephton and Martin Pike) choosing this simple to build and fine flying EJR design as their entry.

The Bristol Bullet was also popular with both Paul Briggs and Bill Dennis entering their examples of this WW1 scout plane.



For the flight judging in the afternoon, whilst the weather was sunny it was exceptionally windy, making conditions challenging so CD Dave Causer took the decision to reduce the flight qualifying time to 20 seconds to accommodate the conditions.

Those competitors who timed their launches to perfection during a lull in the wind were rewarded with excellent flights, with many models making rapid progress when turning down wind and more often than requiring a lengthy stroll to recover them!

Both Ivan Taylor's Mitsubishi Zero (rubber) and BAC (EE) Lightning (CO2/Electric) fell into this category as Ivan had to go outside the Buckminster boundary to retrieve them following some impressive flights.

Those less lucky suffered badly from turbulence with many flights from models not qualifying such as Mike Smith's super Sopwith Snipe

Pete Fardell should have been awarded the perseverance award on the day for his commitment. Following the earlier fly away and frantic search for his charming rubber powered Compte AC4 Gentleman, he then suffered from a slipping motor peg resulting in a fully wound ball of rubber at the nose only to be retrieved by removing a large chunk of covering. Pete then made field repairs to carry on flying and his tenacity and bulldog spirit were rewarded with a commendable 3rd place in the rubber competition.

A superb day was rounded off with a lovely surprise as Eddie Riding's grandson, Dafyd Richards, was in attendance to represent the family and award the trophies and certificates at the award ceremony, which clearly demonstrates the appreciation the Riding family have for the aeromodelling community.

For next year it would be great to see more entries in this essentially fun event. Entry to the event does not require a super-scale model as the EJR Designs comp just requires a model built accurately to the plan and trimmed to fly for 30 seconds or more. With such a varied and eclectic range of EJR designs to choose from (everything from a BE2C WW1 biplane to a post-war Chrislea Super-Ace) it would be great to see some more entries especially from the SAM35 and the sport flying community. There is now a whole year to get that model finished before the next event! Contact Doug Hunt for more details. dfh.htriples@ntlworld.com

The winners and runners-up on the day were:

Eddie Riding Designs:

1st - Andrew Hewitt – ABC Robin 1350 points 2nd - Martin Pike – ABC Robin 1192.5 points

IC:

1st - Chris Brainwood - DH60 Moth 1307.5 points 2nd - Mike Kelsey - SE5a 1256 points

Rubber:

1st - Ivan Taylor –Zero 1413.5 points 2nd - Andy Sephton Lacey M10 1191.5 points

CO2/Electric:

1st - Ivan Taylor – Lightning 1340.5 points 2nd - Bill Dennis -Caproni Ca 100 1191 points

Overall Eddie Riding Trophy:

1st Ivan Taylor – Zero 2nd Ivan Taylor – Lightning 3rd Chris Brainwood - DH60

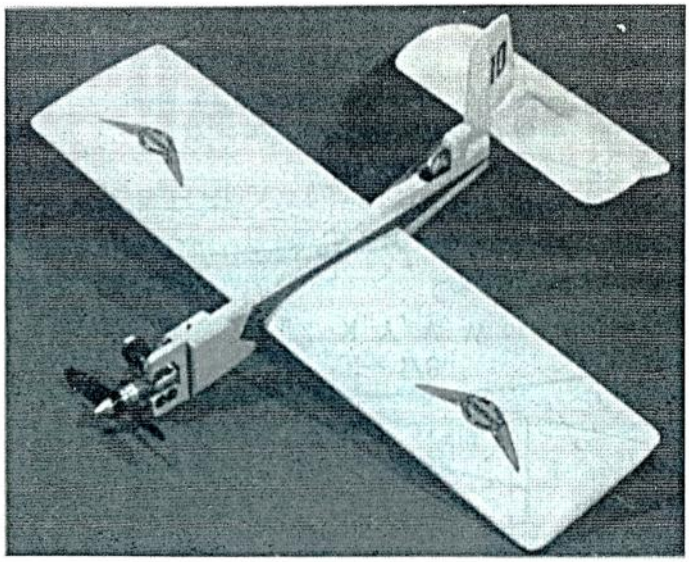
Doug Hunt

Sweetheap - Ray Malmstrom

From the book '60 years of IVCMAC' by Ray Malmstrom
Supplied courtesy of Chris Strachan

Your FULL-SIZE Plan of the Month

A 22 inch control-line stunter for the novice modeller to suit a range of engines. .8-1 cc



SWEETHEAP

by Ray Malmstrom

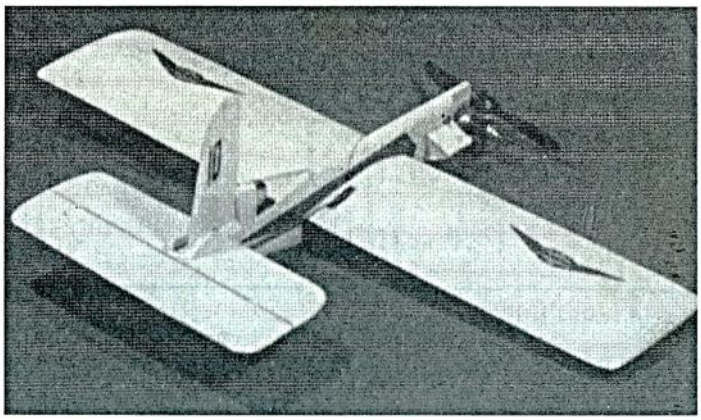
OUR MUCH-RESPECTED EDITOR sent us by his most reliable (rubber-powered) carrier pigeon a demand, 'Get going on a stunt-combat job for the .049-1 c.c. diesel or glow engines – and make it the best!' We heard, marked, and inwardly trembling got to work! 'Sweetheap' was the result. We think you'll go for this bundle of action.

Designer Ray Malmstrom (left) and Test-pilot Ken Radford (right) of the Impington College M.A.C. in happy mood after Sweetheap's highly successful maiden flight.

Fuselage

This is simple and straightforward. Cut the basic shape from medium ½ in. balsa sheet, carefully removing the wing cut-out and the cut-out at the rear of the fuselage. Cut notches for receiving the fin and engine mount. Make engine mount from ¼ in. ply and drill for the engine you intend to use. Cement this into the cut out at front of fuselage. Cement filling pieces A in place and finally 1/16 in. ply pieces B. (See fuselage construction sketch). Cover cockpit with thin acetate sheet, installing a 'profile' pilot, if desired. Add ⅛ in. piece C, and the 1/16 ply skid. Carefully sandpaper fuselage to section shown. Cover the rear cut-out area with tissue and water shrink. Construct tailplane making sure the elevator moves freely on its linen or tape hinges. Do not install the control-horn at this stage. Give tailplane two coats clear dope. Cement to fuselage, checking that fin slot on tailplane and fin slot cut in rear of fuselage coincide. Cut fin from ⅛ in. sheet, and carefully off set rear portion as shown. Dope as for tail-plane. Cement fin firmly in place, the lower front edge fitting into the slot already cut at the rear of the cockpit fairing and the tab into the slots cut in the tailplane and fuselage. Give the completed fuselage two coats of clear dope, sanding lightly between each coat.

Cut bellcrank from 1/16 ply (or use a commercial bell-crank of the same size). Connect the control rod to the bellcrank. Solder a small washer on the control rod as shown (*Fig.* 1). Cut the bellcrank mount from 1/16 ply and assemble bellcrank and control rod to it, soldering the lower nut on to the pivot bolt as shown on plan (*Fig.* 2) Cut two ribs (W1) from 1/16 ply and assemble bellcrank mount unit to these ribs. Check that the ribs are at right angles to the mount (*Fig.* 3) Add ¼ sq. blocks (*Fig.* 4). Now pin the lower ⅛ in. x ⅛ in. mainspar, that runs the whole span of the wing, over the plan. On to this spar is lowered the bellcrank – centre ribs assembly. Cement accurately in place. To keep the ribs correctly aligned you can use the jigs X and Y cut from ⅛ sheet. Use modelling pins to hold everything in place while cement dries.



Slender profile is misleading, this 'Sweetheap' is tough though simple, flies through most manoeuvres like its bigger brothers. Original has a Cox .049.

Take care with this important part of the wing construction (*Fig.* 5) Add the other balsa ribs (W2) noting that all port ribs have cut-outs to accommodate the lead-out wires. As you slot ribs W2 on to the lower mainspar you can check that they are correctly positioned by using jigs V and W in the same way as you used, jigs X and Y. Add upper mainspar and finally leading and trailing edges. Wing tips are cut from lengths of medium 1 in. sq. block, carved and sanded to shape, the port tip being drilled and bushed with brass tubing for the lead-out wires. These should now be installed (cut over-length) through the tubes and ribs and connected to the bellcrank. (Fig. 6). With bellcrank in the neutral position, cut the other ends of the lead-out wires off level, and form hooks. Cement ¼ in. sq. lengths of balsa between centre ribs (W1) reinforcing the leading and trailing edges (*Fig.* 7). Finally cover the top and bottom of the centre-section with 1/16 in. sheet noting cut-out in the top sheeting to allow free movement of the control-rod. Lightly sandpaper the entire wing and cover with Modelspan tissue. Water shrink and give one coat of clear dope. The wing can be pinned to the building board supported on leading and trailing edge jigs V and W as shown in the small sketch on the plan. This keeps the wing true and prevents warps (most important) while firstly water and then the dope dry.

Assembly of wing to fuselage

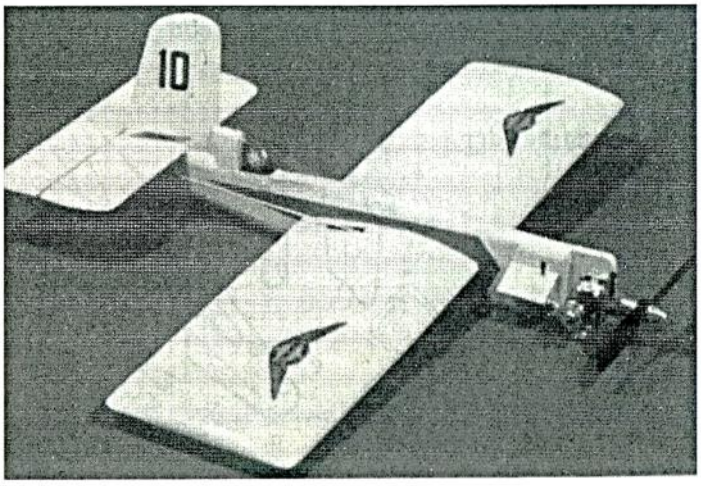
The wing can now be installed pushing through the wing cut out in the fuselage. When in position and at right angles to the fuselage it can be firmly cemented. Add about ¼ oz. weight to the *starboard tip*. Now cement the tailplane 1/16 ply control horn into its slot in the elevator and connect up to the control rod. Check that when the lead-out wire hooks are level the elevator, is at neutral (flat). You can adjust this before the cement holding the control horn sets. Then cement ⅛ sq. pieces either side of the control horn as reinforcement, and cover the top surface of the tailplane, where the control horn slot was cut, with a small piece of linen or nylon tape. Solder a small washer to the end of the control-rod after it has passed through the control-horn to retain the control rod in position. Araldite a Mercury commercial stunt tank in position as shown.

Decoration

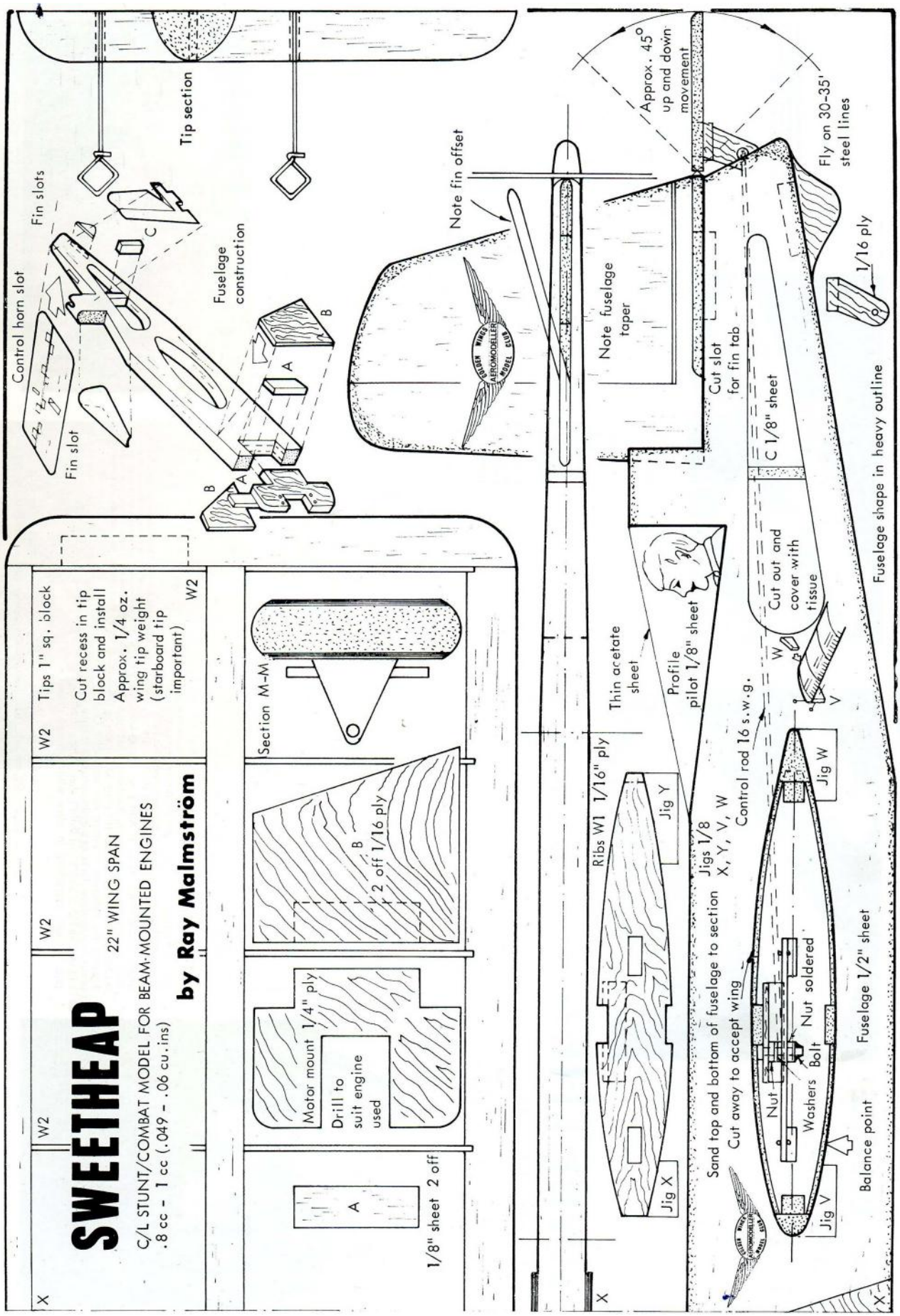
Go over the whole model carefully with a fine grade sandpaper and eliminate the 'bumps' before application of your final finish. You can now paint your 'SWEETHEAP' and decorate it to your own scheme. If you use Humbrol enamel paint you need not (for all normal fuels) fuel-proof your model. Any transfers you may use, must of course, be protected by fuel-proofer. Bolt your engine to the engine mount, noting the 1/16 thick washer, which gives the engine the necessary offset. See top view on plan. This offset will help to get you out of trouble if those lines ever go slack, so be sure you incorporate it as a safety factor!

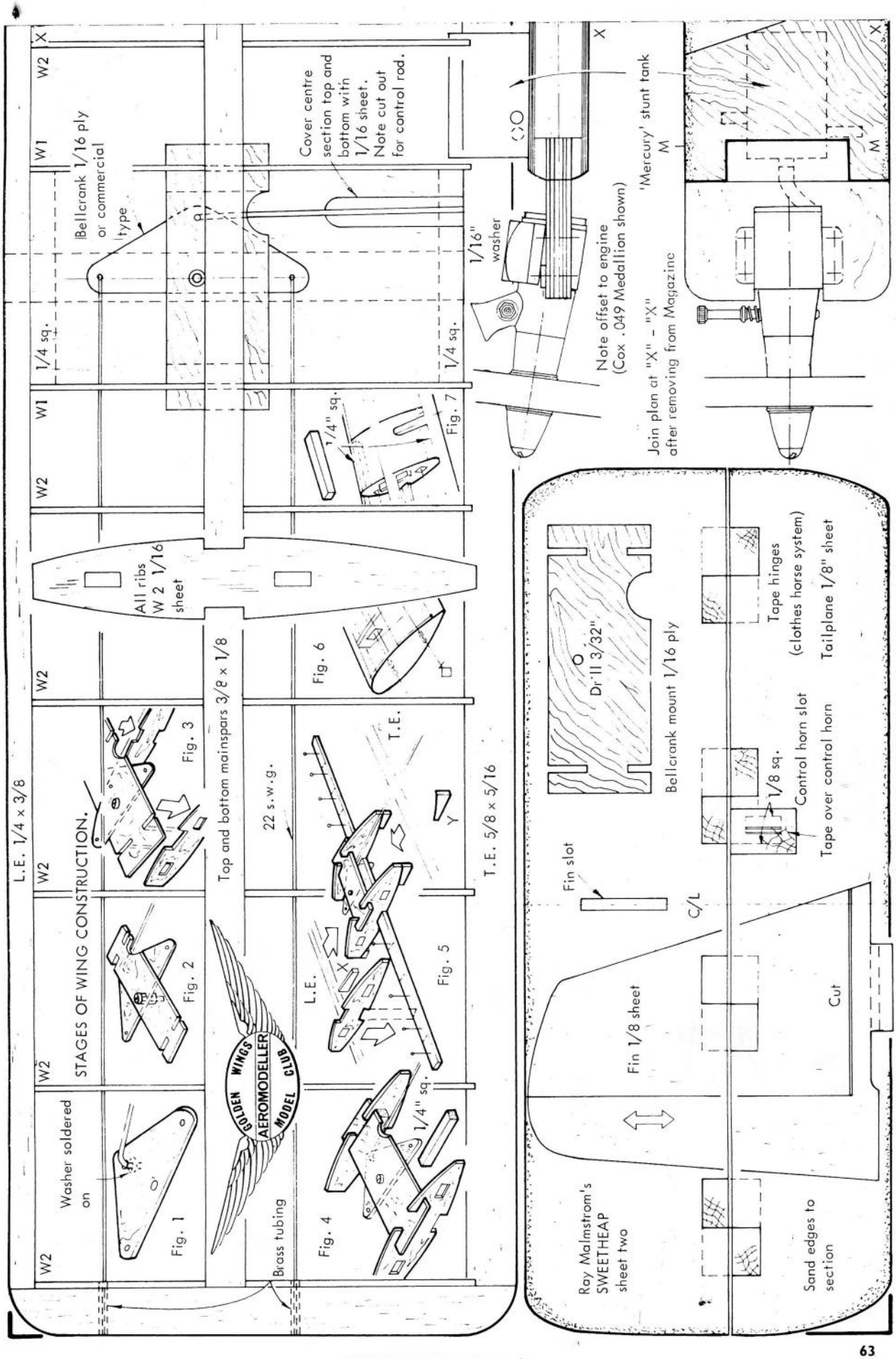
Ready for flight

Connect the engine to the Mercury tank with a length of neoprene fuel-tubing and your SWEETHEAP is complete. It should balance on the FRONT lead out wire. You may need a small amount of nose or tail weight to obtain correct balance depending on the weight of the engine you use. Fly on 30-35 ft. steel lines. Good luck – and be seeing you – *inverted* of course!



Ready for action! The Golden Wings Club transfers signify how suitable 'Sweetheap' is for the novice or junior modeller especially those wanting to learn how to do their first loop or to fly inverted.


SWEETHEAP
22" WING SPAN
C/L STUNT/COMBAT MODEL FOR BEAM-MOUNTED ENGINES
.8 cc – 1 cc (.049 – .06 cu.ins)
by Ray Malmström
W2
Tips 1" sq. block
Cut recess in tip block and install Approx. 1/4 oz. wing tip weight (starboard tip important)
Section M-M
Motor mount 1/4" ply
Drill to suit engine used
2 off 1/16 ply
1/8" sheet 2 off
Control horn slot
Fin slots
Fin slot
Tip section
Fuselage construction
Note fin offset
Approx. 45° up and down movement
Fly on 30-35' steel lines
Note fuselage taper
Cut slot for fin tab
C 1/8" sheet
1/16 ply
Thin acetate sheet
Profile pilot 1/8" sheet
Cut out and cover with tissue
Ribs W1 1/16" ply
Jig Y
Jig X
Jig W
Jig V
Jigs 1/8 X, Y, V, W
Control rod 16 s.w.g.
Sand top and bottom of fuselage to section
Cut away to accept wing
Nut
Washers
Bolt
Nut soldered
Balance point
Fuselage 1/2" sheet
Fuselage shape in heavy outline



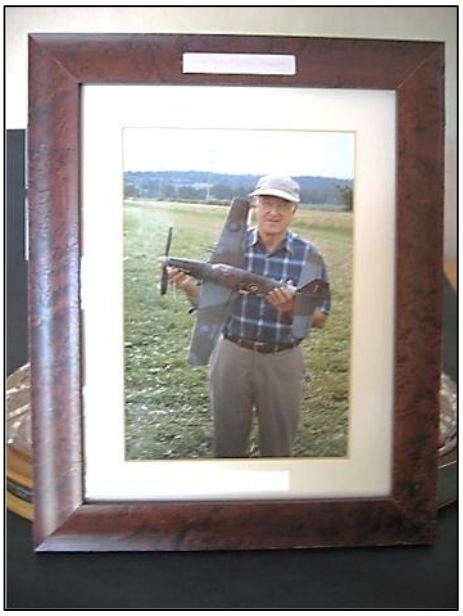
Ray Malmstrom/Chris Strachan

Outdoor Adventures - Nick Peppiatt

Earl Stahl event, Old Warden Sunday 14th July 2019

This was organised by SAM35, with John Ashmole as CD, as part of the Modelair Scale Models weekend. As a reminder, the photos below show the three fine trophies that are awarded.

The SAM1066 Earl Stahl High Wing and Low Wing decanters



The original Old Warden Low Wing trophy, which is now presented to the Concours d'Elegance winner.

The weather was overcast, and at least in the morning the wind was not too strong giving reasonably flyable conditions for small free-flight models. Unfortunately, the wind strength built up through the day. The opinion of those there over the whole weekend was that the Saturday was a better day for flying.

Disappointingly, the Earl Stahl entries were low: - Tony Johnson with a Taylorcraft and Trevor Tabor with a Skyfarer in High Wing and my Magister/Hawk Trainer III was, sadly, the only Low Wing entry. I was restricted to the Low Wing class, having lost my Rearwin Speedster last year (see the September 2018 NC, and postscript below).

The max was set at 45secs. I duly made my three flights with the Magister, the best one being the last, which maxed, despite minor tissue damage being caused by hitting a model box at the end of the second flight.

Congratulations to Tony Johnson, who's Taylorcraft won the High Wing, so, at least, there will be another new name on the Trophy

John Ashmole is keen to continue the Earl Stahl events because the very handsome nature of the trophies and their provenance, but it does require a greater number of entries. He understands, however, that several eligible models are under construction.

Copies of plans for the Earl Stahl designs available from the Plan Page www.theplanpage.com and other websites such as Outerzone. I reviewed the Low Wing designs in the October 2017 and the High Wings in the November 2017 New Clarions. Please make one a project for this winter.

Fortunately, there were rather more entries to the Masefield Britannia competition, which was won, once again by Mike Sanderson, this time with a Globe Swift. Once again, many thanks are due to John Ashmole for his efforts in keeping free-flight scale competition alive at Old Warden.

Tony Johnson's Taylorcraft O-57

Trevor Tabor's General Aircraft Skyfarer

Mike Sanderson's Keil Kraft Globe Swift
Masefield Trophy winner

Remains of my Rearwin Speedster, lost whilst competing in the Earl Stahl event last year. Will it fly again?

The meeting also gave me the opportunity to be re-united with the remnants of my Rearwin Speedster (see above), which Ron Johnson had found whilst successfully searching for one of his own models at the September Modelair meeting last year. The damage and lack of parts suggest it ended up in a tree. On its way down components must have been separated and scattered in all directions! I built it in 1995, so it doesn't owe me anything. I have particularly fond memories of flying it in the Earl Stahl competitions at Middle Wallop.

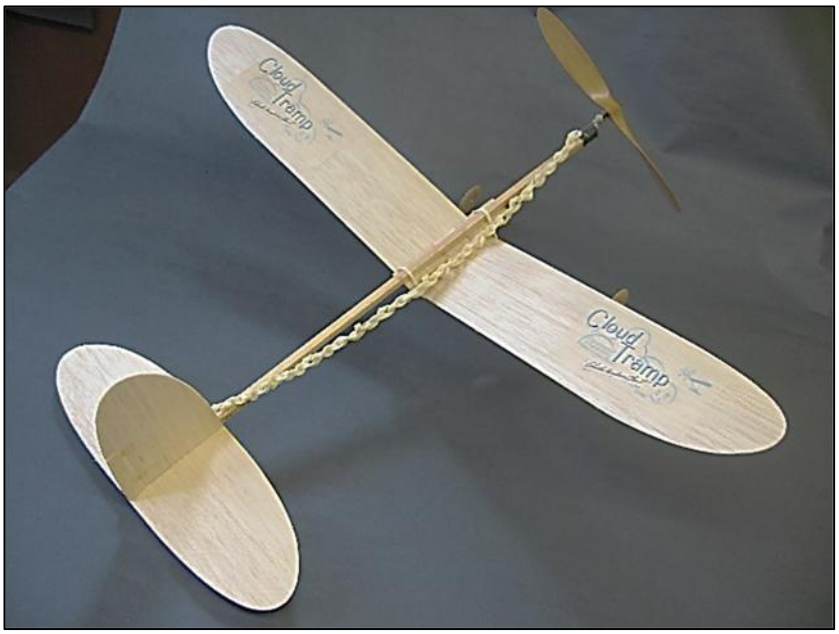
Grant MIMLOCT 2019

24th Charles Hampson Grant Memorial International Mass Launch of Cloud Tramps,
Epsom Downs 3rd August 2019

The scene on Epsom Downs ten minutes before the Cloud Tramp mass launch time

C.H.Grant was an early aviation pioneer and editor of Model Airplane News from 1931 to 1943. The simple but fine flying Cloud Tramp design was published in MAN August 1954 to encourage and promote interest in this great hobby. A similar design was published in his earlier book 'Design for Flight' in 1947.

This truly international event takes place annually on the first Saturday in August at 5pm British Summer Time. Five years after building a Cloud Tramp, I managed to participate for the first time. The weather was very pleasant and encouraging, with light winds, so I headed over to Epsom Downs where the local event was organised by the Epsom Downs Model Aircraft Club, Ted Horne being the Master of Ceremonies. I understand that 22 models were mass launched on this occasion, which must have been a wonderful sight for spectators and casual visitors to the Downs on this fine afternoon.



My own example got into good air and climbed in right hand circuits to a considerable height. For some reason at the end of the power run it circled left a couple of times, as it sometimes does, before settling into the glide. It landed within the inside of the race course fence. Strictly speaking, the Epsom Downs Conservators specify that EDMAC membership is required for model flying on Epsom Downs, but there is a special dispensation for the annual Grant MIMLOCT.

For the record my example weighs 32 g with a 5.5 g loop of 3/16" rubber. It is fitted with an eight inch diameter paulownia propeller.

Much information on the Cloud Tramp and the previous mass launch events can now be found on Gary Hinze's website www.endlesslift.com.

Also, I found Gary's tips published in Andrew Longhurst's Rubber Column SAM35Speaks June 2014 most useful when building mine.

Sources of CO_2 Motor Spares

Further to the information in last month's column, Buz Cederlof informs me he has now set up a website www.co2modelparts.com for the purchase of CO_2 motor spares.

Fly-off wing dethermalisers

Avid New Clarion readers may recall that earlier in the year I wrote some articles on dethermalisers, which included mention of fly-off wings.

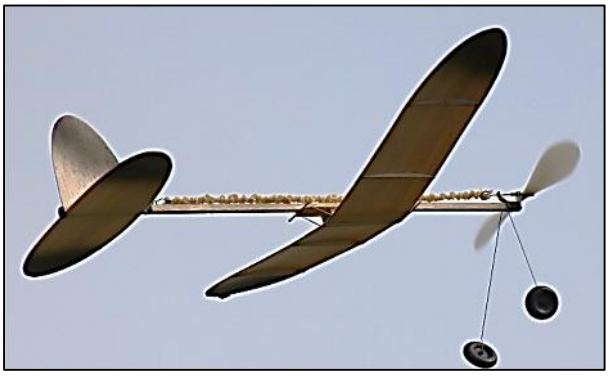
There is a good video on the whole subject by Joshua Finn, which makes the interesting point that the line for a fly-off wing joining it to the fuselage should have a fishing type swivel to allow flying surface to rotate on descent. www.youtube.com/watch?v=LL85oy1NwQc

Nick Peppiatt

Cloud Tramps on Port Meadow - David Lovegrove

A quick note to say that on Saturday 3rd August, a dozen or so Club members and friends gathered on a very pleasant afternoon at Oxford's historic Port Meadow for the 5pm Charles Hampson Grant MIMLOCT International Mass Launch. It was hugely enjoyed by all, especially by enthusiastic and energetic youngsters Sophie and Josh, Jim Paton's grandchildren. I don't know why we haven't done it before – it was tremendous fun and we'll definitely do it again next year! Best flight? – a very respectable 1:20 by Chris Brainwood. The shortest? - about four seconds, but who cares? I'm attaching a few photos of the occasion.

As you probably know, it's easy to get CHG's Cloud Tramp flying quite well and this encourages greater efforts to get it doing even better! The evidence for that is that I'm now on #4; two others are currently languishing somewhere in the impenetrable wastes surrounding Pinkney's Green near Maidenhead.



And yes, they both had my name and address prominently displayed .

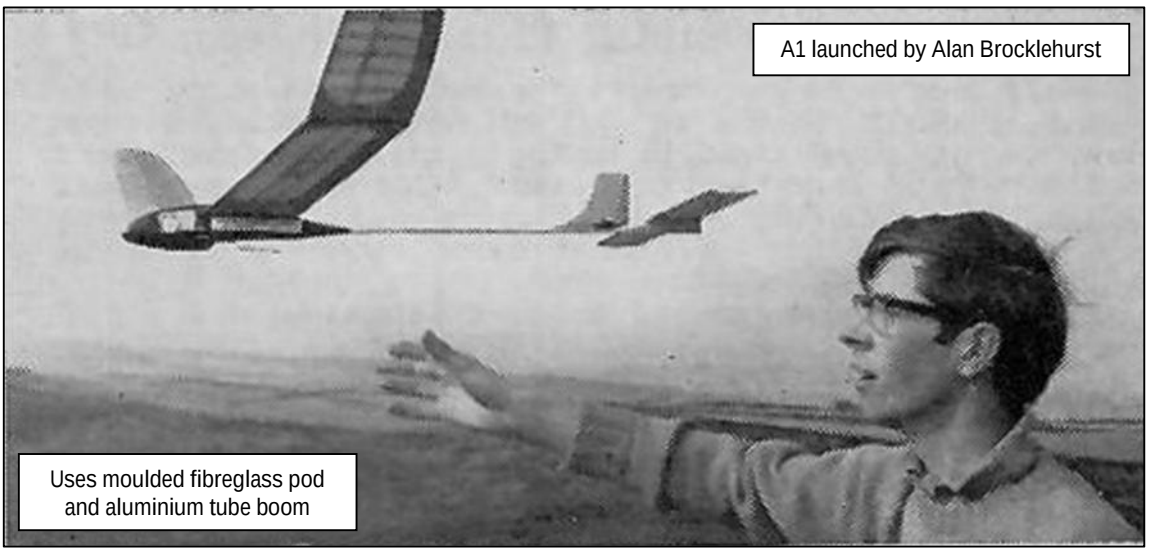
David Lovegrove

A Blast from the Past - Alan Brocklehurst

The Story Behind 'AmI' and My Later A/1 gliders

It was quite a surprise to see my photo and the plan of '**AmI**' presented as a Classic British A/1 Glider plan in the May-June NFFS e-Digest, alongside the Asteroid A/1 Glider plan by that great designer and glider flyer Jim Baguley, and then to find that the plan was also featured by Roger Newman in the August issue of the New Clarion.

Wow! That was in the early-days when I was just a lad! My model development was relatively rapid in those days and, of course, the next model is always better, so I thought I ought to let any prospective builders know how the model developed.

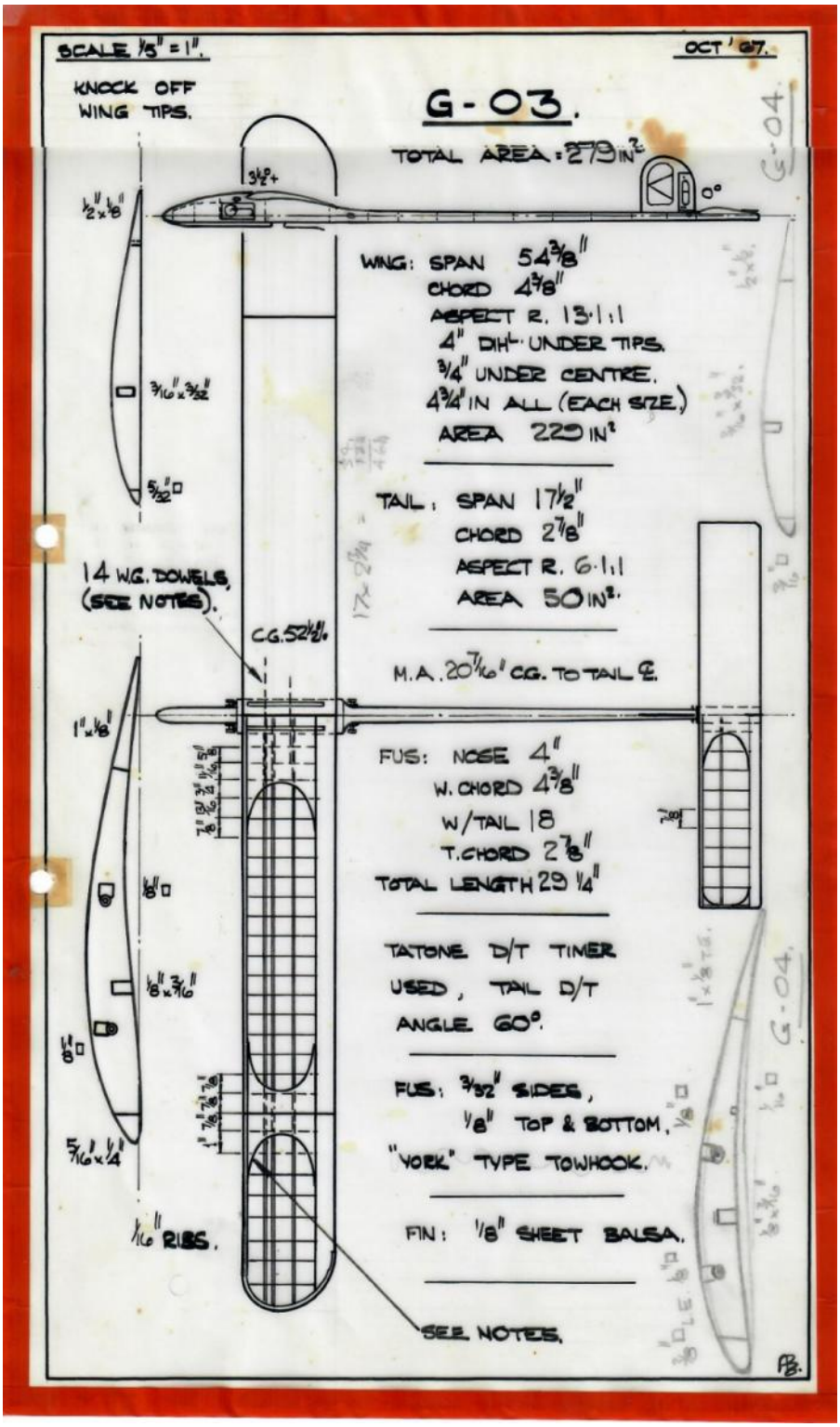


The published plan shows sunken spars, while the replacement wing (built just prior to the Aeromodeller publication date and which was designated G-04) had hard-balsa surface spars, giving a much stronger wing to better withstand towing loads and I remember it flew really well without the need for a turbulator.

Until I re-read the Aeromodeller article and looked back further, I had completely forgotten about the photo on page 201 of the April 1970 Aeromodeller, of my second model (later referred to as G-02).
My notes from that period are fairly sparse, but I recall not yet having established my G-0N designation for A/1's and just told the editor (Ron Moulton) that my third model was called "My A/1". However, the draughtsman contorted this and suggested **AmI** which I went along with.

AmI (or G-03 as it was later designated) corrected many mistakes from the previous models, except for the sunken forward and rearward spars, but at least it had a larger spar on the lower surface. The laminated tips provide a robust and light-weight solution (and are a feature still used on my Coupes, although now with a refined shape for improved aerodynamic efficiency). It was also at this time that I acquired an A/1-size glass-fibre (RonyTube) tail boom with a smoothly ground finish and this transformed the robustness of the fuselage (see my article 'Spare the Rod!' in September 1970 Aeromodeller, p497, for the idea of wrapping the tube with tissue and balsa cement in order to attach the tail mount, etc.
This was something else that had gone to the back of my mind and was nice to re-discover! As shown on the plan, this model used a balsa and ply pod and a flat bottomed horizontal tail. The fin of **AmI** (G-03) is slightly larger and has a more rounded shape than G-02 shown above.

I recall many trimming flights with this A/1, alongside participation in A/2 glider and Open Rubber competitions. If I remember correctly, C-03 was broken when towing into a fairly strong thermal on a gusty day. This may have been when flying in a local Northern Area competition circa 1968, but I have no records. I remember though that there was quite a long lead-time in the plan being published.



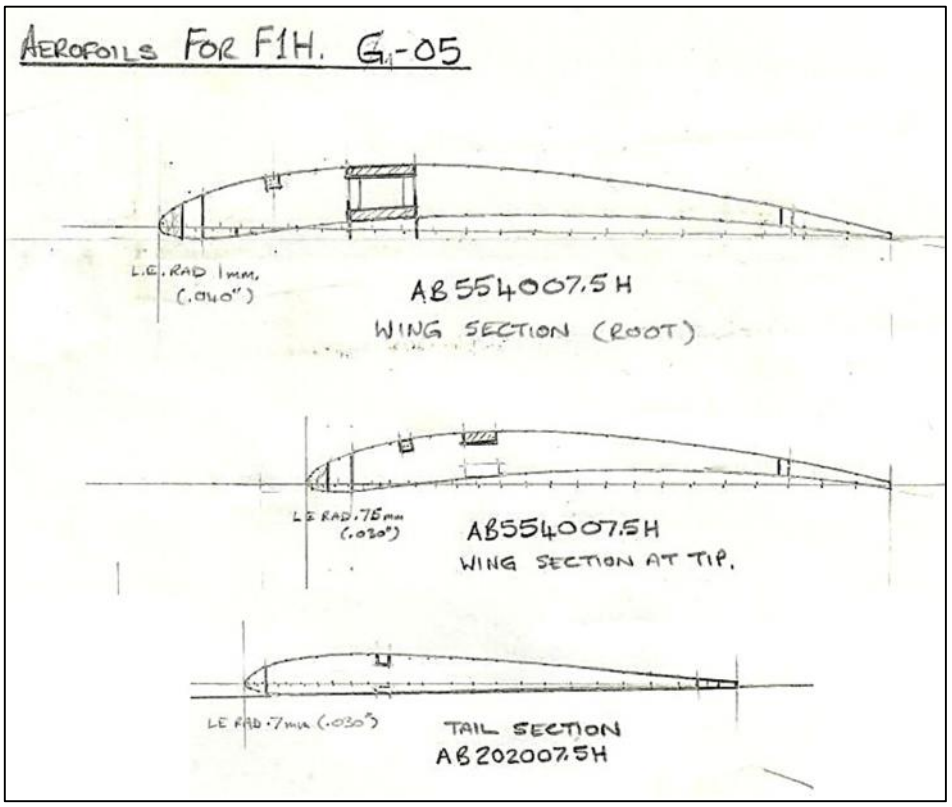
In the period, 1965-67, I was working as a Junior Draughtsman while also attending the local college and had opportunity to draw some 1/5-scale model plans in the lunch hour. Looking back in my files, I have foolscap (an old UK paper size) inked tracings of G-01 (March '67), G-02 (August '67) and G-03 (October '67). Interestingly, the use of the glass tube isn't reflected on this early version of the G-03 drawing (and the tail size is inconsistent with the published plan. The G-03 drawing (see below) includes a later pencil sketch of the wing section and improved structure for G-04. The sketch seems to show more camber than I remember using on G-04 (a NACA6409 would be sensible), but probably it was built in a rush amongst other activities, maybe late '69, while I was studying for a degree in Mechanical Engineering at the University of Bradford, a short while after the earlier version had been first submitted to Aeromodeller. I have a feeling that, having changed over to a glass tube fuselage for G-03, G-04 may have used the same fuselage.

At that time, I was a member of Halifax MAC, and was actively competing in A/2 glider, flying a straight-tow design based on Dave White's Rolling Stone, as developed in the York MFC. All my A/2 gliders had surface spars, while the smaller A/1 gliders were regarded as experimental. My best A/2 glider, G-4 (in my numbering scheme for A/2 gliders), was lost in the fly-off at

the 1968 UK Nationals. G-5 had too thick a section with too much camber and didn't tow very well, so I reverted back to a thinner, less cambered aerofoil for G-6 and competed with it until, according to my A/2 glider notes, October 1969, when I had to focus more on my academic studies. In the same era I somehow also managed to fly Open Rubber and later Tailless Rubber. But I digress...!

A few years later I moved down to Yeovil, Somerset, to take up a job at Westland Helicopters in Aerodynamics after completing post-graduate studies at Cranfield. After a first visit home, I brought two models back with me, G-04 and my first Tailless Rubber model and I then joined Bristol and West MAC. G-04 was lost OOS in a massive thermal at RNAS Merryfield in early 1974...after that I built my Tailless-II design in my flat in Yeovil, just before I met my wife.

Much later, in 1989/90, I built G-05 with a fairly high AR ratio, spruce and balsa, wing with a 7.5% thick section (as illustrated) which proved insufficiently stiff for circle towing, but had a fantastic glide. This model was flown in several local area competitions and finally crashed on-tow in windy weather. I still have some of the bits! I also have a very dusty polythene bag of (slightly increased thickness centre) ribs and spars destined for G-06...which I might one-day complete!



PS:

No sooner than I had drafted this brief note for NFFS than I was pleased to see my A/1 glider design 'AmI' also featured in the New Clarion, so I hope that the article is helpful to any who may consider building one.

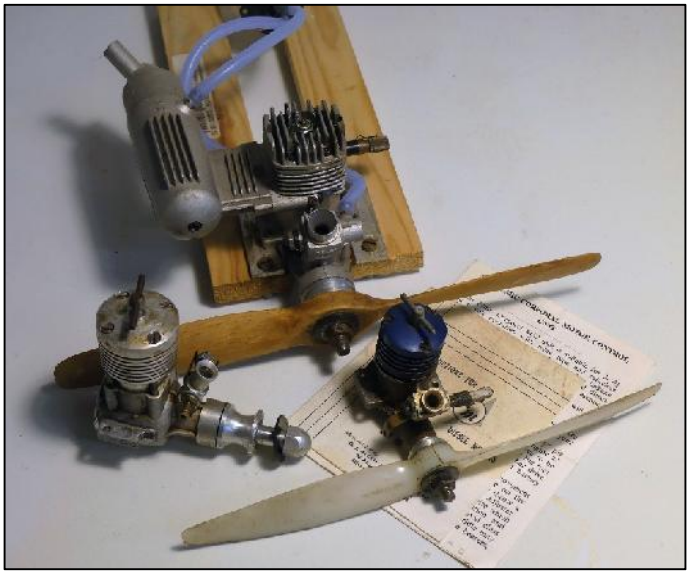
I also thought that I ought to up-date you all about the box of Vintage Wakefields I had from a deceased Yeovil aeromodeller Mr. Roberts which I advertised earlier as looking for a good home.

These now reside with David Bintcliffe in Poole. David is aiming complete at least one and leave another uncovered to show the structure, in the hope that they will be exhibited in due course in the BMFA museum. It turned out that our Mr. Roberts was indeed J.L. Roberts who published various plans in the 1940's, 50's & 60's, making these models of considerably greater interest.

Alan Brocklehurst

Items for Sale

For Sale: Alan Brocklehurst,



I am doing some rationalisation and I have a 3 engines which I would like to sell to fellow enthusiasts who could make good use of them.

A friend of mine discovered a rather gummed-up AM15 in his shed, rather unusual in that it is fitted with a throttle control. This as seen some use, but it may be able to be renovated, or at least could be useful for spares.

I also have a tuned 2.5cc Oliver Tiger, which I am loath to part with, but is unlikely to be used by me again as I am now 100% into 'quiet flight'.

A minor problem is that a corner of one of the engine lugs broke off early on, as can be seen in the photo. The simple work-around is to use alloy clamping plates. The Oliver has had some use, but should have plenty life left in it.

I also have a OSmaxFX 25 with R/C throttle which my son acquired some time ago, but was little used. Like me he is now into gliders or electric.

Sensible offers please to alan.brocklehurst1@btinternet.com.

For Sale: Chris Redrup,

2 x Stefanchuk F1B models complete and ready to fly in a purpose made wooden box.
Both models have VP prop units and mechanical timers, plus a fitted servo for rdt (rdt not included).
1 x VP prop unit with blades.

Ted Tyson's modelling items for sale:

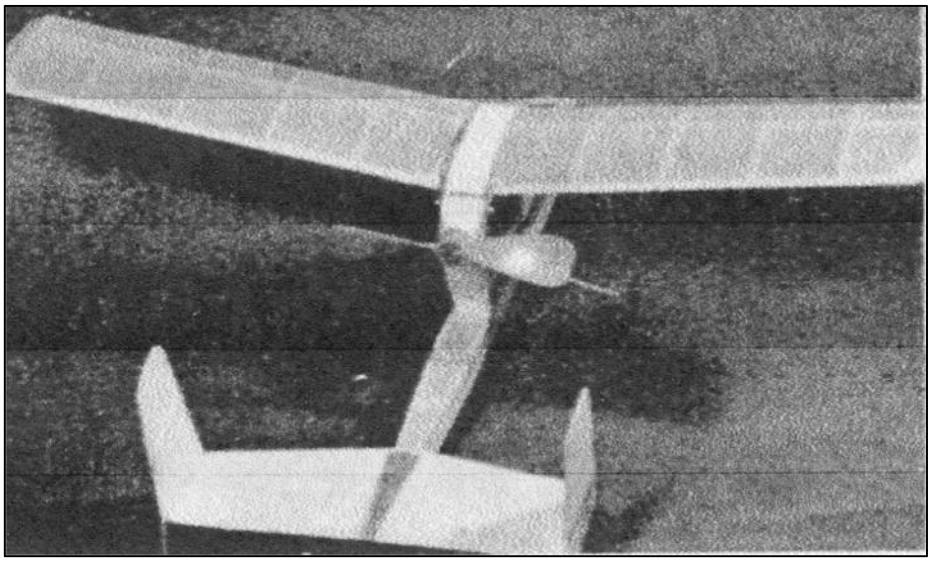
Models: 1 x Copeland Wakefield; 1 x Ikara Butterfly; Tilker Wakefield (uncovered)
Various prop blades; Prop blade jigs.
Plans: Jaguar + templates; New Gollywock + templates; Thermal Bug + templates;
Korda Wakefield; De Michele Etienvre.
Tracking transmitters: 2 x homemade 143.260; 1 x homemade 315.000
Receiver: Grecom PSR-295; Roof aerial.
Leo Bodnar RDT system: 2 x No1Transmitters; 2 x No1 receivers with servo;
1 x No1 receiver without servo; 1 X Lipo charger.
Miscellaneous: 2 x Stop watches; 2 x weighing scales; Binoculars; Monopod stand
6 x Tomy Timers; 1 x box of odds and ends; 1 x box of drills and taps;
3 x soldering irons + flux; 2 x Winding stooges; 2 x Tool boxes
3 X wooden model boxes;
Aeromodeller magazines; Assorted Super Sport rubber.

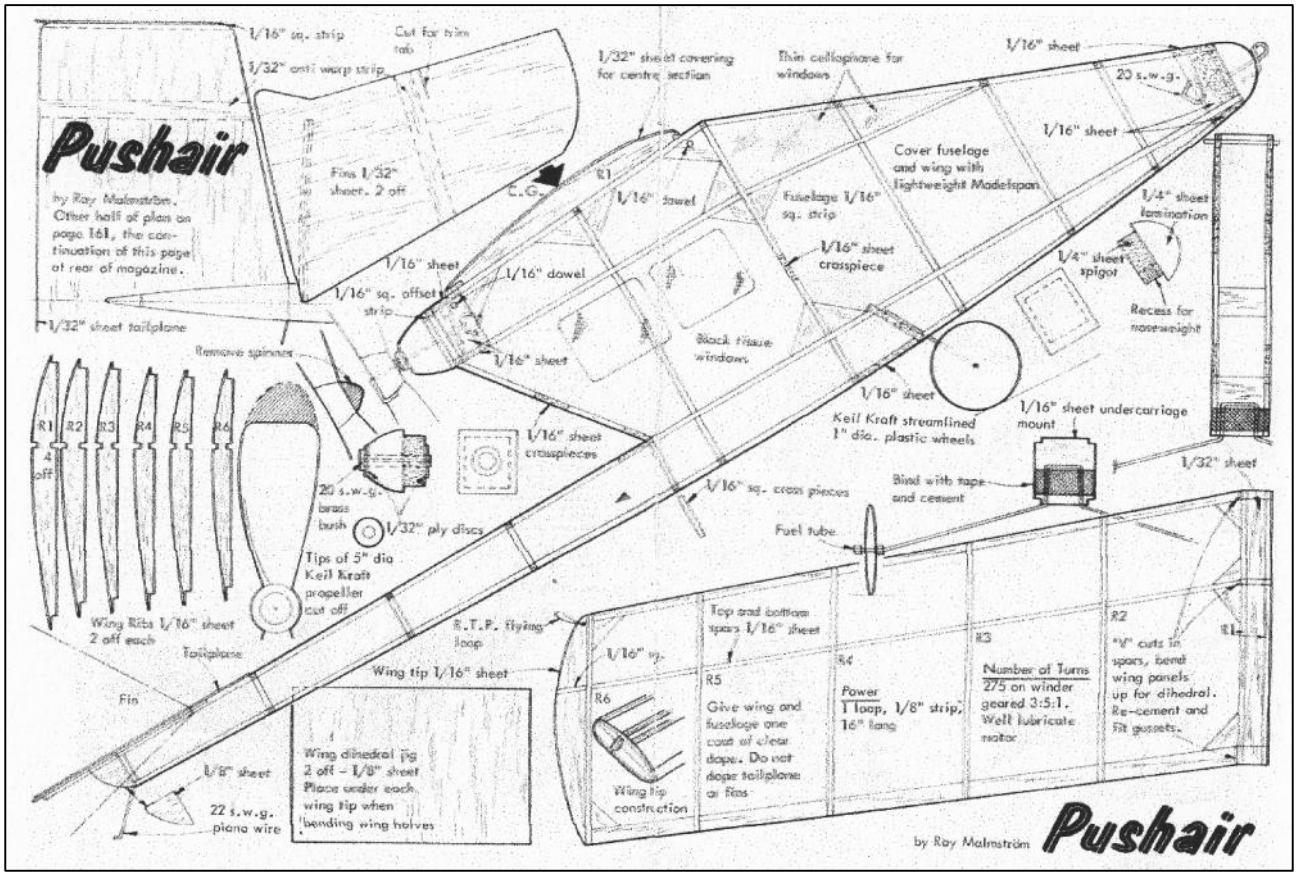
To make an offer or for further information and photos please contact.
Chris Redrup, tel; 07544 533509 or email; chrisredrup@yahoo.com

Report No. 103 Meccano Magazine continued.

Last month included a swing wing C.L.G. from Meccano February 1968. The article proposed that the wings would be fully swept at launch/climb and then swing forward for the glide.
Also referred to was George Wools Kinetic Energy C.L.G. from Aeromodeller December 1956. This used a sliding nose weight, position forward for the climb and moving to the rear with a resultant elevator angle change for the glide.
I sought comments from aerodynamicists. To paraphrase the words from many a radio and TV news report "No aerodynamicists were available for comment". So, let's open it up to aeromodellers, what do you think, would these systems work and how?

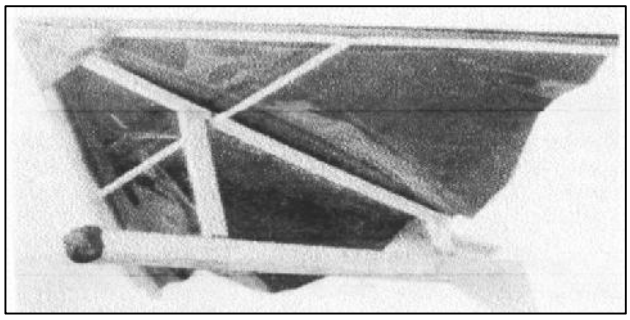
Now to a look at Meccano March 1968. The first item of aeromodelling interest is Ray Malmstrom's Pushair, a 16" wingspan pusher rubber powered model. Note the swept wing layout to help with the C.G. position, a problem inherent with pushers. The C.G. position of pusher canards is quite another matter, and has been the subject of much discussion, so let's not get into that.

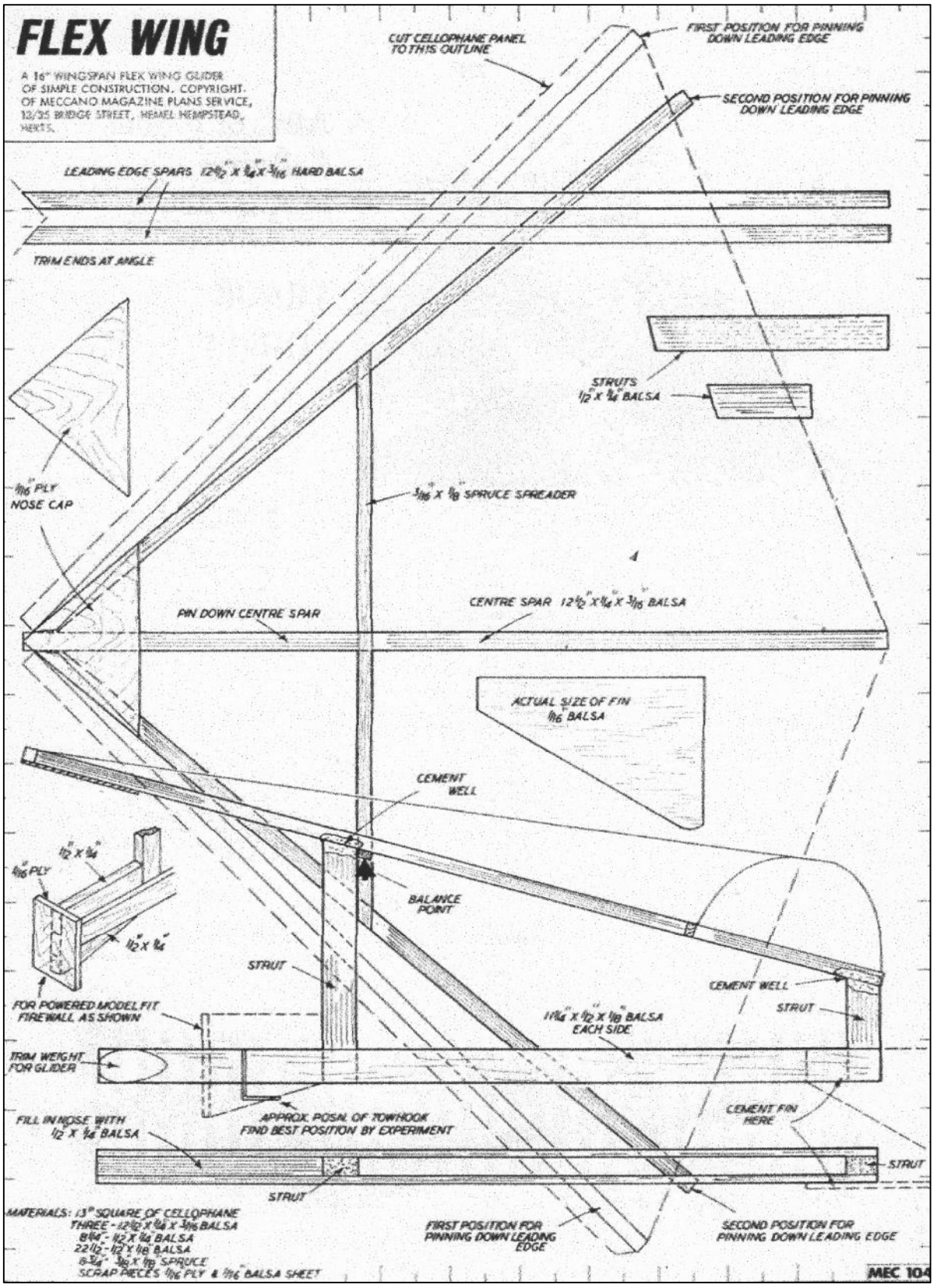




Next in this issue came the Flex Wing, a 16" wingspan kite which can also be used as a glider.

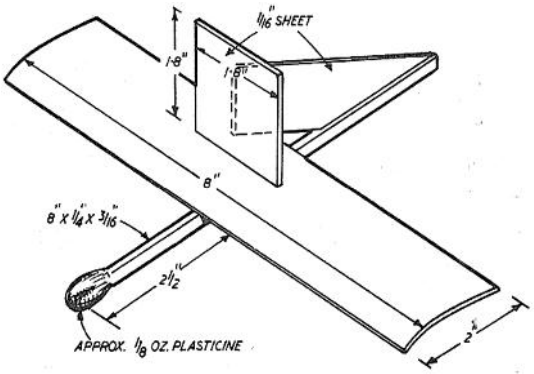
In the picture it looks more like 3" wingspan with a matchstick as part of the structure, but the plan is clear that the span is 16" and further the article suggests a power version with a .010 engine at this size, or double size to suit a .049 engine.





The Solarbo advertisement in this issue had some aeromodelling interest, including a 36" span flying model, and a flying wind tunnel.

This flying model is made from a 36" x 3" x 1/16" sheet of balsa. Elevons are formed by a making a 1" deep cut 9" from each end of the sheet, these are then bent up 3/8" and secured by cellotape(sic). A thin nail is pushed into the centre front edge of the sheet and ballast added to trim.



FLYING WIND TUNNEL . . .

This may seem an odd type of model aeroplane, but it does really fly. What is more, it can be used to measure the efficiency of a wing of particular shape or section—hence its name 'Flying Wind Tunnel'.

Suitable proportions are shown below, all parts being cut from balsa. The model is trimmed for flight by adding plasticine to the nose of the stick fuselage until a flat glide is obtained. The square plate mounted above the wing gives stability and takes the place of a normal tailplane.

Fly indoors— or outdoors in dead calm air—and measure the distance travelled when launched from a specific height. Distance travelled divided by height of launch will then give a measure of the lift/drag ratio or *efficiency* of the wing being tested.

The sketch and description of the Flying Wind Tunnel were not sufficiently clear in the advert for reproduction, so have been taken from the Solarbo Book of Balsa Models published 1981. The advert included an offer of a free list of Balsa Model Plans, just send a self-addressed foolscap envelope with a 4d stamp. If you have one of these lists I would appreciate a copy.

Finally I have noted in that other British vintage aeromodelling newsletter that one regular contributor has found the answer to ensuring responses in the form of "letters to the editor", just include a cat or two. Fortunately Meccano March 1968 in its regular philatelic section has an article titled "Cats on Stamps"

Clockwise from top left, No. 1 Yujoslavia 1965 black cat giving that arch look which only cats know how to give, No. 2 & 3 Arab sheikhdom of Fujeira 1967, Seal-Point Siamese and a Red Tabby, No. 4 Luxembourg 1961 Animal Protection, reclining cat. No. 5 Holland 1964 Cultural Welfare, three kittens.

Plans and articles as in Meccano available by email.
Roy Tiller, tel 01202 511309, email roy.tiller@ntlworld.com

More Meccano Mag. next month.

Roy Tiller

Secretary's Notes for September 2019 - Roger Newman

Sorry to report of another precious day lost to the weather as we cancelled the Middle Wallop August Cagnarata Day, but it was the right decision as wind speed gusts of 50mph duly appeared.

The slightly better news is that the Middle Wallop Authorities have granted us another alternative date – for 10th November, to make up for the loss of 13th August. The Committee therefore propose to hold the AGM on the 10th November at 3.30pm, following (hopefully) a short days flying where we will try(!) to run the program planned for our August Cagnarata Day. There would be slight benefits in doing so, as the proposed legislation regarding flight restrictions may be in place by that time, which would give a clearer picture of what might be possible next year & we would have a full flying day in October. What is known for sure is that Middle Wallop will not be available to us in 2020 based on the present decision of the Authorities to permit the Portsmouth Naval Gliding Club to use the airfield at all weekends without any possibilities of sharing activities.

Details of the Cagnarata Day will be repeated in the October & November editions of the NC.

For the 13th October meeting, a competition program comprising the following will be held: Open Glider – combined vintage/classic; Open Power – combined vintage/classic; Combined 4oz/8oz Wakefield; Vintage Coupe; Under 25" Rubber; combined vintage/classic CLG/HLG. ***These comps will NOT be constrained to the 250 gram rule that has applied earlier this year, but all models will be required to have & use operable DT systems***. ***Further, the same 250 gram limit rule for sports models will NOT apply for this meeting, the only constraint is that all models (excepting flying scale) will be required to have & use operable DT systems***. So come & enjoy the opportunity – probably – to have a day of relatively unconstrained flying for the last time at Middle Wallop.

Note that the 250 gram rule will likely be re-imposed for the November 10th meeting as drone flight restrictions may be legally in place by that date – at present planned to be effective 31st October by the Government

SAM1066 AGM 2019

Continuing our tradition of holding our AGM at the Museum of Army Flying, we (your Committee) still believe it is important to retain our links with the Museum even though this may be our last year of flying on the airfield. We need a minimum of 10 members to attend under the rules set out in our constitution, so please make the effort if you are relatively local.

Annual General Meeting
Museum of Army Flying
Conference Room
Middle Wallop
November 10th 2019 (to be confirmed)
15.30 hrs

1. Welcome to members old and new for the season 2019/20
2. Apologies for absences
3. Chairman's report
4. Secretary's report
5. Membership secretary's report
6. Treasurer's report and accounts
7. Report on the David Baker Heritage Library, Roger Newman
8. Election of Officers
   Chairman: Secretary: Treasurer: Membership Secretary: Committee Members
9. Annual subscriptions for 2020

10. Any other business
    - proposed Salisbury Plain activities
    - Update on the status of Middle Wallop availability
    - Effect of proposed Drone Regulation
    - Suggestions for 2020 competition program.

Any nominations for Committee positions and details of any other business to be discussed should be received by the Chairman at least 14 days prior to the meeting.
Tony can be contacted on tonyshepherd50@hotmail.com

NOTES:

When nominating committee members the following should be taken into consideration:
SAM 1066 is an Internet based club and therefore it is essential that all of the committee members have:

- Access to internet via a broadband connection.
- The use of the necessary hardware and software to enable the club to function efficiently.

Currently the club does not own or provide such facilities necessitating that committee members provide their own. However expenses for consumables such as paper and inkjet cartridges etc. are refunded.
The following members of the present committee will be seeking re-election for 2019/2020

- Tony Shepherd (Chairman)
- Roger Newman (Secretary)
- Ed Bennett (Treasurer)
- Mike Parker (Membership Secretary)
- John Andrews (Editor – New Clarion)

Tea, coffee & biscuits will be provided.

Real modelling

Flying activities have been minimal of late due to various problems. However Dave Etherton & John Hook have continued to wave the flag at Beaulieu of late with some "vigorous" glider flying in hot & fairly windless conditions. Also Dave reports on the Southern Gala as follows:

Hi Roger
Stop Press; sorry it's late..
Not easy to get photos at the Southern Gala - 17th August at Salisbury Plain, what with flying 2 classes and time keeping for others. So only a couple of lines.

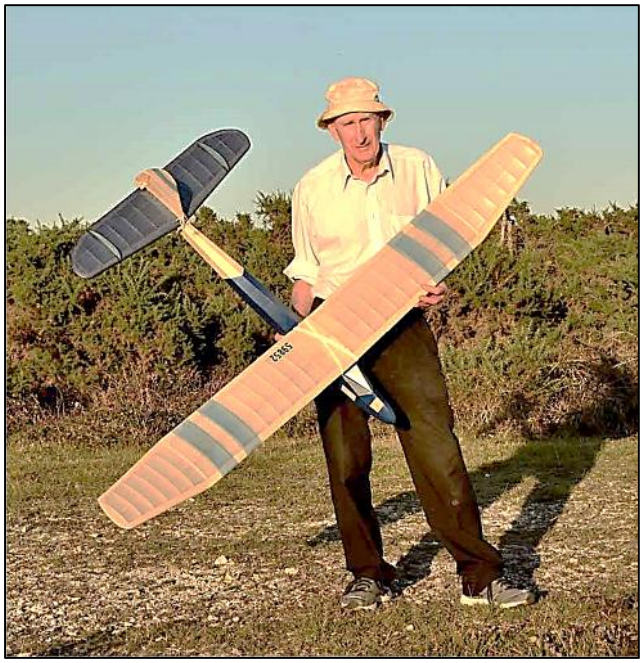
Southern Gala.

Rather a poor turn out for this meeting, I only counted a max of 12 cars. Many may have been put off by the forecast, 17mph gusting to 22mph, and the possibility of base camp adjacent the runway. In the event we were able to fly from the SW corner of the main plateau, and at no time did it get much above an estimated 14/15 mph.
Three max's did require a fair walk but definitely flyable (unless the sands of time are catching up with the old legs; my motto being 'Do it while you can because you will not be able to when you can't').
One who did turn up was Andy Crisp who was down this way to collect his drum kit. Alas we didn't get a drum roll at the prize giving, (but there's a thought at one of the Dreaming Spires meetings). This resulted in there only being room in the car for a couple of CLGs. This presented a challenge of photographing a launch of said machine - first you see it, then it's gone. As I don't normally use 'multi shot' mode it would have cost a small fortune in film days; might get one in twenty attempts. NO problem with digital, try delete, try delete.....! Anyway I did get a couple, the best follows.

The return of the fine weather brought out a couple of the local Beaulieu flyers out for a spot of trimming (makes a change from turning up at a contest requiring a trim flight to check repairs - not very often one can fly at Beaulieu without a suffering a hole or two).
Attached photos of John Hook with a Windjammer, and Dave Etherton with a brand new Archangel. We shall expect nothing less than three max's at the 6th Area event.
Regards,
Dave

Bits a Pieces - Nothing to do with the Dave Clark Five, just showing my age.

Andy Crisp in action at Area 8 of Salisbury Plain



Dave & nice new Archangel

John Hook ready for action with Windjammer

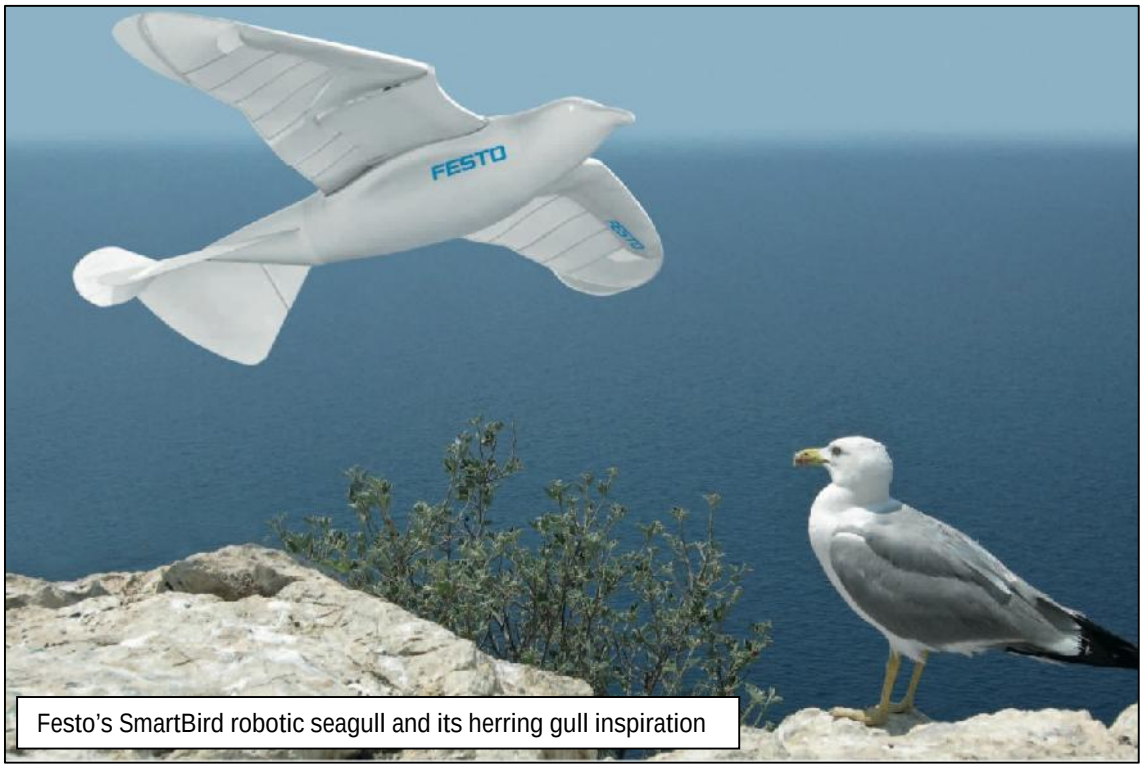
Many thanks to Dave for report & pics.

Something lighter for a bit of entertainment

Came across this bit recently. I know we're not into RC as mainstream but is interesting in that it shows what can be done with modern material & technology.

My working days recalls Festo as being ace with pneumatic control gear but certainly not in this field. How the world changes & adapts!

Here is the accompanying article.



Festo's SmartBird robotic seagull and its herring gull inspiration

Festo has added to its robotic menagerie with the creation of a robotic seagull that weighs just 450 g (15.87 oz) and boasts a wingspan of 1.96 m (6.4 ft). Dubbed the SmartBird, the ultralight flying robot was inspired by the herring gull and can take off, fly and land autonomously, without the help of any additional drive systems.

In creating the SmartBird, Festo says it has succeeded in deciphering the flight of birds. The robot's wings not only beat up and down, with a lever mechanism increasing the degree of deflection to increase from the torso to the wing tip, but also twist at specific angles along their length in the same way that a real bird's do so that the leading edge is directed upwards during the upward stroke.

Directional control is achieved through the opposing movement of the robot's head and torso sections, which is synchronized by means of two electric motors and cables. This enables it to bend aerodynamically, with simultaneous weight displacement, and is responsible for the SmartBird's agility and maneuverability.

As with a real bird, the SmartBird's tail isn't just for show either. It produces lift and functions as both a pitch elevator and yaw rudder. In addition to stabilizing the robot in a similar way to an aircraft's conventional vertical stabilizer, the tail also tilts to initiate left and right turns and rotates about the longitudinal axis to produce yaw.

Packed inside the SmartBird's torso are the battery, engine and transmission, the crank transmission and control and regulation electronics. Wing position and torsion can be monitored via two-way ZigBee protocol radio communication and can be adjusted and optimized in real time during flight.

Festo says developing the SmartBird has provided insights that will help it in a variety of areas. The robot's minimal use of materials and lightweight construction will help increase efficiencies in resource and energy consumption, while the functional integration of its coupled drive units have provided ideas the company says it can transfer to the development of hybrid drive technology. Additionally, analysis of its flow characteristics during development has provided insights into ways to optimize future designs. Another plus is that it won't try and steal your chips at the beach.

Via IEEE Spectrum

Footnote: this SmartBird of course would have to be registered with the CAA for flight as it exceeds the 250 gram rule!!!!!!!!

Latest on drone legislation.

There is a very well written synopsis on the BMFA website, go to the news page & have a read. It summarises how aeromodelling has been well & truly shafted by the DfT & CAA - dated 23rd Aug & entitled "An update on the UK Regulations for Model Flyers".

There is also a doubt (in my mind) as to whether the proposed legislation will come into effect on the planned dates. A letter has been sent to my local MP at the beginning of this month with the following questions:

"When I look at the Parliamentary program for 2019, the Drone (Regulation) (No 2 Bill) was presented on 28th January 2019 but thus far, it seems that there has been no second reading scheduled. Further the content of the draft bill as presented & published in January 2019 is very sketchy in terms of detail as well as being potentially incorrect in certain areas. My knowledge of parliamentary procedures is negligible, but certain questions come to mind, particularly bearing in mind that Parliament is now in recess until early September & there is a positive push by the new Prime Minister to exit the EU by 31st October 2019.

i. *will this intended legislation be deferred from its planned introduction & effective dates?*
ii. *If so, presumably model flying can continue without hindrance from the proposed legislation regarding registration & competency testing?*
iii. *if deferred, when will a new timescale be announced & what will it be for the 2nd & 3rd reading & planned introduction dates?*
iv. *If introduced on a deferred timescale, will the bill be debated in the House for its 3rd reading or will it be passed as a Statutory Instrument?*
v. *If indeed the UK does not exit the EU as intended, will EU law take precedence?*

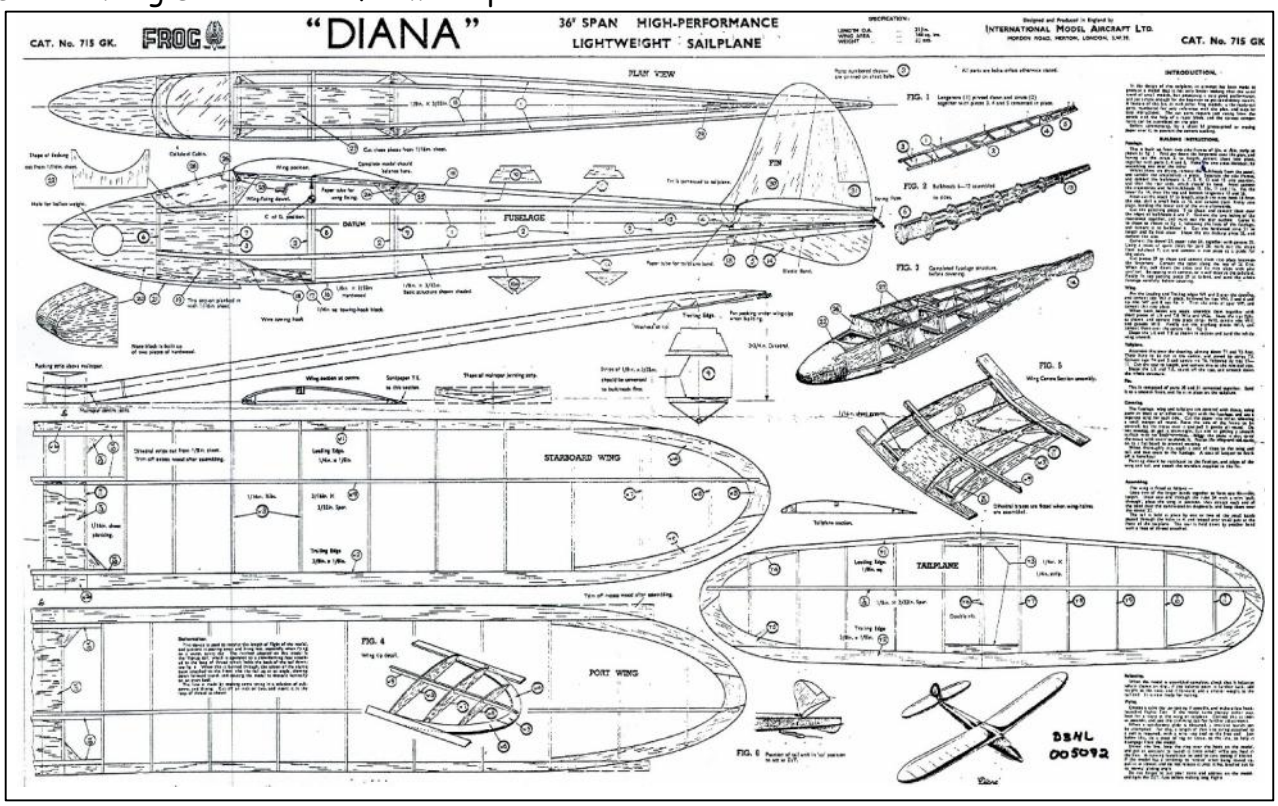
Perhaps you would be kind enough to enquire about answers to these questions for me."

She has answered saying that a "ministerial colleague" has been asked to respond, nothing so far. I have little faith but one never knows. Quite possibly a legislative trick may be pulled to get things done in an effort to avoid losing face – who knows.

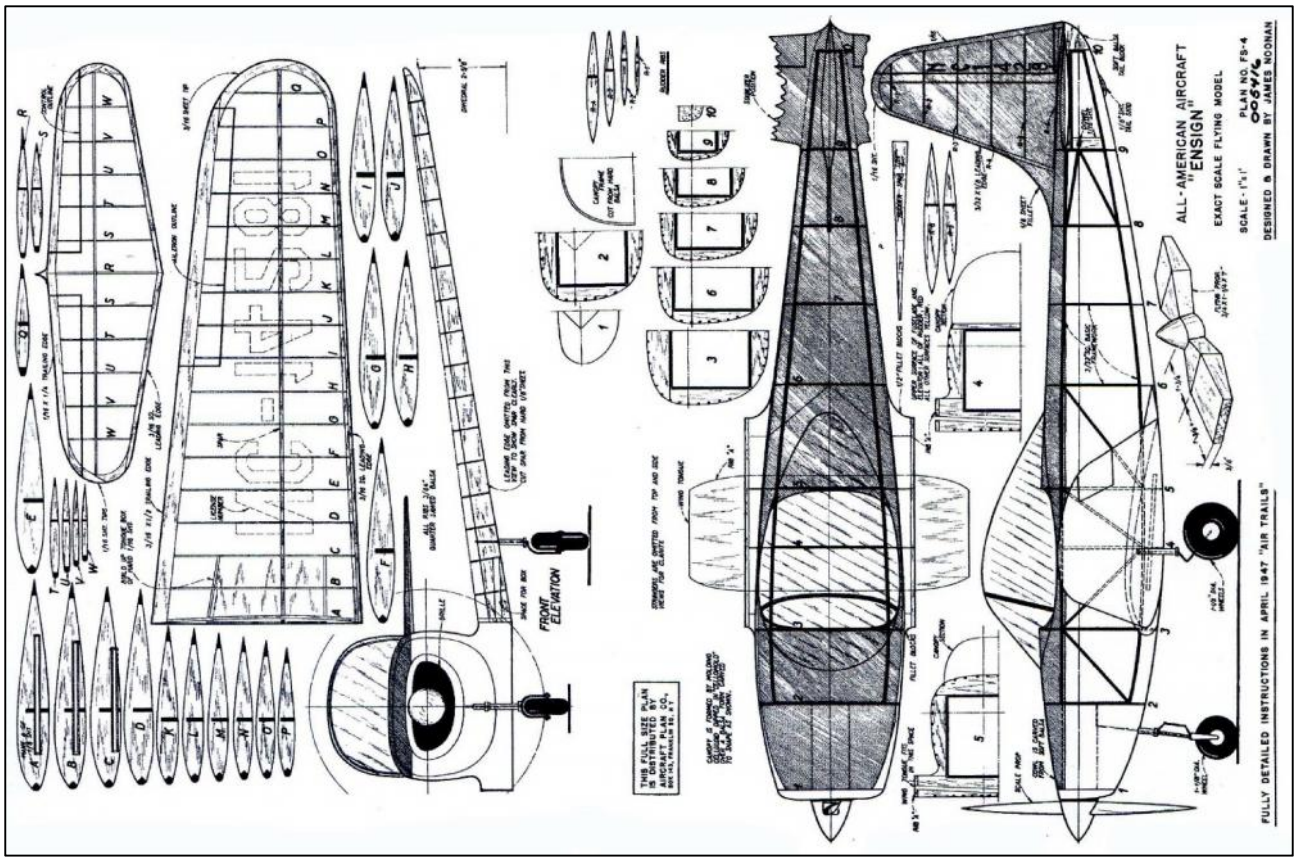
Roger Newman

Plans for the Month - Roger Newman

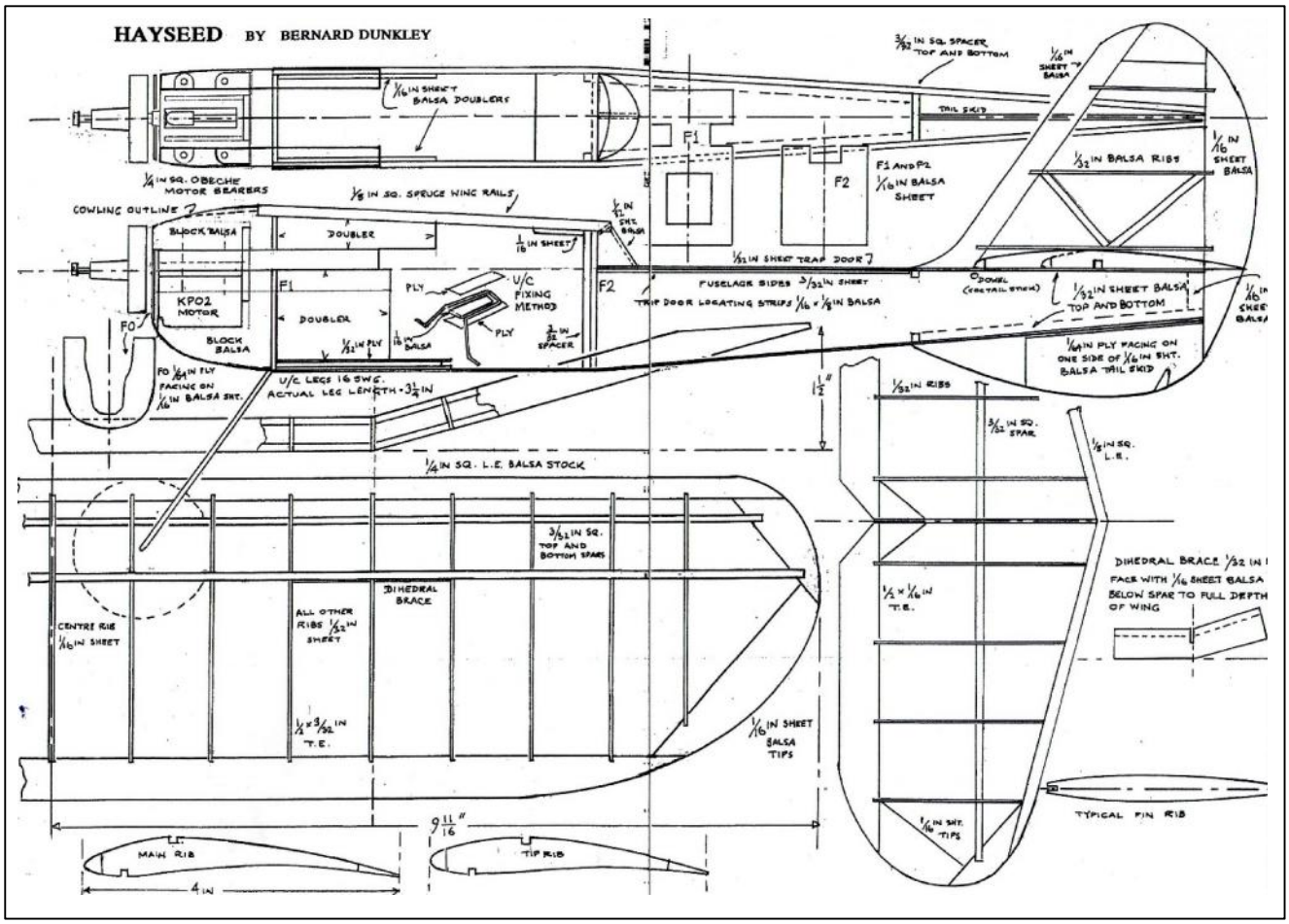
Glider: Frog Diana – blast from the past



Rubber: American Ensign – pretty little scale model



Power: Hayseed – small field flying candidate for KP02



Roger Newman

Crookham Gala

Sunday 1st September

On Salisbury Plain Area 8

Competitions to be flown are as follows:

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

BMFA Power
George Fuller trophy to highest placed Dixielander

E36

Combined Vintage & Classic Glider

Mini-Vintage

Competition flying 10.00am to 5.00pm

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

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

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

Drone Zone Flying Restrictions

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

UK FRZ Map

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

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

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

Rules for operation at Middle Wallop in 2019:

SAM1066 has been granted three separate days at Middle Wallop,

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

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

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

For models entered in competitions.

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

For models not entered in competitions.

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

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

Salisbury Plain: - Area 8 - 2019.

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

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

Salisbury Plain AREA 8 update.

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

Auction

West Essex Aeromodellers

WEST ESSEX

Friday 4th October 2019
At
Basildon Sport and Leisure Club
Gardiners Way, Basildon, Essex, SS14 3AP

www.basildonsportandleisureclub.co.uk

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

F1G & Vintage Coupe Events 2019

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

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

La Six(ième)
Grande Coupe de Birmingham

A qualifying event for the "Euro Challenge F1G" 2019/2020 (provisional)
With the agreement of the FFTC and Midland Free Flight Club this event returns to its traditional home

Sunday December 1st, 2019

MOD North Luffenham starting at 10:00

F1G for the Aeromodeller Trophy

Two flights between 10:00 & 12:00 then 3 rounds to timetable; finish at 14:45
Top placed "Classic" coupe (1/1/60 – 31/12/69) wins 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 event
(includes £6 field fee for ALL competitors)

Fly-offs (Not DT!) and maxes as determined by conditions on the day
Liquid prizes for 1st, 2nd &3rd in all classes plus specials as above

For further information contact:
Gavin Manion: gavin.manion84@gmail.com tel: 01543 422509
Or
Stuart Darmon at stuartdarmonf1a@yahoo.com tel: 01858 882057

Croydon&DMAC 2019 Competitions

CROYDON WAKEFIELD DAY Sunday 21st April, Beaulieu Old Airfield

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

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

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

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

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

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

2019 Buckminster Free Flight Gala
October 12th or 13th or14th.

Competitions for all tastes..sports flying and trimming welcome!

Run by BMFA:

1) Vintage Coupe D'Hiver plus P30 Combined
2) Classic A/1 (no minimum weight)
3) Classic Glider (50 m towline for both glider classes)
4) E36
5) HLG/CLG
6) Mini Vintage

CD Stuart Darmon (01858 882057)

Run by SAM 35

1) Under 25" Vintage Rubber

CD Peter Gibbons

Run by BMFA

F/F Scale

Open to any scale model with any power source (bar turbine or pulse-jet)with four flights to be judged.
Two rounds, £3 entry fee.
CD Doug Hunt (01332 672362)

Run by FAIR

S1 (altitude) S2/P (Payload) S3 (Parachute) S4 (Boost Glider) S5 (Scale Altitude) S6 (Streamer) S8 (R/C Rocket Glider) S9 (Gyrocopter)

CD John Jacomb

Run by PMFC

1) E20 2) E30

CD Peter Gibbons (01733 314741)

Gates open 9am. Events begin 10am. Field entry £7 per flyer. Contest entries (tba) maxes to be announced on the day.
No thermistors, Mylar streamers or any other type of thermal sensing equipment.
(One Mylar streamer will be provided by the organisers to establish wind direction.)
Confirmation of date will be made on Thursday and can be discovered by telephoning your CD that evening or by visiting the Buckminster website on Friday.

This event is an attempt at making fullest use of the Buckminster site, and is part of a programme to ensure a practical future for Free Flight alongside the continual use of larger fields. Depending upon circumstances it may be necessary for CD's to impose launch lines, to move control to respond to wind direction changes or to vary flyoff procedure but it is hoped that flyers will enter into the spirit of the event and enjoy the sense of inclusivity we hope to promote.

Cocklebarrow Farm
Vintage R/C Meetings 2019

7 July - 18 August - 29 September

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

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

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

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

Model

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

Engine/motors

I.C. engines are admitted within the following limits: **36"-44" wingspan:** _Any engine 1 cc. max, Fuel tank : 3 cc.
R/C carburettor is admitted.
Electric Motors:
Any electric motor is admitted with direct drive

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

48" Wingspan;

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

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

Flights and results

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

Awards :

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

Results

Results, address, photos and technical specification about model must be forwarded to the Organization within the 15th June 2018 to Curzio Santoni (cusanton@tin.it) or to Sianf ranco Lusso (gfl@orange.fr). Many pleasant flights and happy landings to ALL!!!!

Special Prize Vic Smeed

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

Special Prize David Baker

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

Indoor Flying with the South Birmingham MAC

Mainly Free Flight

Thorns Leisure Centre.

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

2019
Jan 12th – Feb 9th – Mar 9th – Apl 6th – May 4th
<>
Sep 14th – Oct 19th – Nov 16th – Dec 14th

Admission - Flyers £8.00 - Spectators £2.00

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

For further information phone Colin Shepherd 0121 5506132 or e-mail cosh43@hotmail.com

Indoor Flying
Bethesda North Wales

Sessions are first Sunday of the Month
September '19 through to May '20
13.00hrs til 16.00hrs

Canolfan Hamdden Plas Ffrancon Leisure Centre, Coetmor New Rd, Bethesda, LL57 3DT.
Free flight rubber and small electric RC. Scale, sport, small helis, small quads, etc.

Fee £7 - £10. Contact Martin or Allan on 07425 860821
martin.pike.xray@btinternet.com allancb2005@yahoo.co.uk
Facebook https://www.facebook.com/Flying.Bethesda/
Teas & coffees available from the machine.

Bloxwich Indoor Flyers

Free Flight & lightweight RC
Sneyd Community School
Vernon Way, Sneyd Lane,
Bloxwich, WS3 2PA

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

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

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

Impington Village College - Cambridge
Indoor flying
on 3rd November 2019 9 am to 5 pm

We will be using the large (100 x 50 x 28 ft) sports hall at the College. The only restrictions are no radio models in the main hall and no internal combustion engines, jets or catapults anywhere.
Also Round The Pole (4.5 metre lines) and small electric helicopter and fixed wing flying (X twin or Vapour type) in a separate hall (radio or infra-red).
SAMS MODELS hope to be in attendance to supply all your needs on the day. Contact Chris Strachan shortly before the event if you need to be certain. Contact details below.

Competitions:

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

- **A Peanut** event using a simplification of the usual international rules,. Maximum size of model either 13" span or 9" length excluding propeller
  A GA drawing, photograph or any other proof that the actual aircraft existed.
  A single judge for all entrants to award up to 30 scale points and up to 90 "difficulty bonus points", the purpose being to encourage those flying models of difficult and adventurous prototypes
  Any number of flights with a 10 second bonus for ROG.
  Total of best two flights plus scale and bonus points to decide final score
- The usual duration event for **Bostonian** models. Any design to the Bostonian formula (If you are unclear about the Bostonian formula rules ring or email the contact below). Minimum airframe weight 14 gm and all flights to be ROG. Total score from best 3 flights
- For both competitions get your flights timed and reported to control. As many attempts as you like. Awards in each event for overall winner and best junior (under 18). Bostonians to be weighed. No builder of the model requirement in any competition. Build one for your wife (or husband), child or grandchild who just has to wind and launch.

We will also feature the **Racing Car event** as usual. This is a fun event for rubber powered cars. We vary the distance to be covered, number of heats, etc. depending on the entrants on the day! Ring or email below for any further information and for plans of suitable vehicles.

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

Seminar
The seminar will take a different form this time as Mike Cole will be bringing and running his scale model vintage engines. Don't miss the opportunity to see them and talk to Mike. When you see the model 9 cylinder Bentley rotary running at speed it is absolutely mind blowing.

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

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

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

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

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

Leave A14 at the first junction East of M11 J14, signed Cambridge B1049. At the roundabout take B1049 to North signed Cottenham, Histon. In ¼ km at 2nd lights turn right into New Road. Pass hospital entrance on right. Village College is next on right (two entrances, 1/3 and 2/3 km). Entrance to be used and car park will be signed.

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

BMFA South West Area

Indoor Flying

organised by

Cornwall Vintage Aeromodellers

at

Saints Health and Fitness Centre

St Austell Rugby Club

Tregorrick Park, St Austell

Cornwall, PL26 7FH

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

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

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

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

Phone: David Powis on 01579 362951

Email: dave_powis@hotmail.com

Waltham Chase Aeromodellers

INDOOR F/F MEETINGS

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

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

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

2018

2nd Oct - 6th Nov - 4th Dec

2019

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

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

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

Fliers will be required to show proof of insurance.

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

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

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

For further details please contact:

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

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

FLITEHOOK

Indoor Free Flight Meetings

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

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

Café on Site

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

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

2019

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

2020

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

SAM Speaks USA.

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

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

THE 2019 FREE FLIGHT FORUM REPORT

It's a Bumper Issue

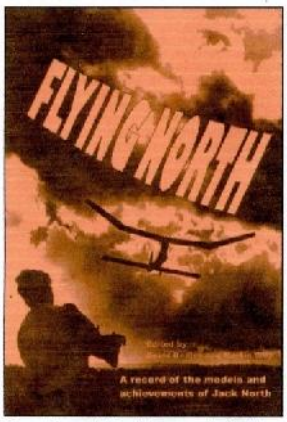
The Free Flight Forum Report is now in its thirty-fourth year and it's the biggest yet, with no less than 17 papers, covering a vast range of the topics that make free-flight so fascinating.

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

The UK price is £13.00 including postage; to Europe it's £15 and everywhere else £17. Sales of the Forum Reports help to defray the heavy expenses of those representing Great Britain at World and European Free-Flight Championships. Cheques should be payable to 'BMFA F/F Team Support Fund' in pounds sterling, drawn on a bank with a UK branch; you may also order by credit card, which is a lot easier (and cheaper).

Copies are available from : Martin Dilly, 20, Links Road, West Wickham, Kent, BR4 OQW

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

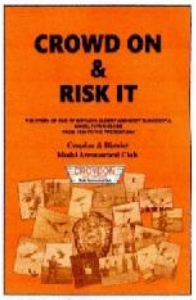


Flying North is a 163 page book covering the model flying career of Jack North, and including 23 previously un-published plans of his aircraft. Access to Jack's drawings and notes dating back to 1938 means that there are a number of designs in the book likely to be tempting to the nostalgia-minded.

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

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

CROWD ON & RISK IT



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

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

Just £8 by PayPal or cheque.

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

DILLY JAP IS BACK

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

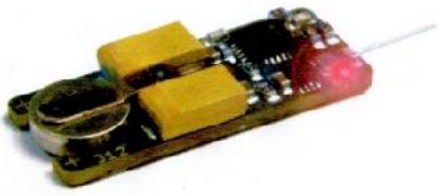
Anyhow, since the last roll came in 2015, the price is slightly higher (maybe as a result of you-know-what …xit and its effect on sterling), but it's still only £13 for a five yard roll a yard wide.

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

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

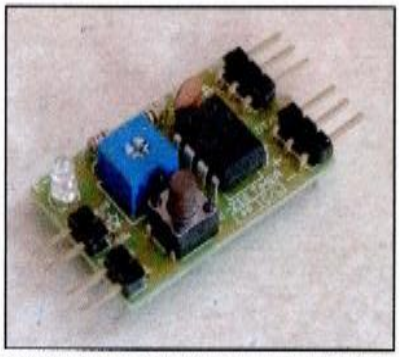
BUGS

Free Flight Model Tracker



£50.00 - each including 6 batteries
Ready to use radio tracker
Suitable for most handheld receivers
Powered by one 312 ZincAir hearing aid battery
27mm long, 11mm wide, 5mm thick 3 grams including battery
Run time around 10 days
Red LED flashes when transmitting
Available in any frequency from 140MHz to 980MHz
Supplied in protective heatshrink
Very quick delivery, often next day
On sale at
http://www.leobodnar.com/shop/index.php?products_id=217
or contact Peter Brown 07871 459291 for options

E-Zee Timers



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

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

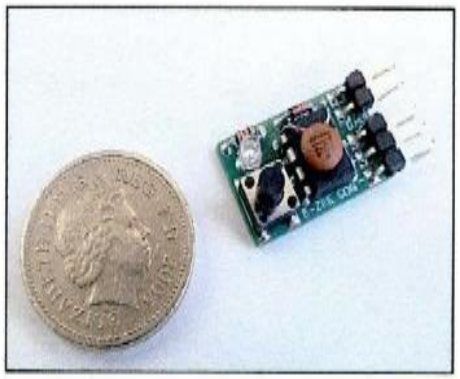
- motor run duration:-adjustable 1 to 30 seconds, set in 1 second increments
- d/t duration:-adjustable 10 seconds to 5 minutes, set in 10 second increments
- motor power:-adjustable at all times from zero to full throttle (by potentiometer)
- push button immediately stops the motor at any point during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

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

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

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

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



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

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

Timers are supplied with a comprehensive instruction manual and users guide

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

Dens Model Supplies

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

Provisional Events Calendar 2019

With competitions for Vintage and/or Classic models

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

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

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

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

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

Useful Websites

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

control/left click to go to sites

Are You Getting Yours? - Membership Secretary

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

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

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

P.S.

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

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

Your editor *John Andrews*