



NEW Clarion

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Editorial

Hi, this issue has turned out to be something of an August Wallop bonanza, how I didn't do it from my keyboard, how I did it from Jim Paton, all the results from our secretary Roger Newman, A picture pictorial from my photographer Rachel and another from Rogers Italian visitor Gianni Lofredo. All good stuff.

Peter Hall and Roy Vaughn report on the latest in the Southern Coupe league with results and current overall standings.

Spencer Willis rounds off the Wakefield and Tailless leagues with the final results tables. It's no mean feat collecting and collating all the results from the various meetings.

There are a couple of follow-ups:

First; John Thompson reports on how the increased power in his 'Amazoom' effected the performance.

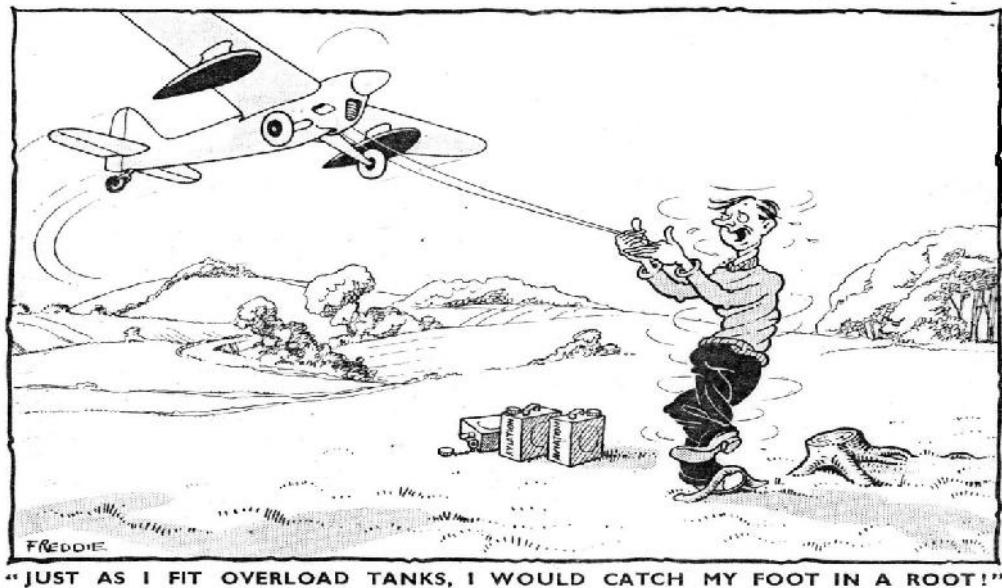
Second; More from Peter Tolhurst on the E36 Electric invasion of France and a picture of an unsteady Ray Elliott perched atop of the winner's podium, a hay bale.

I've popped in a suggestion for a 'Classic Wakefield' Class, a bit tongue in cheek but not a too outrageous idea.

There's another of Nick Robinson's paper airplanes, I'd love to hear from anyone who has attempted to fold one, failure or not.

The For Sale and Wanted is here again and includes a requirement from Mike Woodhouse for a 'Stripper, (of rubber that is). He is in need of some willing person to take on the task of stripping rubber for sale for indoor use. Mike will supply all the where-with-all to do the job and financial reward to boot.

I'll be down at Wallop for the October meeting whilst many of you are reading this, hope to see some of you there.



I've just this minute returned home from a day down at Old Warden and this cartoon is most appropriate as I have been spectating the SAM35 control-line events all day. The bark of one or two sparkies is music to this editors ears. Never owned one myself, something missed I feel.

Editor



Overall it was a pretty good turnout with in excess of 100 cars on the Sunday, there were less on the Monday due I suspect to the poor weather forecast but still 50 or so.

As is now the norm for us, Rachel and I left the hotel bright and early on the Sunday and had full English breakfast in the museum café. We find it preferable to eat at the Museum's Apache Café rather than the bun fight and self-service at the Brewers Fayre attached to our Premier Inn, and it's cheaper.

After eating we moved out onto the airfield, right across to the far side. This was to have an effect on my flying as I will explain later.

First order of business was to assemble my 16 year old 'Tomboy' to register a flight in the Hilda & David Baker memorial competition, this I have done for the past 16 years. The old 'Tomboy' has had a few adventures over the years, lost in the fireworks factory across the road, a few days in a farmers barn, a night out in the sticks and one or two long searches when DT estimation was a little over generous. The model has lasted well, much tissue patching and sheet infill in appropriate places where fingers split tissue holding for starting, but it still flies. It flew into a hanger once and broke the wing into two pieces. I only fly the 'Tomboy' once a year at the Champs and, apart from a wipe down, it does not see light of day from one August to the next.



Back to the flying, I dispensed some fuel into the squeezy bottle, opened up the needle valve a couple of turns, filled the tank, squitted some fuel at the ports and started flicking, good as gold the Irvine Mills coughed into life. I closed down the needle and 'tuned for maximum smoke' (*an old electronic funny*) and we were ready to go.

Rachel and I walked out to the new flagged power flight line and I topped up the tank, set the DT for a couple of minutes test flight and fired up the Mills. The engine sounded a little odd but John boy pressed on and launched the 'Tomboy'.

L.O.L. the model attempted to fly back to me and dropped down to terra firma, engine running backwards. Tried again, OK this time and DT'd at great height as the engine stopped, I was now wishing I had topped up the tank and set a much longer DT. Still main object had been realised and I had my 16th year's consecutive flight in the bag. I was planning to make serious attempts later but it did not happen.

My plan for the day had started well with the 'Tomboy' flight and my next allotted task was supposed to be a first flight with my 'Last Resort' before lunch in the Bournemouth Classic Rubber then to assemble my ex Tony Hall 'A' frame to ready it for the 12 O'clock mass launch. This is where things went awry. Rachel had rumblings in the tummy and this required a car ride around the peri track to visit the museums toilets. To cut a long story short, which is not one of my fortés, I spent the best part of an hour sitting in the car at the gate whilst Rachel made several visits to the facilities. She made it back to the car a couple of times but not for long.

The result of this lost time meant no 'Last Resort' flight before lunch so I assembled Tony's 'A' frame. I had flown the model for the first time last year, a short test and a 600 turn mass launch flight, so I was confident that this year I could pile on a few more turns. Then the fun started. As I was pushed for time and Rachel was indisposed, I recruited Peter Tomlinson as prop holder and Brian Stichbury as fore-end support and started winding the first of the two motors. With 900 turns on the first motor I started winding the second in the opposite direction, as the prop is opposite hand, when Peter casually remarked that he thought the first one was wound the wrong way. Three heads then peered at the model and the general census of opinion was that Peter was correct.



Relaxed scribe, job done

Panic ensued, Peter let the turns spin off the first motor whilst I unwound the second before rewinding the correct way. Then it was a rewind of the first motor as time ticked away. Needless to say I was last up to the flight line but I made it and, at the end of Mike Parker's count down, I pushed Tony's model into the air. It behaved perfectly, climbing at first straight into wind then up in a steady right-hand circle to a respectable height. I feel the air was not with me as, although the glide was steady, the descent was quicker than it should have been. However a satisfying result and my turns table says 1200 turns so roll on next year.

After a break for refreshments it was 'Last Resort' time. First comp flight was a whoops-a-daisy, what's happened to the DT? The model luckily was not in lift and dropped below the humped sight line of the field, possibly still on the airfield. We had plenty of things to aim for, we had our binocular bearing, a building off the field and a Bodnar bug in the model, what could go wrong? We got to the airfield boundary and no bug signal, with the bug aerial horizontal on the model and the model flat on the floor 200M is about the range. We wandered about for ages, took a back bearing and Rachel was off back up the line, no joy. Eventually we gave up and decided to return to base and start again. On the way back round the peri-track we decided to stop by the radio flyers and walk out to get back on line just in case. As I parked the car, there in front of us about 100M away was the model, only about halfway to the boundary. I blame Rachel,



I never found the model in my binoculars after launching so the miss-estimation was entirely her fault, she does not agree. Although we had one max on the card, time was passing and weather was deteriorating so it was on with the show and the second flight was made, another max and easy recovery. I then moved into disaster mode, broken motor strands, replacement motor broken strands and only left with a new motor never wound in anger. I pressed on and wound the new motor until it went real tight then quit. The wind had veered round and we had to walk quite a way to get a bit of room to fly. As we set off Ken Bates, who was parked alongside, observed that the dampening air had slackened my fuselage tissue and it was twisting. Undeterred I pressed on but halfway across the field the centre of the models fuselage seemed to evaporate before my eyes and I was left standing there with half a fuselage in each hand connected only by a rubber/tissue/balsa knotted ball. That was me finished in classic, so near and yet so far.

Finished the day on a good note at the prize presentation, it transpired that I had won the 'A' frame mass launch, Trophy and bottle of wine, one up to me.

Monday did not start well as it was raining and the forecast did not promise finer weather until well after lunch. A leisurely breakfast in the café, full English for me but Rachel had scrambled eggs to bind her tummy a bit after her bad day on Sunday. It was late morning before we ventured out onto the airfield, still raining and still round the far side.



A bit of a bleak start to Monday, rain on the camera lens and few modellers early on.

I had two false starts when rain appeared to be stopping, first time I got the winding jig ready, second time I got the 'Korda' together but the rain still started up again. Eventually around 2pm the rain stopped and I put the 'Korda' in the jig ready to wind when CD Roger came down the line announcing that we were moving back round to the museum side due to wind change.

I dumped everything back in the car and off we went.

After setting up shop again I set about 8oz with the 'Korda'. It was a bit windy for trimming and time was passing so I made three flights each one off trim one way or another and, if memory serves, no maxes and only 90secs was required. The damp had got at the models fin and I finished up with about 3in of 1/8th on the side trying to open out the glide turn. I was lucky not to spin in on the first flight. Come the prize presentation I gets myself a bottle of wine for third in 8oz Wakefield.

(shush! there were only three entries).

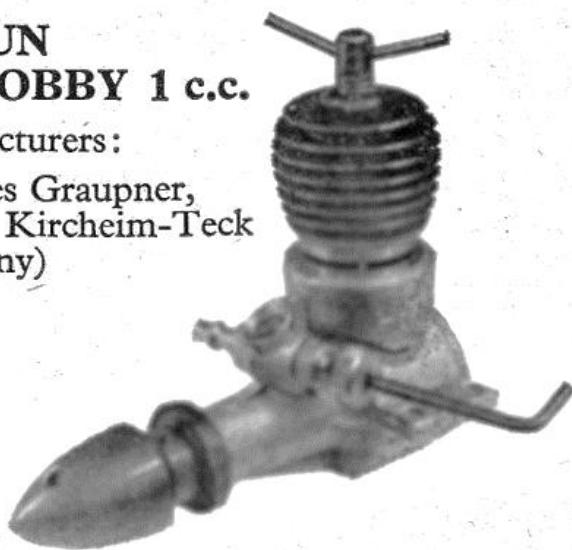
Not my best Wallop by any means but Rachel & I went home happy, we will always enjoy the camaraderie and the pleasure of trying.



John Andrews

**TAIFUN
HOBBY 1 c.c.**

Manufacturers:

Johannes Graupner,
Kircheim-Teck
(Germany)

Displacement: 0.98 c.c. (0.06 cu. in.)

Bore: 0.42 in.

Stroke: 0.43 in.

Bore/stroke ratio: 1.0

Bare weight: 2½ oz.

Max. B.H.P.: .10 at 13,400

Power rating: .1 B.H.P. per c.c.

Power/weight ratio: .047 B.H.P. per oz.

Material Specification:

Crankcase: Die-cast
light AlloyCylinder: Nickel-
chrome steel

Piston: Cast iron

Contra-piston:

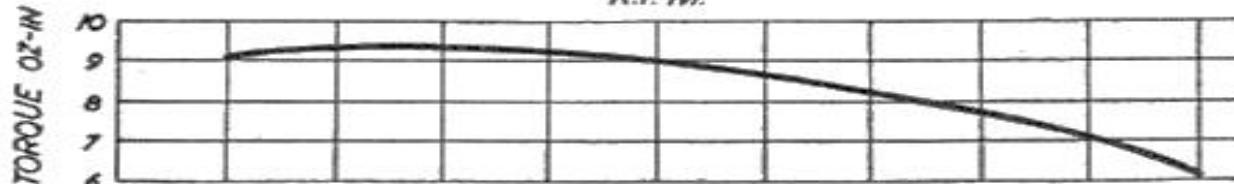
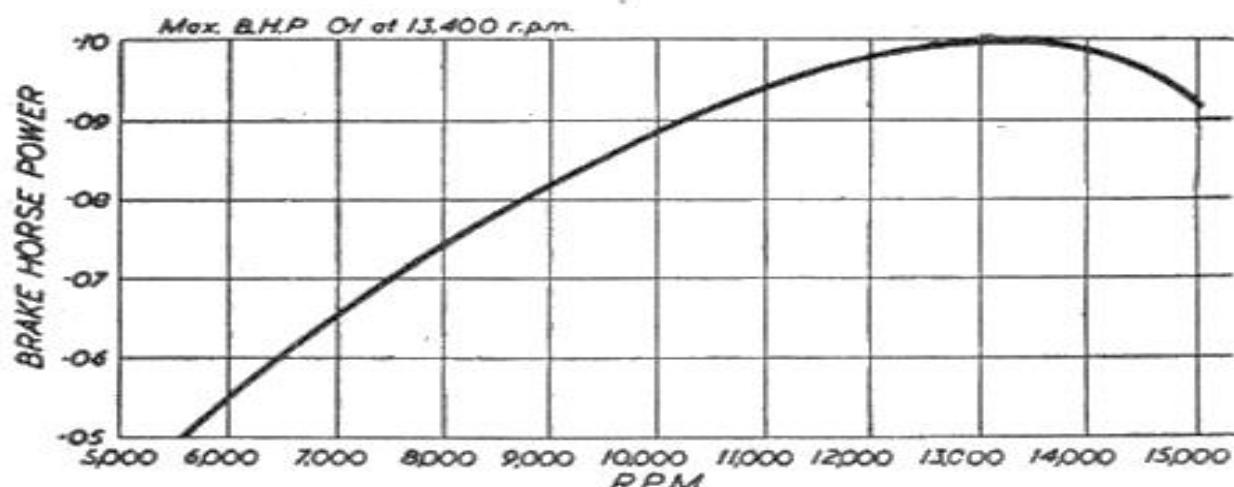
Nickel-chrome steel

Con. rod: Dural

Crankshaft: Alloy
steelCrankshaft bearing:
Plain

PROPELLER	R.P.M.
dia. pitch	
8 × 4 (Stant)	8,450
6 × 4 (Trucut)	10,700
6 × 3 (Stant)	14,000
15 × 10 cm.	13,150
7 × 6 (Stant)	9,400
7 × 6 (Stant)	12,600
17 × 10 cm.	12,350

Fuel: Mercury No. 8



My August Wallop

Jim Paton

Another great week end at Middle Wallop. The weather was forecast for rain all morning on the Monday so I didn't arrive till 1 o'clock. It still rained a bit, but did clear up for a pleasant afternoons flying. I had one flight in E36, but programmed in a 10 sec motor run instead of 7 secs. It only did just over a minute so I was glad it was only an attempt. It then started raining. Wet E36s are a problem, so I did not fly it again.

I got out my KK Achilles and flew it in small vintage rubber. It did its usual under a minute flights, but afterwards I had three flights with more turns and more down thrust. It flew rather well after the competition rounds. Typical.

I timed for Chris Redrup, who flew a Dinamite in the same class. He maxed out and deservedly won the flyoff. The trophy was enormous and he wasn't too sure of matrimonial approval of said item. Peter Jackson



won the 8 oz Wakefield league and I was 2nd in the 4 oz Wakefield League with my Lanzo Duplex. During the season it had maxed out, but it rarely did any good in the flyoffs as it has a long slow climb. On the Sunday in the 1 minute DT flyoff it landed on its wing tip as the motor was still running and broke the dihedral joint. It is a rather sedate flyer, which is of little use in a DT flyoff. I lost out last time around to Peter Halls equivalent with a rocket climb.

Sunday's weather, in contrast, was perfect, overcast with a gentle breeze. I got thee early maxes in with my Urchin in Bournemouth Club Classic, and had short easy relieves. The max was 1 minute 30 secs and my motor run was only 15 secs less. Although it stalled on the glide, that didn't matter with only 15 secs to go. With short maxes and radio DT I had plenty of time for 3 flights in 4 oz Wakefield. I did try Vintage Coupe, but my Altair was out of trim, with too little right rudder so it power stalled and then stalled on the glide. At that point I threw in

the towel and had a lovely afternoon tea in the cafe, before the flyoffs. My Urchin has a slow long climb so I did not place, but managed third in 4 oz Wakefield. I managed to miscalculate and dt'd 4 secs early. I think Peter Jackson did well over 2 minutes. Thanks, as always, to Roger and John for a great week end. I think they had to spend Monday morning sitting in their cars out of the rain. Organisers put up with a lot for our benefit.

The trophy for low wing vintage rubber was a rather nice silver plate. I think I will have to build one.



A bottle for 3rd in 4oz Wakefield

Jim Paton,

We have competitions for 4oz Wakefields and 8oz Wakefields so why not a competition for the Classic Wakefields of the 50's.

There follows a piece from the 1950 AeroModeller Annual on Wakefield specifications which finishes with the observation that fuselage length is no longer limited, so why not a competition for Classic Wakefields. We could then see some of those long fuselage efforts from the 50's.

1951 WAKEFIELDS

By JUST VAN HATTUM

Secretary F.A.I. Models Commission and Chairman Models Technical Committee of the Royal Netherland Aero Club.

We may assume the new Wakefield specification recommended by the C.I.M.R. (the International Model Committee of the F.A.I.) will come into force in 1951. This had been adapted to the modern ideas that are laid down in the F.A.I. Rules. The old and the new Wakefield specifications are given below :

1950

Wing area : 200 sq. ins. plus or minus 10 sq. ins., area measured on actual span and chord without allowing for dihedral. In other words, the actual "visible" area of the wing.

Tailplane area : not more than 33% of the wing area. Same method as used for finding wing area.

Fuselage cross-section : area not less than the figure given by the fraction. Total length of completely rigged model, squared, the result divided by 100. Area in sq. ins. Weight : not less than 8 ozs.

1951

Total area : 17-19 sq. decimeters, that is very nearly 263.5-294.5 sq. ins. Areas measured as the areas of the orthogonal projections of wing and tailplane in flying attitude on a horizontal plane. (This is the F.A.I. method explained in the S.M.A.E. handbook.) The centre-section of wing and tailplane are included in the area. To determine this, the contour-lines of wing—or tailplane—are continued until they meet the plane of symmetry. See sketch D.

Fuselage cross-section : area of greatest cross-section not less than 65 sq. cms.—a little over 10 sq. ins., namely, 10.075 sq. ins.

Weight : not less than 230 grammes, that is, a shade over 8 ounces, say 8 and one-seventh of an ounce to be safe.

A Comparison

It is well worth the trouble to compare the old and new specification point by point. First let us take the area. The method of calculation is the same as that in the F.A.I. Rules, which we have been using since 1947. Both are given in the accompanying sketches. Applying the old rule in A, we would take as the wing area only the lightly shaded portions of wing and tailplane. We now have to add the black portions to these. The area beyond these centre-sections will now be slightly smaller, as we are taking the areas of the projections and not the actual areas. The difference, however, is small : using a normal dihedral angle, it will be more than 2 to 3 %, and it is not wise to work so near to the upper and lower limits.

In sketch B we see a model where the wing area hardly changes when we apply the new ruling. We used to be able to decrease the area of such a wing by mounting a fairing over the centre-section, but such clever dodges will not serve us any more !

Tail plane Area off the Ration !

One of the most welcome changes is the disappearance of the 33% rule. The tailplane can now be just as large, relative to the wing, as the designer wants it, provided he keeps within the limits for total area. In my opinion, this will very probably lead to the use of larger tailplanes, which will improve longitudinal stability and ease of trimming, even at the price of valuable wing-area. One can now shift the C.G. further back.

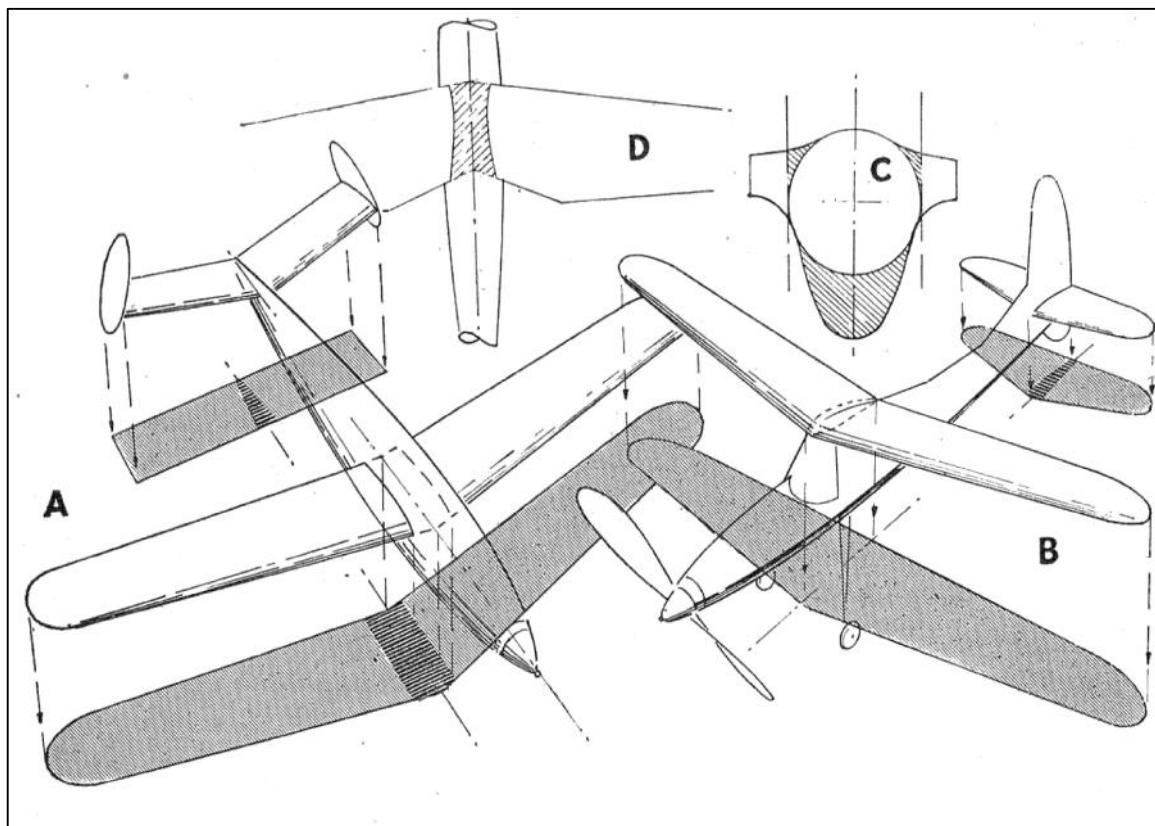
Too Small and Too Large

A simple calculation along the new lines may show that an existing Wakefield model proves to lie either below or above the new limits. The cause can be found in the inclusion of the areas of the centre-sections. If one has allowed for this, the upper and lower limits would have embraced such a large gap that one could no more speak of a competition "class." In such cases, the best thing to do would be to increase the relative size of the tailplane. When the total area proves too small, one can mount a larger tail; when it is too large one can clip the wing. It seems to me, however, that for successful competition an entirely new design is essential.

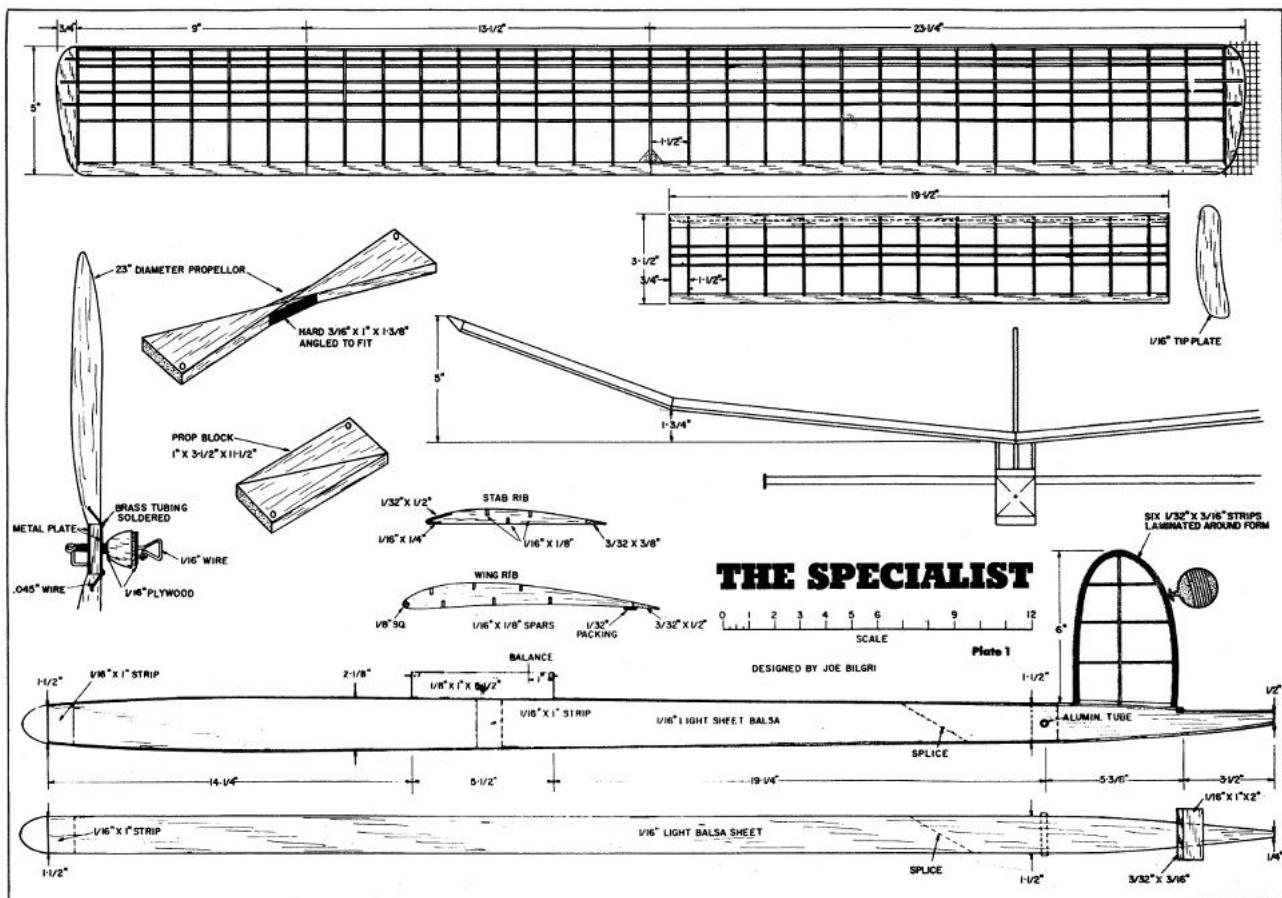
Fuselage Cross-Section

Most of us will also be cheered by the introduction of a smaller minimum cross-section. The Wakefield model was just a bit on the bulky side and this process of slimming will not do any harm to either its appearance or its vitality.

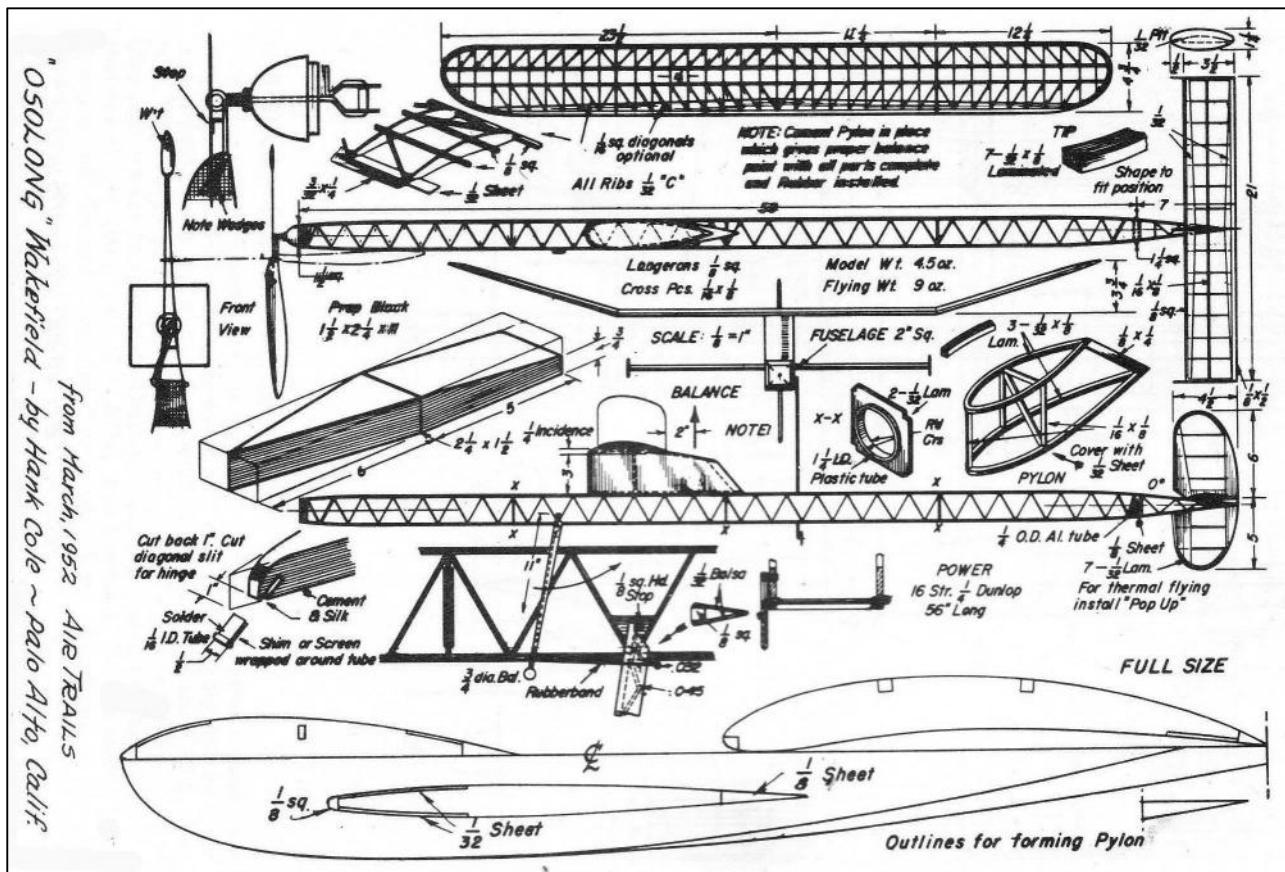
The F.A.I. method is adopted for determining the cross-sectional area in difficult cases. A circle is inscribed in the greatest cross-section and tangential planes are taken as containing between them the actual cross-sectional area. It will be up to the designer to prove, by means of templates, that his model is up to specification, as the hard-worked processing staff cannot be expected to solve juicy little problems in plane geometry under contest-stress! Now that the area of the cross-section is fixed for all Wakefield-class models, one is not penalised by using a long fuselage.



I'm not sure what weight of rubber should be used. It's currently 100gm for 8oz Wakefields and 70gm for Classics. Personally I would like to see 100gm for Classic Wakefields, I feel they would need it as 70gm would require rear peg movement and give CG problems. There follows a couple of examples of models that could be flown,



This simple elegant beauty by Joe Bilgri is not too long, but still 48inches or so.



It's just a thought.

John Andrews

Paper Airplane: Sky Yacht

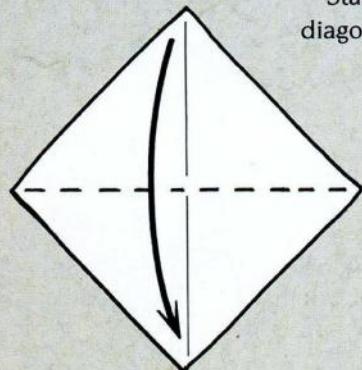
Nick Robinson

SKY YACHT

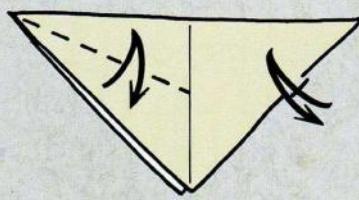
KUNIHIKO KASAHARA

This design by Kasahara doesn't look as if it will fly very well; there seems to be too much weight at the rear of the plane. However, when you try it, you will find out this is not the case. The central section or "sail" of the Sky Yacht makes it very eye-catching as it flies, so choose some decorative paper, or add your own designs to it.

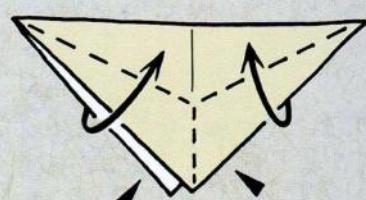
Start with a square, coloured side down. Add a diagonal crease.



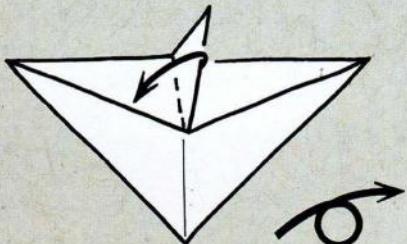
1 Fold in half from one end of the crease to the other.



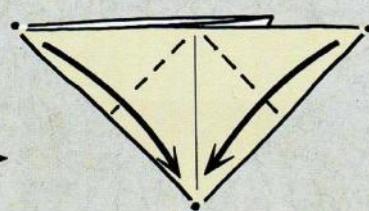
2 Fold one outer raw edge to the folded edge, but only crease as far as the vertical crease. Repeat on the other side.



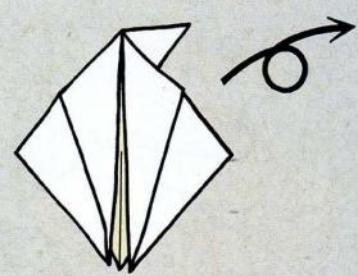
3 Use the creases you have just made along with the diagonal to raise the paper into a triangular flap ...



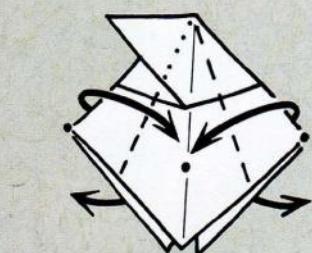
4 ... like this. Flatten the flap to the left and turn it over.



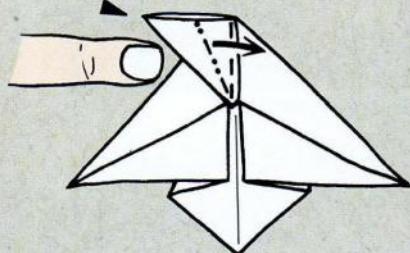
5 Take the two ends of the folded edge to the bottom corner of the triangle.



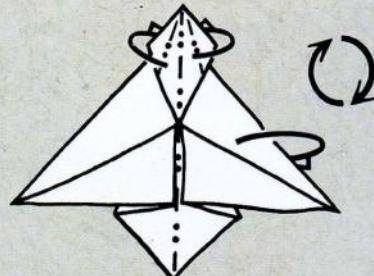
6 This is the result. Turn the paper over again.



7 Fold the upper edges of the square to the vertical centre crease, allowing the flaps from beneath to swing out ...

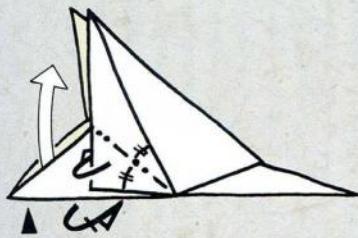


8 ... The paper should now look like this. Squash the triangular flap evenly.

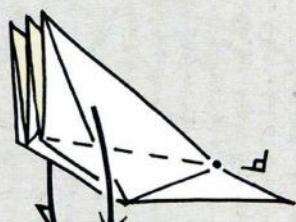


9 Fold the upper edges of the top point behind to leave a diamond shape, then fold the paper in half from right to left.

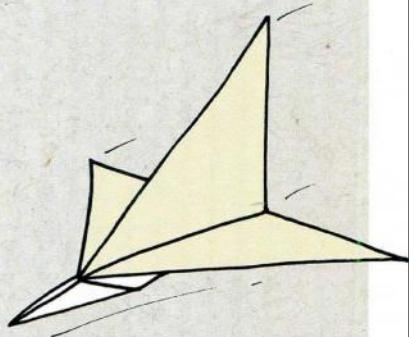
SKY YACHT



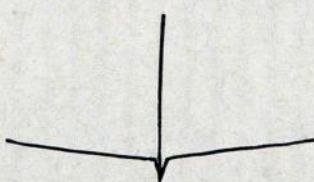
10 Unfold the rear corner to line up with the wings. Mountain fold the rear corners behind the wings.



11 Fold both wings down as far as they will easily go, then open them out to 90 degrees.

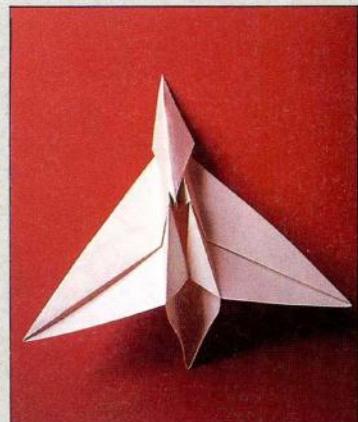
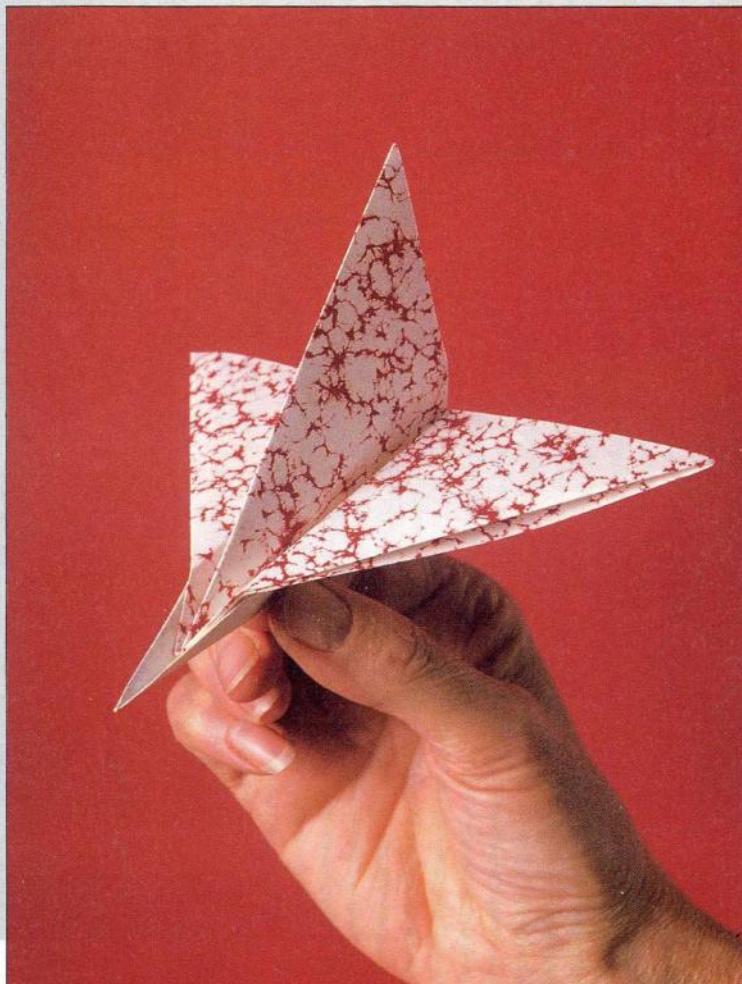


12 The Sky Yacht ready for sailing through the air.



Profile of finished Sky Yacht.

LAUNCHING POSITION



VIEW FROM BELOW

FLYING HINTS

Launch the plane as hard as you like, but make sure it is either level or pointing only slightly upwards. It is stable, but does not produce much lift.

From the book 'Paper Airplanes' by Nick Robinson

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Vintage 'Aussie' in Black & White

Col Williamson

*These pictures are from a collection by Col. Williamson.**An excellent modeller and well known in vintage circles in England where lived for a long time.**The pictures are of his younger years in Australia around 1948 thru 1951.*

Jerry Litschi



ray murray with power model '49



CW 48 wakefield '48



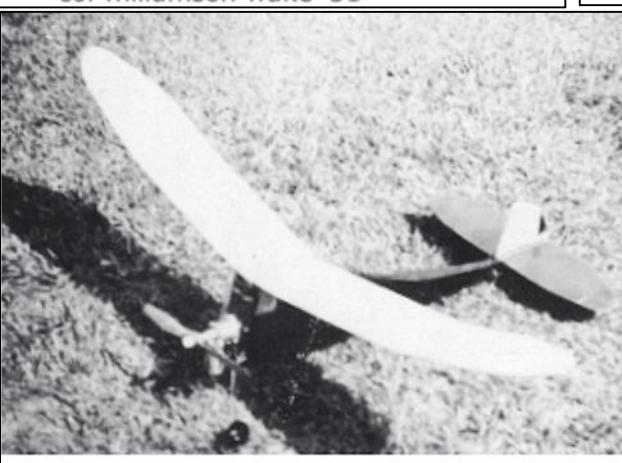
CW 48 open trophy



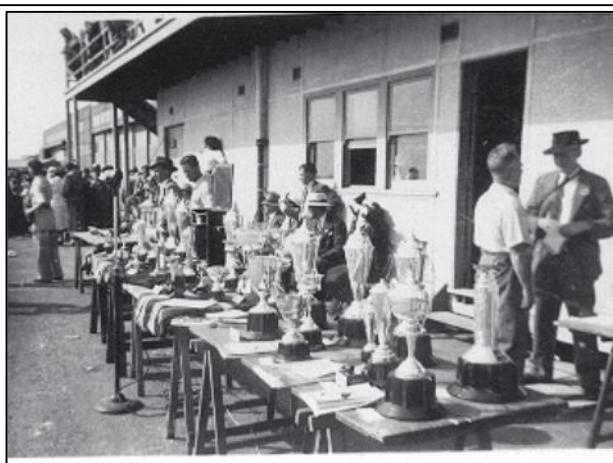
col williamson wake '51



CW 1st Open Rubber 7'46"



CW's OD with mills diesel '48



trophies '48

(Editor: some of the pictures leave a little to be desired but I feel that I should continue to reproduce the whole of what I assume is a scanned album.)

Col Williamson/Jerry Litschi

Wakefield & Tailless Leagues

- Spencer Willis

Entries were down this year especially in 4oz although the numbers were boosted by a decent day at Middle Wallop. There were only three entries at the Nats and only one of them was a 4oz Wakefield. The other two were middle weights which were allowed in the competition. A very poor show on a decent day.

Final results

4oz Wakefield		
Place	Competitor	Total Points
1 st	N.Peppiat	24
2 nd	J.Paton	22
3 rd	E.Challis	17
4 th	M.Turner	14
T5 th	J.Lancaster	10
T5 th	C.A.Rushby	10
7 th	P.Hall	9
8 th	P.Jackson	7
9 th	M.Sanderson	5
10 th	S.Fielding	4
11 th	M.Hollamby	3
12 th	K.Bates	3
13 th	M.Gillam	1



Mike Turner

8oz Wakefield		
Place	Competitor	Total Points
1 st	P.Jackson	23
2 nd	J.Andrews	17
T3 rd	P.Brown	11
T3 rd	R.Kimber	11
T3 rd	M.Sanderson	11
T6 th	P.Michel	9
T6 th	C.A.Rushby	9
8 th	R.Owston	7
T9 th	D.Beales	5
T9 th	R.Biddlecombe	5
11 th	M.Hollamby	3
12 th	J.Lancaster	1



Peter Jackson

Tailless		
Place	Competitor	Total Points
1 st	M.Marshall	31
2 nd	D.Taylor	29
T3 rd	E.Challis	28
T3 rd	E.Stevens	28
5 th	P.Woodhouse	17
6 th	C.Strachan	15.
7 th	D.Powis	10
8 th	R.Elliot	8
9 th	R.Marking	7
10 th	J.Close	5
T11 th	R.Mosely	3
T11 th	P.Tolhurst	3
T11 th	C.Foster	3
14 th	D.Brown	2
15 th	G.Hart	1



Chris Strachan

Spencer Willis

August Wallop Pictorial I

- Rachel Andrews



Ken Bates sorts out a few CLG's



John Thompson auctions off a couple of 'Supa Dupa's'



Tony Rushby checks over his 'Ace'



Tony Shepherd struggles to hang on to his awards



The elements caused a few problems on the Monday until about 2pm





Jim Paton insists this is his best side



Editor sorts rubber & 'Tomboy' rests after it's only flight



Just a few of the many prize winners

Rachel Andrews



MEDIA RELEASE
Academy of Model Aeronautics
 5161 E. Memorial Dr. Muncie, IN 47302
 (800) 435-9262 | www.modelaircraft.org

Date: September 14, 2015
 Contact: Allison Haley
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 (202) 777-3509

New AMA Analysis: FAA Data Reveals Complex Picture of U.S. Drone Activity

FAA drone data includes military crashes, commercial operators, some people likely flying responsibly and some flying objects that aren't even drones at all

Close examination finds the number of "near misses" appear to be in the dozens, not the hundreds, based on explicit notations in the FAA's records

MUNCIE, Ind. – The Academy of Model Aeronautics (AMA) today released a [detailed analysis of the FAA's drone data](#). A close examination of the 764 records, which the agency publicly released on August 21, reveals a more complex picture of unmanned aircraft systems (UAS) activity in the United States than initial headlines suggested. There are military crashes and a UFO sighting in the data. Only a fraction of the records were legitimately reported "close calls" and "near misses." Some didn't involve drones at all.

"Without a doubt, there are some records of 'near misses' that represent actual safety concerns, and more needs to be done to address those," said Dave Mathewson, executive director of AMA. "But our analysis also found that the number of 'near misses' is substantially lower than the number that was previously presented."

According to AMA's analysis, about 3.5 percent (27 out of the 764 records) were identified with explicit notations as a "near miss," "near mid-air collision" or "NMAC", an acronym that stands for Near Mid-Air Collision. The records include instances of military UAS crashes and mishaps. There are also "sightings" of public agencies and commercial operators that may be flying with or without authorization. Some of the FAA's records of "sightings" may be drones being operated responsibly pursuant to FAA guidelines, while others may not even be drones at all.

Specifically, AMA's analysis found:

- Not every sighting or report was a "close call." Many were just that – sightings. Only a small fraction was legitimately reported as "near misses" or "near mid-air collisions."
- Some of the most serious incidents in the FAA data – including all actual crashes – involve government-authorized military drones, not civilian drones.
- It's not just uninformed consumers causing problems; the data includes several reports of authorized or unauthorized public entities and commercial operators flying.
- Some sightings appear to involve people flying responsibly and within the FAA's current recreational guidelines.
- Many things in the air – from balloons and birds to model rockets and mini blimps – are mistaken for, or reported as, drone sightings even when they are not.
- A number of sightings have occurred over or around stadium events, wildfires, power plants and other critical infrastructure. These raise different concerns from pilot sightings.
- In almost 20 percent (142) of the reports, local law enforcement either wasn't notified or it was unknown whether local law enforcement was notified.

"AMA has worked closely with the FAA for many years, and we continue to consider the agency a partner in promoting model aircraft and consumer drone safety," added Mathewson. "We believe the FAA's drone data could help guide policy conversations about drones and help all stakeholders identify solutions to mitigate true safety risks. But this is only possible if we take the time to analyze and accurately characterize the data."

AMA represents more than 180,000 people who fly model aircraft for recreation and educational purposes. For nearly 80 years, the organization has been developing safety guidelines and training programs, which are constantly evolving to accommodate new technologies and new modeling disciplines. In 2014, AMA launched the "[Know Before You Fly](#)" campaign with the Association for Unmanned Vehicle Systems International (AUVSI) and the FAA to educate newcomers to unmanned aircraft technology about where they should and shouldn't fly.

The AMA analysis also contains two sets of recommendations for the FAA going forward – one set of recommendations relating to the FAA's handling of its drone data, and another set of recommendations to ensure the continued safety of the U.S. airspace.

AMA's complete analysis of the FAA data can be found here:

http://www.modelaircraft.org/gov/docs/AMANalysis-Closer-Look-at-FAA-Drone-Data_091415.pdf

The Academy of Model Aeronautics, founded in 1936, continues to be devoted to national airspace safety. It serves as the nation's collective voice for approximately 180,000 modelers in 2,400 clubs in the United States and Puerto Rico. Headquartered in Muncie, Indiana, AMA is a membership organization representing those who fly model aircraft for recreation and educational purposes. For more information, visit www.modelaircraft.org.

John Thompson



Model Aircraft April 1959

Tot's Corner

As far back as I can remember—and that's going some—the boys in the toy trade have been doing their darndest to unshift the model gear from the hobby counter and to load it on to the toy ditto. Having done a pretty thorough removal job on all other types of working model, from boats to racing cars, they don't see why the kiddies should be denied such a simple thing as a flying toy plane. But it's a pretty frustrating business for them; for some silly reason toy planes made out of pressed tin and iron castings just won't fly.

But now, in the great plastic age, a supreme effort is being made. Toddlers who can operate a hula hoop with such skill can surely swing a toy aeroplane around on a piece of wire with equal facility; and what parent wouldn't jump at the chance of a real flying toy for a little more than ten quid?

The only drawback is the power unit. Toy planes won't fly on hefty clockwork motors like any other reasonably co-operative sort of toy; they have to have real little motors—nasty, obstinate smelly things that won't start. And here's the problem. Little Johnny's chubby fingers might be strong enough to pull down the crockery shelf, but they wilt under the sterner task of starting up a toy motor. True, it looked easy enough when demonstrated in the toy shop. The assistant deftly filled the tank, gave the prop a smart flick, and there was an immediate burst of activity—it was the assistant jumping up and down and sucking his finger. In less than an hour, however, the engine was humming merrily away, with the oil soaked and bandaged wreck of an assistant beaming in triumph.

Little Johnny tries the same thing, but, after his chubby fingers have become decidedly chubbier and rather bluer, he decides that he'd rather become an engine driver after all, and opts for a new train set.

Now, apart from the toy manufacturer suffering a bad psychological defeat, there is little Johnny's and the country's future to be considered. When Johnny grows up, puff-puffs will be things of the past, and after his terrifying childhood experience he'll never go near a plane, jet or otherwise.

The toy manufacturer has still got a shot in his toy locker, however, and comes back into the fray with a toy engine that can be started by pulling a string, humming top fashion. And, if little Johnny can't start a simple thing like that, he deserves to be an engine driver.



Potty Talk

I'm not the only humorist knocking around the columns of this journal. The chap who garners in the world news has come out with a real rib tickler about contest flyers preferring returnable pots to gold watches. He suggests that, as long as the model-heaver comes out top dog, he doesn't care if he's a watch dog or any other sort of bow-wow.

Someone must be barking up the wrong tree.

Pylonius

Model Boxes

Editor

Walter Hodkinson sent me this picture of a model box full of models. The box came from Walter's local store, 'The Factory Shop'. I got a few details from Walter then surfed the net, as they say, and pulled out a few facts.

The boxes are 'wham' and appear to be marketed by What More UK Ltd, see website

<http://whatmoreuk.com/categories/listings/Household%20Storage>

This website lists all sorts of versions in all sorts of colour combinations but does not appear to market them directly to customers as no prices are quoted just contact details.

Back on the surf board and up pops 'Plastic BoxShop'

<http://www.plasticboxshop.co.uk/wham-storage-m14/large-plastic-storage-boxes-36lt-80lt-t9#page2>

This site supplies by mail and has the size of box that Walter has acquired, although I'm not sure whether the version with a crystal bottom and coloured lid is available through them but there are many colours.

Walter's box is the 42 Ltr version and, as can be seen from the picture, can hold quite a few Mini-Vintage and/or P30's. On the whatmoreuk site I found a new 55 Ltr version which would take larger models. On the whole they look to be a simple lightweight solution to model carriage.



Plastic BoxShop
SORT IT : STORE IT : BOX IT

New Sales: 01609 898 189

› 42lt Large Under Bed Plastic Storage Boxes with Lids (Pack of 2) Pink Purpl



£16.00 (ex. VAT)
£19.20 (inc. VAT)

wham®
... for organised living
whatmoreuk.com

**42lt Under Bed Box with Lid
Pink Purple (Pack of 2)**

Internal External

Length: 72.5cm 80cm

Width: 33cm 40cm

Height: 16cm 18cm

(15750)

code:WM42P2PP

Crystal 55Ltr Box & Lid Tint Blue 14051



New size added to the range January 2014.
Stacked on pallet with bases at the bottom and all lids on top.

Height: 18.00 cm

Length: 99.00 cm

Width: 39.40 cm

Weight: 226.89 kg

Editor

Report No. 57. Aeromodeller and other things.

In the latest issue of Aeromodeller Andrew Boddington, the Editor, draws our attention to the next issue, November 2015, which will be the 80th Anniversary issue. Not quite continuous but a pretty good record. Aeromodeller ran uninterrupted, even by WW2, from November 1935 to February 2001, for a total of 785 issues.

Aviation Modeller International which launched in December 1995 incorporated Aeromodeller "within A.M.I." in June 2001 and continued through to July 2012.

January 2013 saw the rebirth of Aeromodeller under the ADH Publishing Ltd. banner, initially bi-monthly, and then monthly from November 2014.

We are quite well covered for copies of Aeromodeller, but not perfect e.g. some early months are photocopies, see Wanted below.

Thanks to two recent donors we also have a set of A.M.I. in the pre Aeromodeller period, again not perfect as a couple of plans are missing.

Last month I asked for anything known about a plan of a canard identified only as 1907 and with French text. There have been no replies at the date of writing this but fortuitously, and even embarrassingly, when booking in and cross checking the plans featured in the newly arrived A.M.I. magazines I stumbled across the very same plan, yes, it was already in the list and fully identified. Model Reduit d'Avion July 1970 confirms the date of 1907, has the plan, a photograph and some text in French. With the help of Google translate the bracing wires were revealed as from Bowden cables.

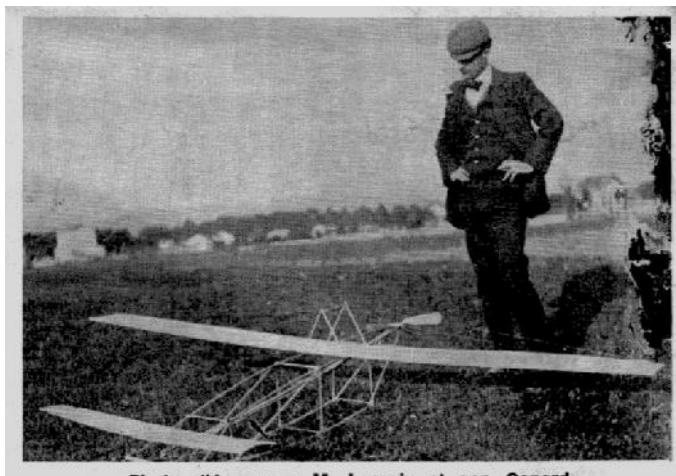
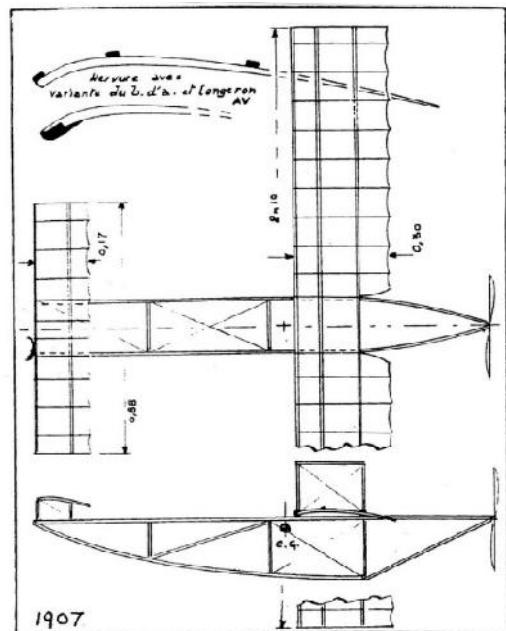


Photo d'époque : M. Lacroix et son Canard.

We do not need Google for "La difficultie pour mes Canards etait de determiner....". Here we all know it is going to say the C.G., but no, the C.G. is on the plan, the difficulty is apparently in the incidence angle of the foreplane.

Sam Yearbook No. 7 carried an article "To begin at the beginning" dealing with very early models including some from patent applications.

I seek your help with the text on three plans featured on the next page which are from Flugsport 1916-19. Are there

students of early German fonts among our readers who can decipher and translate?

Wanted.

Aeromodellers: November 1935, January-December 1936, February + May 1938.

Plans: Boulton Paul Defiant, 60" C/L by C. A. Felton, AM Jan 2012.

Oddie 94, power model by M. Barton, AMI Jan 1996.

Handley Page type X, power by K. Sheppard, AMI March 2001.

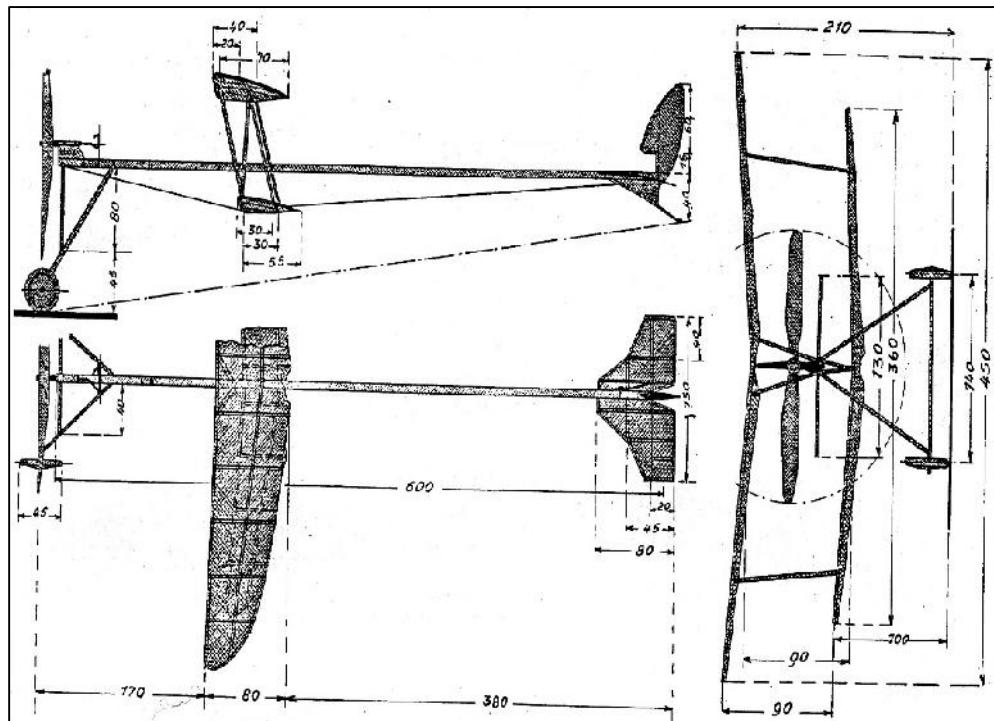


Abb. 345. Konstruktionsstizzen zum Doppeldecker-Rennmodell von Giuchinski

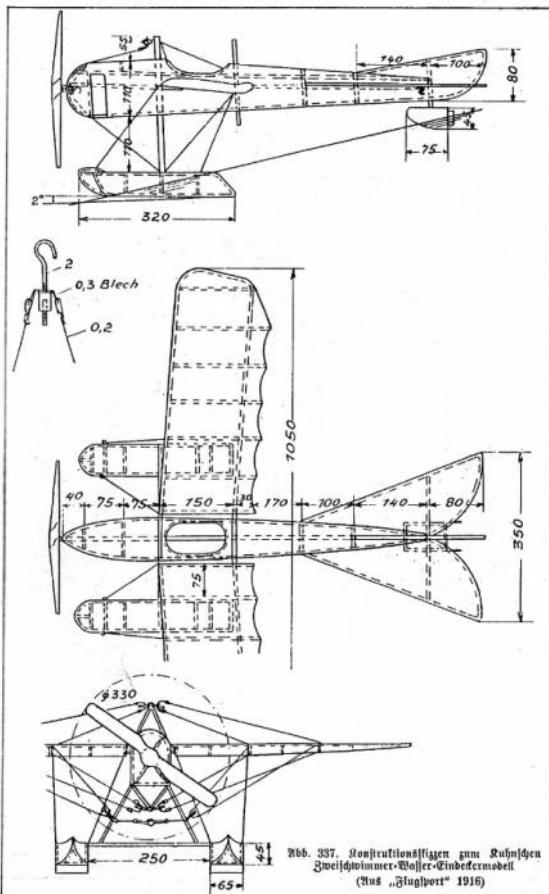


Abb. 337. Konstruktionsstizzen zum Ruhnschen
Zweischwimmer-Wasser-Eindeckermodell
(Aus „Flugpost“ 1916)

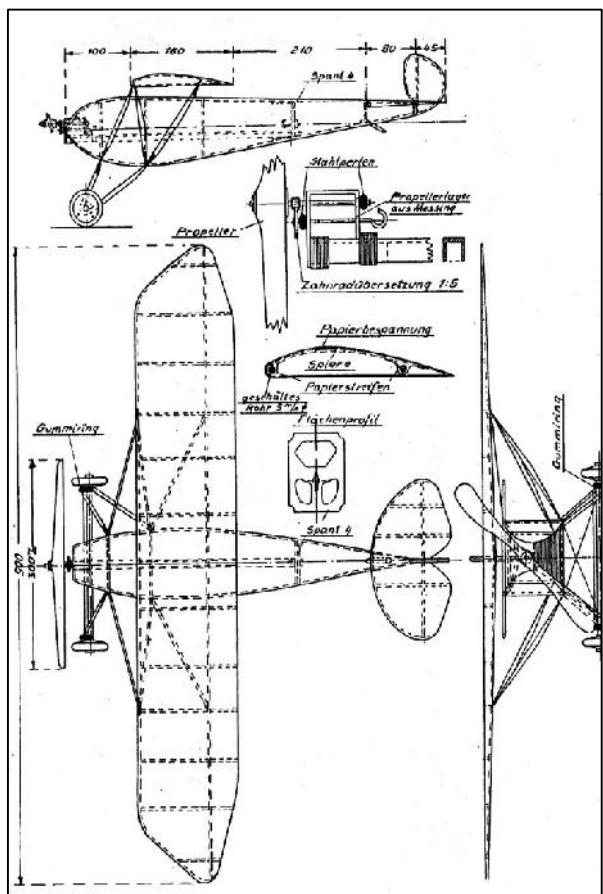


Abb. 327. Konstruktionsstizzen zum
Rumpfeindeckermodell von Sturm

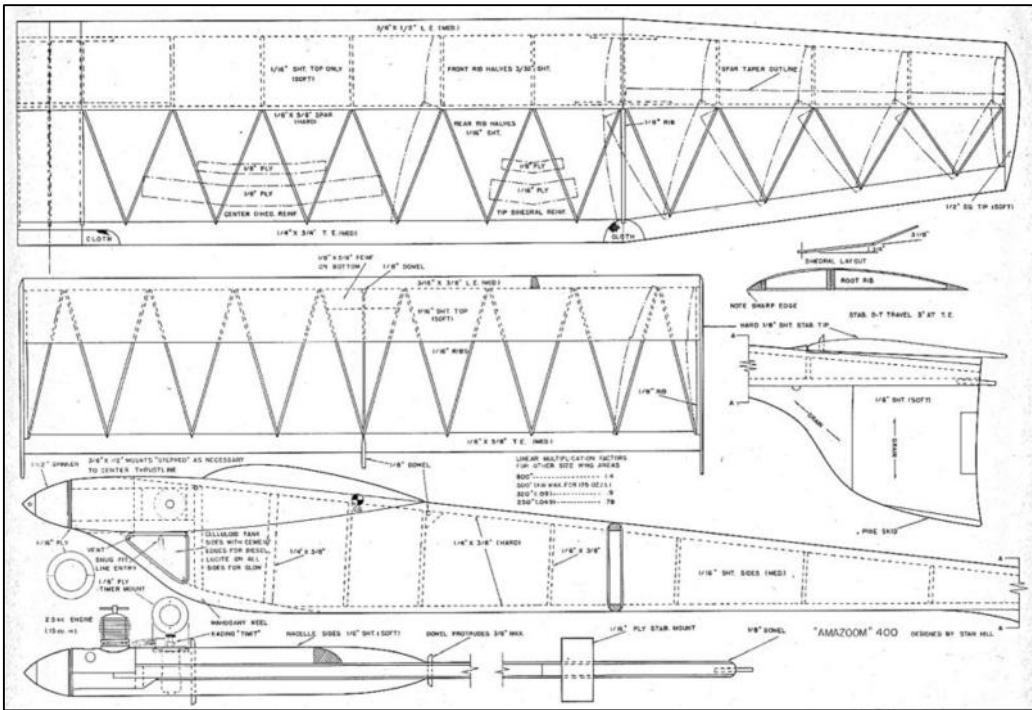
Translations Please

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

Roy Tiller

Amazoom follow-up

John Thompson



When I previously wrote about this model, I mentioned I was toying with the idea of installing more power and giving the model another chance. I re-engined it with an OS10 with a Nelson/Dixon head which turned the 8x3 Master prop at 17.5K, up from 15.9K with the old Fox15. Probably about another 30% more power.

Because of the previous erratic performance, I decide that the flat, no washout wings might have been some of the problem. It was impossible with the almost D box construction to steam, heat or twist the wings into having some washout at the tips. So, on the top surface just aft of the main spar, I cut out V wedges and twisted and glued the whole trailing edge portion up to give 8 mm washout on the left tip and 4 mm on the right one. Effectively giving some washin to the right wing.

I had decided that to get it to fly right/right (hence the altered washout arrangement), despite that all the pundits seem to say 'all high thrust line models must go left/left'. I have a reason though to go to the right. Being right handed I cannot launch a model consistently into a left pattern, it is much easier for me to make a consistent (well almost!!) launch into a right pattern.

Out to Chobham, a touch windy, it trimmed out fairly easily. Launched at say 70 degrees and a bit to the right (i.e. pushing the model into a right spiral), the model consistently flew an open spiral pattern with about 1.5 turns in 11 seconds, plus an excellent transition into the glide. In all I had about 13/14 flights on full runs (RDT permitted this at Chobham) and all were consistent. So by adopting this trim set up I seemed to have eliminated the inconsistent and arrow like changeable right or left at whim pattern, of its previous outings.

I think that if the model was built lighter it could be really quite competitive, however I will leave that to others to try.

One final comment, although I sing the praises of RDT, it does have one disadvantage, in that as one can avoid crashes more easily, it means that one perseveres with a poor model, (which in normal circumstances would result in a write off), and therefore waste a lot of time on something that is never going to be really competitive !

John Thompson

Crookham Gala

Peter Hall/Roy Vaughn



Those in charge of the modellers



This in charge of the models

The menu of classes at this year's Crookham Gala was deliberately limited to one class for each type of model to try and get numbers up in each class. This worked in Coupe but not for the rest, combined glider and HLG/CLG were particularly disappointing.

E36 attracted six entries, surprisingly few given the general level of interest in the class. Despite the high performance available even on a 10 second run, a litany of troubles with the technology and the air intruded for most entrants. Tony Shepherd suffered from both the no-mousetrap problem which led to a 2.5 mile fly-away (recovered OK) and a competition flight on trimmer settings to DT at 20 seconds. Mr Electric, Trevor Grey, took the honours with a nice flyoff from a 5 second run assisted by some decent air and slope lift.

George Fuller power attracted 4 entrants. Andrew Chilton and Roy Vaughn flew standard Dixielanders with 2.5s, Peter Watson an E-Type Dixielander powered by a converted 21 car engine and John Thompson the Dixie's predecessor, the Zoot Suit, powered by a repro Elfin diesel. The latter lived up to expectations, prompting the question "have you taken up sport flying?" from a nearby wit. The Watson model is clearly a step too far, lacking consistency: the author glimpsed it powering upwind in a barrel-roll on its second flight. The result was a win for Roy Vaughn's AP 15 powered Dixie which reached heights where tactical use of RDT was invaluable in buoyant air.

E36 - 6 flew				
1	T Grey	Crookham	6:00	2:39
2	M Cook	Crawley	6:00	1:06
3	J Paton	Crookham	5:39	
4	P Tolhurst	Crookham	3:52	
5	F Chilton	Crookham	3:12	
6	A Shepherd	Crookham	2:42	

George Fuller Power - 4 flew				
1	R Vaughn	Crookham	7:30	
2	P Watson	MFFC	7:17	
3	A Chilton	Crookham	6:53	
4	J Thompson	Crookham	1:36	

Combined Glider - 3 flew				
1	P Williams	Richmond	6:50	
2	P Seeley	B&W	6:09	
3	G Stringer	E Grinstead	1:36	

Combined HLG/CLG - 1 flew				
1	M Cook	Crawley	2:06	

Roy Vaughn

Sixth Round Southern Coupe League
Crookham Gala, Salisbury Plain, 20th September '15

After my grumpy last report complaining about a drought of Coupe flyers, I am able to celebrate a flood at the Crookham Gala. Thirteen flew, yes, thirteen, not in response to my complaint but because it was the only rubber event and we flew only three rounds instead of the usual five. This might be thought to give support to those in favour of more combined events to counter dwindling participation. A healthy turnout gives us the opportunity to derive some useful statistics from the results. Six flew what I shall in future call auto-Coupes (a.k.a. 'high tech', 'systems', 'bells and whistles') and seven flew Coupes, two of which were vintage. Chris Redrup won, flying an Etienvre and took home the Crookham Cup and two bottles of wine - one for top vintage model. Before you traditionalists start crowing the average placing of Coupe flyers is 7.1 whereas that of Auto-coupe flyers is 6.8. Only one new model was flown, Alan Brocklehurst's Coupe 4 - slightly bigger than its predecessors and with a tweaked aerofoil. Andrew Moorhouse' Coupe looked almost box-fresh and performed very well - an interesting design using a square-tipped, very low A.R. wing with a thin high camber profile, a long moment arm and ballast to bring it up to weight. I won't hazard a guess at the average age of the rest; one or two would need carbon-dating. Six out of the thirteen reached the fly-off; three Coupes and three auto Coupes.



One authority has described Coupe flying as 'an exercise in air-picking' in contrast to power models, blasting through the low level unpredictables' to the relative peace at altitude. The day was mostly overcast with a cool gradually increasing south-west breeze averaging ten m.p.h. at ground level. There was no significant temperature variation and the breeze lulls were very brief. Thermistors were of little use and streamers uncertain, so picking air was down to hypersensitivity and keen observation born of long experience or occult powers and hocus pocus generally. Chris Redrup zipped through his rounds with high maxes and flew off for 6.13 after a very high D.T. at the limit of his Tomy timer placing him well ahead of Mike Marshall, 3.28, Peter Hall, 3.08, Andrew Moorhouse, 2.34 and Alan Brocklehurst, 1.40. Chris spent no time launch-dithering, he simply walked out and chucked it straight away into good air every time. He is a glider-pilot and so may have developed instincts denied to the earth-bound. We have all experienced what I shall call the 'golden moment' - you have just finished winding and the air suddenly feels benign and welcoming, so quickly out and launch. It always works and if you miss it you will launch-dither for a very long time, your torque decaying, and finally, in desperation chuck it into sinking air. I have mentioned this before but you will have forgotten it so I will repeat. Andrew Longhurst, when he was flying rubber, was a master air-picker. He had a very rapid in-fuselage winding technique and no auto-systems to fiddle with so when he sensed a golden moment he could be winding and airborne in seconds. It takes me about five minutes. The most exotic systems and the extra bit of torque you can safely get by winding out of the model are worth nothing compared to the advantage of good air, so am I going to change my practice? No.

Coupe Europa at Middle Wallop on October 4th is the final round of this year's League. D.T. fly-offs are now the norm at this location unless there is special dispensation. As with any restriction there is a strong temptation to subvert it. It is easy in this case to fiddle with your D.T. to reduce the descent speed. At SAM events John Thompson counters this by asking us to 'behave like gentlemen'. When did gentlemen behave like gentlemen? We need regulation but drafting a watertight one in this case is not as easy as it looks.

Some of the usual suspects



Michael Marshal



Paul Seeley



David Greaves



Jim Paton



Alan Brocklehurst

Peter Hall

Southern Coupe Lg. 6th Rd. Results

Place	Entrant	Club	Maxes	Score
1	C.Redrup	Crookham	3	15
2	M.Marshall	Impington	3	12
3	P.Hall	Crookham	3	11
4	A.Moorhouse	Vikings	3	10
5	G.Stringer	E.Grinstead	3	9
6	A.Brocklehurst	B&W	3	8
7	G.Manion	Birmingham	2	6
8	D.Greaves	B&W	2	5
9	P.Tolhurst	Crookham	0	2
10	J.Paton	Crookham	1	2
11	M.Stagg	B&W	0	0
12	P.Seeley	B&W	0	0
13	E.Tyson	Crookham	0	0

Southern Coupe League Table after 6 rounds

PI	ENTRANT	CLUB	FIRST AREA	LONDON GALA	OXFORD RALLY	ODIHAM	SOUTH. GALA	CROOK GALA	COUPE EUROPA	TOTAL
1	P. Hall	Crookham		11		15	17	11		54
2	A. Brocklehurst	B&W	10	16		8		8		42
3	P. Tolhurst	Crookham		13	8	9	8	2		40
4	R. Vaughn	Crookham			17	12				29
5	J. Paton	Crookham		6	9	11		2		28
6	C. Redrup	Crookham			11			15		26
7	M. Stagg	B&W	15	4						19
T8	P. Seeley	B&W	5				13			18
T8	A. Moorhouse	Vikings		8				10		18
T8	M. Marshall	Impington		6				12		18
11	D. Greaves	B&W	12					5		17
12	D. Thomson	Croydon	3		5	6				14
13	P. Lagan	N.Zealand			13					13
14	G. Stringer	E.Grinstead						9		9
T15	D. Neil	B&W	8							8
T15	A. Crisp	Biggles					8			8
T17	C. Chapman	B&W	6							6
T17	G. Manion	Birmingham						6		6
T19	N. Allen	E.Grinstead	5							5
T19	J. White	Croydon			5					5
T19	P. Jackson	Croydon				5				5
22	P. Gibbons	Peterborough			4					4
T23	K. Taylor	E.Grinstead	3							3
T23	B. Stichbury	SAM35				3				3
25	R. Kimber	SAM35			2					2
T26	T. Winter	CVA	1							1
T26	R. Fryer	SAM35			1					1
T28	G. Jones	Epsom								0
T28	E. Tyson	Crookham								0

Roy Vaughn

Secretary's Notes for October

- Roger Newman

SAM Champs

Sunday - reasonable, Monday! Some 200+ attendees on Sunday enjoyed good flying conditions. However, the following day was only for the hardy! Wind & rain until after midday, a move then to a different location to take account of wind direction change & still about 40 or so keen bodies participated in competitions & a bit of sport flying. There is always the next meeting!

Results from SAM 1066 Champs 30/31st August 2015-09-07

Saturday: 30th August

Weather overcast but dry, wind from NNE variable, gusting at times. Max set at 1.30.

Vintage Coupe:

1st - Robin Kimber (Curry Dore) 4.30 & 1.13; 2nd - Chris Redrup (Etievre) 4.30 & negative fly-off!;
 3rd - Peter Michel (Curry Dore) 4.17; 4th - Richard Fryer (Etievre) 4.16;
 5th - Ken Taylor (Fuit II) 4.13; 6th - Ted Stevens (Bagatelle) 3.56; 7th - John White (Etievre) 3.19;
 8th - Jim Paton (Altair) 1.02

Combined Vintage / Classic Power:

1st - Andrew Longhurst (Interceptor) 4.30 & 1.08; 2nd - Dave Cox (Dixielander) 4.30 & 1.05;
 3rd - Roy Vaughn (Dixielander) 4.10; 4th - Bob Owston (Nº 18) 3.00; 5th - Kevin Conroy (Spectre) 1.23

Combined Vintage/Classic 36" Bungee Glider:

1st - John Taylor (Aiglet) 3.14; 2nd - Steven Fielding (Tops) 3.04; 3rd - Peter Michel (Caprice) 2.31;
 4th - John Mayes (Gnome) 2.18

Combined over 50" Vintage/Classic Glider:

1 st - Dave Cox (Archangel)	4.30 & 1.45;	2 nd - Colin McKenzie (AV46)	4.30 & 1.14;
3 rd - Ron Marking (Last Straw)	4.30 & 1.12;	4 th - Vic Driscoll (Archangel)	4.30;
5 th - John Taylor (Warring Contest)	4.15;	6 th - Bob Taylor (Uppat)	4.00;
7 th - Dave Etherton (Caprice)	3.37;	8 th - Robin Kimber (Oreon)	3.30;
9 th - Ken Taylor (Hyperion)	1.30		

BMAS Club Classic:

1 st - Peter Jackson (Tripstick)	4.30 & 2.05;	2 nd - Tony Winter (Urchin)	4.30 & 2.00;
3 rd - Ron Marking (Urchin)	4.30 & 1.33;	4 th - John Lancaster (Urchin)	4.30 & 1.31;
5 th - Mike Turner (Stratohawk)	4.30 & 1.18;	6 th - Ted Tyson (Last Resort)	4.30 & 1.17;
7 th - Bob Taylor	4.30 & 1.14;	8 th - Jim Paton (Urchin)	4.30 & 1.10;
9 th - John Andrews (Last Resort)	3.00		

4oz Wakefield:

1 st - Nick Peppiatt (Northern Arrow)	4.30 & 1.53;	2 nd - Ted Challis (Duplex)	4.30 & 1.46;
3 rd - Jim Paton (Duplex)	4.30 & 1.23;	3 rd - Mike Turner (Duplex)	4.30 & 1.23;
5 th - Tony Rushby ('36 Copland)	4.30;	5 th - John Lancaster (Duplex)	4.30;
7 th - Peter Jackson (Northern Arrow)	4.24;	8 th - Mike Sanderson (Bert Judge Wake)	4.14;
9 th - Ken Bates (Lanzo Stick)	3.42;	10 th - Steven Fielding (Leshner)	3.00

Combined Spar Tractor & A-Frame:**Spar Tractor:**

1 st - Annie Stevens (Fleetwing - ST)	1.08;	2 nd - Ken Bates (Cloud Tramp - ST)	0.32;
3 rd - James Day (Cloud Tramp -ST)	0.22;		

A Frame:

1 st - John Andrews (De La Mater - AF)	1.06;	2 nd - Tony Thorn (Burnham - AF)	0.06
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Jimmy Allen Mass Launch:

1 st - Nick Peppiatt (Skokie)	1.42;	2 nd - Ted Stevens (JA Special)	1.07;
3 rd - Annie Stevens (JA Special)	0.58		

Sunday 31st August

Weather – initially miserable. Wet & windy NNE. Eventually dry around 2.00pm necessitating move. Only the hardy remained!

Under 50" Vintage/Classic Glider:

1 st - Rex Woodruff (Lulu)	4.11;	2 nd - Dave Etherton (Nord)	3.00
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8oz Wakefield:

1 st - Ron Marking (Lim Joon)	4.30;	2 nd - Peter Jackson (Lim Joon)	4.10;
3 rd - John Andrews (Korda)	3.52		

Combined Tailless:

1 st - Dave Powis (Mini-Manx)	1.30
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Vintage Low Wing Rubber:

1 st - Ted Stevens (Chieftain)	1.12
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Vintage Lightweight Rubber:

1 st - Chris Redrup (Dyna Mite)	4.30 & 1.27;	2 nd - Ted Challis (Hepcat)	4.30 & 1.27;
3 rd - Tony Winter (Senator)	4.30 & 0.44;	4 th - Dave Powis ((Hepcat)	4.25;
6 th - Mike Sanderson (Blackpool Roc)	4.05		

E36 Electric:

1 st - Peter Jellis (Eureka)	2.29;	2 nd - Ray Elliott (Nig Nog)	2.28;
3 rd - Ron Marking (Pearl)	2.14;	4 th - Peter Tolhurst (Metisse)	2.11

Vintage/Classic HLG/CLG:

1 st - Ted Horsey	165 secs;	2 nd - Peter Tolhurst	137 secs;	3 rd - Ken Bates	125 secs;
4 th - Brian Stichbury	73 secs				

Tomboy Trophy & Top Time Trophy: Held over 2 days: 1st - Tony Shepherd

A comment on DT Fly-offs:

These are intended to constrain dt fly-off flights to be within the field & as a secondary consideration to alleviate retrievals for those with aged & weary legs after a full days flying! The "normal" angle for DT operation should be around 45° to ensure a steady descent. Can all competitors observe this is maintained in the interests of consistency?

Next Middle Wallop Meeting: Note that Sunday is shared with the Croydon Club.

October Meeting:

Saturday 3rd October:

Vintage/Classic CLG/HLG; E36 Electric Power; Combined 4oz/8oz Wakefield
Up to 50" Combined Vintage/Classic Bungee Glider; P30 Rubber;

Sunday 4th October:

Croydon Coupe D'Europa Day:

F1G; Vintage Coupe d'Hiver; & Flitehook Europa Team Trophy for F1G teams.

SAM 1066 Events

36" Combined Vintage/Classic Bungee Glider; Combined Vintage/Classic Power.
Sports flying & trimming both days.

Forward Notice for AGM 2015: Sunday 15th November

Competitions will finish at 3.00pm on Sunday & all flying at 4.00pm as we shall be holding our AGM in the usual meeting room at the Museum.

Annual General Meeting 2015

AGM Agenda

Museum of Army Flying, Conference Room, Middle Wallop, November 15th, 16:45 hrs

1. Welcome to members old and new for the season 2015/16
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
 1. Chairman
 2. Secretary
 3. Treasurer
 4. Membership Secretary
 5. Committee Members
9. Annual subscriptions for 2016
10. Events for 2016
11. Any other business

All nominations and details of any other business to be received by the Chairman at least 14 days prior to the meeting.

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 2016:

John Thompson (Chairman) Ed Bennett (Treasurer) Roger Newman (Secretary)
Mike Parker (Membership Secretary) John Andrews (New Clarion Editor)

Reflections & Ramblings

It was the pleasure of the Newman household to welcome & host Gianni Lofredo & his wife Valerie from Rome for the SAM Champs. As readers may recall, I have enjoyed a friendship with Gianni over the years - he last visited Middle Wallop in 1998, when of course there were lots more attendees. Age & passing time has taken its toll, nevertheless, he had a very enjoyable 2 days making light of our inclement weather. To put things in context, he said it was very pleasant to have some cool periods & rain as Rome had suffered temperatures in excess of 40° for many successive days! We capped off the visit by staying in Surbiton for a few days with them, getting in visits to Tony & Pam Tomlin, who made us very welcome & a trip to the Brooklands Museum. Gianni took many photos, some of which hopefully will appear in future NC editions, as a CD has been sent to your Editor.

Following on from last month's notes, a new wing & tail have been completed for the Satellite. A slight diversification of intended activities has occurred in that I purchased an electronic timer from Dens Models, which has a facility for timer activation following release of a towline (or bungee line). This necessitates the construction of a new fuselage for my 36" Corsair to see how it performs - looks fine on the bench in component form. Target is to have it ready for 11th Oct Indoor meeting at Totton, where I can review progress with Alan Bond who designed the timer & then perhaps write up my findings for a future NC. I also purchased a different version of his timer for electric motors from Dens Models at the same time & this is planned to go into the new Slicker Mite fuselage mentioned last month, which has (of course) yet to be started, with much helpful advice coming from Tony Shepherd & Peter Tolhurst.

Crookham Gala

Made a visit to Salisbury Plain on 20th Sept, where some 30 or so keen competitors turned up for this annual event. Roy Vaughn won the power comp for George Fuller designs, with a rocket like climbing Dixielander. Your Chairman made a trimming flight & a token flight with his Zoot Suit, which I dutifully retrieved for him! Chris Redrup won the Coupe event with a magnificent 6mins+ fly-off. The intention was to fly in Open Glider, but after contemplating three flights with my ancient Lulu off a 100 metre line, I am ashamed to say I chickened out. It does have a KSB timer but no tracker bug. The prospects of three lengthy up & down search & retrieve operations after (possible!) 2½ min maxes filled my legs with lead!



Roy Vaughn & 'Dixielander'



Our Chairman & 'Zoot Suit'

BMFA AGM:

I am advised that the AGM of the SMAE will be held on Saturday 21st November at its regular location - Hinckley Island Hotel, Hinckley, LE10 3JA. If anyone requires an official booking form/prize giving & dinner dance form, let me know by email & I'll send a copy to you.

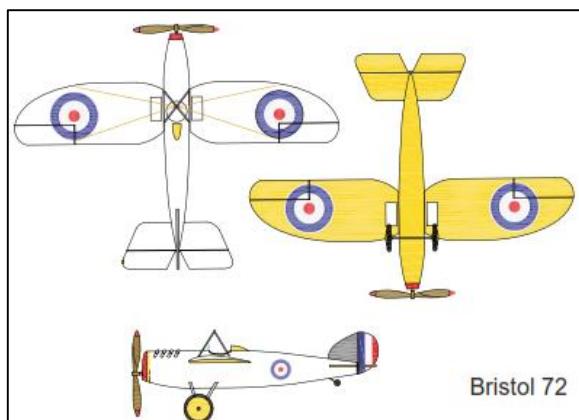
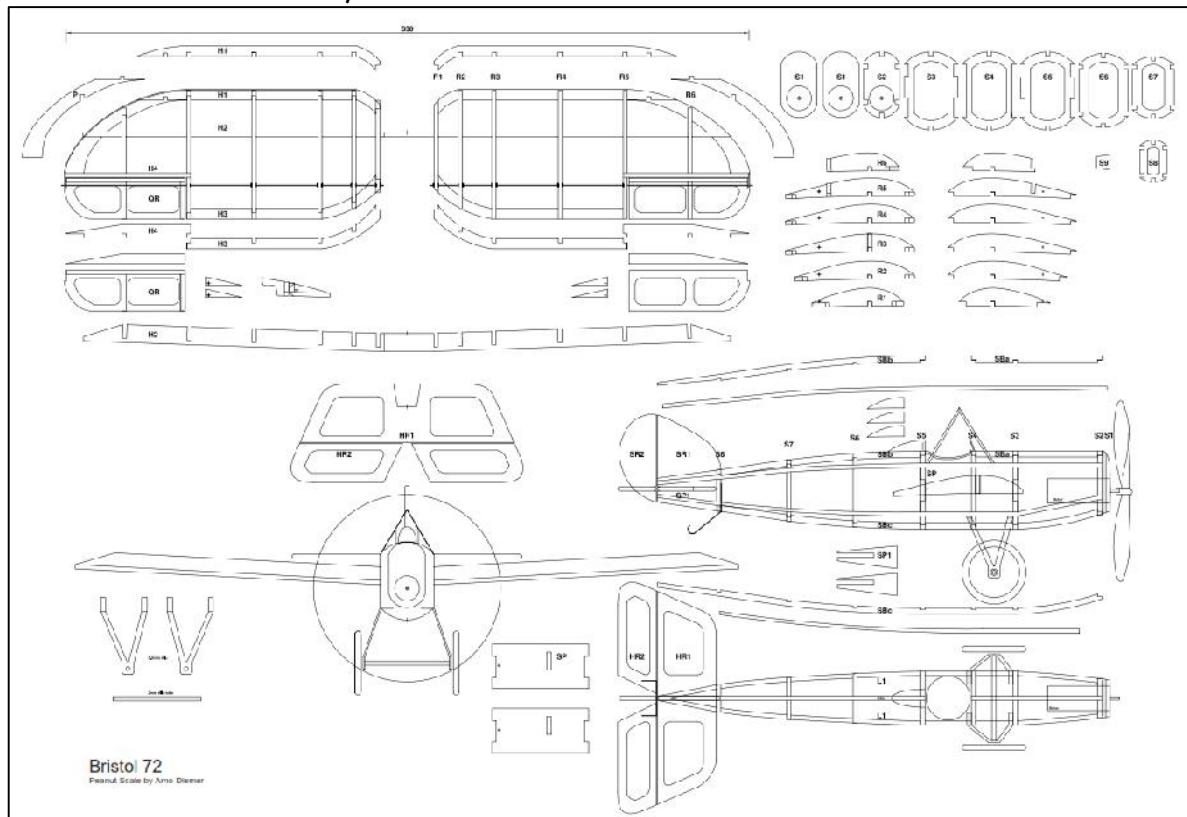
DBHL Library & Plans

A quick comment on activities. The amount of plan requests has diminished greatly over the past few months, so much so that I haven't bothered to catalogue a 2' pile of plans until the nights draw in. However, of late there have been several requests for multiple plans - anything up to 20 or so in a single request. Eventually, I presumed these were not requests for plans to build a model but requests from plan collectors, so I have politely declined to provide them as it takes quite a while to look up & compile the files for emailing. I trust this causes no offence to anyone, but it was not what the plan library was set up to service.

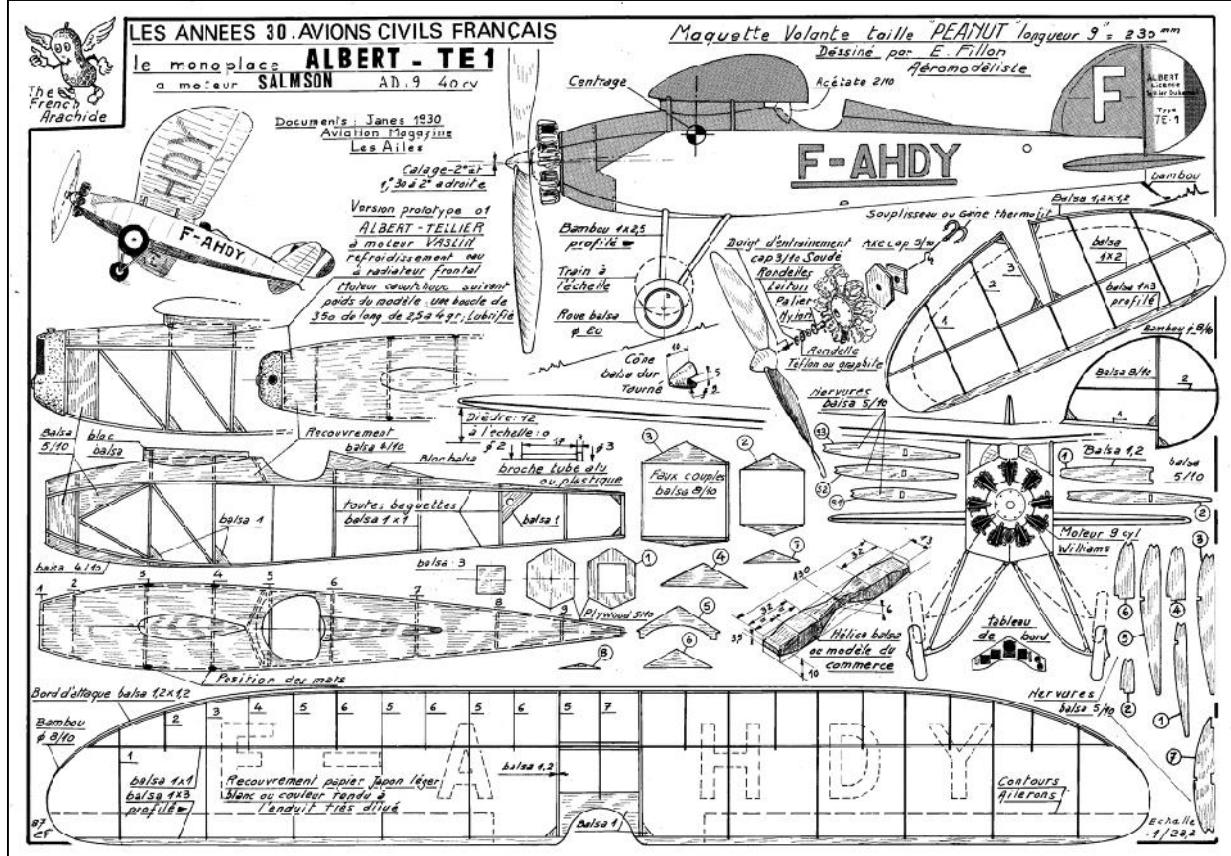
Plans for the month

As the winter approaches & the indoor flying scene arrives, I thought it would be good to post some indoor plans.

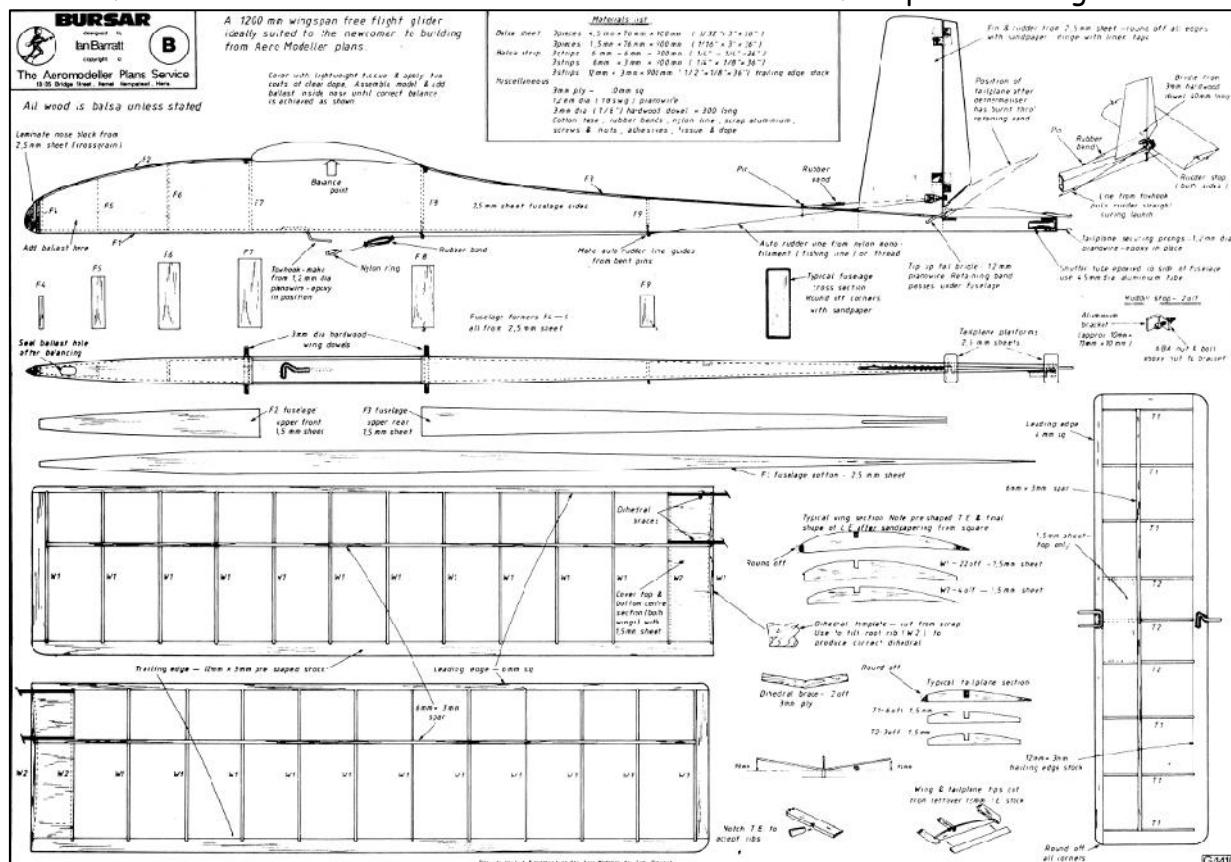
Electric Power: Bristol 72 by Arno Diem



Rubber Scale: Albert TE-1 by Emmanuel Fillon, rather smaller than his Fillons Champion!



Glider: More difficult for Indoors! So, How about a plan that I don't recall, from March 1981 Aeromodeller - Bursar - contender for up to 50" bungee?



These plans are all from Outerzone, so many thanks to that site.

It does a great job.

Roger Newman

August Wallop Pictorial II

- Gianni Lofredo





Gianni Lofredo

Ray Malstrom's Model of the Month

Chris Strachan

From the book: Ray Malstrom, 60 years of IVC MAC

MODEL helicopters are fascinating, unusual flying machines and it is strange that so few designs, particularly rubber-powered ones, are available to aeromodellers. Therefore, this month, Meccano Magazine presents especially for you, a new helicopter design, the Ascenda. Watching Ascenda fly vertically upwards, hover at a good height and then descend slowly as the power runs out, is a new kind of model flying that no other model aircraft can provide.

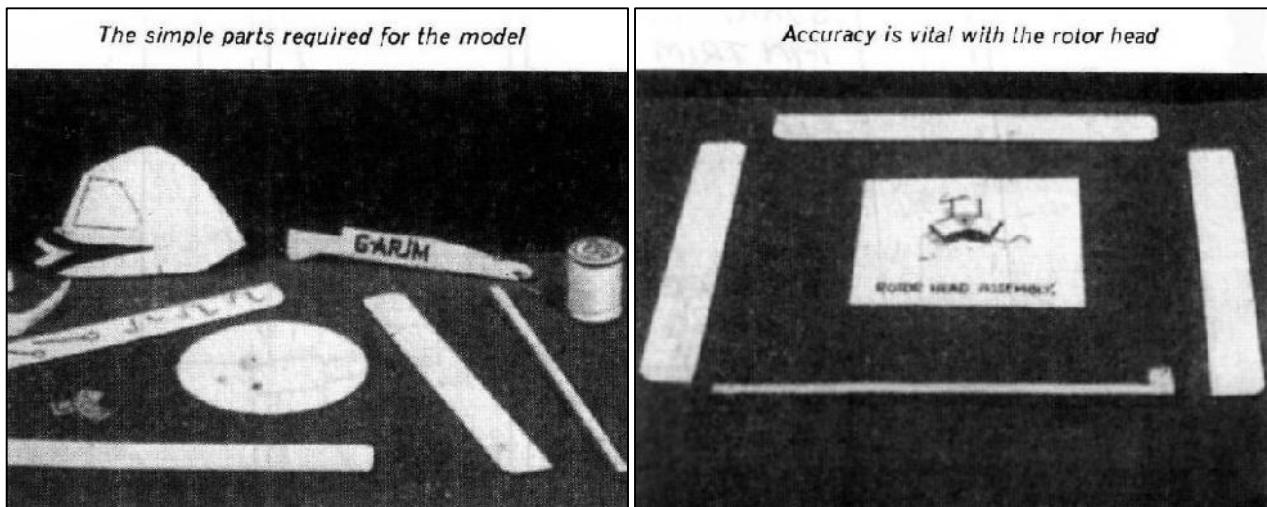
Although not a beginner's model, if you have a little aeromodelling experience, you should not find Ascenda difficult to construct and fly. Start construction with the rotor unit. Cut out the rotor head from 1/16 inch plywood and drill the centre hole to take a 20 s.w.g. wire shaft. Bend three wire rotor supports. Check and see they are all the same size. Next, bend the part that cements to the root of the rotor blades to the angle shown on the plan. Again check to see you have bent the same angle into all three supports.

Cement one rotor blade support wire to each arm of the rotor head. Using 1/2 inch wide thin tape or silk, fasten the wire supports to the three rotor head arms. Cement well and lay aside to dry thoroughly.

Cut three rotor blades from 1/16 inch medium grade sheet balsa. Sandpaper to section and attach the blades to the wire supports using tape or silk to fasten the wire securely to the blades. Check with the easi-build sketches, then lay aside to dry. Make the motor stick (pylon) as shown in the sketches. Bind the bearing block and the lower hook securely to the motor stick with thread and cement well.

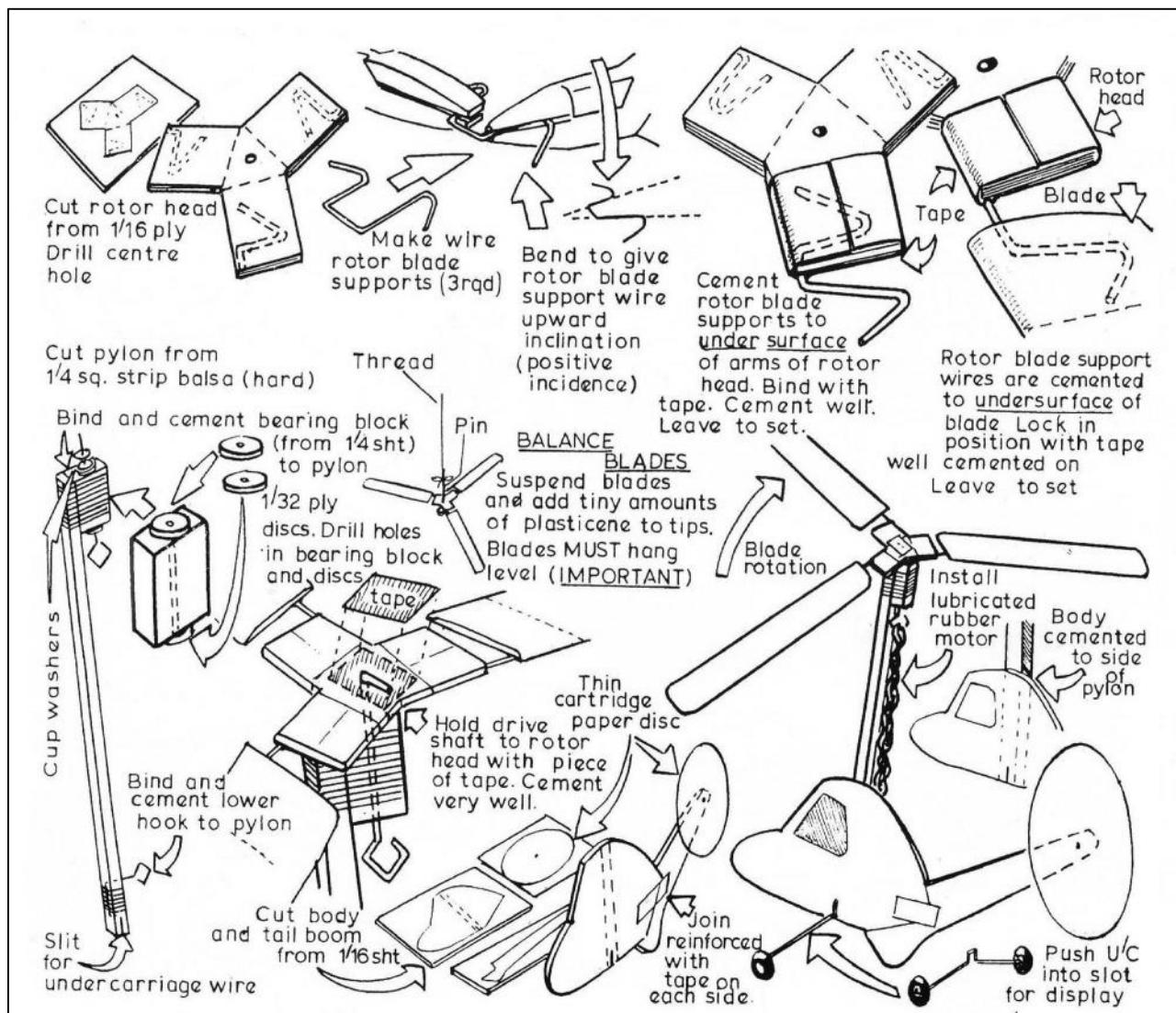
Now, before proceeding, you must balance the rotor blades. Hang the rotor up and if one of the blades hangs down, add a very small amount of Plasticine to one or both of the other blade tips. Continue to balance the blades until all three hang perfectly level. This careful balancing is most important.

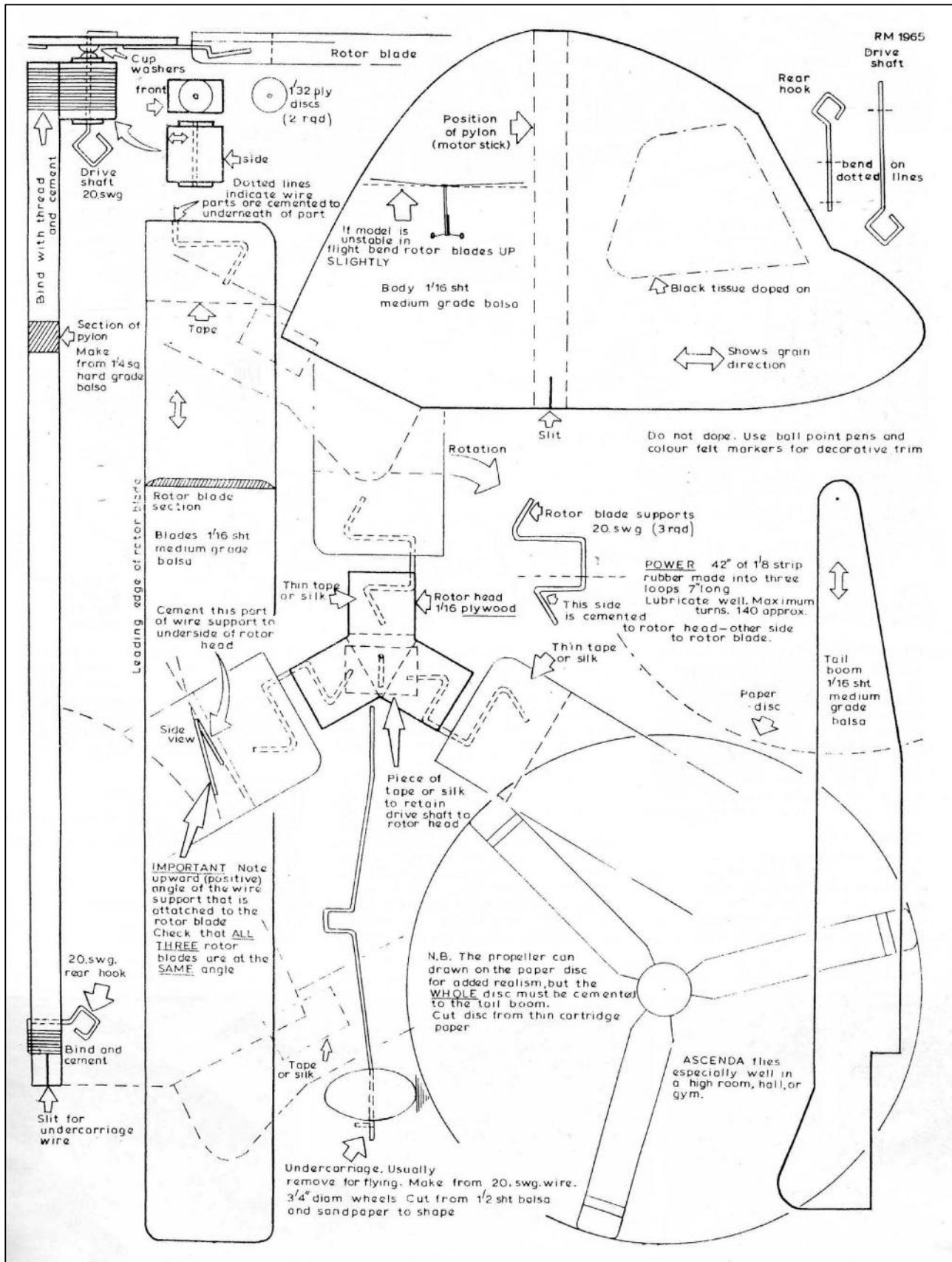
Assemble the balanced rotor unit to the top of the motor stick. The drive shaft is 20 s.w.g. wire. Note the two cup washers between the rotor head and the bearing block. Bend the end of the drive shaft over and lock the rotor head with a piece of tape or silk, cement well and allow to dry thoroughly.



Cut fuselage and tail boom from $1/16$ inch medium grade sheet and join together. Add the 4 inch diameter anti-spin disc, made from thin cartridge paper, to the end of the tail boom and then cement the fuselage unit to the motor pylon.

The simple undercarriage is for display only. It fits in a slit cut in the base of the motor stick and is removed for flying. Make up the rubber motor from a 42 inch length of $1/8$ inch wide strip rubber. Make this into three loops, approximately 7 inches long. Rub on rubber lubricant and install the motor between the hooks on the motor stick. Your Ascenda is now ready for flying, except for any decoration in ball-point pen or coloured felt markers, you may wish to apply. Do not dope your model!





Flying

Your Ascenda will fly either outdoors or indoors. For outdoor testing, choose some soft grass and a calm day. There are no glide tests with a helicopter, so holding the model in one hand by the motor stick, wind the rotor blades in an anti-clockwise direction about 70 to 80 turns. Then, holding the rotor with one hand, steady the model by holding the bottom of the motor stick and fuselage with the other. Now release the rotor and gently move the model vertically upwards and letting go, try and avoid tilting it one way or the other.

If your Ascenda topples over and falls to the ground, check the balance of the blades. This is important. If it fails to climb, but hovers at launch height, hold the rotor arms between the fingers and gently bend the root end of the blades to give a *little* more upward angle. Then try another flight.

The whole secret of successful flight, assuming the rotor blades are in balance, is getting the correct upward angle of the rotor blades. You can only find the best possible angle for a really good climb by trial and error, so do not be disappointed if your Ascenda does not shoot vertically upwards on its very first flight. Finally, you can increase the rubber motor turns to 140.

Chris Strachan

Moncontour Part Deux

- Peter Tolhurst

In the September New Clarion, David Brawn - Biggles Catering Manager and all round good chap wrote an interesting piece on the Moncontour E36 competition.

He was clearly impressed by the performance of the models, possibly the fast high climbs, so much so that he mistook the motor run for a lengthy **15** seconds whereas it was actual fact it was only **10** secs, as per the new FAI E36 class called F1S. The motor run is in line with that pioneered at Middle Wallop by SAM 1066's supremo and Contest Director - John 'we don't want it easy' Thompson, on the advice of the Crookham Club 'electricians'!

As David has said, the day was steaming hot and a goodly intake of fluid essential - yes, much of it was water and not beer. Despite booming thermals on occasions, the air was tricky, and at times looking along the flightline one would see the streamers on poles all pointing in different directions. Did I say tricky, well that's my excuse for the dropped flights and I'm sticking with it! Generally, retrieving was easy with models in big lift, five minutes to the ground, landing less than half a mile from the launch point.

As the wind veered, models began landing in the field of sunflowers. These can make model location and retrieving difficult, but fortunately they were a hybrid variety introduced in recent years that only grow to chest as opposed to head height. Nevertheless, walking along the rows was akin to being attacked with 80 grit sandpaper.

All in all it was a good day for the British contingent; as well as Ray's win in E36, Neil Allen came top in coupe (F1G) and Gary Madelin in A/1 (F1H). The prizegiving, with winner's podium constructed from straw bales, was accompanied by drinks and nibbles - most civilised.

Here we have Ray Elliott standing triumphantly (albeit precariously) on the podium - thank goodness it wasn't one of the Swiss roll shaped variety.

A couple of pictures of non-rectangular models - the E36 version of Norman Marcus' Eureka (but not Peter Jellis' model), and the Sunstroke, my take on Brian Faulkner's 50s 1/2A Sunstreak.





Finally, should anyone be tempted to try E36, please feel free to come and chat to Tony Shepherd or myself at Middle Wallop. The class is great fun.

Peter Tolhurst

Articles for Sale & Wanted

AIR PICTORIAL magazines FREE

1965 (except March and September) and all of 1966. All in Good condition.
Free to collect (Bangor, North Wales - or possibly at an event).
Could post:- Weight 2.4kg - postage £15 via Parcelforce.
Contact Martin Pike : email - martin.pike.xray@btinternet.com

MODEL DIESEL AND GLO-IGNITION ENGINES FOR SALE

These engines have been the property of the present owner for a considerable time and although used moderately they remain in good order (exceptions noted). Recently cleaned and lightly oiled all engines turn over freely. A good home is sought for this group of engines offered as three lots at the best offer price. A further group contains three models with engines installed, individual offers invited. Please email me with postal address for photographs or to arrange inspection.

martyn.pressnell@btinternet.com

Engines for sale (Diesel engine lot)

1. Allbon Dart 0.5 cc
2. Mills 0.75 (Derek Giles)
3. Oliver Tiger Mk II No T3215 MOD (not with R/C carb)



Engines for sale (Glo-ignition engine lot)

4. Cox TD 049 with radial mount and spanner
5. Cox TD 049 with spanner
6. Cox TD 09 with radial mounts, spanner, heads
7. Cox TD 15 (with ball joint in piston), carb. body cracked
8. Cox Special 15 (with gudgeon pin), carb. body cracked



R/C engine lot

9. OS Max 20 FS (boxed with radial mount)
10. Cox OS FS 26 Surpass four-stroke



Other engines and models

(Offers invited for individual items)

11. Cox TD 051 mounted in ½ A pylon power model, timer & cut-out
12. Mills 0.75 cc Mk II mounted in KK Snipe cabin model for R/C, with three servos, battery etc.
13. PAW 1.49 cc tuned, mounted in aerobatic CL model



Martyn Pressnell

AVIATION BOOKS FOR SALE

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

One Flight Too Many by Jimmy Taylor, signed by author Flying Start by Hugh Dundas

The Observer's Book of Aircraft

Aircraft Profiles 31-60

The World's Vintage Sailplanes 1908-45 by Martin Simons +wall chart

The Book of Westland Aircraft by A.H. Lukins & D.A. Russell

The Illustrated Encyclopedia of Aircraft ed. David Munday

Jane's All The World's Aircraft 1976-77, ed. J.W.R.Taylor

Fight for the Sky by D.A. Bader

Wings for the Fleet 1910-1916 by Rear Admiral G. van Deurs

The Observer's Book of Aircraft by William Green

The International Encyclopedia of Aircraft

The Smithsonian Book of Flight by Walter J. Boyne

Britain's Aviation Heritage – RAF Celebrating 90 Years (still wrapped, as new)

Flight – The History of Aviation by John Batchelor & Chris Chaff

SOFT BACKS

Bent & Battered Wings by Jim Sullivan

Purnell's History of the World War Special – The First War Planes

Early Birds (Historic Shepperton series) by Bill Croydon

Target Germany – the US Army Air Force's story of the VIII Bomber Command's first year over Europe

Bomber Command

Front Line 1940-1941

The Eighth Army

(The above four are the original HMSO publications)

Aircraft Archive – Famous Racing and Aerobatic Planes

Proud Heritage – a pictorial history of British Aerospace aircraft.

World Aircraft – Origins – World War 1 by Enzo Angelucci & Paolo Matricardi

FALCON GLIDER KIT?

A query for the older Clarion readers. In about 1946 or so I built a kit Falcon glider; it's the 1930-ish swept-back, parasol winged one and was probably about 2 ft span or less. It might have been a Skyleada kit; pretty awful and never flew, but does anyone have a plan, so I can shudder again? I'd totally forgotten about it from that day to this, till I came across a drawing in the late Keith Miller's copy of the superb Martin Simons book The World's Vintage Sailplanes 1908-45. The book, by the way, still needs a buyer. Have a look at the whole list above and contact Martin Dilly with your offers.

Martin Dilly

Wanted, Stripper (not that sort)

I'm looking for a stripper! The guy that stripped my rubber down for indoor use has retired from the game. I need another to do the job.

I will supply rubber and tools, what I need is a person to do the job. I will pay in cash or discounted supplies from my stock of stuff.

Michael Woodhouse

MichaelWoodhouse1942@gmail.com

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

24th WorldWide Postal Contest 2015/2016

Flights may be made outdoors between July 1st. 2015 and June 30th. 2016 inclusive; it is not required that all flights in any event be made upon the same day but each is to be pre-nominated as 'official'.

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

For list of event classes see September New Clarion

<http://www.endlesslift.com/24th-worldwide-postal-competition-2015-2016/>

GOOD FLYING – GOOD LUCK – and ... above all ... HAVE FUN! - Gary Hinze

Coupe Europa Sunday October 4th

at

Middle Wallop SO20 8DY
51° 08' 59.18"N, - 1° 34' 25.15"W

F1G and Vintage Coupe d'Hiver.
 Flitehook Europa Team Trophy for F1G teams.
 10 a.m. start. F1G in rounds.
 Contact David Beales on +44 (0)1795 530656
 e-mail: maureenbeales@googlemail.com
 or
 phone Ray Elliott on +44 (0) 20 8997 7745
 e-mail: ray.elliott8@btinternet.com

Le Grand Coupé de Birmingham (Part Deux)

A qualifying event for the "Euro Challenge F1G" 2015/2016

December 6th at MOD North Luffenham
 starting at 10:00am

F1G for the Aeromodeller Trophy by kind agreement of Croydon DMAC
 Two rounds between 10:00 & 12:00 then 3 rounds to timetable;
 finish at 14:45

Pre '58 Vintage Coupe for the Bernard Boutilier Trophy
 3 flights (no rounds) start 10:00, finish at 14:45

Special prizes – Bottle of fizz for the best aggregate score in both events
 + Bottle of fizz for top Etienvre flown in vintage coupe to the Aeromodeller plan

Entry Fee £10 covers both events

Fly-offs (Not DTI) and maxes as determined by conditions on the day
 Prize giving and hot drinks/nibbles in the Golf Club on the flying site
 (hot food available for purchase at the club bar)
 For further information contact Gavin Manion
 at gavin.manion84@gmail.com tel 01543 422509
 Or Stuart Darmon at stuardarmon1a@yahoo.com tel 01858 882057

Impington Village College - Cambridge

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

We will be using the large (100 x 50 x 28 ft) sports hall at the College. The only restrictions are no radio models in the main hall and no internal combustion engines, jets or catapults anywhere.

Also Round The Pole (4.5 metre lines) and small electric helicopter and fixed wing flying (X twin or Vapour type) in a separate hall (radio or infra-red).

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

Competitions:

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

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

Exhibition

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

Seminar

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

Round the Pole and Small Radio Models

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

Refreshments:

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

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

Directions to Impington Village College:

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

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

Flying from 1200 to 1600 on the following dates,
2015 2016

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

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

Admission:

Flyers £10 Spectators £3

Contact:

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

Flitehook

Indoor Free Flight Meetings

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

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

Sundays 10.00a.m. to 4.00p.m.
Flyers £6, Spectators £2

Café on Site

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

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

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

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

Indoor Flying with the South Birmingham MAC

Mainly Free Flight

Thorns Leisure Centre. Stockwell Ave.

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

2015
Sep 26th – Oct 24th – Nov 28th – Dec 19th

Admission - Flyers £5.50 - Spectators £2.00

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

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

Bloxwich Indoor Flyers

Free Flight

**Sneyd Community School
Vernon Way, Sneyd Lane,
Bloxwich, WS3 2PA**

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

2015

Sep 5th; Oct 10th; Nov 7th; Dec 5th.

Contact:- Allan Price

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

2015 FREE FLIGHT FORUM - CALL FOR PAPERS

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

Please contact:

Martin Dilly (martindilly20@gmail.com), phone 020 8777 5533,
or Mike Evatt (mikeevatt@hotmail.com), phone 01327-842746

before Oct. 1st with your offers; better still, do it now, while you think of it.

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

MORE SPEAKERS FOR THE 2015 FREE FLIGHT FORUM

The thirty-first BMFA Free-Flight Forum will start at 10 a.m. on Nov. 22nd, the day after the AGM, at the Hinckley Island Hotel, A5 Watling Street, Hinckley, LE10 3JA. Once more we have found speakers to make it an interesting day so you can catch up on the developments, techniques and aerodynamics of today's free-flight.

Among the topics and speakers will be:

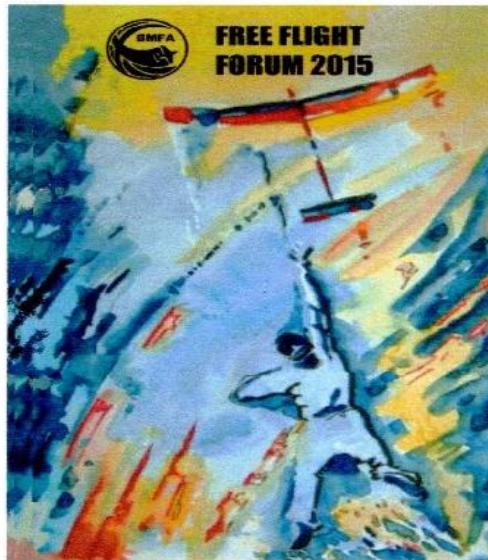
Andy Sephton	on Indoor Scale Free Flight Gliders and on Basic Propeller Theory,
Mick Lester	on New Ideas for Carbon F1C Wing Structures,
Stuart Darmon	on Making Textreme Wing Skins in Foam/Composite Female Moulds,
Mark Gibbs	on Juniors in Free Flight and also on Weather Forecasts –
	How Good Are They and How to Interpret Them,
Alan Brocklehurst	on Computations at Low Reynolds Number
	and a New Aerofoil for F1G (Coupe d'Hiver) Models,
	as well as A Quick-Look at LDA Performance,
Peter Brown	on The Making and Testing of F1B Rubber Motors and
Phil Ball	on Simple Tooling for Moulded Propellers.

Lunch will be available and the finish will be at around 5 p.m. The cost for the session will be just £9, with proceeds going towards the expenses of the teams that represent us at World and European F/F Championships. Pre-booking will ensure that you get a seat, so send your cheque, payable to 'BMFA F/F Team Support', to the BMFA office at 31, St. Andrews Road, Leicester LE2 8RE.

HOT OFF THE PRESS THE 2015 FREE FLIGHT FORUM REPORT

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

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



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

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

Copies are available from

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

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

2015 WESSEX AERO. LEAGUE

600RES + C/LINE + Ebeneezer + 36" FF glider events

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

WAML Low-Cost 600RES League: Best 4 scores to count.

WAML Monthly postal events, Low-Cost 600RES: April to September. Best 4 scores to count.

36" FF glider: Events are weather dependent and extra dates may be added at relatively short notice.

The provided bungees will be used for the competition (7.5m of rubber + 22.5m of line). Any 36" span (maximum tip to tip) built-up FF glider (no foamies or larger models), D/T is advised.

Contact John Bainbridge (01258 458 749) or James Parry (01202 625 825) or email:

Christopher.hague@ntlworld.com Details on our website: www.wessexaml.co.uk

R/C VINTAGE & C/L EVENTS 2015

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

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

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

Model

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

Engine/motors

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

36"/44" WINGSPAN - I.C. Engines:

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

Electric Motors:

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

48" WINGSPAN - I.C. Engines:

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

Electric Motors:

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

Flights and results

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

Awards :

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

Results

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

SPECIAL PRIZE VIC SMEED

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

Good ROW and flight

SPECIAL PRIZE DAVID BAKER Free-Flight

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

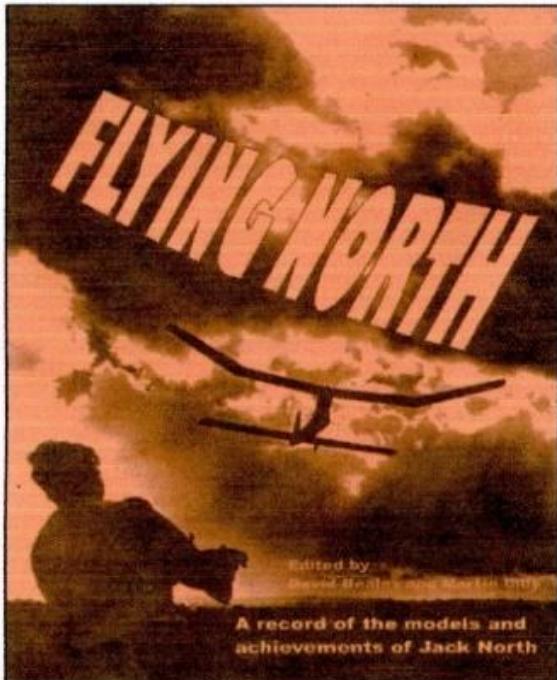
Good thermals

Michael Woodhouse

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

Plans of models designed by Geoff Lefever

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



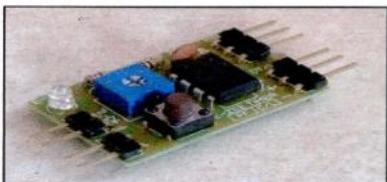
Flying North is a 163 page book covering the model flying career of Jack North, and including 23 previously un-published plans of his aircraft. Access to Jack's drawings and notes dating back to 1938 means that there are a number of designs in the book likely to be tempting to the nostalgia-minded.

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

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

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

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

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

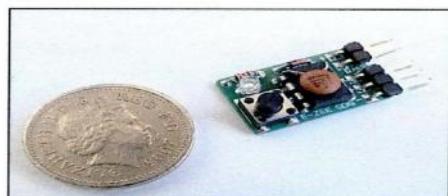
Servo operated DT Timer only Type SDG 1 Cost £12 + p & p

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

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

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

Timers are supplied with a comprehensive instruction manual and users guide



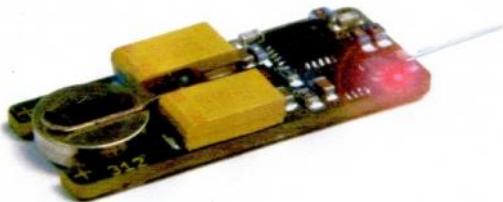
**E-Zee Timers have been designed and are manufactured in the UK
Exclusively available from**

Dens Model Supplies

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

BUGS

Free Flight Model Tracker



£50.00 - each including 6 batteries

Ready to use radio tracker

Suitable for most handheld receivers

Powered by one 312 ZincAir hearing aid battery

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

Run time around 10 days

Red LED flashes when transmitting

Available in any frequency from 140MHz to 980MHz

Supplied in protective heatshrink

Very quick delivery, often next day

On sale at

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

DBHL Plan Service

The rules for obtaining plans.

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

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

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

Email request to rogerknewman@yahoo.com,

quoting Plan Name & I.D. number (1st & 2nd Cols respectively in the list).

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

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

This service is provided at no charge.

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

MSP PLANS PRESENTS

Vintage, Classic, Sport and other Duration Designs

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

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

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

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

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

JUDGE 1945 WAKEFIELD	by Bert Judge to the 1945 rules as a direct descendant of his 1936 Wakefield Cup winner.
HERMES MAJOR	A 150% enlargement to 61% in span, of the 1949 HALFAX HERMES
FRANK LOATES' 1949 WAKEFIELD	Canadian Wakefield 5 th in the World Championships at Cranfield, England, in 1949.
BORJE BORJESSON'S 1949 WAKEFIELD	Swedish Wakefield 6 th in the World Championships at Cranfield, in 1949.
GHOST WAKEFIELD 1951	John Gorham's 1951 Wakefield, a successful rubber model from the early 1950's.
RON WARRING'S 1952 WAKEFIELD	The geared geodetic model, developed by Ron Warring for twin motors,
NIGHT TRAIN Mk 1 1960	George French's Night Train which pioneered the use of VIT systems in the UK

MSP PLANS PRESENTS NEW PLANS

AVENGER 1952	HI-START GLIDERS 2013 - 36 in span
CAPRICE 1959	John Gorham's classic A2
VINTAGE A2 1950	Neville Willis' classic lightweight glider
SATU 1950	Odenman's.
PETREL 1964	HI-START GLIDERS 2014 - 36 in span
MAD'S DREAM 1959	J Bennett's vintage A2
	Frog's beginner's kit glider
	Brian Dowling's classic A2.

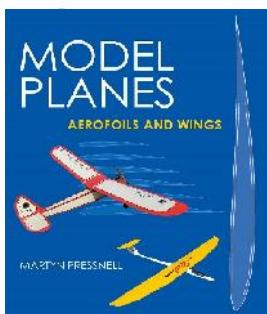
To order plans for UK delivery please write with cheque (£ sterling) made payable to
Martyn Pressnell, 1 Vitre Gardens, Lymington, Hants, SO41 5NA.
For overseas delivery of Popular Plans send local bank notes equivalent to £10.00.
Enquiries: please write or email martyn.pressnell@btinternet.com

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

This identifies the collection of plans that I have produced for aeromodellers together with the rules for the Bournemouth Club Classic Rubber class. There is also a sample of the publications produced over the years with 'Rubber Motors - Maximum Turns' as the current offering.
I hope you find this a useful website which will be updated with more information from time to time. Martyn Pressnell

MODEL PLANES

by Martyn Pressnell



ISBN: 978-0-7198-1540-9
Publication Date: 30 June 2015
RRP: £20.00 - £15

Model flying is a challenging and exciting hobby as well as a recognized international sport. The broad principles of flight as applied in full-size aviation are just as important to flying models, but these principles are not always recognized or understood fully by aero-modellers.

Written specifically with aero-modellers in mind, *Model Planes: Aerofoils and Wings* is a practical guide to the aerodynamic principles of the 'aerofoil' and the way that wings produce lift, which is vital to establishing flight. Included are over forty ready-to-use aerofoil sections in a range of typical sizes, together with a detailed method of plotting these sections on a home computer, using Excel or a similar software.

Written by a distinguished aerospace engineer with a passion for modelling, this comprehensive volume is perfect for the enthusiastic aero-modeller, whether starting out or looking to hone their craft.

Martyn Pressnell has been an aircraft enthusiast since childhood, becoming an experienced model designer by the age of eighteen. On graduation, he joined Handley Page to train as a professional airframe structures engineer. He went on to work at what is now the University of Hertfordshire, becoming Group Head, Aerospace Engineering, in 1992. For a time he was a CAA-designated Chief Stress Engineer in the airship business. Now retired, Martyn is as busy as ever pursuing model aircraft technology and acting as a consultant in airframe structures to the Engineering Sciences Data Unit, providing information to the aerospace industry worldwide.

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www.halebooks.com

Provisional Events Calendar 2015

With competitions for Vintage and/or Classic models

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

Please check before travelling to any of these events.

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

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

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

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

Useful Websites

SAM 1066	-	www.sam1066.com
Flitehook, John & Pauline	-	www.flitehook.net
Mike Woodhouse	-	www.freeflightsupplies.co.uk
GAD	-	www.greenairdesigns.com
BMFA Free Flight Technical Committee	-	www.freeflightUK.org
BMFA	-	www.BMFA.org
BMFA Southern Area	-	www.southerarea.hampshire.org.uk
SAM 35	-	www.sam35.org
MSP Plans	-	www.msp-plans.blogspot.com
X-List Plans	-	www.xlistplans.demon.co.uk
National Free Flight Society (USA)	-	www.freeflight.org
Ray Alban	-	www.vintagemodelairplane.com
David Lloyd-Jones	-	www.magazinesandbooks.co.uk
Belair Kits	-	www.belairkits.com
John Andrews	-	www.freewebs.com/johnandrewsaeromodeller
Wessex Aeromodellers	-	www.wessexaml.co.uk
US SAM website	-	www.antiquemodeler.org
Peterborough MFC	-	www.peterboroughmfc.co.uk/index-old.htm

Are You Getting Yours? - Membership Secretary

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

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

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

P.S.

I 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