



NEW Clarion

SAM 1066 Newsletter

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Editorial

October, it does not seem that long ago that I was looking forward to the start of the outdoor season and now, three lost models later (must get RDT), the winter indoor sessions are underway and I have reported on my first excursion to B'ham Thorns.

What have we got this issue?

Well first up a report on my visit to Salisbury Plain, which is certainly nowhere near as bad as it is sometimes painted. Granted the first two or three hundred yards of the track need careful negotiation but once on the grass field then progress is easy. Signs are now in place to keep attendees on the correct path. The actual flying area 8 is as big as you will find anywhere and as flat as a pancake. Recovery of long competition flights that take you off the area can be arduous, but that's competition flying. Sport flyers are finding the venue more than acceptable as the level plain is huge. Currently, with no other venue available, Salisbury should enable SAM1066 to continue into the future.

Our reliable reporter Jim Paton presents his piece on the Odiham meeting which continues year on year under the leadership of our own chairman John Thompson. The article is supplemented by pictures from the camera of Rachel Andrews. John also gives his report on the event together with the results.

Out of the blue came an email from one Peter Gilbert, a long ago modelling companion of Laurie Barr. Peter had come across the New Clarion which brought back memories and I invited him to recall some in the form of an article. Peter has come up trumps and part 1 of his memoirs we have to digest.

The Southern Coupe League duo Peter Hall & Roy Vaughn weigh in with meeting reports and the up to date results table. It should be noted that I myself have appeared in the lower depths of the table.

Nick Peppiatt is back with part 5 of his indoor article as he continues to build his Cougar.

SAM35 have a new Free-Flight secretary in the person of John Ashmole who is determined to try to expand FF activity and his article sets out his ambitions in this direction. SAM1066 wish him every success and will assist wherever we can.

Our chairman was alerted to a posting on Hip Pocket Aeronautics which is a video of an old tour around the Keil Kraft factory in the 60's. Health and safety wasn't invented then by the look of the working practices. The video is well worth searching for, I have put a link in the article.

Jim Paton makes comment on the content and I can report that several members have been emailing back and forth which indicates an interesting recording.

Wrapping up this issue is Spencer Willis who has produced a set of results for the Wakefield and Tailless leagues.

Whilst entries in Tailless continue to rise, it is sad to see than support for Wakefields has reached an all-time low and Spencer is unwilling to continue to handle what has virtually become a non-event.

Sunday 7th August and Rachel and I were on our way to Salisbury Plain for the first experimental visit by SAM1066. We had travelled down to the Premier Inn at Andover on the Saturday prior, so we did not have far to travel.

We had paid a visit to the plain on April 24th for the second day of the London Gala, but I did not fly as I had a bad back so the visit was more of a reconnaissance excursion.

Back to the 1066 event, we turned off the road and successfully negotiated the rough patch at the first bend, thanks to our previous visit, then drove on for a couple of hundred yards without too much difficulty, reaching the point where we turned onto the grass plain itself. It is vital that this turn is not missed as from then on the track is more of an assault course as we were to find out later in the day. We followed the car tracks across the grass and were soon at the flight line.



Our first job was to unload a large number of rolled plans, ex John Wingate, into Roger Newman's vehicle for adding to the 1066 archive. The amount of work for Roger to rationalise these plans with the current archive and filter out the new ones for digitising does not bear thinking about, rather him than me, it appears to be an insurmountable task.

Back to the event and my flying. It was very windy but I was determined to fly come what may, unusual for me. I had trimmed my experimental coupe at a previous area meeting so it was going to be a case of wind it and chuck it and see what transpired.

I went to Roger at control and entered, then armed with my flight card I returned to base to set up the winding jig and assemble the model. So far so good. Two broken motors later I had the model ready for its first flight.

I do not seem to be able to get much more than 350 turns on my 8 x 3/16th motors before they break and they all seem to fail at the rear bobbin, I need to give the matter some thought as Andy Crisp tells me he gets 400 turns on his motors. It may well be that my straight from the box to model approach needs revising with some sort of running in process.

I launched the model for the first flight and it got away well, an achievement in itself in the strong wind. The model was reasonably high when the new double bladed prop folded but the turbulence across the field chucked the model about and in well under 1 minute my coupe was depressed into the ground.





Still it was one flight on the card and I was not too displeased as I had observed Jim Paton make a couple of no flight type launches so the fact that I had one in the bag was one up to John boy. Rachel retrieved the model with only minor damage to the tail-plane mount which was soon repaired and I was winding for my second flight. One more broken motor later and I was ready for flight number two.

Once again a good launch and this time there was some semblance of a glide until the strong wind carried the model over the edge of the plateau and then down she came again but the 1 minute mark had been passed, my first coupe milestone.

Third flight not so hot, bad launch out of wind and big swoop round at ground level before getting away. Did not get high enough and turbulence meant a very short flight but my total was good enough from the few who flew to get second place.



Winner, Andy Crisp gets his O/D Coupe away well.



Third place man Jim Paton used vintage Coupe



Roy Levers had a beautiful replica of the 1939 Wakefield of Canada's Richard Morgan
(sorry about the two-piece picture)



A good day out marred by the blustery wind and a rough passage from the plain when I missed the turn onto the grass leaving the field. Not only did I have to pick my way down the assault course track scraping the under-cart of my car here and there I also lead Peter Jackson astray when he followed me, I must apologise to him.

John Andrews



Extract from Model Aircraft November 1959

Still (ings) Air

When we look at the modelling trends of East and West it is puzzling to know just who is catching up on whom. On the one hand we find the Kruschev Kids juking the Fatherland reed in favour of All-American balsa, and, on the other, our own model journal featuring a public confession from a deviating theorist.

I suppose this suggests a good, healthy exchange of ideas, but it seems to me that the Russkies are getting the better end of the bargain. Carving up balsa might be labour camp slavery to the average, plastic-minded Western modeller, but to our reed tortured Eastern friends it must be sheer bliss. On our side, we have to go through the whole tedious business of a public trial and full renunciation every time some well-meaning beginner's friend unwittingly deviates from the rigid code of orthodox theory.

What it means is that the future article writer must know which way the wind's blowing before wading in regardless. If, like our confessing friend, you think the wind's blowing when it isn't, then you're really up the creek. The fact is, theorist ideology doesn't recognise wind. It's all still air, and if it happens to be moving when you heave a model into it, that's just your hard luck.

There must be plenty of other pitfalls for the unwary theorist, but, for a start, I'm going to keep very quiet about that cupboard full of gale-wrecked models.

PREposterous

A certain balsa tycoon, with a predilection for writing chatty and whimsical sales letters, seems to have a balsa chip on his shoulder about "gentleman of the press" worming out the secrets of his silk finish processes. At first I thought he was referring to me, as, in the past, I have made a few desperate cracks about silk woodworms, for which I hope one day to be forgiven, but I noticed with relief the term 'gentleman'. Not even my best friend, if I had one, would call me that, and the dreadful visions of being the subject of a 'great big saw came nearer' act on his log cutting machine were happily dispelled.

Anyway, our balsa tycoon suggests that the poor chap, whoever he might be, read up on American advertising literature, particularly the subject of sales PRE-sentation. Now, this, in my opinion, is going a bit too far. The log cutting machine is one thing, but I'm sure the poor woodworm watcher doesn't deserve such a ghastly fate. However, if he did survive the ordeal, he would at least know that it isn't what you sell that matters but the sales PRE-sentation. He might also understand why his breakfast food tastes like balsa chippings.

Backward Boys

Glider towing is making the news just now, proving that what you need to win is a good Yank. But, Yanks are quite a recent invention, while model gliding is the oldest branch of our hobby. Possibly, the earliest reference to the sport is to be found in the last words of Julius Caesar, which, if you paid attention at school instead of making paper gliders, you will remember as "A/a Brute?"

In fact, we can go backwards almost as far as the modern enthusiast in search of a thermal. But we don't need to go back to Roman times in search of a Maximus Scorus, our present roaming times keep the clock watching boys on their toes. Before the timekeeper can clock on, the thermal seeker has disappeared out of the aerodrome.

On the face of it, all this airfield prancing seems superfluous. The modern glider is so sensitive to thermal lift that there's talk of limiting the cross section of the d/t fuse. Most gliders can safely do a max from a dicey 10 ft. launch, but there's always the odd downdraught to elude, and the technique is to carry on towing until your feet start to leave the ground. By then you should have travelled far enough upwind to plant a max-sized flight bang at the feet of the timekeeper. For the fly-off you should venture a little further, taking care, of course, to avoid main roads.

Another advantage of this technique is that it keeps the model clear of that inevitable dense woodland at the downwind end of the aerodrome. But, even the most experienced fall foul of this trap, as was demonstrated in the A/a finals. Draped over one of the highest trees, we are told, was a particularly fine, silver foil covered specimen, with the words New Zealand applied to the wings. What words were applied to the woodland we were not told.

Aboriginal Idea

Our Australian friends get niggly enough when referred to as primitive sheep farmers and the like, but really do their tops when people doubt if they fly model planes. The fact that they do build and fly model planes must mean that they don't have television. So, they might be just primitive sheep farmers after, all.

They can, however, take some comfort from the thought that I, at least, have seen proof of their model flying prowess. It was in a travel film. The modellers were a rather dark skinned lot, and all wore loin clothes, which I took to be formal model flying dress in those hot climes. The models they flew were of particularly advanced design. Tailless jobs, with wooden, swept back wings. When launched the model flew in a wide circle, and returned to the feet of the launcher, suggesting some sort of radio control.

I think they called the models boomerangs.

Pylonius



The weather forecast was not good, but was quite accurate predicting ever increasing wind up to more than 20 mph. The turnout was good, however. It was slightly frustrating that we couldn't start straight away as we all knew the calmer weather was rapidly disappearing. I flew F1G and was the first flyer of the day. I launched in a lull without any help from thermistors or streamer. The air was really good and I dt'd at 1.30 and landed at 2.16. The rules were dt at 1.30 and record the overall time, with penalty of 2 secs for each second late with dt. This worked well and kept all but one model on the Aerodrome. Trackers and radio dt are becoming de rigoure. My second flight was in neutral air and did 1.27 and the third was a cavorting 22 seconds in very high winds and gusts. Despite that I was third. The good news was that John Thompson had some orange juice instead of wine for me at prize giving. The bad news was he had left it in the car. Unlike most I liken wine to fruit juice spoilt. I think I really like the sugar. Not a bad day considering the weather. If the weather had been good it would have compared very favourably with Middle Wallop. Thanks again to J.T. For dealing with the MOD and thankless bureaucracy, and Roger for manning the score tent.



Brian Stichbury assembles his Coupe



Our Editor winds his Coupe prior to OOS loss due to D/T failure



Chris Redrup & I wait whilst CD Roger Newman tots up the results under the watchful eye of Jim Wright



Jim Paton

Engine Analysis: Webra .8 Piccolo - Aeromodeller Annual 1955/56

**WEBRA .8
PICCOLO**

Manufacturers:

Fein und Modelltechnik, Genestrasse 5,
Berlin-Schoneberg,
Germany.



Retail price in U.K. £2 15s. (for export only)

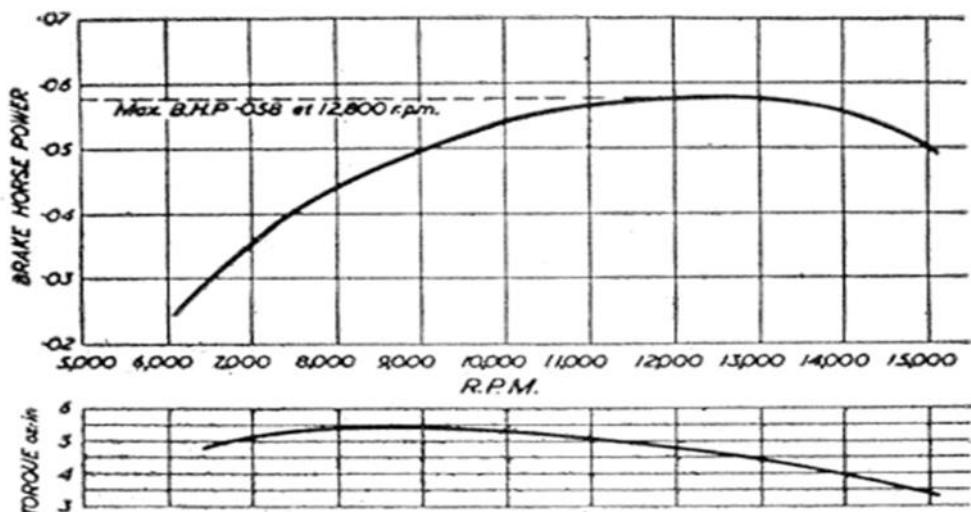
Material Specification:

Crankcase: Light Alloy
pressure die casting
Crankcase bearing: Plain
Cylinder: Steel
Contra-piston: Steel
Cylinder jacket: Aluminium
alloy
Crankshaft: Hardened steel
Con. rod: Dural

Displacement: .78 c.c. (.047 cu. in.)
Bore: 10.5 mm. (.415 in.)
Stroke: 9 mm. (.354 in.)
Bore/stroke ration: 1.17
Max. B.H.P.: .058 at 12,800 r.p.m.
Power rating: .075 B.H.P. per c.c.
Bare weight: 2 $\frac{1}{2}$ oz.
Power/weight ratio: .024 B.H.P. per oz.

PROPELLER	R.P.M.
dia. pitch	
8 x 4 (Stant)	7,200
7 x 4 (Stant)	8,700
6 x 4 (Stant)	11,250
6 x 6 (Stant)	9,300
6 x 4 (E-D plastic)	12,250
5 x 5 (CGP)	11,800

Fuel: used Allbon diesel fuel



PART 1----- DISTANT RUMBLERS

I suppose it must be something to do with our advanced age, but have you noticed that a particular picture, smell or sound can sometimes cause your brain to instantly transport you back to something in your youth?

It happened to me recently when a regular Golfing pal, Peter Belcher, announced, out of the blue, that he had just finished building a 60 inch span flying replica of a Tiger Moth, complete with electric motor and Radio Control. Well, I was amazed because he had never before indicated any interest in model aircraft. Even more surprising was the fact that he had built several similar aircraft, but never attempted to fly any of them!

Anyway, his revelation immediately made me think of my own days involved with aeromodelling from about 1947 to 1953 when I was 15 up to 21 years old. Before that I know that I had played around with the odd kit model---without much success---, but by 1947 I had something that needed to be flown in a decent sized park, or such.

Now, I lived in Greenford, some 10 miles West of London and a few hundred yards from our house was a footpath entrance to Perivale park. Often, whilst kicking a football around, or playing cricket there, I had seen some chaps in the distance flying model aircraft---so I decided to take my model over to where they usually were and enlist their help. This they readily provided, showed me how to balance and trim the model and then how to send it successfully into flight. From that moment ---I WAS HOOKED !

Most of the chaps were a similar age to myself, but one was about four years older--- and his name was Laurie. By this point some of you will have guessed that it was a young Laurie Barr. At that time to describe him as "scruffy" would have been generous and "thin" would have been an overstatement of his bulk. However, he obviously knew what he was doing with model aircraft, was friendly and very willing to help this newcomer. We hit it off from the beginning.

Laurie lived with his parents in a small house in Perivale. His father had been a very skilled Joiner come Cabinet Maker, but at some point had become blind (to some degree) and had to stop using sharp tools. Laurie followed his dad as a joiner/carpenter and got a job with a company involved in the building of the new London Airport---at Heathrow. A few years after I first knew Laurie I had acquired a 350 cc Matchless motorbike and one Sunday morning Laurie suggested that I take him on my pillion, to the part built airport, so that he could show it to me. When we approached the perimeter fence, with its open, but supposedly guarded gate, Laurie said "Slow down, but whatever happens don't stop—leave the rest to me." As the guard walked forwards to check us Laurie gave him a cheery "Hi mate" then said "Bl**dy overtime again—and we're already late"-----AND WE WERE IN !

Attached to the back of Laurie's house was an old, very small greenhouse---about six feet by four—which he had taken over as his model workshop. How he coped in that tiny space I never did understand, but we spent many happy hours crammed into the small space as he cut and joined the various parts of his models—and we talked endlessly about our plans. At some point he changed his job to working for Westway Models. This was the firm that made those very detailed scale models of the latest passenger airliners, for display in very large travel agencies etc. I remember he introduced me to "Lime wood" which they used for these commercial models---a very smooth grained wood that

was a delight to carve and just the job for model noseblocks when Balsa wouldn't have been strong enough. I wonder if other modellers have come across it?

When I knew Laurie he could tell jokes without stopping for what seemed like hours. Each one he told seemed to remind him of another---and so it went on. If I am right, the typical content would have been totally unsuitable for open publication, but it rendered the rest of us helpless with laughter.

That triggers another thought from the past---about a column that appeared regularly in one of the aeromodelling magazines. It involved the exploits of a Scottish aeromodeller called "Macgillycuddie" (or something similar). He was to say the least "Canny" and knew every way to defeat his rivals. I'd love to hear who wrote that column and what happened to it.

Initially most of our fellow Perivale park enthusiasts were giving many sorts of model a try---until such time as they decided which was their favourite. So, at any one time we had Sailplanes, Rubber jobs and the odd Power job being flown---ie. a good mix. We had formed ourselves into "Greenford Model Aircraft Club"--- though we only numbered eight or so people. Soon after this, for reasons that I never really understood, we were contacted by Jim Buckeridge and asked if we would like to discuss joining "His" PHAROS Club. We decided to meet him and cycled down to the Hillingdon area where he lived with his mother. Jim worked in a Bank and was somewhat older than the rest of us. "Ma" a formidable lady who had earlier made and flown models herself, provided us with sandwiches, cake and soft drinks---then left us to it. I believe that the War had effectively caused the demise of PHAROS and Jim wanted to start it up again. It was sort of implied that it would be rather an honour to belong---so we all agreed to join. Come to think of it, I can't remember Jim ever coming to a competition nor did we ever see any other members, but Ma's cakes were sufficient reward at our monthly meetings not to worry about that. I never did know the background to the PHAROS club, but surely somebody must---I would be intrigued to read about it.

One of the real problems in those immediate post war days was which material to cover our models with. British made tissue was brittle and only available in a limited range of colours. When "Rag" tissue eventually came on the market it was much stronger, only available in White and relatively heavy---and it really soaked up the "Dope". Occasionally some model shop would discover a prewar stock of "Jap" tissue that had been stowed away in a forgotten backroom cupboard. Once the news got out we would rush over there and get as much as we could. It was like gold dust to us!

In the Winter months we would take part in the London area inter-club indoor competition. We had one chap who was very good with the "Round the pole" type of aircraft. Bob Kreeger was his name and he was a graphic artist by employment. His models were always immaculate. He also had a Velocette motorbike with a classic Fishtail exhaust---so he was very popular for lifts. He once took me from Greenford to York on the pillion of that bike---with a model box strapped across my back! I also recall travelling to the east end of London one Winter's evening (probably by train) to Bethnal Green. My parents thought I was entering the outer layer of Hell, but the chaps there couldn't have been more friendly or hospitable. During the next Summer we met up with some of them at Fairlop. One of them—Bill Tickner by name—was dabbling in Radio Control. He was very skilful at making Actuators, which were all mechanical in those days and powered by a wound elastic band. Each pulse of signal would cause the device to jump from one of its limited number of positions to the next and being enclosed inside the

fuselage it made a distinct type of noise. Amongst his fellow club members the devices were affectionately known as "BILLY THE TICK'S CLUNK CLUNKS".

Those of us who were not involved in the Round the Pole contest usually took a free flight microfilm covered model, though the sort of small hall that we were often in put severe limits on the flights of these models. I suppose this must have been the start of Laurie's interest in indoor flying that I understand was his real love in later life.

So, our little band of enthusiasts was becoming more experienced and proficient in competition flying---without too much obvious success. However, we were young, healthy and enjoying ourselves---which seemed reward enough in itself. In the next part I will reminisce about some of the places where we flew our models and how our interests developed.

Peter Gilbert

The DBHLibrary (Magazines)

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Roy Tiller

Report No. 69. MOVO, Milan, Italy, continued.

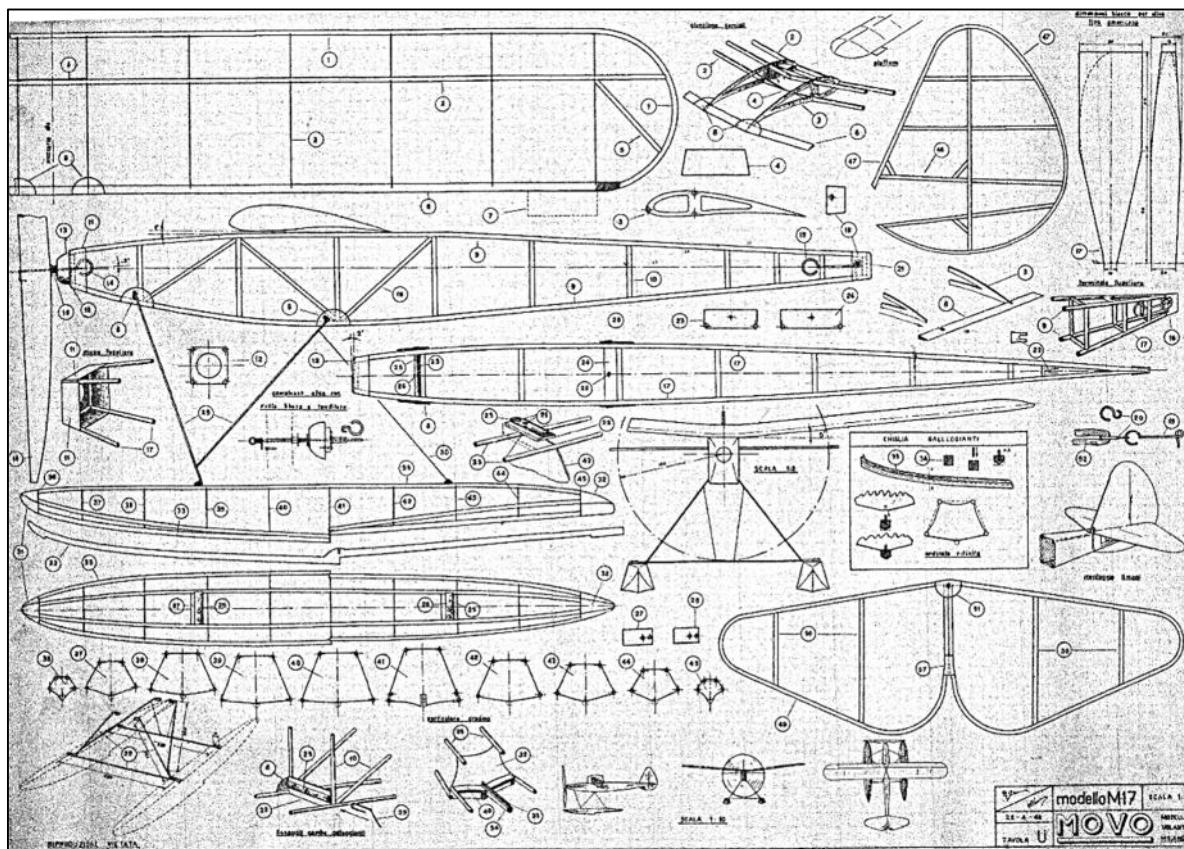
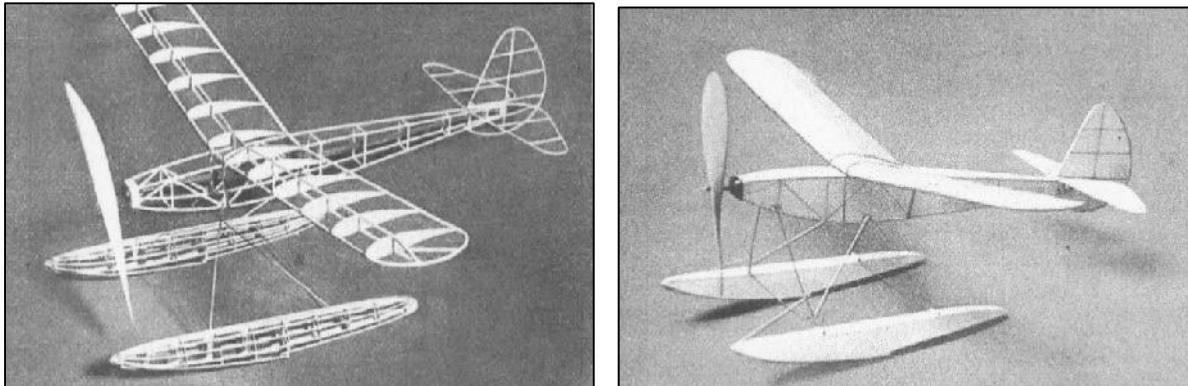


Last month I started a look at the MOVO catalogue of 1941 and went through as far as MOVO M15 the first featured power model

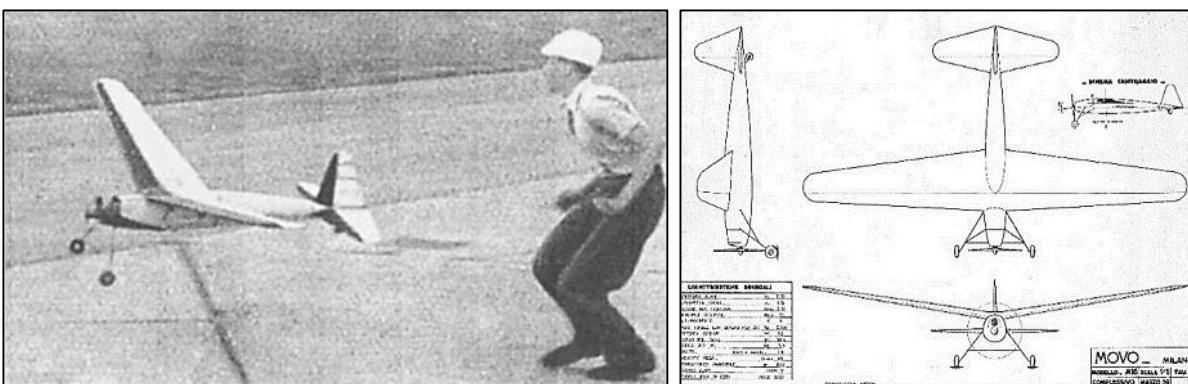
Next came the M16 a huge glider of $11 \frac{1}{2}$ ft. wingspan, which looks even bigger in the photograph. The plan is half size with full size ribs and fuselage formers. I doubt that one would easily find a plan printer with large enough equipment to print it full size, so it will have to be back to the roll of wallpaper, pencil and ruler.

The MOVO M17 is a rather nice looking 39in wingspan rubber powered model on twin floats. This plan shows the same design feature as seen on M14 in that all the fuselage longerons and wing spars are of circular cross section, about 4mm dia. OK for the wings,

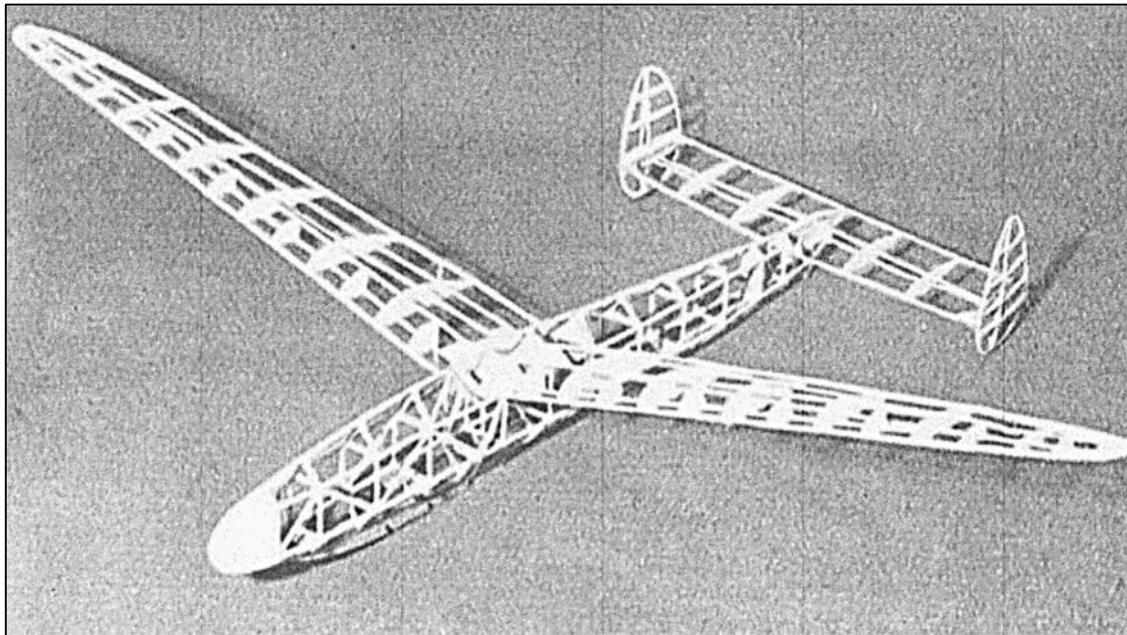
just drill 4mm holes in the ribs, but in the case of the fuselage how does one get a good fit between longerons and the uprights or the cross pieces? Any answers?



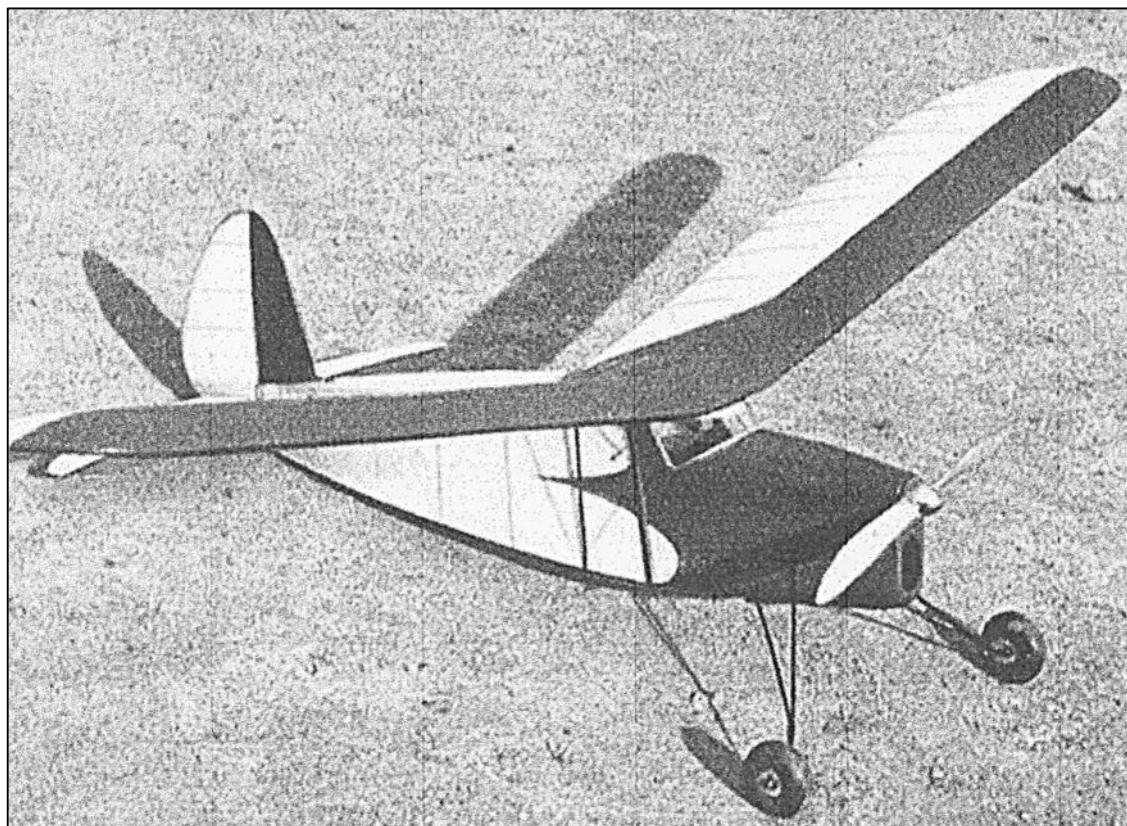
Another power model the M18 came next, this being another huge model of 100in wingspan, just a G/A drawing shown but we have the plan for all you eager builders.



The MOVO M19 is a twin fin glider of 57in wingspan. Unfortunately to date I have been unable to find a plan.



Finally a cabin power model, the M20 of 71" wingspan completed the 1941 catalogue.



Plans for all the above models (except M19) available by e-mail.
Roy Tiller, tel 01202 511309, email roy.tiller@ntlworld.com

More MOVO next month.

Roy Tiller

Southern Area BMFA. 68th RAF Odiham Free Flight Rally. Sept 3rd 2016

Our day in the sun turned out to be one with a 21 knot wind and torrential rain in the afternoon. Despite this some 55 turned up out of the 65 preregistered.

As I have mentioned before planning for this event starts in October, with some months of initial consultation as to dates which they have available. With the heightened security and FOD issues (on such an active airfield such as the this) the RAF have a lot of initial administrative and security work to be coordinated, before we are granted permission. Remember with FF we can be roaming the open field to recover our models. On a Helicopter field such as this the aircraft can go to many places and there is always the possibility of FOD being left accidentally whilst we are roaming.



Security passes for all

This year a specific LO was designated to handle the administration and control on the day. He and his assistant were brilliant; the event could never have gone ahead without this support.

The event started with a full briefing in the Conference Room at HQ. This I think is a first for FF? Hazards and do's and don'ts were explained and shown on the big screen. Volunteers were chosen to be FOD officers for the day. This latter challenge, required that if a model was lost on the field all flying had to stop until it was found. During the day this only happened once, with the model being quickly found. At the end of the comp with virtually the last flight, a model (no tracker) was lost OOS, near the peri track. The two security vehicles took spotters over the relative part of the field. Mo Peters and Tony Shepherd told me they had a "wizard bumpy" ride for some 10 minutes, it was assumed after this search that the model was outside. After the event I accompanied the LO whilst it was calculated, after consultation with the Met group (see later), that the model had exited the field with the time of 2.48. A map was displayed which showed launch and direction of the model which was then forwarded to air traffic control as confirmation that this check had been done.

This really begs the question, that at such sites (or indeed others) that Trackers must be used on all models, leave aside the question of RDT.

With the SSW wind where we flew from is adjacent to where helicopters are refuelled. It is the loneliest part of field. Therefore, stakes in the ground were not permitted, in that if forgotten could possibly be updrafted by an aircraft etc. into a Tanker. However remote the possibility it cannot be ignored.

From the Conference Hall we were ferried, all 50 odd cars in a long line to the designated parking area. I had been on a course earlier in the week to obtain an Airfield Driving Permit which permitted me to assist in the escorting of vehicles.

Before the briefing I had visited with the LO, the Met Department resident at the airfield to see what the forecast was for the day. Banks of screens were visible, the outcome was that it would be windy and serious rain would arrive about 15.45hrs. Spot on it was.

The competition went off well, we had decided to use a DT (penalty type DT fly off system) set at 90 seconds for each and every flight, with the idea of virtually eliminating a final fly off. Refinements of this method should, I think be examined for use at all FF events, to try to eliminate the no longer acceptable unlimited fly offs at certain sites.

The Prize giving was conducted back in the conference room, just as well for the torrential rain came then!

Whether there be a 69th event remains to be seen, with ever more security issues and some competitors feeling that this is all too onerous.



The really bright spot of the all of this is that including the Croydon MAC donation, we were able to donate £325 to the RAF Benevolent fund. The event costs were (MOD licence etc.) £695 and income £1020.

As a final comment, thanks to all who attended and helped with FOD sweeps and for Roy and Clive on the gate and of course Roger on the Control Desk, without this kind of assistance we could never be able to run the event.

Results compiled by Roger Newman are as follows;

Results for Southern Area Gala: 3rd Sept at Odiham

Conditions: Wind SSW all day initially around 10 mph increasing to 2Q+mph during the day, gusting higher. Dry until around 4.00pm when the heavens opened. Max set to 90 sees (see Note 1 below).

Tailless: 1st - Ted Challis (O/D) 3.20 **A1 Glider:** 1st - Gary Madelin (O/D) 5.08

Combined 4oz/8oz Wakefield:

1st - Peter Jackson (Lim Joon) - 4.16; 2nd - Ray Elliott (Blomgren) - 2.36; 3rd - Bob Owston DNF

Vintage / Classic Glider:

1st - Geoff Smith (Hyperion) - 5.09; 2nd - Dave Etherton (Nord) - 4.35; 3rd - Dave Cox (Archangel) - 4.33

Vintage Lightweight Rubber

1 st - Nick Peppiatt (Pinocchio) - 5.15;	2 nd - Andrew Longhurst (Hoppity) - 3.11;
3 rd - Rex Oldridge (Raff V) - 2.50;	4 th - John Thatcher (Senator) - 1.48;
5 th - John Lancaster (Raff V) - 1.32	

E36 Electric:

1 st - Chris Redrup (Pearl) - 4.22;	2 nd - Trevor Grey (O/D) - 4.11;
3 rd - Mike Cook (Super Pearl) - 3.26;	4 th - Peter Jellis (Eureka) - 3.17

Vintage / Classis CLG/HLG:

1 st - Ken Taylor - 228 secs;	2 nd - Ted Horsey (Heave Ho) - 213 secs;
3 rd - Mo Peters (Vartanian) - 118 secs;	4 th - Brian Stichbury (Vartanian) - 91 secs;
5 th Bob Taylor DNF	

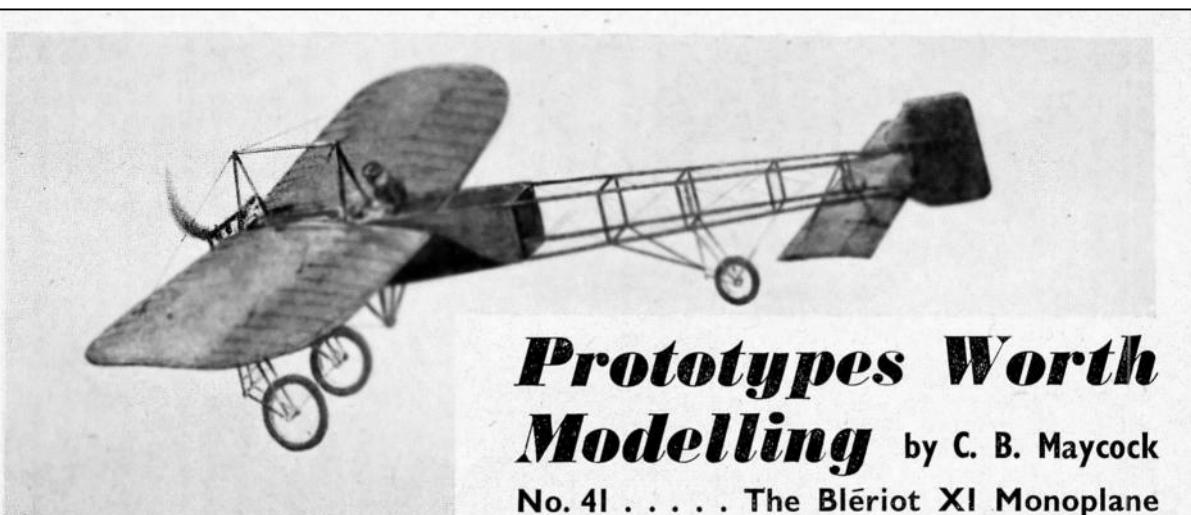
Coupe d'Hiver:

1 st - Don Thompson (O/D) - 4.58;	2 nd - Peter Hall (O/D) - 4.21;
3 rd - Jim Paton (O/D) - 4.05;	4 th - Alan Brocklehurst (CO4) - 3.29;
5 th - Roy Vaughn (O/D) - 1.37;	6 th Ken Taylor (Super Coupe) - 2.31;
7 th - John Andrews (O/D) - (-2.30);	8 th - Brian Stichbury - DNF

Note 1: Scores calculated on basis of dt fly-off rule applying to each flight;

Note 2: The negative time for John Andrews in Coupe is due to dt failure & subsequent flyaway, timed at 3.14 oos & Note 1 applying!

John Thompson



Prototypes Worth Modelling by C. B. Maycock

No. 41 . . . The Blériot XI Monoplane

THE Blériot XI is perhaps the most famous of the early aeroplanes. If one consults contemporary records it is soon apparent that most record breaking flights of the day were captured on this machine and it was in a type XI that Louis Blériot flew the Channel in July, 1909. This historic occasion, when Great Britain ceased to be an island, stands out in the history of aviation. Blériot was by no means fit when he flew the Channel, having barely recovered from a crash in test flying a type XII (parasol monoplane) which was intended for Claude Grahame White at Pau. In fact he had to use crutches to get to his monoplane when he took off from Les Baraques for Dover. He made his landing near Deal and turned west and flew along the coast until he sighted Dover castle landing on Northfall Meadow at 0520 hours on the 25th July. The actual spot can be seen today as the outline of his machine is laid in stone as a memorial of the event.

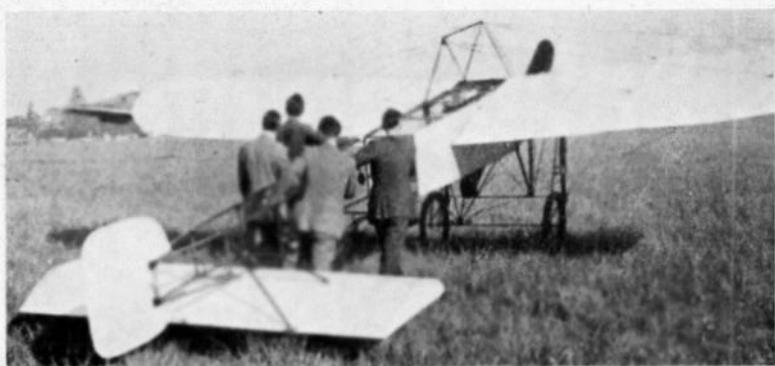
The engine fitted was a three cylinder 25 h.p. Anzani of 105 mm. bore and 105 mm. stroke, the design of a French motorcycle engineer. The Anzani was air-cooled and had automatic inlet valves. The angle between the cylinders was 120 deg. It drove a Chauvière propeller of 6 ft. 10 in. diameter.

The monoplane Blériot flew is depicted in our three view drawing. The wings had pronounced camber and were braced with flat strips of steel, not cable. They were of two spar type, having twelve main ribs in each wing. Lateral control was by warping the trailing edge of the wings, the control cables running from the Blériot ball-and-socket principle control column up to the cabane above the fuselage and the pylon below. The fuselage was of the simplest

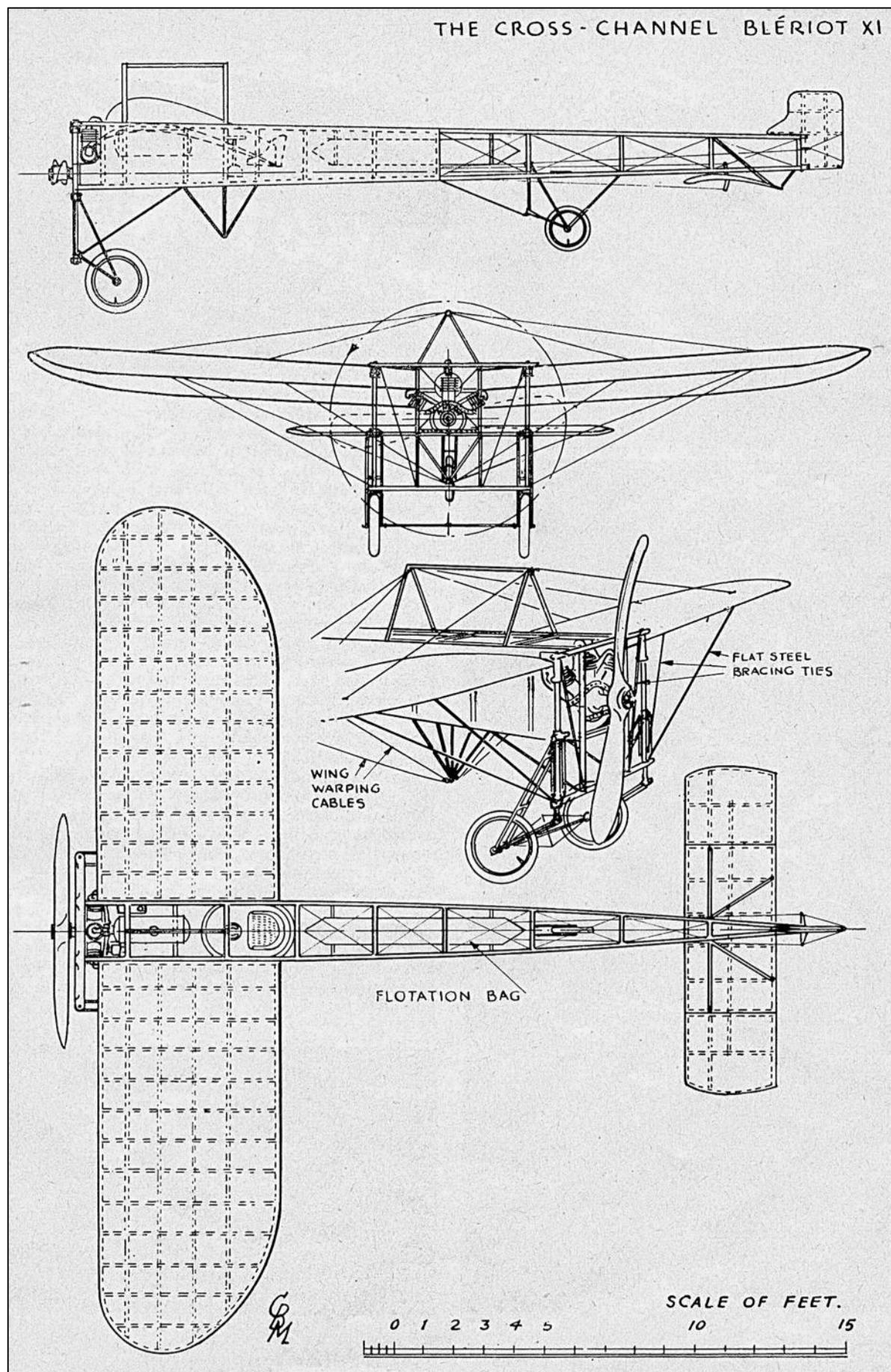
construction, consisting of four ash longerons with spruce vertical and cross bracing struts. The fuselage was covered by canvas on the sides and bottom at the front half only. In the event of ditching a canvas cylindrical flotation bag was fitted behind the pilot. The whole structure was braced with piano wire. The tailplane had pendulum elevators at the tips which made the machine rather sensitive in the fore and aft control, and was abandoned in later marks in favour of the trailing edge elevator. The rudder was of the balanced pattern. There was no vertical fin. The undercarriage was ingenious in conception, having bicycle type wheels carried in sliding cradles attached to the main frame at the front of the machine. Springing was by strong elastic cords in tension. The wheels were allowed a certain amount of castoring action for cross wind landing and were kept equidistant by a light pivoted axle. The tail landing wheel was sprung in a similar manner and was held in track by a trailing yoke.

Regarding colours, all fabric surfaces were clear doped, longerons and struts clear varnished. The propeller was laminated alternate layers of mahogany and ash and highly French polished. The petrol tank was bright brass and the engine had bright steel cylinders with polished aluminium crankcase and engine bearers. These latter were copiously drilled for lightness. Undercarriage details black.

The main dimensions were as follows: Span 28 ft. 3 in., length 26 ft. 3 in., track 5 ft., diameter of main wheels 2 ft., tail wheel 1 ft. 6 in.



The heading illustration is from a drawing by the author. The photograph alongside was taken by the author at a recent air display and shows a preserved example that is still airworthy.



Southern Area Rally Odiham 2016 Seventh Round Southern Coupe League

Since 2004 I have recorded the weather at every competition attended, the wind speed graphed on a crude scale: calm, breeze, windy, very windy. This is very subjective, one man's wind is another man's breeze but I prefer its cosy familiarity to John Thompson's anemometer which all agree, underestimates wind speed and tells us that the conditions are not nearly so bad as they patently are. This year since the Oxford Rally (breeze) the wind has increased steadily through the fifth and sixth Areas, and the August SAM event to the Southern Gala (very windy). On only three occasions since 2004 has a very windy event been followed by another, so I confidently predicted nothing more than a breeze for Odiham..... it was very windy. In 2011 we had five very windy comps. in succession, but this cannot possibly be repeated so the next coupe league event, Crookham Gala on Salisbury Plain 18th September will be at worst, breezy. I shall treat you all to more statistical gems in future reports.

Given the dire forecast for the day, the late start due to processing and briefing and the possibility of an early finish due to aircraft movements, only three flights to a ninety second max. were required. To avoid a fly-off, aggregate scores would count. Each flight would be timed to the ground and for every second of D.T. over-run two seconds would be deducted.



John Andrews gave a nice demonstration of the effects of this scoring system with his second flight. Boomers were rare in the wind and heavy overcast but John caught one. His Tomy timer mousetrap failed to release the D.T. line and his coupe was o.o.s. in 3' 14", out of the airfield and lost. Penalty points for his D.T. over-run were then deducted leaving him with minus score of 2' 30" for the flight (go on, he's down, give him another kick!) Don Thompson's winning strategy was to get his flights in fast and early. His locked down tissue covered coupe had suffered from wet conditions in two previous competitions so he wasn't going to get caught again. Peter Hall took second place with three mediocre flights. His excuse is that the coupe wasn't trimmed out because Chobham Common has not been available since March. Dartford Warblers are no longer welcome on his bird-table. Jim Paton's Birkin was coping well until his third flight when it was blown down for 22 seconds. Alan Brocklehurst's third flight was delayed by the red flag, by the time it was clear, conditions were so poor he decided to save his coupe for better days. Ken Taylor maxed his first, but dropped to 59 seconds on his second flight deterring him from continuing, he flew vintage catapult glider instead and won. Roy Vaughn maxed his first flight and then also decided to retire.

The competition finished at 4.0 p.m. as the rain came in. We did a quick FOD search - for a definition consult any Military Acronyms Dictionary (MAD) and retired to the briefing building for the prize - giving. We all applauded John Thompson's heroic efforts to keep the Odiham Gala going despite the increasing mass of regulations to be observed and permissions to be sought. Do read his report. Gavin Manion is still well ahead in the league but not unassailable. Two events to go, Crookham Gala and Coupe Europa a possible 34 points on offer.

Peter Hall

Crookham Gala, Salisbury Plain Sep. 18th - Round Eight Southern Coupe League



The guns fell silent, preparations for post - Brexit WW3 were suspended. Salisbury Plain, bathed in autumnal sunshine, unruffled by the gentle northwesterly drift welcomed Crookham Gala to its broad bosom etc. etc. Last week at the 7th Area meeting the guns were firing from the south easterly woods at the Russians advancing across the target area to the north. Observing the distant shell bursts we felt reassured that once again our lads would win the day. There had been the possibility that the Gala would be affected by renewed hostilities but the all clear was sounded and coupes were soon cruising peacefully across Death Valley in the benign morning air. I say benign but sunny mornings have pitfalls, literally, as lots of narrow columns of rising air mean lots of sink pools. Four flights were required, four of the nine entrants failed to make the two minute max. on their first flights, two on their second, no less than five on the third and three on the fourth. By midday the sun had lost its enthusiasm and the afternoon was cool, overcast and the air indifferent. Peter Hall and Alan Brocklehurst made the fly off at four o'clock, the former got slightly better air than the latter who hit pronounced sink. Chris Redrup (also E36 winner and Gala champion) dropped his last flight but took third place with his Etievre. He started with his two-bladed prop. version as a modern coupe entry but flew it into a thermistor pole. He finished with his vintage version. Gavin Manion and Jim Paton tied for fourth place, both got three maxes and both got 1' 48" for their fourth flight! Gavin flew his So-Coupe type model which he javelin - launches into a steep climb with great consistency. Jim has locked off the systems on his Bukiin which he claims flies just as well without them so long as you launch appropriately. He forgot this on his fourth flight, chucked it hard, unsettled the climb and sub-maxed.

Martin Stagg protests that his coupes are still not yet trimmed and so dropped two flights. He suspects the props. are not working as well as they should. The one I looked at seemed to have a lot of undercamber and tip washout, I'm sure Alan B. could sort it out. Don Thompson had one of those days. The prop. hit his hand on launch and was damaged, and another failed. Ray Elliot flew his big (at least 250 sq.") single-bladed prop. model. He usually flies this successfully on twelve strands but opted for fourteen for the first three flights. The extra torque did not compensate for the shorter run and seemed to upset its normally serene flight pattern so he reverted to his usual motor for his last flight and maxed.



Ted Stevens, the lone vintage coupe entrant flying a Bagatelle, not surprisingly won the prize for highest placed vintage coupe.

After suffering many systems failures with auto - coupes, I decided that the secret lay not in aerodynamic efficiency but in consistent, no mistakes policy driven, well - practiced trimming and air-picking. I have converted several of my coupes to locked - down mode. Everyone else except Roy Vaughn seems to have chosen this option. On this occasion I flew an auto - coupe which behaved itself, no systems failed and I made no mistakes.

Consequently I have now decided to re-install the systems. I make no apologies for changing my mind, that's what minds are for. The final round in this year's league is Coupe Europa on Salisbury Plain October 2nd. Gavin Manion is now sure to win, without even trying. Second place will be hotly contested. Third place is well worth fighting for; it rewards solid achievement rather than the brittle brilliance associated with first and second. And a bottle of wine.



Alan Brocklehurst



Jim Paton and Ted Tyson - 'the kitchen sink is just out of frame'

Peter Hall

Odiham & Crookham Results

Roy Vaughn

Southern Coupe League Results

Odiham				
	Entrant	Club	Maxes	Score
1	D.Thomson	Croydon	2	14
2	P.Hall	Crookham	1	10
3	J.Paton	Crookham	1	9
4	A.Brocklehurst	B & W	2	9
5	K.Taylor		1	7
6	R.Vaughn	Crookham	1	6
7	J.Andrews	Timperley	1	5

Crookham Gala				
	Entrant	Club	Maxes	Score
1	P.Hall	Crookham	4	16
2	A.Brocklehurst	B&W	4	13
3	C.Redrup	Crookham	3	11
4	G.Manion	Birmingham	3	10
5	J.Paton	Crookham	3	10
6	M.Stagg	B&W	2	7
7	D.Thomson	Croydon	1	5
8	R.Elliott	Croydon	1	4
9	T.Stevens	B&W	1	3

Southern Coupe League Standings to Date											
	Entrant	Club	Coupe Brum	First Area	Lond Gala	Oxf'd Rally	S'thn Gala	Odih'	Crook Gala	Coupe Euro	Total
1	G. Manion	Birmingham	16	12	16	17			10		71
2	A. Brocklehurst	B&W		11		11		9	13		44
3	R. Vaughn	Crookham	12	17		7		6			42
4	P. Tolhurst	Crookham	10	7	10	14					41
5	P. Hall	Crookham			6	4		10	16		36
6	J. Paton	Crookham				12		9	10		31
7	A. Moorhouse	Vikings	10	5	11						26
8	D. Thomson	Croydon						14	5		19
9	S. Willis	Vikings		5	13						18
10	C. Redrup	Crookham	6						11		17
11	M. Stagg	B&W			4	4			7		15
12	M. Marshall	Vikings	5	3	5						13
13	R. Elliott	Croydon				8			4		12
14	T. Bailey	Coventry	2	8							10
15	P. Ball	Grantham	8								8
16	D. Chevanard	Beaujolais	7								7
=	K. Taylor							7			7
18	J. Andrews	Timperley						5			5
19	J. White	Croydon				4					4
20	B. Dennis	Grantham	3								3
=	G. Ferrer	Timperley		3							3
=	T. Stevens	B&W							3		3
23	D. Greaves	B&W	2								2
24	J. Wheeler	C/M	1								1
=	M. McHugh	Peterborough	1								1
=	G. Hart			1							1

Roy Vaughn

Nose block

We left the basic fuselage frame of the Nesmith Cougar Peanut completed in IIFE 3. Of course, some other work needs to be done prior to covering. One item is the nose block. Obviously, this needs to be separable for loading and winding the rubber motor. The fit also needs to be close and tight to prevent any unwanted movement in flight. The nose block in the kit is two pieces of 1/8" thick balsa with a Peck Polymers nylon nose bush for the 1/32" dia. wire shaft. This latter is an excellent item that I have used on numerous models (Fig 1 for example). Sometimes my engineering sensibilities have got the better of me and I have made bushes from a piece of 3/32" od aluminium tube with short pieces of 1/16" od brass tube cyanoed in at each end (Fig 2). A variation on this theme is to use aluminium plates, in this case cut from the top of a ring-pull can (Fig 3). However, for the Cougar I'm going to try a Derek Knight adjustable nose bush (Fig 4). The nose block on this model is comparatively large, very nearly the full width of the fuselage, which will be great for using a winding tube, but with a fixed nose bush will lead to unsightly thicknesses of packing, which will inevitably be required to adjust thrust-line at the trimming stage.

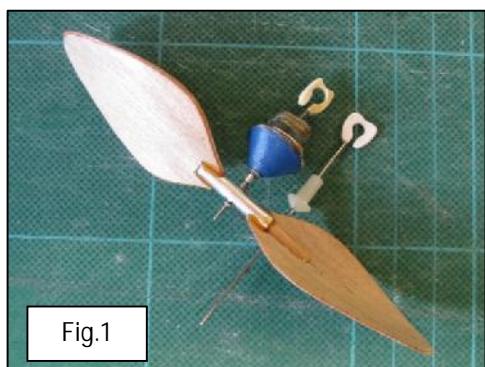


Fig.1

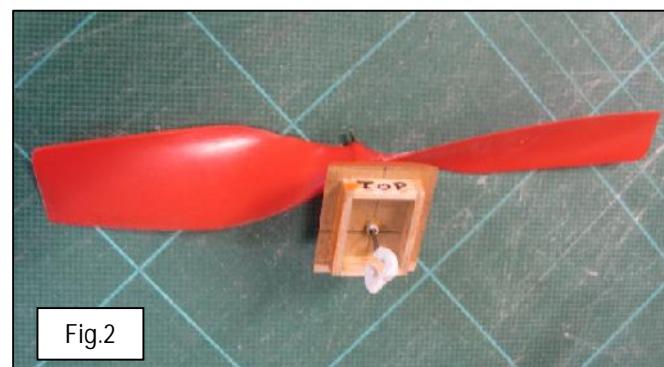


Fig.2

Fig 1. Blackburn Bluebird Peanut nose block using Peck Polymers plastic bush. Note thrust line packing and plenty of plumbeum.
 Fig 2. Sorta Senator Bostonian relatively long nose block with concentric tube bush. Note Czech style prop shaft hooks.

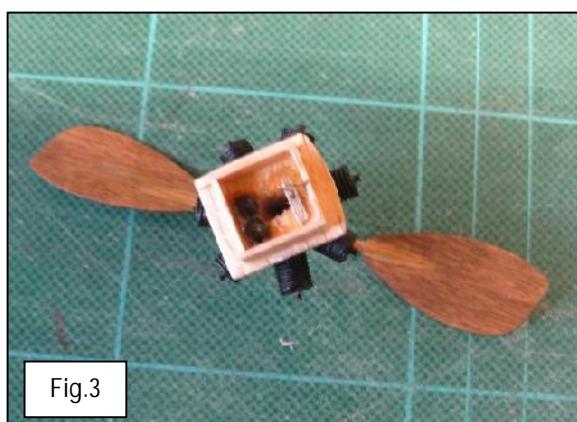


Fig.3

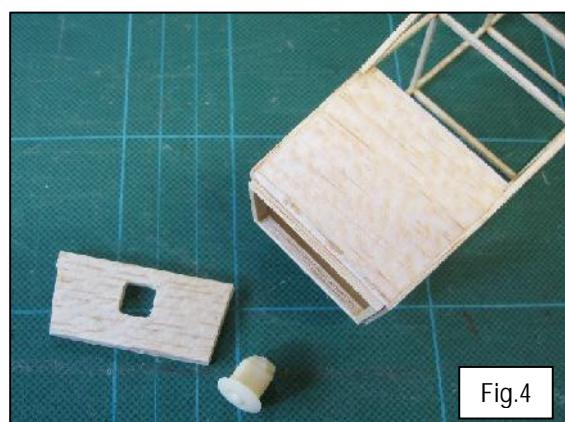


Fig.4

Fig 3. BAT Baboon Pistachio nose block with thin aluminium plate bearings at front and back for 0.015" dia shaft.

Fig 4. Nesmith Cougar nose block under construction adapted for KP Aero adjustable nose button.
 The location frame is in the fuselage nose.

Instead of using the supplied 1/8" sheet pieces (Fig 5) I have laminated the front of the nose from three cross grained pieces of 0.040" (thick 1/32") sheet for strength and stiffness. This is cut slightly oversize so that it can be blended to the fuselage frame by sanding once it has been glued to the location frame. A hole has been cut into which the adjustable nose bearing is a snug fit. I drilled 1.5mm holes in the corners of the hole

and joined them using a powered fret saw, the Aeropiccola Vibro-Saw (Fig 6), which I find excellent for cutting thicker balsa. I acquired this very useful tool at a Model Engineer exhibition in the 1970s and, unfortunately, like many things, it no longer appears to be available new. I cut the hole slightly undersize and filed it out using Perma-Grit needle files so that the bush is a tight push fit. It will be glued in later.

The nose block location is a frame formed from hard 1/16x1/8" strip. This was tack glued together in the fuselage nose before being glued to the nose block front (Fig 4). The nose bush has a pair of eccentrics, which are rotated by the supplied spanners to give the required side and down thrust (Fig 7). The spanners clear the 1/8" frame. The use of such a frame not only ensures that the nose block is a snug fit in the fuselage, it is also a convenient place to position any required nose weight. I usually use some 0.5mm ply to reinforce the nose frame of the fuselage, but in view of the extensive sheeting at the nose of this model and the hardness of the 1/16" sq strips, I did not feel this necessary in this case.

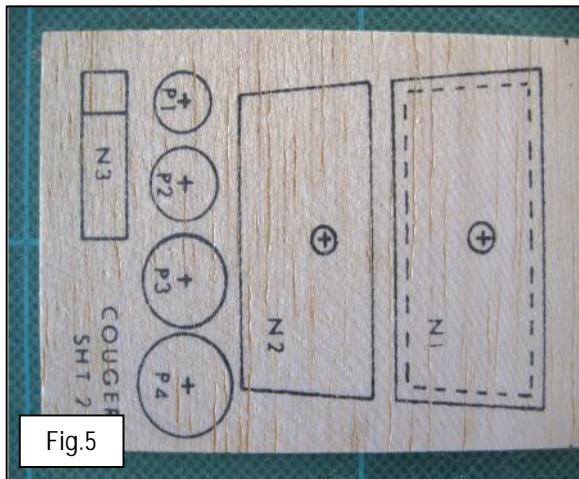


Fig.5



Fig.6

Fig 5. Nose parts, N1 and N2, on 1/8" printwood from kit

Fig 6. Aeropiccola Vibro-Saw

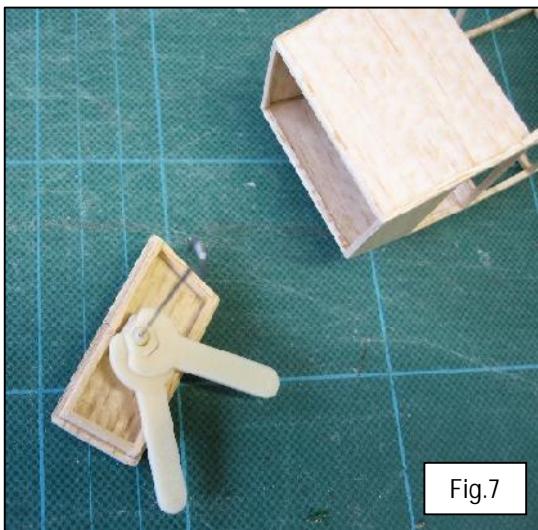


Fig.7

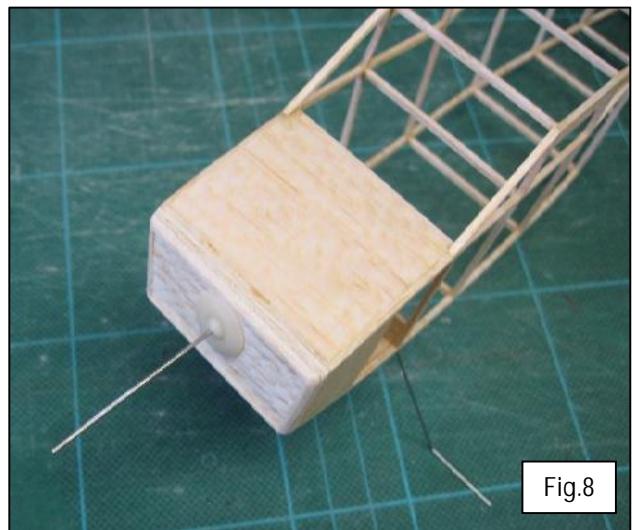


Fig.8

Fig 7. Nose block showing adjustment of thrust line with supplied plastic spanners
Fig 8. Sanded and blended nose block in position.

I'm not quite sure about the precise form of the full-size Cougar's nose, but I suspect that the front is quite open to allow in cooling air for the engine. I have added a small lip of 1/64" thick balsa to the nose block (Fig 8). The inside area will be painted matt black to simulate the open space leading to the engine.

Wire parts and wheels

I claim no particular expertise in wire bending, I can only suggest you measure twice and bend once.

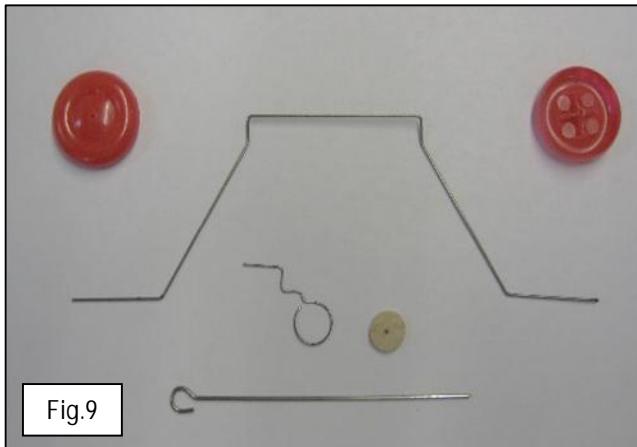


Fig.9

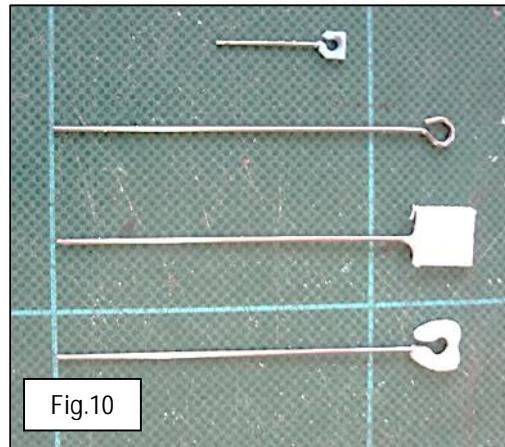


Fig.10

Fig 9. Cougar wire parts and wheels. The tail wheel wire form is from Clarence Mather's alternate Cougar plan published in a 1970s Sport Modeler.

Fig 10. Czech hook, from top: - Ikara Butterfly prop shaft. - Wire shaft as supplied with Cougar kit. - Plasticard squares stuck either side of prop shaft hook. - Plastic fettled to produce Czech style hook.

The bend position can be marked with a fine Sharpie type marker pen. Often I have to have several goes before I achieve something satisfactory. In this case the main undercarriage is relatively straightforward to bend from the supplied 0.025" wire with needle nose pliers (Fig 9).

I discovered another Nesmith Cougar plan by Clarence Mather on Outerzone (www.outerzone.co.uk), which, apparently, was published in Sport Modeler in 1975. This is not a title that I am familiar with. However, there are clear differences between the Sport Modeler and the Peck plans, presumably for copyright reasons. The Peck version appears to be a more accurate representation, at least for the wing types, but I preferred the tail wheel design of a 0.015" wire loop with a balsa insert of the Sport Modeler version and have reproduced it here. The main wheels supplied in the kit are very light red plastic Sleek Streak ones. It remains to be seen whether I actually use them.

A 1/32" prop shaft with a simple loop for the rubber motor was also supplied. This is a recipe for the motor running out of true, bunching and coming off the shaft, particularly with the long motors that will be required to give the maximum duration indoors. This is readily rectified by converting the loop to a Czech style one as shown in Fig 10. Two 8mm squares of 0.8mm thick plasticard were cut, and one side of each was liberally coated with liquid type polystyrene cement. The shaft hook was sandwiched between the plasticard pieces and the assembly clamped together in a vice. When dry this produced the third item down in Fig 10. A 3/32" hole was then drilled through the loop and the plastic fettled with a sharp knife and Perma-Grit needle files to produce the bottom item in Fig 10, which will retain a wound rubber motor in its required position.

I think we are now getting close to actually considering the covering of the little beast. Depending on what I decide to do for the propeller and wheels this means that the model is about half way to completion.

Aeromodelling, particularly scale aeromodelling, is not for the impatient!

If you click on the link below you will find a video of the Keil Kraft Factory around 1960

<https://m.youtube.com/watch?v=nIhs0ItNwK8>

This link is from a post on 'Hip Pocket Aeronautics' 'Builders Forum' by a Pete Fardell.

Here are a couple of stills photographed from the computer screen, fuzzy though they may be they will give a taste of the video.



Comment on video content from Jim Paton:

No push stick using a huge circular saw. How many fingers lost in its lifetime? I wonder how thin the blades were. The waste must have been enormous. No guards on the planer! Wearing ties operating machinery. Why did they have hats on? To keep the balsa dust away from the Brylcream!! No dust extraction. Incredible. A bigger business than I had thought it was. There must have been a few more aeromodellers then. **Really interesting.**

John Thompson

The Shape of Things to Come

- John Ashmole (SAM35)

from the new SAM35 Free Flight secretary, John Ashmole

(Firstly, the small print: this item explains what I hope and intend to do for Free Flight in the coming year. I am currently in conversation with a number of people and organisations, and am taking advice on a number of issues in order to make things work. I am aware, however, that members and prospective flyers would like to know what's going on, and what the calendar of events for 2017 is likely to be so that building and trimming can commence. These are the ideas, confirmation of which will follow, hopefully, in the next issue. I should particularly be interested in comments from or overseas members, in respect of possible involvement in postal events.)

- 1) **Postal events:** I hope to organise two during the year, with a slight overlap around the time of the F/F Nats.
Probably "Under 25" Vintage Rubber" or "Lightweight Rubber" for the first, and "Lulu" for the second.
- 2) **Area Postals:** this is a new innovation, which involves competitors flying at their local Area venue, but in SAM contests, and over a period of time that encompasses at least two Area events (in case of bad weather, etc.) Probably three during the year, the classes are likely to be Senator, "Anything but Senator" and a straight tow glider class or a contemporary class such as P30. I am working with the FFTC to see that all necessary information about availability of fields, access, etc, is made available.
- 3) **Events at Old Warden.** Frog Senior (and possibly Biplane Precision if enough interest is shown) at Mayfly, the Masefield for scale rubber duration in July, and the "Rubber Bowden" event in September.
- 4) **At the Free Flight Nationals** (or elsewhere if necessary): Under 25" Vintage Rubber, 36" Hi Start Glider, Biplane Precision. (The Wakefield classes will also be run, but under the auspices of the FFTC, as before.)
- 5) **At the new National Centre:** yet to be decided, but I hope to be involved with this venue as soon as possible.)

From the above, we can see that I am trying to support existing classes that are popular, such as the <25" Rubber class, and Hi Start Glider, while developing Frog Senior, restoring the Lulu glider (have you still got yours?) and adding something new in the form of Biplane Precision (both rubber and power.) I am open to suggestions for further classes to revive or develop. I feel that we should also include at least one "contemporary" event somewhere, such as the increasingly popular P30, in accordance with the more modern outlook of the "Society for Aeromodellers."

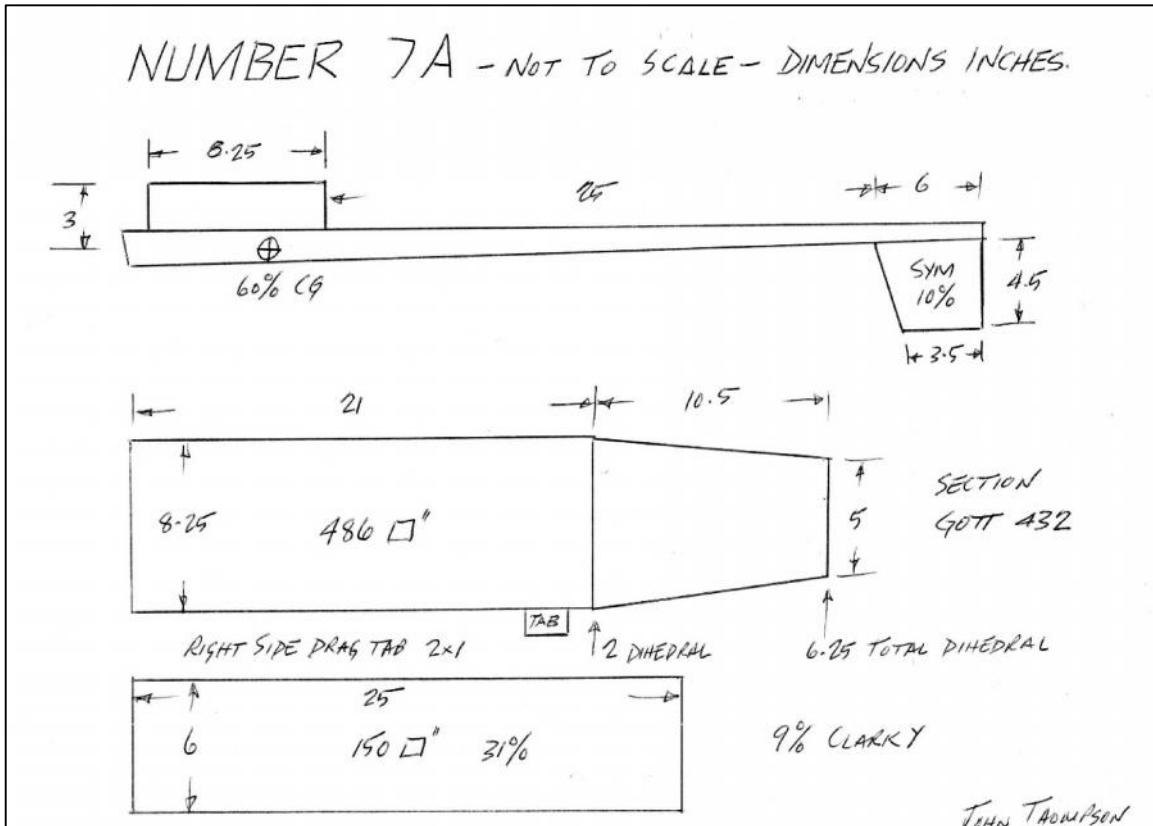
So I hope readers will see that the future is very promising. I am pleased to report that "Modelair" and "Aeromodeller" are very supportive and will support, report upon and publicise our events. I also hope to include our friends in SAM 1066 in all that we do. Success depends upon you. Turn up, take part bring friends to sport fly at the venues available to us, compete for the very good trophies that we provide, and let us show that Real Aeromodelling is well and truly alive.

Next month, having considered and developed my plans further, I hope to be in a position to offer some precise categories, rules and, if possible, dates. Watch this space!

John Ashmole (SAM35)

Number 7A

John Thompson

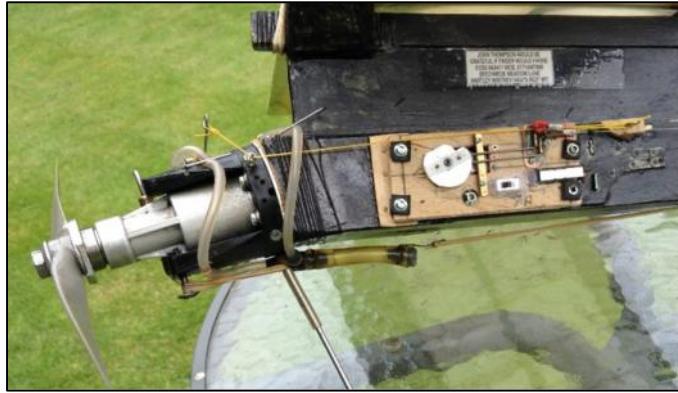


After building and flying JAI-FAI described the other month, I thought that a BMFA power model based on the same set up might be fun, especially if powered with a Nelson 15 side exhaust.



The BMFA rules permit an 9 seconds engine run to a model without functions. A model of this description is not really a match for Trevor Payne's large F1C type, 6 seconds run, models powered with a Nelson 40, but with no bunt. He, over the years has refined the power trim by using a more or less vertical launch with the model doing a very flat half-moon climb backwards from the launch position, which exits into the glide pattern with no loss of height. A roughly similar setup was used by Mario Rocca in the 80's. with his F1C's, in that the model performed an S shaped pattern again with no bunt. This pattern before, was the bane of some people's lives until it was realised that in many cases it was caused by the wings washing out at high speed, flattening the climb. Metal wings and carbon help here to avoid this in modern models.

This type of 40 powered models is not for me as I am pretty sure with aging arms I could not hold such power really safely to ensure accurate launches. Notwithstanding this the idea of the high power permitted by the Nelson presented a challenge. The engine I used was one of my old F1C motors but still manages about 24 k on high nitro on an APC 7x4.



I would prefer to use a 7x3 but this took the engine to nearly 29k, way in excess of the safety limits suggested by the manufacturers. I should add that I did not want to use carbon props, just off the shelf ones. Any way on the 7x4 the engine generates about 0.9 bhp sufficient for a pretty rapid climb on a 450 square inch wing area model.

The model is launched at about 85 degrees slightly to the right, (vertical launches were inconsistent), from which it reaches 824 feet in 8.6 seconds, with excellent transition into quite a good glide. It is possible that height obtained could be improved on by using a faster prop but with the regular light weight construction, vibration problems I think would result.

The Dan Kennedy electronic timer worked perfectly alongside the host type Aeris RDT system. The accuracy and convenience of these systems is wonderful and not to be without.



As for the model the fuselage is a slightly stretched JAI-FAI, the wing is a straight copy of Sorjo Ranta's 1956 FAI model which had impressed me (see December 2009 write-up) when I built one. The tail plane is all of my own design and type of construction, but strongly based on the Dixie!!! To minimise vibration with the regular glass RC type engine mounts that I use, I screw a block of 8 mm ply to the back plate (this is possible as the Nelson has a glow plug sized tang used for unscrewing the back plate) which fits inside the rear of the glass mount, and in turn I place screws tangentially through the outside of the mount into the ply. This makes the engine not only mounted using the regular mounts but also radially. It does help quite a bit. I stole this idea from the metal mounts that Doug Galbreath used to make for the use on F1C's. As you can see all my models are completely made up of my own ideas!

One day I might get around to fitting functions just to see how much higher I could get the model to go. As a generalisation, on other models where I have done this, an extra 100/150 feet with the same run is possible.

Model Data

Wing 132 g, Tail 26g, Fuselage 126 g, Engine etc 270 g,
Total 554 g 19.5 ounces.

Wing +3.3 deg. Tail +1 deg. CG 60 %.
 No warps, just 2 deg washout both tips

Thrust line 10 deg down. 4 deg left.

Slight tail tilt for right/right plus drag flap on right wing for glide turn.
 Tail tilt is very sensitive with this set up.

John Thompson

Aeromodeller Departed

John Leitch:



It is with sadness that I report yet another aeromodeller has passed on. John's death, on the 1st of September, comes so soon after the passing of his wife Barbara. Aeromodelling will miss this iconic Vintage Power modeller, and in particular his 'Banshee's.

R.I.P.

For Sale & Wanted

Wanted:

Frog 150 blue head diesel engine, probably circa early/mid 60's.

I had one such engine when I was a young lad, and it would be nice to own one again, not necessarily to fly, but to play with from time to time, and make some noise!

Contact Tim Mountain, email: tim@tmountain.fsnet.co.uk

Wanted:

Winder for Rubber models, good quality commercial device.

Contact Peter Watt, email: peterwatt745@btinternet.com

Clear-out:

Good home wanted for SAM Magazines:

SAM35 Speaks, Mar 2002 to Oct 2007 & SAM1066 Clarion, Jan 1990 to Aug 2004

Contact John Worsley, email: johntworsley@gmail.com



Unknown modeller at 1952 Wakefield trials at Digby.
Warring (Zombies), Marcus and Hall (both CDMAC) at rear.



Unknown modeller at 1952 Wakefield trials at Digby. Ron Martin (CDMAC) centre background.



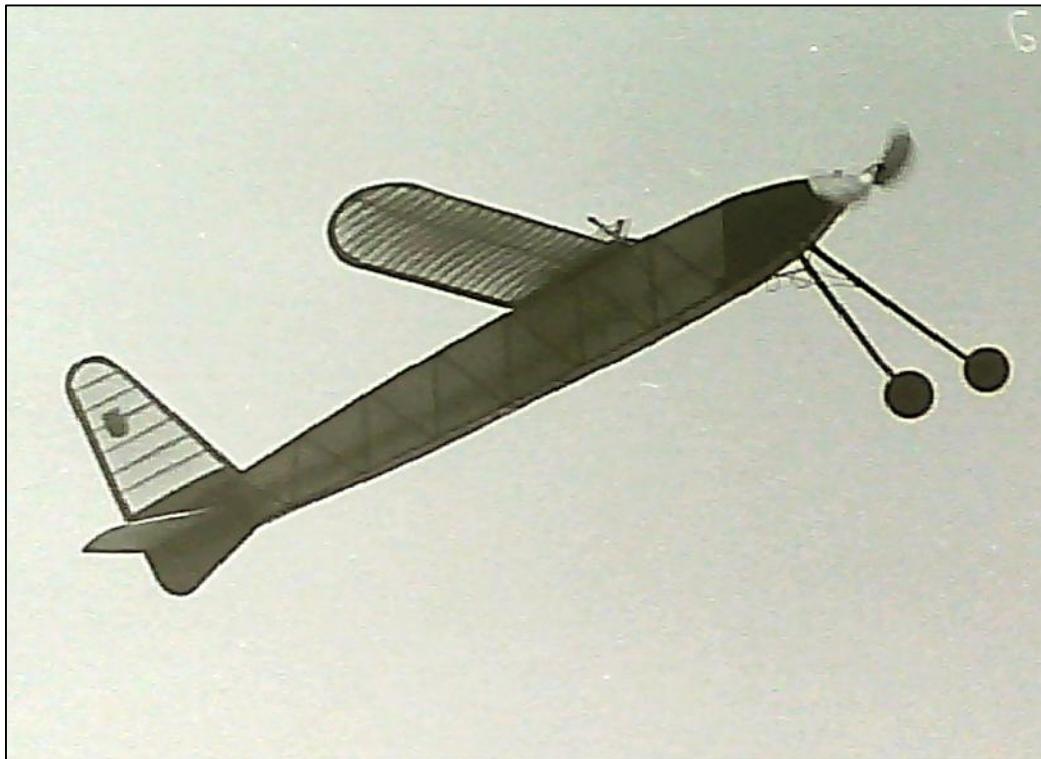
Norman Marcus (CDMAC) ROG's his model at the 1952 Wakefield trials at Digby



Bob Gilroy (CDMAC) assembles his 2nd place "Bobcat" model at the 1955 World A2 glider Champs

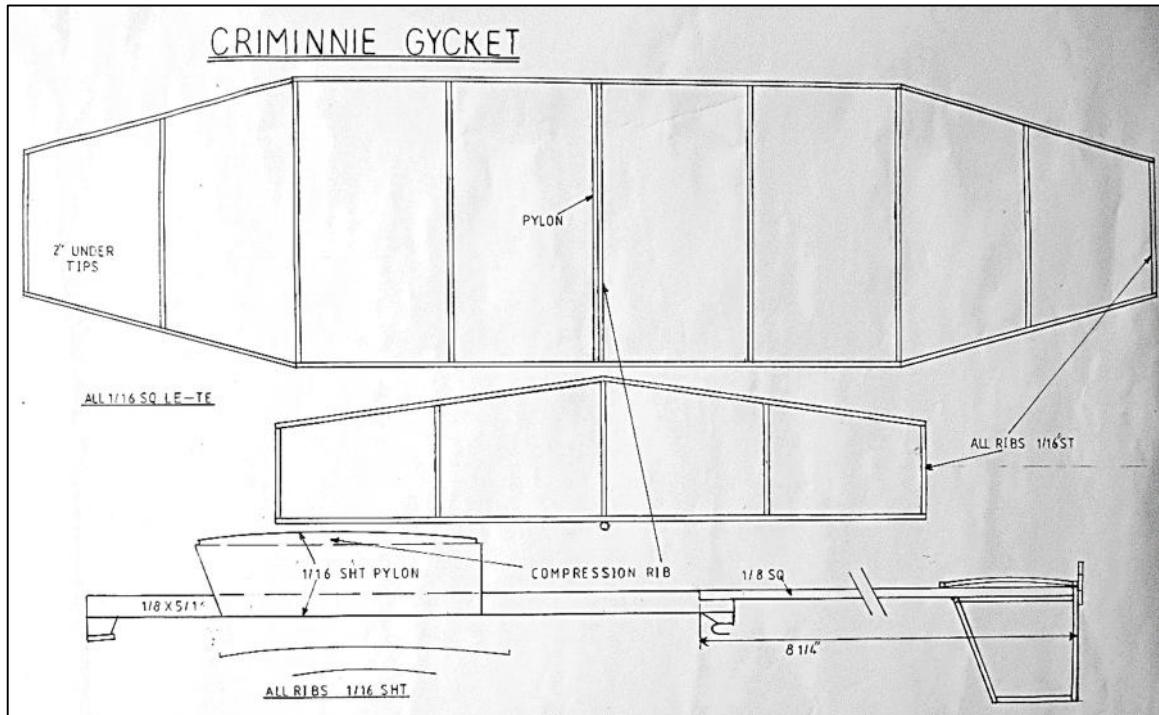


The winning trio at the 1955 World A2 glider champs at Wiesbaden. L to R Bob Gilroy UK 2nd, Lindner Germany 1st and Hagel Sweden 3rd. (photo by unknown Press photographer).



"Isis" Wakefield model in flight at Odiham in the 80's.

10th September Rachel and I headed out down the Warwick by-pass onto the M40, across to the M42, then back up the M5 and off to Quarry bank to the Thorns Community Sports hall for the first of the winter series of indoor meetings. The journey is in excess of 60 miles but the bulk being motorway gets us there in about 1½ hours, not too bad. This year the one design model for the xmas competition is a modified version of the 'Gymminie Cricket' titled 'Criminnee Gycket' by designer Colin Shepherd.



The design is intended to improve duration over the standard Cricket by embodying curved lifting wing and tail sections, a larger tail-plane and, although balsa props are still banned, the use of the Ikara Butterfly prop is allowed. Currently the stated rule is only plastic props are allowed but the debate is whether homemade versions made from plastic should be allowed. Who'd be a rule maker?

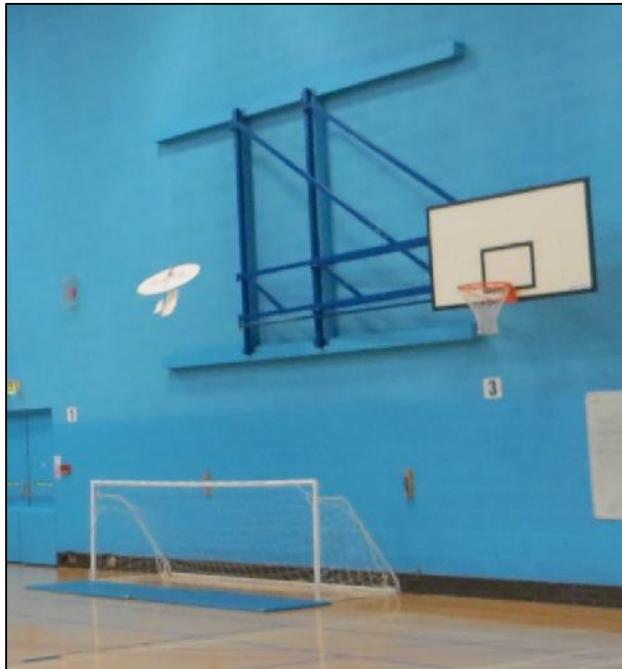


Mick Chiltern and Terry Beese display their versions whilst I pile the turns on mine

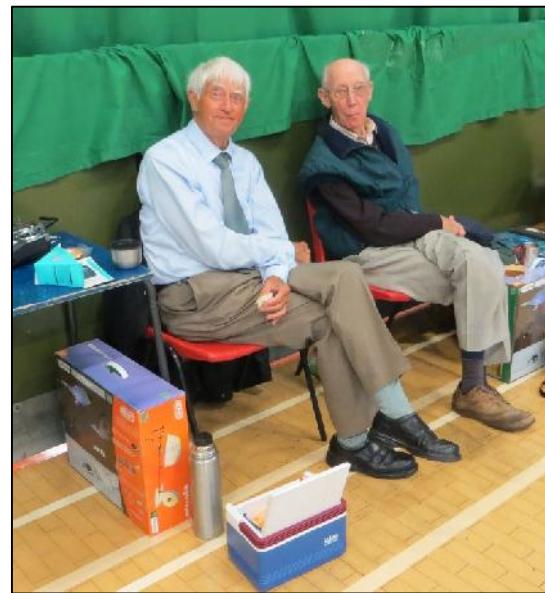
I had stuck a Criminnee together during the previous week, in fact it was just two days' spare time, without much attention to wood selection and 5gm was the final weight. I managed to get flights up to 1.45 but I'm pretty sure by xmas 2min + is on the cards. It's just a matter of getting the motor and turns right and avoiding more than 2 ceiling hits.

Lightweight radio control flying has been introduced in 15min slots and quite a few of the attendees participate. The 'Vapour' and 'Mini Vapour' being popular also the 'Ugly Stick', I doubt if I have the correct names. Mick Chiltern flies what looks like a 'Starship Enterprise' and that fizzes about well. Mick also has a scratch built RC Messerschmitt 109 just about ready to go, if it looks as good in the air as it does on the ground it will be spectacular.

I keep my lightweight indoor FF models behind my model boxes under the bench when this is going on as sods law will prevail if left to chance.



Mick Chiltern's Starship in action



Mick Chiltern's scratch built Me 109 and a couple of lunchtime scoffers

The two usual suspects on the right above try to pretend that they are not feeding their faces but the evidence is patently obvious, sandwich pack, thermos flask, cool box and in possession of a part eaten sandwich.

Rachel got 'em bang to rights I reckon.

John Andrews

Secretary's notes for October 2016

Roger Newman

Two events held during this month, neither under the SAM1066 banner but we helped - both are reported elsewhere in this NC. The Southern Area Gala at Odiham was admirably organised by our Chairman & well attended, the weather almost behaved! The Crookham Gala, held on Salisbury Plain, witnessed the legendary sight of a windsock initially unmoved by the merest zephyr & latterly by a modest breeze. Good to see some 35 or so folk busy flying in various comps plus some sports fliers enjoying themselves. I know Salisbury Plain has its detractors & it is not the same as Middle Wallop, but it is a very large area that is readily accessible with care and offers a free flight location that is now unique in the south of England for both sports & competitive fliers. A guarantee of good weather would of course be the icing on the cake, but that was equally true of Wallop!

Additionally there was an Area meeting during the same period. Beaulieu was quite well attended with quite light winds coming mostly from the south. I managed to lose my second Caprice (more later on this) otherwise another good flying day.

Pictures of Crookham Gala courtesy of Dave Etherton - many thanks.



Coupe Fly off contenders: Alan Brocklehurst & Peter Hall



Gavin Manion at full stretch



Legendary Windsock



Chilton family wait



Big heave from Jim Paton



Dance of the Coupe by Peter Hall

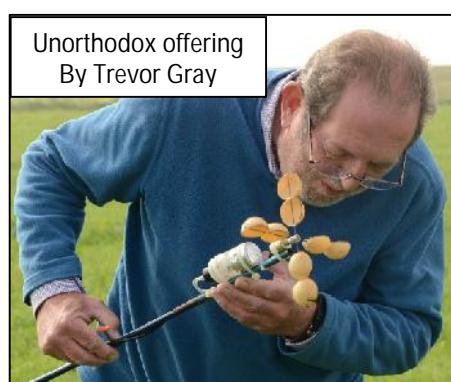


Dixielander aloft



Gentle launch from Ray Elliott

Also during the month Nick Peppiatt & myself visited the Museum to see if would be possible to combine our AGM with a spot of indoor flying. Nick gave an excellent demo but unfortunately the space that I thought was available is in fact now part filled with rather large exhibits, so that put paid to another possibility. However, that does bring us to the AGM. It will be held at the Museum as previously. Although we have not been able to fly on the airfield this year,



we (your Committee) believe it is important to retain our links with the Museum with an optimistic view that one day we may be able to get back onto the field. We need a minimum of 10 members to attend under the rules set out in our constitution, so please make the effort if you are relatively local.

**Annual General Meeting
Museum of Army Flying in Conference Room
Middle Wallop
October 30th 2016
14.00 hrs**

1. Welcome to members old and new for the season 2016/17
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
 - a) Chairman
 - b) Secretary
 - c) Treasurer
 - d) Membership Secretary
 - e) Committee Members
9. Annual subscriptions for 2017
10. Events for 2017
11. Any other business

Proposed back-up/archiving of digital plan library

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 executive committee will be seeking re-election for 2016/2017: and in addition the Editor New Clarion will be formally elected to the committee.

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

BMFA AGM: Notification has been received from the BMFA of formal notice of the 69th AGM of the Society of Model Aeronautical Engineers Ltd, followed the annual prize giving & dinner - to be held on Saturday 19th November, at the usual location in Hinckley. If anyone wishes to attend, please email me & I'll forward full details.

Ramblings

Not too much this month. A Southern Dragon has been refurbed (the airframe is around 30 years old) & is ready for trimming. My other one has a PAW 0.5 fitted & it flies well with the engine throttled back but is getting quite battered by the Beaulieu undergrowth. This one has a PAW 80 fitted, so the performance should be quite electrifying if I can manage to get it sorted without destroying it! An elderly Veron Deacon has been re-engined with a DC Sabre in place of a very tired ED Bee Mk II, which managed only to elevate the Deacon to a very modest height. Not yet flown but should be an improvement. Otherwise modelling activities have been somewhat curtailed.



RDT - some thoughts after a season of introducing, learning, using & losing two models so fitted. The RDT system I use is my home made version, loosely described in an earlier NC, using Lemon Rx's & a home-made Tx - all 2.4 Ghz kit. The first model lost was a Lulu, fortunately recovered some three weeks later - analysis of the failure turned out to be mechanical & self-imposed - nothing to do with the technology of RDT, the DT band on the mousetrap being trapped under the arm of the mousetrap. Future implementations have taken account of this! The next to be lost was a Caprice (at the last area meeting). Reflections after the event deduced this to be another self-imposed failure. Normally after a flying session, the Tx & Rx's used are returned to the bench in anticipation of the next session. I failed to notice that I had left the Tx switched on after the last flying session. However, when I charged all batteries before the area meet, the TX battery was measured at 0.79v before charging - being a relative novice in all things electric, I thought "strange" & recharged the battery, which seemed to charge up ok. The single cell Rx batteries were all fine having had not too much usage but were still recharged. At the area meeting, I flew my old Corsair A2, fitted with RDT - other than a painful reminder that my ability to run has severely diminished with advancing age, it performed well & dt'd when prompted. Then I flew the Caprice, with its own Rx & new battery, which promptly caught a Beaulieu boomer & was last seen heading towards Dibden Purlieu at a great height! This having checked the RDT functioned on the ground before flying. Not seen again! When I got home & measured the Tx battery voltage, it was down to 2.7 volts - having previously been fully charged & measured the previous day. Seeking expert advice, it seems that if a LiPo is drained beyond some lower limit (as it had been by leaving the Tx on for many days), the battery was effectively shot. So the guess is that whilst it worked fine for a short time - i.e. Corsair, by the time the Caprice was flown, it had died. So two lessons here: the first is to fit a red LED to the Tx as a

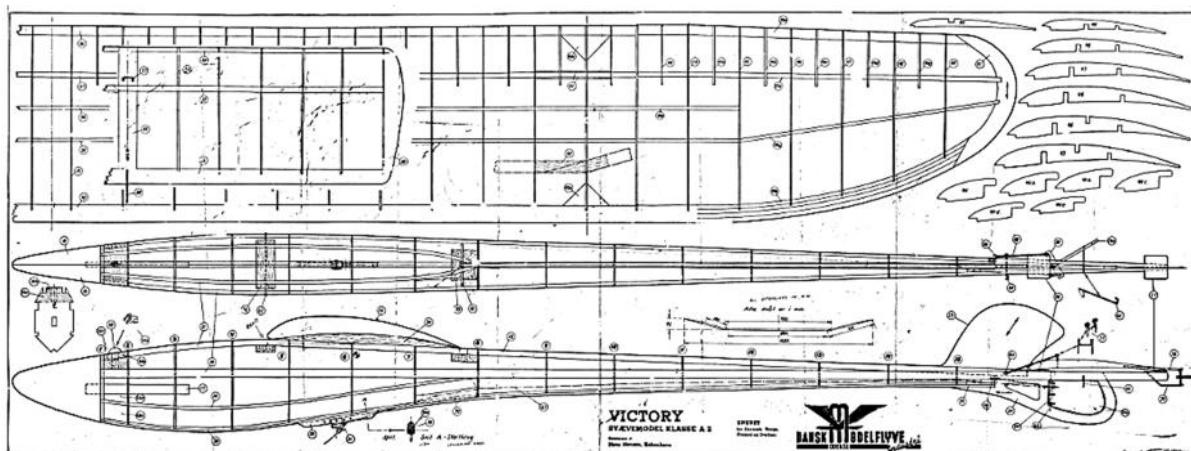
visible reminder that it is switched on or off; the second is that Lipos don't like being discharged below a set limit. A supplementary lesson is that soldered joints require mechanical & electrical strength - don't just rely on a soldered joint that appears to look OK. Other than that, RDT does work well for me, is a brilliant aid to trimming & saves one's legs from unduly long walks. I shall therefore persist & carry on with plenty more models left in the stable - no doubt encountering other tribulations due to human frailties - but the technology does work for not so serious flying!

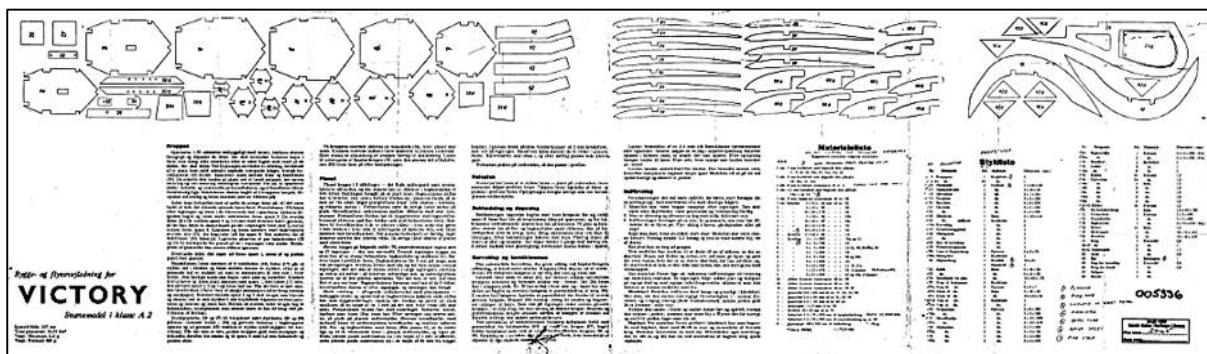
**An EASA "Prototype" Commission regulation on Unmanned Aircraft Operations
(EASA is the European Aviation Safety Agency)**

A BMFA News Flash very recently alerted the aeromodelling fraternity to this potentially catastrophic document, which comprises 72 pages of turgid reading accompanied by 16 pages of supplementary notes. The documents purportedly address the regulations concerned with the burgeoning growth of drones, but regrettably sweep up all forms of model flying due to the apparent inability of the technocrats to define a model aircraft, perhaps through arrogance, incompetence or a failure to seek independent advice. The documents can be downloaded thro' a link on the BMFA website, alternatively via this link: <https://www.easa.europa.eu/easa-and-you/civil-drones-rpas>. Having assiduously read through both documents, an initial conclusion is that whoever wrote them really is taking the p... - viz a specific statement that indicates the total inability to discriminate between model aircraft & so called drones (as noted above) & a 50 metre height & 100 metre visual line of sight restrictions for all models that fall within their definition of an unmanned air system (drone) of low complexity. On a serious note, if this prototype regulation does come into force & is applied in full as currently drafted, it spells the end of aeromodelling as we know it. However, as the title suggests, it is a "prototype" document & therefore does not yet represent official EU policy, but it could if there is no dissent. Dave Phipps (BMFA CEO) is well aware of the potential dangers, he is making representations through official bodies & has a very well documented summary in the latest BMFA News. The German modelling association has already lodged an extremely well written objection & it is hoped that the BMFA will do likewise on behalf of modellers in the UK. The stated deadline is mid October, so not very much time. If you don't believe me, download both documents & read them! You can make your own objections via email at UASProtoypeRule@easa.europa.eu

Plans for the month

Glider: Victory A2 by Hans Hansen from Denmark, who won the World Championships with his Aurikel A2.

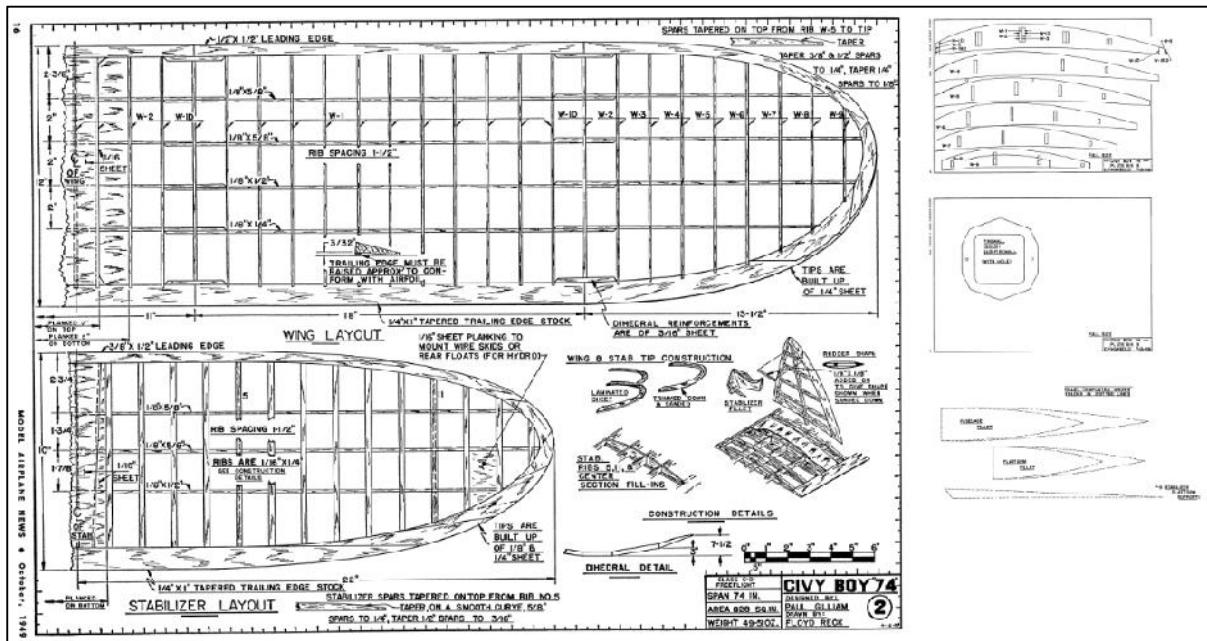
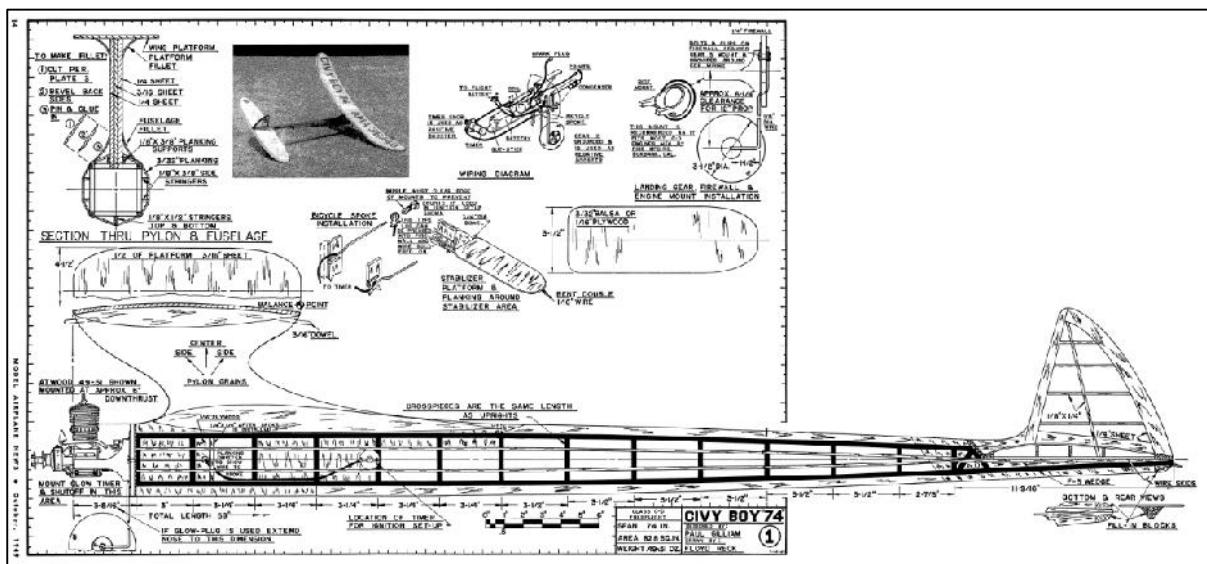




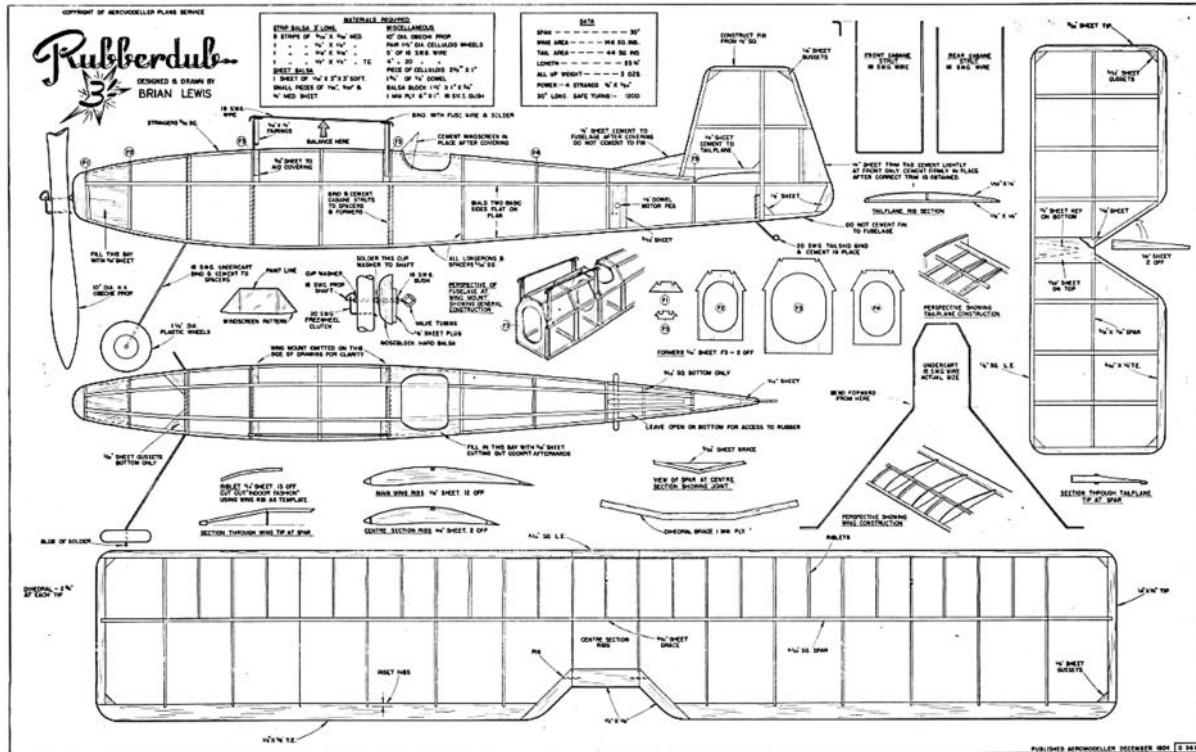
Sadly Mike Parker reported separately that John Leitch had recently passed away. John will be fondly remembered for flying his Vintage Power models at Middle Wallop, on many occasions with a screaming glow engine & a climb to be envied. A real gentleman & a fine modeller.

As a tribute we can do no better than to have the power selection as a Civy Boy.

Power: Civy Boy 74 from Model Airplane News



Rubber: Rubberdub - pretty little model from the '50s



Roger Newman

Wakefield & Tailless Leagues

Spencer Willis

Entries in 4oz and 8oz Wakefield were so low this year I have decided I won't be dealing with the results for them in the future as there's so little interest. When I've mentioned this I'm told people are getting older but it doesn't seem to be just that. For example in the last comp that counted for the league (Odiham) just two people flew in combined Wakefield. Yet they had seven people flying in Coupe and nothing flies worse than a Coupe in the prevailing conditions.

4oz and 8oz Wakefield leagues winner: Peter Jackson

As for Tailless - reasonable entries with 16 (or 17 if I'm included.) A couple of new names to Tailless have appeared, Andrew Moorhouse and Steve Fielding, both still feeling their way at the Nats. Peter Watt finally got his model nicely trimmed at the East Anglian Gala and made a reasonable score. Ted Challis flew at four venues. His best three were the Nats, Oxford (Andy Crisp) and 6th area giving him 31 points, enough to win the Halcyon Trophy.

Next was Pete Woodhouse with a very convincing win at the Nats beating my pathetic 2 minutes by 8 minutes. He added a 3rd at the East Anglian Gala which gave him a total of 30 points. In 3rd place Colin Foster who was 4th at the Nats and 2nd at the East Anglian Gala totalling 26 points.

Tailless League Results

1st. - Ted Challis - 31pts 2nd. - Pete Woodhouse - 30pts 3rd. - Colin Foster - 26pts

The other scores are:- E Stevens 24; M Doyle 18; Ray Elliot 16; D Taylor 13; Steve Fielding 11; Peter Tolhurst 7; Andrew Longhurst 7; A Powis 7; M Marshall 5; Peter Watt 5; Dave Brawn 3; A Moorhouse 3; R Willes 1.

Spencer Willis

THE 2016 FREE FLIGHT FORUM

The thirty-second BMFA Free-Flight Forum will start at 10 a.m. on Nov. 20th, the day after the AGM, at the Hinckley Island Hotel, A5 Watling Street, Hinckley, LE10 3JA. There will be some interesting topics discussed, so come along and enjoy a day with these speakers:

Simon Dixon - A Portable Starter Box; Stuart Darmon - An Altogether Different Man's Approach to F1A Glider; Mike Woodhouse - Jigs and Fixtures; Alan Brocklehurst - Measuring the Shape of Aerofoils: Knowing What You've Got and How to Evaluate it!; Mick Lester - Carbon Wing Skins; Andrew Boddington - Life as an Aeromodeller Editor; Roy Vaughn - How I Made an LDA Wing for an F1J Without Maxwell Boards; Mike Woodhouse - Buying Parts and Subcontracting Work Out; Alan Brocklehurst - Calculations on Non-Smooth Aerofoils at Low Reynolds Numbers: The Potential Benefits of Lumps and Bumps!; Gavin Manion - Cheapo Carbon Tubes in Lightweight Flying Surfaces.

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.

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

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

Model

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

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

Engine/motors

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

36"-44" WINGSPAN

I.C. Engines:

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

Electric Motors:

Any electric motor is admitted with direct drive

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

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

48" WINGSPAN

I.C. Engines:

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

Electric Motors:

Any electric motor is admitted with direct drive

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

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

Flights and results

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

Awards :

A diploma for all competitors and prizes for the first three in each version rank.

Special prize for best flight in float version.

Results

Results, address, photos and technical specification about model must be forwarded to the Organization within the 15th June 2017 to Curzio Santoni (cusanton@tin.it) or to Gianfranco Lusso (gfl@orange.fr). Many pleasant flights and happy landings to ALL !!!!

SPECIAL PRIZE VIC SMEED

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

Good ROW and flight

SPECIAL PRIZE DAVID BAKER

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

Good thermals

Southern Coupe League Fixtures 2016

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

Contact Peter Hall: email: phall789@btinternet.com

Coupe Europa

Sunday 2nd October 2016
Salisbury Plain Area 8

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

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

Oxford MFC Scalefest 2016

Sunday 2nd October

(Note New Date!)

Port Meadow

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

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

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

BMFA insurance required.

Info: 01865 873876 07833 775794.

Full details on www.oxfordmodelflyingclub.org.uk

La Grande Coupe de Birmingham (Part Trois)

Sunday December 4th
at MOD North Luffenham

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

F1G for the Aeromodeller Trophy

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

Pre '58 Vintage Coupe

for the Bernard Boutillier Trophy

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

Special prize

Bottle of fizz for the best aggregate score in both events

Entry Fee £10 covers both events

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

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

For further information contact:

Gavin Manion at gavin.manion84@gmail.com

tel 01543 422509

or Stuart Darmon at stuardarmonf1a@yahoo.com

tel 01858 882057

FLITEHOOK

Indoor Free Flight Meetings

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

Flyers £6, Spectators £2

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

2016

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

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

2017

Sunday - 8th Jan 9.00a.m. to 1.00p.m.
Sundays 10.00am to 4.00pm

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

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

Bloxwich Indoor Flyers

Free Flight & lightweight RC

Sneyd Community School

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

Saturdays 2pm until 5pm

Flyers - £8 Spectators £2

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

Contact:- Allan Price: Tel: 01922 701530

e-mail: montrose32@btinternet.com

Indoor Flying with the South Birmingham MAC

Mainly Free Flight

Thorns Leisure Centre.

Stockwell Ave.

Off Thorns Road - Quarry Bank - West Midlands - DY5 2NU

Saturdays 1pm until 4pm

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

Admission - Flyers £5.50 - Spectators £2.00

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

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

BMFA South West Indoor Flying

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

Sundays 1200 to 1600

2016

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

2017

Jan 22nd - Feb 19th - Mar 19th

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

Admission: Flyers £7 Spectators £1

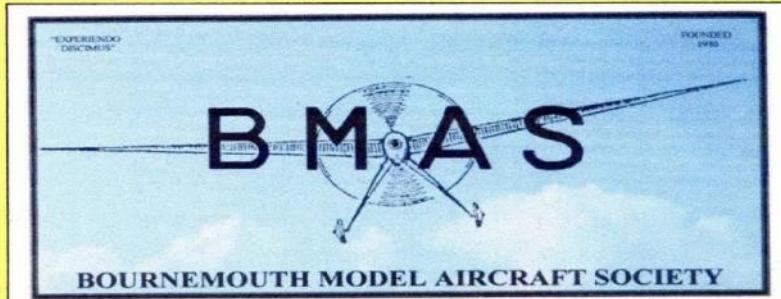
Contacts:

Cornwall - David Powis on 01579 362951

dave_powis@hotmail.com

Devon - Roger Bellamy on 01752 257826

randmbellamy@gmail.com



INDOOR MODEL FLYING 2016 ALL TUESDAYS

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

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

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

25TH OCTOBER, 22ND NOVEMBER.

7pm to 10pm

ALLENDALE CENTRE

HANHAM RD. WIMBORNE BH21 1AS

FREE CAR PARKING IN PUBLIC CAR PARK IN ALLENDALE RD

FREE FLIGHT ONLY

COMPETITIONS incl GYMINNIE CRICKET LEAGUE

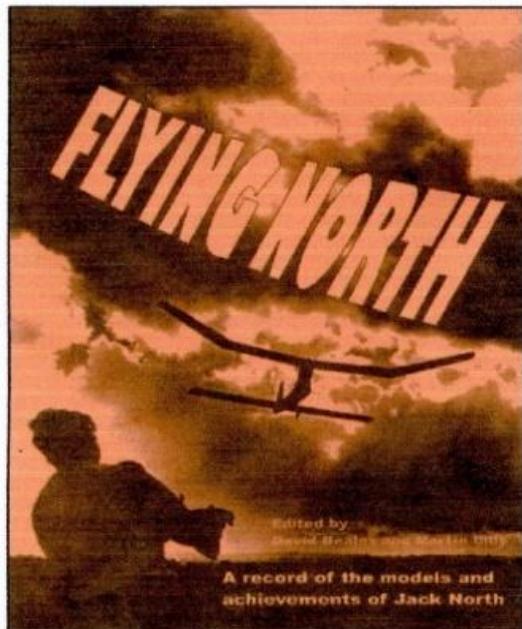
ALL FLYERS MUST HAVE BMFA INSURANCE

FLITEHOOK NORMALLY IN ATTENDANCE

Adult Flyers £5 Spectators £1.50

CONTACTS: John Taylor Tel. No. 01202 232206

Aubrey Bugden e-mail bugden863@btinternet.com



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

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

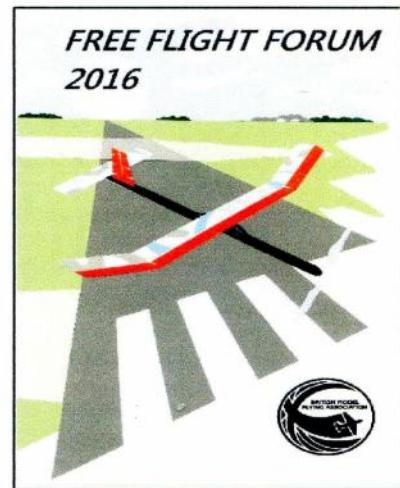
The price in the UK is £18; airmail to Europe £20 or to anywhere else £22. Cheques should be payable to BMFA F/F

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

THE 2016 FREE FLIGHT FORUM REPORT HOT OFF THE PRESS

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

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



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

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

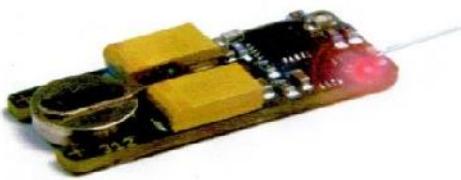
Copies are available from :

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

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

BUGS

Free Flight Model Tracker



£50.00 - each including 6 batteries

Ready to use radio tracker

Suitable for most handheld receivers

Powered by one 312 ZincAir hearing aid battery

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

Run time around 10 days

Red LED flashes when transmitting

Available in any frequency from 140MHz to 980MHz

Supplied in protective heatshrink

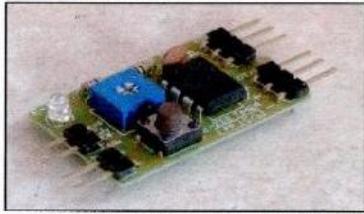
Very quick delivery, often next day

On sale at

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

or contact Peter Brown 07871 459291 for options

E-Zee Timers



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

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

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

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

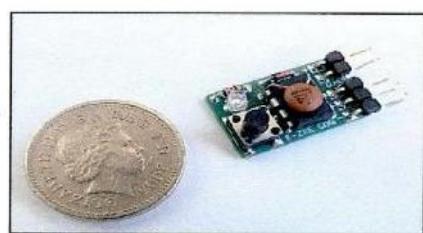
For installations where the timer is inaccessible remote pushbuttons and LED's are available

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

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

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

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



Timers are supplied with a comprehensive instruction manual and users guide

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

Dens Model Supplies

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

Michael Woodhousemike@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

DBHL Plan Service

The rules for obtaining plans.

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

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

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

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

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

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

This service is provided at no charge.

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

VINTAGE COUPE PLANS.

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

Further information will be advised in due course.

MSP PLANS PRESENTS

Vintage, Classic, Sport and other Duration Designs

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

The list below includes Vintage Models generally pre 1951 and Classic Models 1951 to 1961.

Photos of most models can be seen on my website - www.msp-plans.blogspot.com

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

MICK FARTHING 1942	The 40 in span Lightweight Contest rubber model with a diamond fuselage.
MICK FARTHING'S THE PAPER BAG'	Mick Farthing's last lightweight rubber model of 1946.
RAFF V 1947	Designed by Norman Marcus who was National Champion in 1946.
ODENUAN'S 1950 NORDIC A2	Swedish Championship glider, placed second in the first World International in 1950.
SENATOR 1950	RUBBER Designed by Albert Hatfull and kitted in 1950. Twin plan with Ace
ACE 1950 RUBBER	Designed by Bill Dean and kitted in 1950. Twin plan with SENATOR.
ENGLISH VIKING 1953 A2 GUDER	Designed by Bill Farrance twice winner of the SAM Radislav Rybach trophy.
CRESTA	A 38 in wingspan low-wing design for small diesel or electric motor installation.
FRED BOXALL'S 1956 OPEN RUBBER MODEL	Twin plan with Boxall's SEAPLANE.
FRED BOXALL'S SEAPLANE (1965)	Twin plan with the 1956 OPEN RUBBER MODEL
LAST RESORT 1956 CLASSIC RUBBER	Open Rubber Model designed by Jim Baguley. Twin plan with FIRST RESORT.
FIRST RESORT 2006	by Martyn Pressnell for the BMFA Rubber Class. Twin plan with LAST RESORT.
WINDING BOYII 1956	by Uriah Wannop, 38 in span, Twin plan with McGILLIVRAY's LIGHTWEIGHT.
JACK McGILLIVRAY'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.
HOST WAKEFIELD 1951	John Gorham's 1951 Wakefield, a successful rubber model from the early 1950's.
RON WARRING'S 1952 WAKEFIELD	The geared geodetic model, developed by Ron Warring for twin motors,
NIGHT TRAIN Mk 1 1960	George French's Night Train which pioneered the use of VIT systems in the UK

MSP PLANS PRESENTS NEW PLANS

HI-START GLIDERS 2013 - 36 in span

AVENGER 1952	John Gorham's classic A2
CAPRICE 1959	Neville Willis' classic lightweight glider
VINTAGE A2 1950	Odenman's.

HI-START GLIDERS 2014 - 36 in span

SATU 1950	J Bennett's vintage A2
PETREL 1964	Frog's beginner's kit glider
MAD'S DREAM 1959	Brian Dowling's classic A2.

To order plans for UK delivery please write with cheque (£ sterling) made payable to

Martyn Pressnell, 1 Vitre Gardens, Lymington, Hants, SO41 8NA.

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

Enquiries: please write or email martyn.pressnell@btintemet.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

Provisional Events Calendar 2016

With competitions for Vintage and/or Classic models

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

Please check before travelling to any of these events.

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

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

www.SAM1066.org

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

www.freeflightuk.org or www.BMFA.org

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

www.SAM35.org

Useful Websites

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

Are You Getting Yours? - Membership Secretary

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

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

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

P.S.

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

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

Your editor John Andrews