



NEW Clarion

SAM 1066 Newsletter

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Editorial

Our society now has a Chairman once again in the person of Tony Shepherd, see the secretary's notes for details.

The second Cocklebarrow Farm Vintage R/C event is reported by Tony Tomlin, these events continue to attract a large number of participants and illustrates what may well be the current most popular form of vintage model aircraft flying.

The model engine review is the Holland Hornet .8cc glow, and I'm intrigued by what I perceive as its racing lines considering the era. Not being conversant with engine power outputs, the power curve means little to me, can any one pass comment if they possess one.

Considering that the Odiham meeting was at best a non-event, it is surprising that we have three articles on the event and a piece in the secretary's notes. My report hints at pensioning the event off but, as Roger states in his notes, we must at least hold the 70th event in 2018.

The emerging interest in Earl Stahl designs continues, Dave Harding, an ex pat in the States, weighs in with some pictures of Earl himself and reminiscences on his own days in the Croydon club.

In addition Nick Peppiatt has penned a piece on the designs, with a table of a number of the low-wing models listing, motors, props, finishes etc. taken from an old issue of SAM35 Speaks.

Dick Twomey is fishing for design conversions, he illustrates two of his own and would like to hear from others who may have done likewise.

Tony Tomlin reports on the 2017 'Cloud Tramp' mass launch, it's an event I always miss and being somewhat isolated I'm not sure if there are any participants reasonably local to me. I imagine the Peterborough Club give it a go but I'm still looking at a 100 mile round trip. I'll just have to do it on my own if I can remember. Better put it on the calendar.

The annual Free Flight Forum at Hinckley, held the day after the BMFA AGM is desperately short of speakers this year and Martin Dilly would like to hear from anyone who would be prepared to give it a go. The current listing looks very interesting but a few more participants would be appreciated.

There is a re-appeal by Martin Dilly for info on an old ready to fly miniature aircraft similar to the old Frog in the box job. Martin only has the slightly fuzzy picture of the model but someone might have an idea as to its identity.

The Indoor Technical Committee had difficulty locating a venue for this years Indoor Nationals but finally found a venue at RAF Shawbury and I was there. I had a good weekend but did not trouble the prize giving to any great extent, Just one 2nd place Silver award for Gyminnie Cricket, as for the rest of the competitions I entered, I was hardly an also ran.

Our secretary winds up this issue with his notes and reports on Odiham, the 7th Area at Beaulieu and the Crookham Gala with results.

Finally, the three models of the Month.

Editor

August Vintage R/C Meeting

Sunday the 20th of August was the second vintage event of the three planned for 2017 at this always popular site. The last event in July had what can only be described as nearly perfect conditions and we were hoping for at least something similar. Sadly, this was not to be as in fact the two days before the meeting we had rain and a strong wind. This made the setting up of the site by Paul Howkins and a few dedicated helpers, to put it mildly, difficult, and we were all fearing for Sunday to be the same.



Luckily the weather gods smiled on us and Sunday dawned cloudy with some warm sun and most importantly, only a light breeze. Due to the weather pattern of the previous few days, numbers were sadly down with 31 fliers signed on, which considering the amount of work in organising these meetings, was disappointing. However, the fliers between them brought along around 60 models, so the flight-line was never quiet.

Junior 60s again were the most numerous with 8 counted, followed by the Super Scorpion (4) a model that seems to handle the elements well. A couple of Harry Hundelby designed Sparky's were seen flying, the AM15 powered version of Phil Williams, flew steadily whilst the writer's version, powered with a Derek Collin designed and built, 3.2cc twin diesel, flew well with the twin making a sound which could be described as strident! It was good to see Dick Blenkinsop with his own design model from 1947 now in MK II version, 66" span and electric. Models included the smallest, the Eric Clutton Sharkface to the largest probably the 3 x Vic Smeed Mamselle of John Laird that flies in a slow stately manner.

There were also two nicely built Mercury Aeronca Sedans seen flying. Of the more aerobatic models the Astro Hog of Derek Parker looked smart and performed well. The award for the prettiest model must go to the 6 foot Mercury Mallard built and flown by Paul [Mr Cocklebarrow] Howkins, this was covered with a ladies silk scarf with a complex pattern by Pablo Picasso and looked fantastic.

There were three Chatterboxes, Bob Young's model flew well but unfortunately [and very unusual for Cocklebarrow] the two other Chatterboxes flown by the writer and his twin brother Ted [up from Devon] had the misfortune to have a mid-air shortly after the flying started.





Those watching heard a loud bang and the models fell to earth with the writers Chatterbox missing its right hand wing. Brother Ted's model descended slowly with the wing jammed in its undercarriage slowing its decent [my wing]! The very lightly damaged Chatterbox was only on its 3rd flight unlike the other that had flown for years [and looked it]. It was suggested if twins were meant to have telepathy in this case it wasn't working!

The day continued at the normal relaxed Cocklebarrow pace with lots of chat and a few fliers selling off models and engines now surplus to their requirements, due mainly to the huge upsurge in electric flight. Incidentally, only 2 people were using 35MHz the rest being on 2.4GHz. Luckily the promised rain held off until the site was cleared late in the afternoon, bringing to an end a good days flying and all looking forward to the next meeting in October.



Mallard by Paul Howkin, Covering by Pablo Picasso!

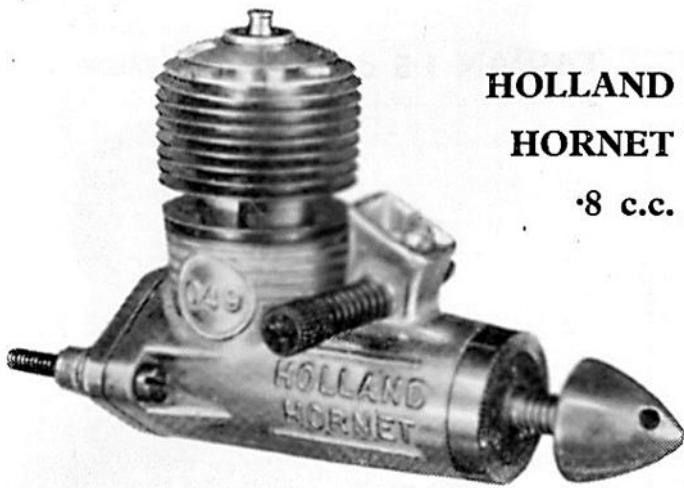


A pair of buzzard Bombshells, always a good flier.

When signing on fliers were aware of a notice from Paul and Val Howkins that after the October meeting they have decided to take a back seat from organising the event [after 29 years]. It is hoped to continue the event with myself and my wife Pam taking the reins. However there is a major problem in that the hardware [signs, stakes, safety tapes, toilet tent etc.] need storage fairly close to the site. We live 100 miles away from the site and are unable to store the equipment, so a small cupboard would fit the bill.

Please contact Val and Paul if you can help: howkins776@btinternet.com tel 02476405126
or Tony Tomlin pjt2.alt2@btinternet.com Tel 02086413505

Tony Tomlin

Engine Analysis: Holland Hornet .8cc - Aeromodeller Annual 1959-60


**HOLLAND
HORNET
.8 c.c.**

PROPELLER-R.P.M. FIGURES		
Propeller dia. x pitch	Standard head r.p.m.	"Hot" head r.p.m.
6 x 4 (Tornado)	11,500	12,400
6 x 3 (Tornado)	12,200	13,200
6 x 4 (Frog nylon)	11,600	12,600
5 x 3 (Trucut)	12,800	14,000
6 x 3 (Trucut)	10,000	11,000
5 x 6 (Frog plastic)	10,200	11,300
6 x 6 (Frog nylon)	9,000	9,800

Fuel used : Mercury No. 7

Specification

Displacement : .795 c.c. (.04895 cu. in.)

Bore : .422 in.

Stroke : .350 in.

Bore/stroke ratio : 1.2 : 1 ; weight : 2 ounces.

Max. B.H.P. :

(Hot head)—.058 at 15,500 r.p.m.

(Standard head)—.047 at 14,000 r.p.m.

Max. torque :

(Hot head)—4.5 ounce-inches at 9,000 r.p.m.

(Standard head)—4 ounce-inches at 9,000 r.p.m.

Power rating :

(Hot head)—.0725 b.h.p. per c.c.

(Standard head)—.059 b.h.p. per c.c.

Material Specification

Cylinder : leaded machine steel

Piston : carbo-nitrided steel

Con. rod : (ball and socket little-end) test aluminium alloy

Crankcase : light alloy die casting

Crankshaft : carbo-nitrided steel

Bearing : plain ; broached and carbide burnished

Spraybar : steel

Prop. shaft : American NF No. 8 thread

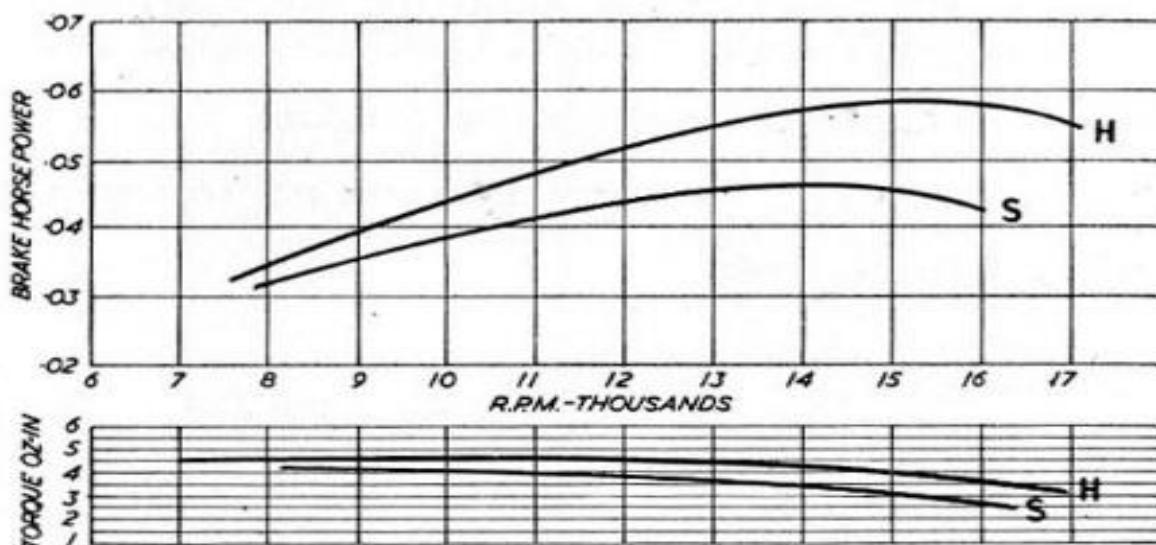
Cylinder head : aluminium (integral element)

Manufacturer:

HOLLAND ENG. CO.,

12929 Saticoy Street, North Hollywood, California

Price : \$6.95 (not available in Great Britain)



Early Retract Undercart

Nick Lindsley

After my father died in 2006, I found this article, reproduced below, that he had written when he was 21. I wondered if there were other retractable efforts, I suspect it was the first British retractable model if not the world. He was a bright engineer and later designed the slipper tank for the Spitfire and the English version of the Olympia glider.

MAY, 1937 THE MODEL AEROPLANE CONSTRUCTOR FANG
Vol. II, No. 1

"FANG" A Flying Retractor Model

And It Works!
By Forester Lindsley

FANG" was built in the summer of 1934, as an experiment and proved quite good. After a little revamping, to the prop. and fin area it flew very nice, and its maximum duration was 31 seconds. The undercarriage would work perfectly every time on a smooth surface.

To see it take off, tuck up its wheels when a foot high (improving the climb incidentally), and then lower them just before touching down was a novel sight.

Span 30 inches, length 20.5 inches weight 1.7 ozs. (including about $\frac{1}{4}$ -oz. of candle-grease in the nose cowl). Propeller 8 inches diameter, and 12-inch pitch but 11-inch pitch would be better for take-off.

Construction was of balsa and is fairly clear from the photos; motor was single skein and strength varied to suit propeller.

The fuselage was of $1/8$ in. by $1/8$ in., balsa except for the stringers which were $1/8$ in. by $1/16$ in.

The wing was detachable and contained all the undercarriage gear. Wing section at root was RAF 30 (streamline), changing to Gottingen 532 at Rib III, then modifying back to RAF 30 at the tip; this proved a stable wing giving good climb.

Rudder was hinged on stiff wire and tailplane (also detachable) was in two halves and adjustable through $\pm 3^\circ$.

Now for the undercarriage: it swings upwards and backwards a la Airspeed Envoy.

The sketch may make it fairly clear. The operating rod was about 9 inches long; when the model took off, the

rubber band (a very light one, because the air pressure on the wheels helped them up into place), swung up the wheels through the small gears and brought the operating rod down. When the kite came in for a landing the operating rod was pushed back by the ground and swing the wheels down, timed nicely.

Suggestions for anyone caring to incorporate the idea are appended.

(1) Increase the fin area as such a fat fuselage blankets the tail unit.

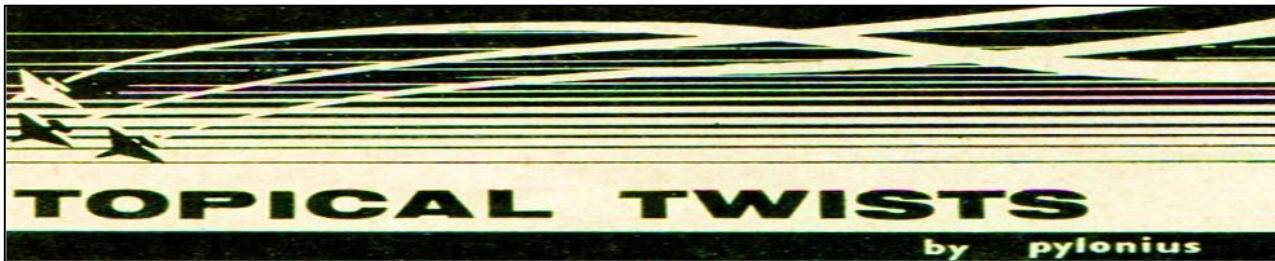
(2) Fit flaps; I'm serious! A model lands different to a full size kite as there's no one to hold off and collect a 3-pointer.

So what we want is something which will suddenly increase the lift on the wing, move the C.P. forward and bring the nose up, then breakdown the lift completely and let the model drop 3 inches with the nose up. This should work in practice and give a fairly life-like landing; and flaps will do it if they are the right type and coupled up to the undercarriage. Turning up the elevators won't do as the effect is different, and the model would "balloon" like a light plane on a gusty day.

I should be pleased to communicate with anyone wanting more details of "Fang."

If anyone has any knowledge or information on this device I would be pleased to hear from them.

Nick Lindsley



Extracts from Aeromodellers February & March 1976

Growing Problem

Someone writing on the early days of model flying has recalled the time when the Wakefield was not both a limited size and weight affair but merely had an eight ounce weight limitation, and this only imposed, rather sadly, when crafty modellers began to build models that floated rather than flew. This kept Wimbledon Common at the top of the venue list for a shaky year or two, but along comes some Smart Alec with the eight ounces lightly distributed over a colossal piece of flotatioussness and won (stop watch) hands down. So it was goodbye Wimbledon Common here we come Faireys, and off with the gaiters and on with the running shoes.

Now we find history repeating itself. Just as we were getting on nicely with our one minute plus Coup d'Hivers, giving minimum strain on the old pins, we get a Coupe Blimey jolting from some friendly Frenchman with outsize ideas on how much model you can wrap around six strands of quarter flat. The British mini models were not only fog bound they were frog bound, and it was the biggest victory over the perfidious Albion since Bleriot beat the free flight opposition of the day with his lightweight single channel job. For us it is not only back to a larger size in drawing boards but extra embrocation for those knee joints.

Full Steam (?) Ahead

With recommendations for all forms of reductions in power and other means of model levitation flooding in from countries with restrictive views on not-so-free flight we wonder what the International scene will look like in say, 1980. We can be sure that the international jamboree will be less hampered by the model flying, which should be safely encompassed between the town bandstand and the forest of flagpoles. FAI Power will, of course, be electric, chuck glider will replace A/2 (plus a 10 inch bicep restriction) and, unless a delivery of Filati comes through by 1980, which looks extremely doubtful, it will be office rubber bands to the rescue, and not many of them either.

Split personalities

An article in our companion journal, *Radio Models*, deplores the way clubs are split by dissentients within, and suggests a few useful ploys by which to deal with such disruptive elements.

From this some people may have got the idea that political infighting is something new in club life; so let me assure them that it has a long and not all that honourable tradition. I don't know what they got up to when model planes were made of birds feathers and catgut, but circa the bamboo and oiled silk era the term 'solid modeller' had a different connotation to the cerebral significance of today. Anyway, this chap who reverently carved his replica models from billets of pinewood (Whittle Jets?) regarded the whole business of chucking models about over the local park as vulgar and socially demeaning, particularly those with full frontal gears. Later on clubs were to break up on the tensions between the functionalists and the realists -those who just built and flew small flying machines and those who deferentially turned out miniature copies of full size aircraft. As the evolutionary pace increased so were there showdowns between the control liners and the free fighters, with the new-fangled Radio faction weighing in for good measure. Clubs did not so much split up as fragment into their component parts. Often, though, there was a straight battle between the flyers and the non-flyers, with the non-flyers accusing the flyers of getting all the benefits, such as competitions, trophies and airfield amenities. The flyers, in their turn, would go into a huff, thinking it pretty useless staying in a non-flying model flying club, and so in the Fifties we had a defiant flourish of clubs with the word *Outlaws* or *Rebels* featuring largely in their titles.

And so it goes on. Just now it's the non-Radio man, whose wants are simple and undemanding, in opposition to the grandiosities of the affluent Radio man, with his expensive tastes in pasture tonsorial and bibulous barbeques.

Pylonius

The Southern Area Gala, RAF Odiham, Saturday September 9th 2017

This was the 69th consecutive year that this gala has been in the contest calendar and fond memories of our departed Chairman John Thompson must have been in the minds of many attendees. John himself had been the driving force for this event for many years and his disappointment at the restrictions placed on us at the 2016 meeting made him question continuing to promote the contest. Sadly, his untimely death left the decision to others who decided that the meeting could not be allowed to fall by the wayside in these circumstances. Peter Carter stepped up to handle the pre-entry paperwork and, with the help of others, this year's event was promoted.



Attendees were assembled in convoy at the gate by 9.00am, fully equipped with car passes and individual personal passes, then escorted to the flight-line. Of the 50+ pre-entries many did not show, presumably due to the somewhat dire weather forecast.

The event is always run under control of an RAF Officer, who this year had the unenviable task of informing us of the instructions from Station Command.

Due to the hurricanes in the Caribbean the station was on red alert and exercises were being implemented for the aircraft that were probably going out there to support relief efforts. To this end three Chinook helicopters were being prepared and exercised at the opposite end of the runway from our event, the aircraft were run up in turn, hovering for a while then doing a circuit around the airfield. The officer of the day reluctantly informed us that the start of our event must be postponed until at least 12.30pm.

We all stood around chatting, an escorted toilet run was organised, I participated, then, probably, around 1.00pm, we were given the OK to start flying. I had given it best by now but one or two stalwarts soon had models in the air, after all they had had four hours to prepare. It was not long before we were hit with a torrential rain storm that had us all cowering in our cars. It did not last long and on the rain clearing, flying conditions were really good and even yours truly was having second thoughts regarding competing.

Then the axe fell and our liaison officer, with profuse apologies, sadly informed us that further exercises were being planned and model flying must cease for the day.

Mike Parker called us all together and broke the bad news to us and the meeting was abandoned. A poor reward for the not inconsiderable efforts put in by the stand-in organisers and calls for consideration of John Thompson's feelings last year that the event, although ruined this year by events in the Caribbean, has possibly run its course. Perhaps one more time?



Having missed the few flights that were made I amused myself photographing the open boots of a few of the attendees' cars, I can't put names to the pictures but they are something to look at.



Not finished yet, more to follow. Just would like to call your attention to the number of flyers who now have winding support jigs that are fixed in the boots of their cars.



So much for what turned out to be a non-event, although a few went home early there were quite a few of us who stayed on, chin-wagging and catching up.

I made a visit to the ever present John Hook's van and helped his retirement personal pension plan by buying two tubes of cement, where would we be without him.

I still enjoyed myself.

John Andrews



Odiham. 1

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Jim Paton

An enjoyable day for me despite the lack of flying. It was a bit like a flyers garden party! On arrival it was announced that we would have to give way to Chinooks leaving for the Caribbean. The weather forecast was poor, but the sun was shining. Having waited till lunch time, the heavens opened so I packed up the car to go. Then there was an announcement that flying could commence. A quarter of an hour later the sun came out and the wind dropped. I flew my Buckeridge in small rubber for one flight. It flew well for an easy max. I had been trimming it at Port Meadow over the last two weeks. Also it sported a new un-warped tail and fin.

All set for another flight but I was informed flying was over. The journey was also made worthwhile by my acquisition of two Aeris radio DT receivers from John Thompson's estate. As I set off it rained heavily, so not much lost.

It was not a long drive for me and no models were lost or broken, so in all a pleasant day out.

Jim Paton

Southern Area Gala - RAF Odiham September 9th 2017
Sixth Round Southern Coupe League

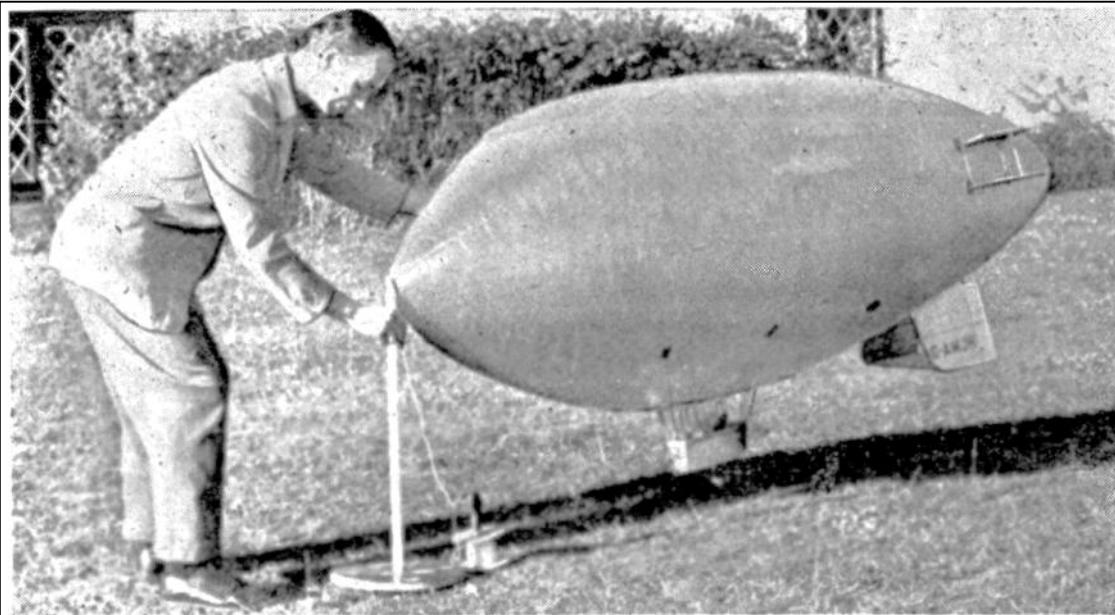
A disturbance from the Caribbean calamity, hurricane Irma and her violent siblings, found its way across the Sargasso Sea and the Atlantic to make landfall at Weymouth, then stirred the trees in the New Forest, closed a few windows in Basingstoke, fretted the waters of Virginia Water, passed unnoticed in Sunbury and Twickenham, slightly cooled the cappuccinos and lattes in Chelsea and Belgravia, drifted much diminished across Saint James' Park and into Downing Street sidestepping through an open window at Number Ten where it ruffled the papers in Mrs. May's in-tray.

'Well, what is it Air Marshall?' She said irritably, closing the window. She had just chaired a hurriedly-called meeting of the Cobra committee to review the situation in the light of some criticism of her response to the emergency in the British Virgin Islands. It had been reported that George was sending a bus-load of paparazzi from the Evening Standard down to Odiham to check out her claim that help was on its way. The Air Marshall's buttocks clenched - an involuntary response when he was obliged to challenge a higher authority. 'We have a problem Prime Minister, I forgot to inform the meeting that the Southern Area Gala is being held at Odiham today.' 'Well cancel it!' snapped Mrs May. 'I'm afraid we can't do that they've paid for a licence,' replied the Marshall. 'Then give them their money back!' Mrs May took every occasion to demonstrate her decisiveness to add this to her reputation for strength and stability. 'I'm afraid we have no mechanism for returning the money,' The Marshall began to sway slightly under the strain, unclenching his buttocks for fear of setting off his sciatica. 'Then find one!' re-snapped Mrs May decisively; she appeared to have little idea of the imperatives and complexities of Service Regulations. 'Mechanisms' could not be conjured out of thin air, they needed a long period of gestation and rigorous field-testing and so R.A.F. Odiham had the odium of coping with the problem.

And so it came about that some fifty of us stood around on the airfield until 1.30 p.m. while the Chinooks ran up their engines before setting off for the Virgin Islands. And then, just as the rain came in - exactly as forecast, (but not as I had predicted) and as we prepared to go home - we got the all clear. The rain stopped, the wind dropped, Ken Taylor's coupe was in the air and it was good air, Peter Hall followed into the lift, then Ted Challis. We had to finish at 4 p.m. so only three flights were required and the max. was set at 1.30 to avoid dropping into the S.A.S. hanger downwind (can you imagine). Roy Vaughn was winding for his first flight when the order came to stop. All very disappointing for the those who had travelled some distance for the day and for the organisers who had worked hard to keep this venerable event going. The Southern Coupe League Organising Group (S.L.O.G.) now had a problem; what to do about the scores? Challis, Hall and Taylor had one maxed flight each, Vaughn had only a wind. It was decided to average the points for the three top places, round up, add a point for the max. and award the result (11 points) to the three fliers. Hall now has an embarrassment of points in the league table, Challis has made his mark and Taylor has zipped up to equal seventh.

Regular readers of these reports, (in so far as there are any) will know that I make weather predictions for upcoming events extrapolated from my records. I can confidently predict that for the next league challenge at the Crookham Gala on Salisbury Plain September 24th the heavy and continuous rain driven horizontally by a 30 gusting to 60 m.p.h. wind will be followed by a hailstorm and possibly snow.

Peter Hall



MODEL AIRSHIPS

By LORD VENTRY

MODEL AIRSHIPS, capable of flying, are so rare that some notes on a couple of ships, constructed by Mr. Raymond Morse of Repps, Potters Heigham, Norfolk, may be of interest. Mr. Morse has supplied full technical data, produced at the end of this article.

DPN.30.

This model, like that of the projected Bournemouth II, is built to a scale of one inch to the foot. The original ship was a Parseval Natz semi-rigid, which carried out some 500 advertising and joy-riding flights in Germany in the early 1930's. They began operations back in 1928, and, except for the war years, at least one ship has been in use. Although more than 172,000 flights have been carried out, and 5,500,000 miles flown, no passenger has been injured.

The envelope of the model is made from white Polythene, and is stabilised by four single planes. The car is enclosed, and attached to the envelope by means of a keel. A small model aircraft diesel motor is attached to the stern of the car, the airship therefore being a pusher.

Inflation is from a B.O.C. hydrogen cylinder of 165 cu. ft., and takes less than five minutes. Under test, the car and planes were quickly attached, and the ship taken outdoors to fly. There was a gusty breeze, but after the motor was started and the ship ballasted to equilibrium, she flew well and fast, with her trail rope down in case she sailed away.

The fact that she was semi-captive, combined with the falling temperature and the fact that there was no ballonet, caused loss of pressure, but in spite of this severe handicap she behaved well. A ballonet inflated with air would have made all the difference, and if lift allows, will probably be fitted. The single planes also need pressure, otherwise they tend to droop, which naturally reduces their effectiveness.

Bournemouth II.

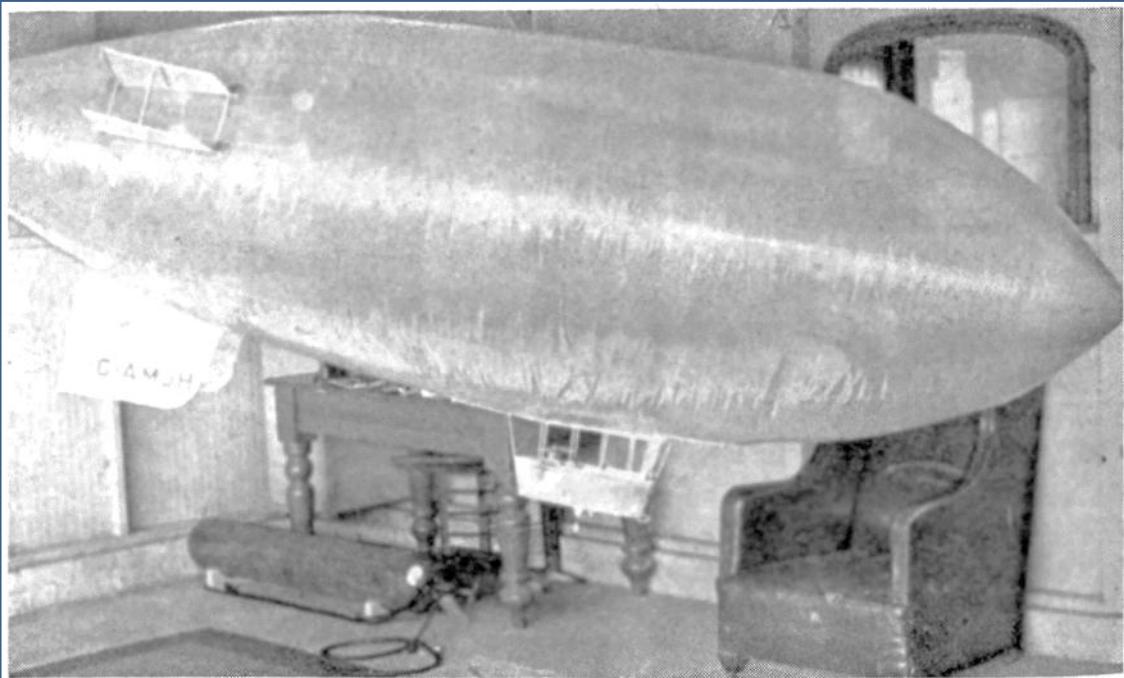
Alas, the full-size Bournemouth II does not yet exist, and as there is no money at present to build her, it was decided to build a flying model, especially as it was desired to test the effectiveness of swivelling propellers. This model is slightly larger than the DPN.30, and her Polythene envelope is blue coloured, and of excellent shape. Great efforts were made to ensure that car and planes could be attached to the envelope as quickly and simply as possible, and this Mr. Morse has achieved. The car has a small, oblong frame which clips onto the envelope, and there are four steadyng suspension points on each side of the car. At present they are not bridled where they meet the envelope, and this would be an improvement on the model—and quite vital on a full-size ship.

Planes are of biplane conformation, and so self-supporting. They clip onto the envelope in a second or two, and do not need any stay wires in the model. Even on the full size ship, the number of stay wires would be reduced to a minimum, the planes being copied from those designed by the famous French airship firm of Zodiacs and used on their fine little motorised kite balloons, which were virtually small airships, built for the Armée de L'Air. The planes being self-supporting were quite efficient.

The car is semi-enclosed, and is modelled on the cars of the Goodyear Blimps, the L class airships of the U.S. Navy. Inside the car are the electric batteries which drive the two tiny electric motors. These motors are mounted at each end of a tubular beam, which is mounted amidships. This beam can be turned through 360 degrees, and carrying the motors and propellers with it, the power can be used to drive the ship ahead or astern, and up or down vertically or diagonally. The airship, therefore, has a helicopter-like performance, and can take off vertically when heavier than air, and be pulled down vertically when lighter than air.

Flying Bournemouth II.

This model was inflated and ready for flight in a very short space of time, then, ballasted up to about $1\frac{1}{4}$ ozs. heavy, the propellers were turned to the



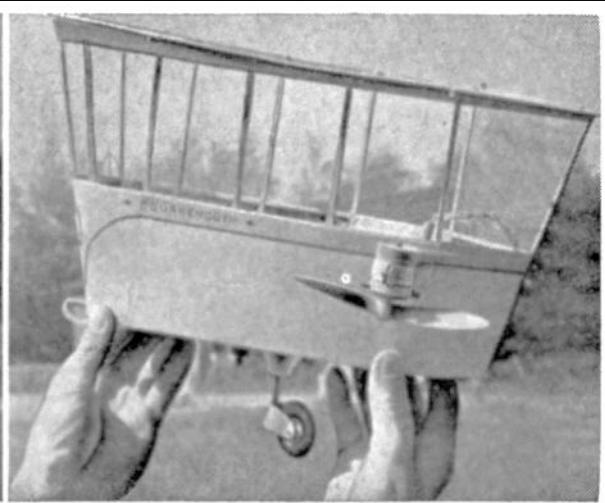
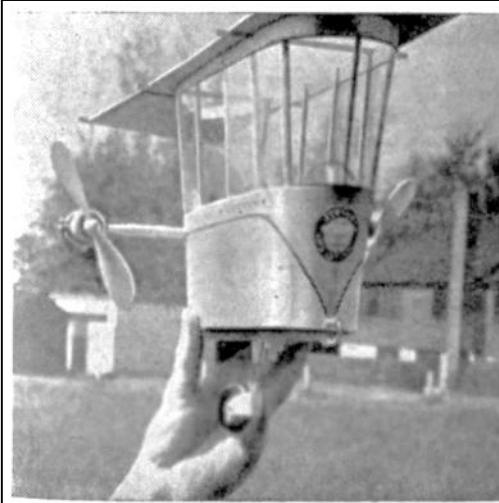
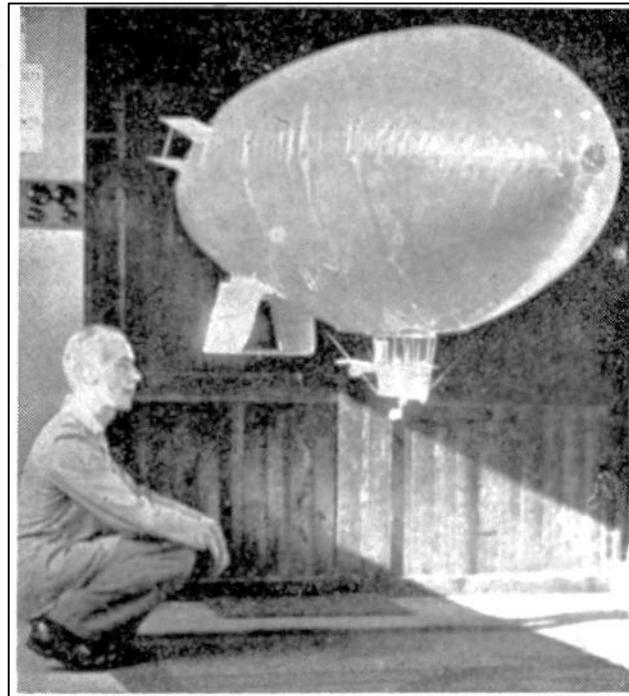
lifting position, and up she went like a helicopter. The propellers were then swivelled for a forward drive, and she forged ahead at about 3 miles per hour. With the propellers giving a slightly downward thrust, she made a good landing on the castering wheel located under the car.

On other flights the propellers were swivelled to about 70 degrees up. Then she left the ground climbing on an even keel, and it was interesting to see her moving forward quite fast, even when the propellers were well over 60 degrees up or down. On one occasion she landed quite well, going astern.

It is understood that the two motors only represent some 30 h.p. in a full size ship, which is about half power for a small airship like the proposed Bournemouth II, which should in reality have some 70 h.p. to drive her. As a result, the model is too slow to fly out of doors unless there is a calm. She did, however, make one good flight of at least 3 to 5 m.p.h. in quite a gusty breeze, and proved stable as far as could be seen. Moored to a post driven into the ground she swung head to wind, with the car wheel on the ground, much like a full size airship would have done.

A balloonet would improve matters, as, owing to a leak (since stopped) and to falling temperature, the envelope became rather flabby. The model later flew half a mile, being held, however, by the bow guy in case she should "go native" and sail away.

The turning circle is about 50 feet, and she answers her twin rudder well. The monoplane elevator was quite useless, however, and will be replaced by a biplane elevator.



In the writer's opinion, Mr. Morse deserves full marks for the work he is doing on model airships, for the problems are much the same as those met with full scale airships. The models look so like their full size sisters whilst flying, and they are quite fascinating to handle. They would prove ideal for Air Scout and Air Cadet training, and, provided that pressure can be maintained, very interesting experiments in ground handling could be carried out, including of course, mooring out.

The next step will be to see if it is not possible to build a radio controlled model, and a start has been made working this out on paper. If one is debarred from working with the real thing, models certainly make an interesting, and it is hoped useful, substitute. They are certainly much cheaper !

MODEL AIRSHIP DATA		
	DPN 30	Bournemouth II
Volume :	30 cu. ft.	34 cu. ft.
Length :	8 ft. 4 in.	9 ft.
Diameter :	2 ft. 4 in.	2 ft. 9 in.
Weight of envelope :	16 ozs.	11 ozs.
Car length :	13 in.	14 in.
Weight of car unit :	11 ozs.	8 ozs. + 8 ozs. batteries.
Motive Power :	0.5 c.c. Albon Dart driving 4-bladed 7 x 5 prop.	2 Taplin electric motors driving two 5 in. tractor airscrews. (Thrust on full voltage 1½ ozs.)
Planes :	Cruciform system of 4 single planes. Weight 2 ozs.	3 sets of biplanes. Twin sets of rudders attached to bottom planes, with monoplane elevator. Weight 2 ozs.
Performance :	Duration : 10-15 mins. Speed : 8-10 m.p.h.	Duration : 2-3 hours Speed : approx. 3 m.p.h.
Gross weight in static equilibrium :	32 ozs.	36 ozs.
General Data		
Envelope material :	2½ thou. Polythene	ditto
Seams :	Electric welded and taped 4 gores.	Flame welded, no taping. 8 gores.
Car framing :	½ in. sq. balsa	ditto
Car sheeting :	¼ in. balsa	½ in. balsa
Planes :	½ in. sheet balsa, silver doped.	Tissue covered built up type 2 coats silver dope.

Lord Ventry
(extracted from Aeromodeller Annual 1957-58)

Earl Stahl

- Dave Harding (USA)

I read with interest the recent articles on Earl Stahl models.

Thought you might like to know a little of our 2006 Muncie SAM Champs where Earl Stahl was recognized for his contributions.

There were two events for Earl's models. The Free Flight guys had an event for his Hurricane and I have attached a picture of them.



I don't know most of the Free Flight guys but from top right, Gene Wallock, and Hal Wightman, my FF CD from 2016. Above Earl is Herb Kothe and to his right I think that is Bud Romak. Directly below Romak is Bill Vanderbeek. I believe all of them are still with us, not sure about Kothe though.

The RC guys had an event for his Fokker D VIII, picture below shows Earl and the competitors and their models.



I know all but one of the RC flyers and they are all still with us; From the top left; Eut Tileston, Bob Raadts, Dale Hannum, Allan Laycock, Luther Peters and ? Next to Earl is Glen Poole, who recently had a really bad heart attack but is back flying with us. Finally Ed Hamler, former SAM President. Raasdts and Laycock are Ausies, Laycock comes over for the Champs and Euro RC Champs regularly and this year Bob Raadts will come over again too. This year's Champs are in Nevada on the El Dorado Dry Lake again in October.



Above is a picture of Earl discussing the model of Eut Tileston, one of our Hall of Fame SAM modelers.

The most interesting part of Earl's time with us was when he told us all the time he was designing and publishing the vast number of models, he had no idea if anyone was interested in them. Needless to say he was very pleased with the encouragement he received from many of the SAM competitors.

You might be interested in a few reminiscences:

My most recent trip to the UK was two years ago and I planned to get together with my old Croydon friends as I had in prior visits. Just before we came I learned that Dick Standing, my good flying friend from the 60s had died. I was asked to speak at his funeral which was to be half way into our vacation. Since we were staying in London and my wife didn't travel well we arranged for Dusty Miller and Pete Jellis to meet us at Gilford? train station and take us to the funeral.

We had planned to have a group lunch at the Market Porter pub in Borough Market towards the end of our stay. Well, Dusty died a week after Dick's funeral so our small dinner group of Martin Dilly and Malcolm Wood was rather subdued. Attached pix of Malcolm Wood flying indoors at a Croydon Club meeting at the school hall in Croydon in the mid 50s. Just for grins I have attached a picture of Dusty's Riley Imp, a magnificent motor.



I well remember Jack North, I met him when I joined the Croydon club in the mid 50's. I was an engineering apprentice at Hawker's in Kingston and Jack rather took me under his wing. He hosted me to a visit at his workplace; The National Research Laboratory. They say he was a person who didn't suffer fools, and this was probably true, but he took care of me.

Oh, the other part of my "Croydon upbringing" was the whole Croydon club, or at least those I knew well, were into Modern Jazz. We went to a number of concerts and occasionally did music nights at Dilly's where we also browsed his collection of American magazines. I am to this day a fan of Modern Jazz. Remember Jack named his models after jazz songs. So many memories, some of them fading fast.....

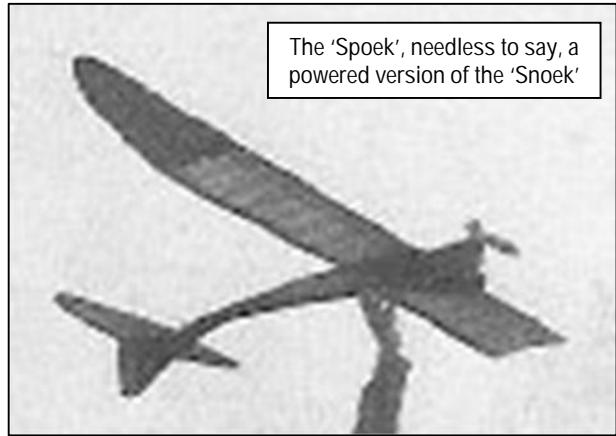
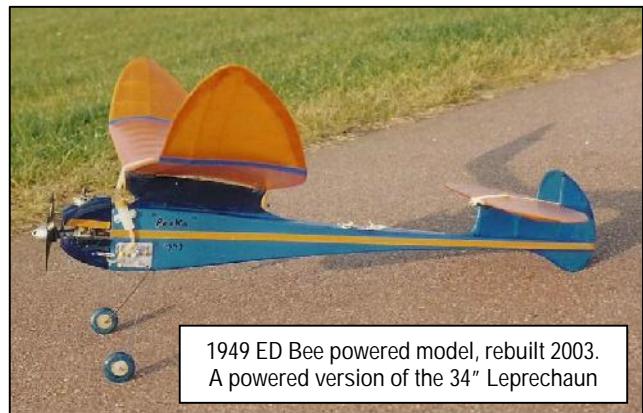
By the way I took the New Clarion 1974 Pylonius piece about the stratification of modeling interests for our club newsletter. Our sport RC club, with a few of us making up SAM 76, has about 50 members. Only three of us actually build balsa airplanes. Probably another three build foam airplanes and the rest buy and fly. But even with the buy and fly crowd we have electric park flyer types, big electric aerobats and EDFs etc. then the Helicopters, electric and glow and now Drones of all varieties. Nothing changes, a tool for each approach.

Dave Harding (USA) SAM Eastern VP.

Transformers

- Dick Twomey

I made powered version of the original Leprechaun, which I called the "Pooka" (in Irish legend, the bad-boy version of the harmless leprechaun) it has been featured before, but I doubt if you have ever heard of the "Spoek", which - needless to say - was a powered Snoek?



The 'Spoek', needless to say, a powered version of the 'Snoek'

I would like invite SAM1066 members to describe their own "transformers"... because there must be many such adaptations that have flown in the past and present?

Glider to Rubber; Rubber to Power (IC & electric); Biplanes etc.

There must be many electric/R/C conversions of Vintage and Classic designs.

Dick Twomey

A Blast from the Past**Martin Dilly**

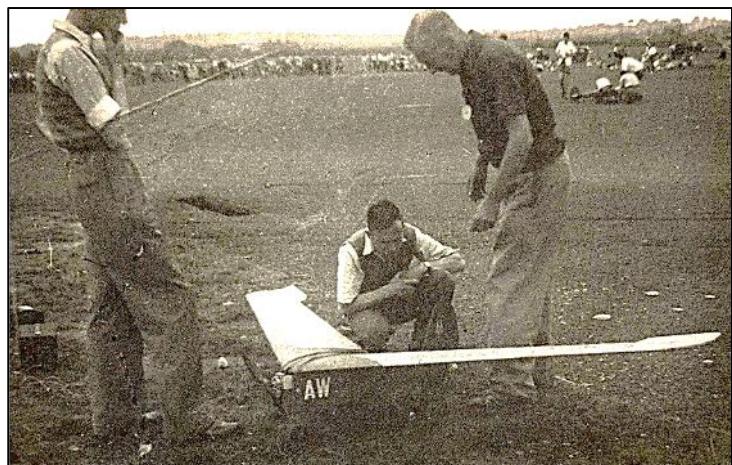
Some old pictures I shot at Fairlop in about 1950, with a rather basic plastic Boyer camera, so the quality's not all that brilliant.

Captions are what is written on back of the prints.



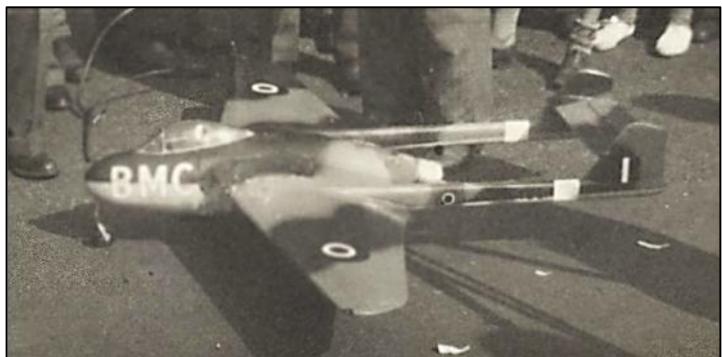
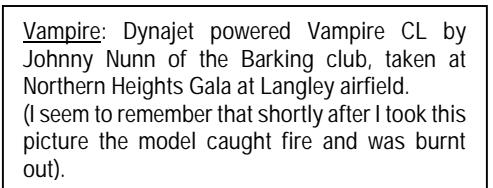
Taylor RC Lightweight RC model powered by 1.49 c.c Javelin diesel. Model about 4 foot span. Receiver with XFG1 valve. Launched in Taplin Trophy at Fairlop airfield by Bill Taylor of West Essex club. (It looks to me as if it might actually be Dennis Allen launching, as I think the model was built by Taylor)

Fairlop RC No caption, but I think this was a model by Dennis Allen and also at Fairlop for the Taplin Trophy.



Dumbo This is a Keith Miller photo and shows Henry J Nicholls' Anderson Spitfire-powered RC model, called Dumbo. I think it was shot at one of the South Coast CL contests in the early 1950s, probably at Dover or Folkestone.

Wilson Wing Tailless RC model by A H Wilson of Hayes club at Taplin Trophy.



Martin Dilly

Epsom Downs Cloud Tramps 2017



The first Saturday in August is the traditional date for the mass launch worldwide of the Cloud Tramp model aircraft.

This simple 20" wing span, rubber powered model was designed by the American aeromodeller Charles Grant in 1954, in an effort to attract both young and old to this very worthwhile hobby.

Over the years' interest has grown and now models are launched all over the world at exactly 17.00 hrs GMT meaning that, for example in Australia and many other distant countries the models are launched in the dark or in sport centres.

The largest group in the UK for a number of years has been the mass launch on Epsom Downs Racecourse which is organised by the Epsom Downs Model Aircraft Club [EDMAC].

This year, after a day which started wet and windy it was thought that pilot numbers would be down, but as the launch time grew near the weather brightened and flyers started to arrive.



Robin Willes, the EDMAC organiser, directed the flyers, many with their families, to the upwind side of the Downs for the mass launch. Roger Marples Vice Chair of EDMAC, was pleased to welcome Liz Frost, Chairman of the Epson and Walton Downs Conservators Committee who took an active part in the flying, as well as all the flyers, their families and spectators.

The objective of the meeting is fun, fun and more fun. It is not a competition which was amply demonstrated by its friendly atmosphere, and as always this light hearted event caused lots of good natured banter between the flyers with suggestions of how far or for how long their models would fly.

As the seconds ticked away to the mass launch time, flyers were winding the last few turns on their model's rubber motor, [sometimes too many which led to a quick change of motor as the elastic cried enough and snapped]!!.



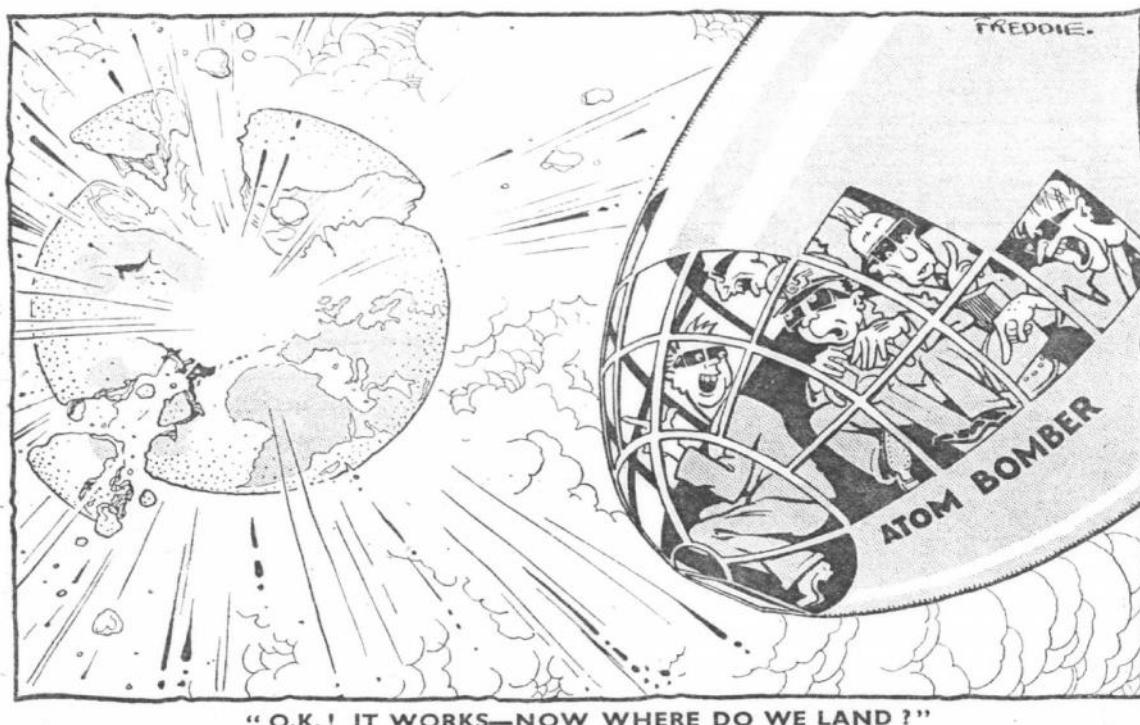
Robin lined up all pilots, he gave a sharp blast on his whistle and spot on time the air was full of models all climbing away.

With 29 Cloud Tramps launched we had an improvement on last year's 26.

Some Cloud Tramps spiralled to the ground, some mid-air, some flew 2-300 yards but some travelled considerably further accompanied by cheers and exhortations to keep flying, with the fliers, their children and grandchildren ["fetchermites"] chasing after them.

After the event we were treated to some excellent flying by modellers who had also brought with them beautifully crafted rubber powered models. This brought to an end a really pleasant afternoon enjoyed by all.

Tony Tomlin



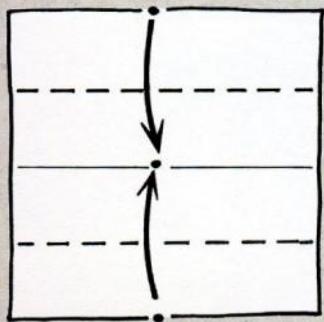
JET FIGHTER

KUNIHIKO KASAHARA

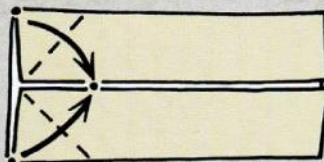
Kasahara is one of Japan's creative geniuses and has produced dozens of books about paper-folding. He is a wonderful example to the rest of the origami world because he allows his folds to be published elsewhere, and he also uses other

folders' work in his books, spreading the "sharing" gospel of origami. This airplane design is both simple and effective.

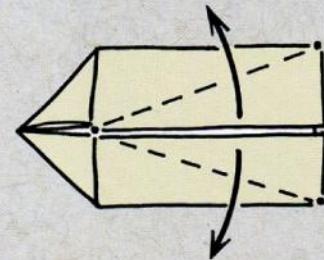
Start with a square, coloured side down, with the centre fold creased.



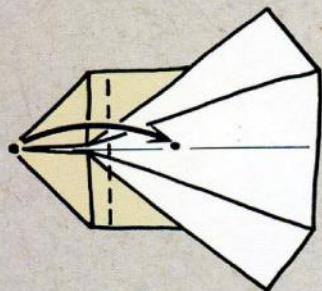
1 Fold opposite sides to the centre crease.



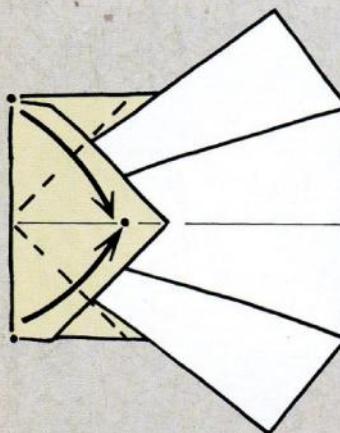
2 Fold both corners of a short end to the centre.



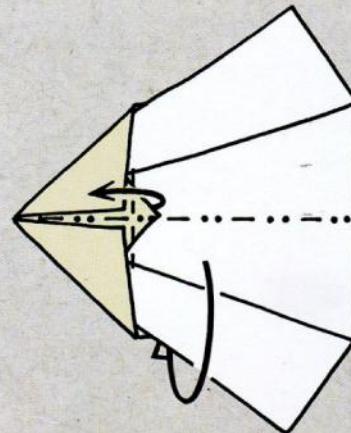
3 Make a crease that joins the inside corners from step 2 with the outside corners at the right-hand end.



4 Valley the pointed flap inside, making the crease just right of the inside corners.

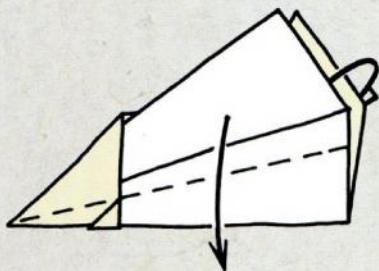


5 Enlarged view. Make creases from the front corner that pass through the intersection of the folded and raw edges. This may produce slightly varied results, depending where you made the last crease.

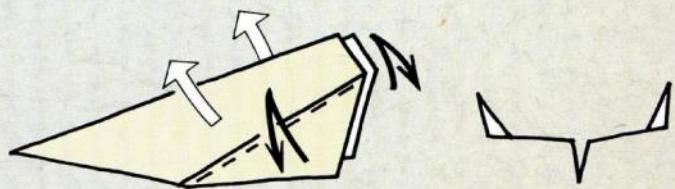


6 Fold the small triangle of paper on top of the corners (locking them in place), then mountain fold the paper in half.

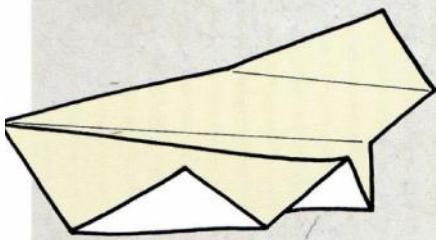
JET FIGHTER



7 Make a crease that starts at the pointed (nose) end and passes through the top of the small triangle. Fold both wings in this way.



8 Make a shaping crease along the inside folded edge, then open the wings out to right angles. Match the wings to the profile shown above.



9 The completed Jet Fighter.



FLYING HINTS

Because there is quite a concentration of paper at the front end, you can launch the airplane as hard as you like. Try making the angle of the rudders uneven to make it curve. If you make one rudder point down, the plane will spin.

From the book 'Paper Airplanes' by Nick Robinson

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In view of the SAM35 revival of this event, I thought I'd have a look at these super designs, all of which can now be found on the Plan Page website www.theplanpage.com , as mentioned in the last month's IIFE column.

There are over twenty low wing scale models, which, although not super-scale, are reasonable replicas for the period, when documentation was more limited than it is today.

However, I have to comment that both the P51B and Apache are missing the Mustang's characteristic ventral scoop. In general the plans were published on four magazine pages with an associated construction article. The majority were published in Model Airplane News in the 1940s, although some appeared in Air Trails. They are also of practical construction with good size propellers and one piece stabilisers, not the dreadful two piece affairs which are somehow stuck on and lined up on either side of the rear of the fuselage and which were all too common at that time. Most of the low wing designs are around 24" wingspan, which is not too large for a practical one-piece model.

I have extracted the accompanying table from one compiled in the early days of the competition in the UK. I think Geoff Clarke, then editor of SAM 35 Speaks, collected the information from the competitors at the 1983 competition held at Old Warden. For a comparison I have added the details of the two Earl Stahl low wingers I have built.

The 24" wingspan Curtiss XSO3C-1 Seagull was built in 1988 and the 27" wingspan Magister, finished as a Hawk Trainer III, 2009.



The Curtiss suffered because it is a mid-wing design and the position of the rubber motor means that no through spars are possible, but it has the potential to be a very fine flyer. The Magister has proved to be quite robust. The major operational damage was caused by a motor breaking in flight and then bunching and bursting.

There appear to be a few anomalies in the 1984 table. It is not clear to me whether the weights quoted are with or without rubber, or a mixture of both. For instance, I'd also be surprised if Mike Hetherington's Hurricane was as heavy as the weight quoted.

The trim patterns interest me. I have always understood that it is safer to fly rubber-powered low wing scale models to the left with the torque under power and all the models of this type I have built and flown this way.

Indoors, the ideal is for the model to land under power with some turns remaining. Hopefully, at this point the turn circle will not have opened out so much as to cause wall banging. Outdoors, we hope, of course, to have run out of turns at altitude. I find then that the free-wheeling

propeller and the warps and adjustments to hold up the port wing against the torque take over and the model glides to the right. The YouTube clip I mentioned last month of the Magister/Hawk Trainer III <https://www.youtube.com/watch?v=Yt2tipqMu7M> shows a good example of this. I built the Curtiss with wash-in on the port wing and the starboard flat. It usually entered a right spiral dive on the glide. As a result I tried to fly it indoor style with relatively low power and as many turns as possible. The Magister has equal washout in both tip panels and, as seen in the video, can glide well.

In contrast, it can be seen from the table that a number of brave souls flew their models to the right under power, apparently successfully.

Recalling earlier events that I attended at Middle Wallop, two models certainly stand out for their consistent performance over a number of years, John Godden's yellow Airacobra and Keith Horry's black Mustang

The conclusion is that Earl Stahl's low wing designs can be made to fly and some can be made to fly extremely well. So why not study the plans, select one, have a go and join in the competition fun next year.

Source of free-flight tips

Over the years the Pensacola Free Flight Team (PFFT), now, sadly, disbanded, gathered a large resource of construction, trimming and operation tips. These are now available at <http://volareproducts.com/> under the How-To Links - Free Flight Articles-PFFT. Included are several interesting articles on the trimming of low wing models, obviously relevant to the Earl Stahl low wingers, including one by Dave Stott, one of the founders of the Flying Aces Club. Incidentally, many of the earlier editions of Flying Aces Club News are now available at <http://flyingacesclub.com/>. Looking at those will be a good way of whiling away the forthcoming dark winter evenings, whilst dreaming of warm, calm summer days!

Earl Stahl Low Wings from SAM 35 SPEAKS July 1984 and additions

Builder	Design	Power	Prop	Weight	Times	Trim	Covering
Don Knight	Magister	2 x 1/4 FAI	Peck 8"	57 g approx	35/33	Rt/Rt	Light spray silver
Doug Hunt	MIG 3	2 x 1/4 FAI x25.5 or 4 x 1/8 x 24	Peck 8"		42/33	Rt/Rt	Green tissue and blue-grey spray undersurfaces
Rex Oldridge	MIG 3	4 x 3/16	9" plastic cut to 7"	80 g	45/35		Red tissue and silver spray with insignia masked out
Phil Brooke	Caudron	4 x 1/4 FAI	2 bladed balsa	50 g	36/22	vertical/ anywhere	Coloured tissue
Ray Jenyon	MIG 3	4 x 3/16 FAI	As plan	64 g	45/35	Rt/Rt	White tissue, red stars
Paul Briggs	Hurricane	? 12 x 1/8 Pirelli x 24	As plan	Light	?30/25	Lt/Lt	Black Jap tissue and spray ink
Mike Johns	Skua	6 x 1/8 FAI	Cedar as plan	64 g	21/16		White tissue
Trevor Simpson	Me 109	6 x 1/8 x20	As plan		18/15		White tissue shrunk by camouflage water colour. Blue tissue undersurfaces
Mike Hetherington	Hurricane	4 x 1/8 FAI x26	Moulded on can	150 g	?/25	Rt/Lt	Grey Jap watershrunk, 2 coats thin banana oil. Spray silver
George Whitfield	Hurricane	2 x 3/16 Pirelli x 14	Peck 8"	150 g	?/15	Wide Lt/Lt	Green tissue & brown watercolour doped over. Blue art shop tissue under surfaces
Bob Walden	Mustang	4 x 3/16 FAI	As plan	64 g	28/?		
Bob Hooper	Airacobra	4 x 1/4 Pirelli x 15	3 bladed balsa	71 g	17/?		Coloured tissue and 4 coats 50/50 dope
John Blagg	Me 109	2 x 1/4 Pirelli or 4 x 1/8	7.5" plastic	57 g	17/?	Lt/straight	
Brian Faulkner	Caudron	4x 3/16 FAI x 15	As plan	75 g	22/16		Green substitute Jap sprayed green/brown
Peter Michel	Mustang	4 x 1/4 FAI	X block to plan dia	60 g	90/?50	Rt/Lt	Light spray silver
Vic Dubery	Caudron	6 x 1/8 FAI	As plan	99 g	?20/?	Rt/Lt	Coloured tissue
Ken Fordham	Mustang	6x 3mm x 17	As plan	57 g	45/35	Lt/Lt	Jap tissue airbrushed green/grey
Nick Peppiatt	Curtiss SO3C	2 x 1/8+ 2 x 3/16 Tan II (14 g)	As plan	64 g with rubber	64/45	Lt/Rt	Yellow Jap wings, grey tissue fuselage, sprayed with Tamiya acrylic
Nick Peppiatt	Magister	4 x 1/8 + 2 x 3/16 Supersport (17 g)	As plan 8.5"	82 g with rubber	86/55	Lt/Rt	Silver Esaki wings, Jap tissue over mylar fuselage sprayed blue

Nick Peppiatt

The 2017 Free Flight Forum

Martin Dilly

Editor's Note: For some inexplicable reason the report on the Forum held in 2016 is offered for sale in the add section of this magazine under the title 'The Free Flight Forum Report 2017'. This anomaly has been in place since the year dot so don't get confused, this article lists the Presentations to be made at this year's event 2017.

The thirty-third BMFA Free-Flight Forum will start at 10 a.m. on Nov. 19th, the day after the AGM, at the Hinckley Island Hotel, A5 Watling Street, Hinckley, LE10 3JA. As usual we have a wide range of presentations on free-flight, so come along, find out what makes this branch of our sport so enjoyable and enjoy a day with these speakers:

Why FAI? -	Stuart Darmon
Designing for Scale Competition -	Andy Sephton
Experience with Making Carbon/Foam "Moulded" Wings -	Alan Jack
Generating Youngsters' Interest in Aeromodelling -	John Jacomb
Small Field Contests -	Brian Lever
Project Swansong - a Last Hurrah for the Outsize Open Glider -	Stuart Darmon
A Simplified Description of Electric Drives for Free Flight Models -	Alan Jack

Lunch will be available and the finish will be at around 5 p.m. The cost for the session will be just £10, 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.

Martin Dilly

Odds & Ends

Editor: This is a repeat of Martin Dilly's query in the August issue and to date there has been no comment so please, you older members, get your thinking caps on and search the old brain box.

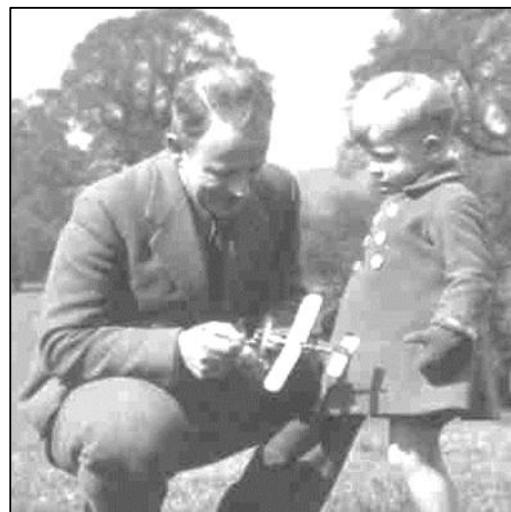
A query that Clarioneers may be able to answer.

Name the Model:

Can anybody recall a small ready-to-fly rubber driven model with a wingspan of around 10", with a fuselage moulded, I think, from thickish paper and with a seam of maybe 1/4" all round where the two halves were joined together?

The wings were of balsa, printed silver, and slipped into a slot in the fuselage.

It looks from the photo as if there was a geared winder for the propeller. The date would have been about 1938 and I don't think it was a Frog product. "



Martin Dilly

Report No. 80. Name not known.

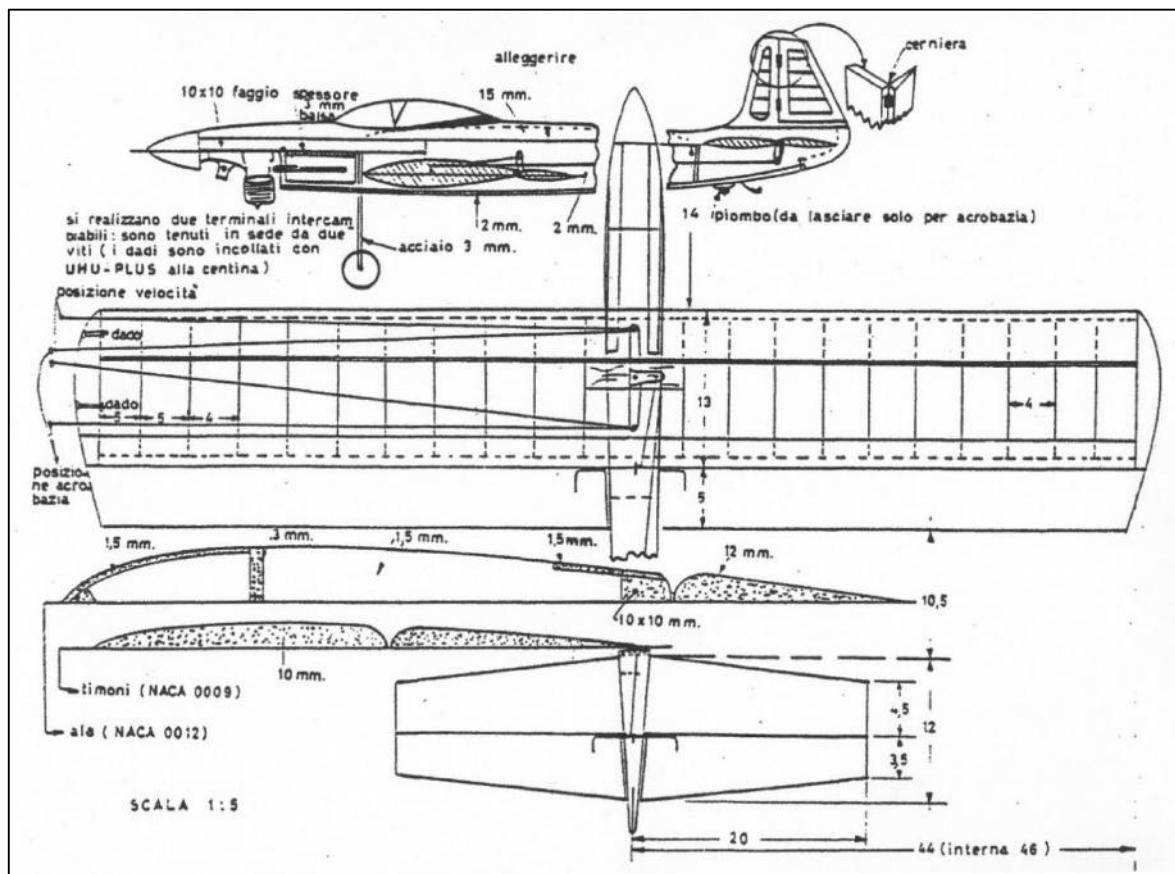


This month it is a bit of a test. A test in which I must admit my score is zero. Fortunately most of the plans featured in the magazines and books held in the library are identified as to model name either on the plan or in the accompanying text, if we are lucky mention is also made of the designer's name and, if we are really lucky, acknowledgement is given to the name and date of the publication in which it first appeared. But not always and sometimes the difficulty in identifying the model is compounded by the text being in a language other than English.

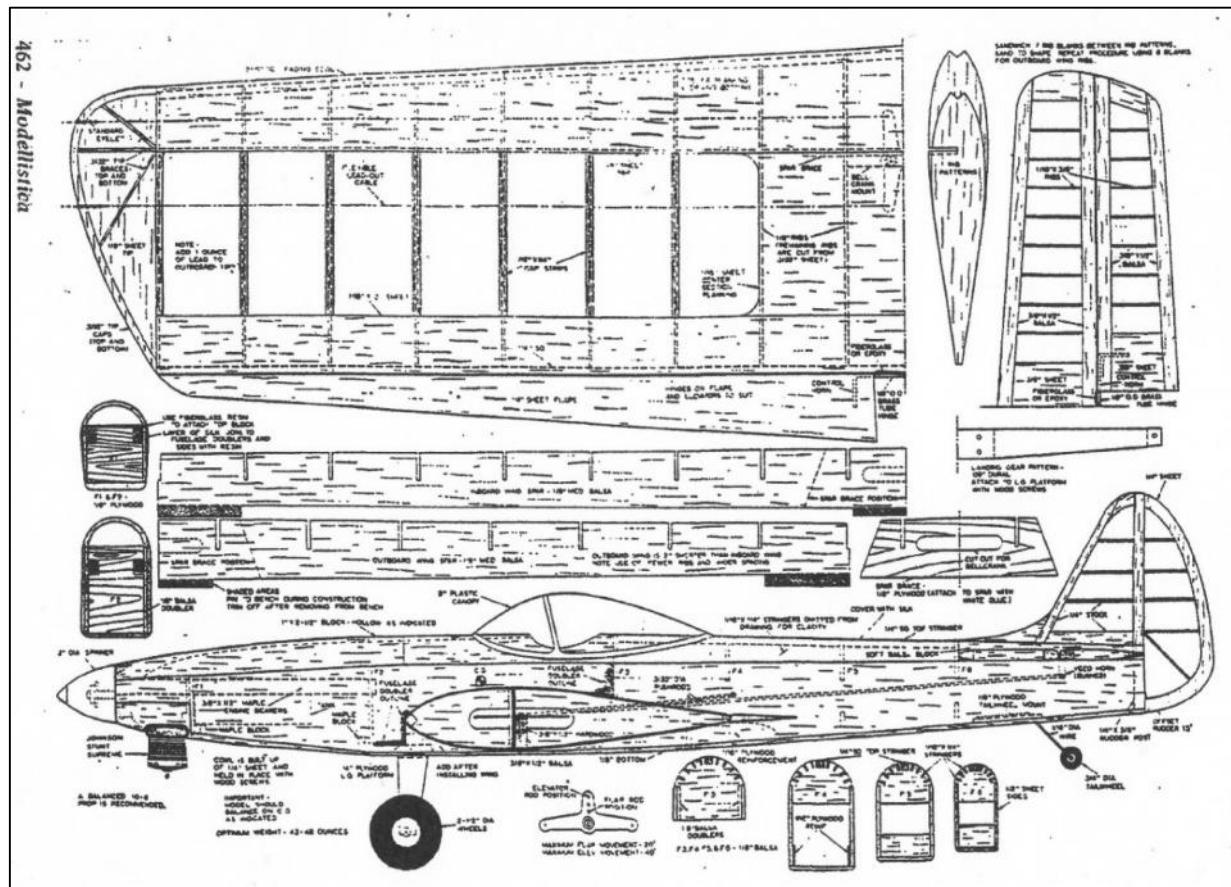
The Italian publication "L'Acrobazia in Volo Vincolato Circolare" by C. Morosini has more than 100 reduced plans and descriptions of control line models most of which are readily identified either from the name being on the plan or in the index.

On the three shown below I have been unable to find the name of the model or designer.

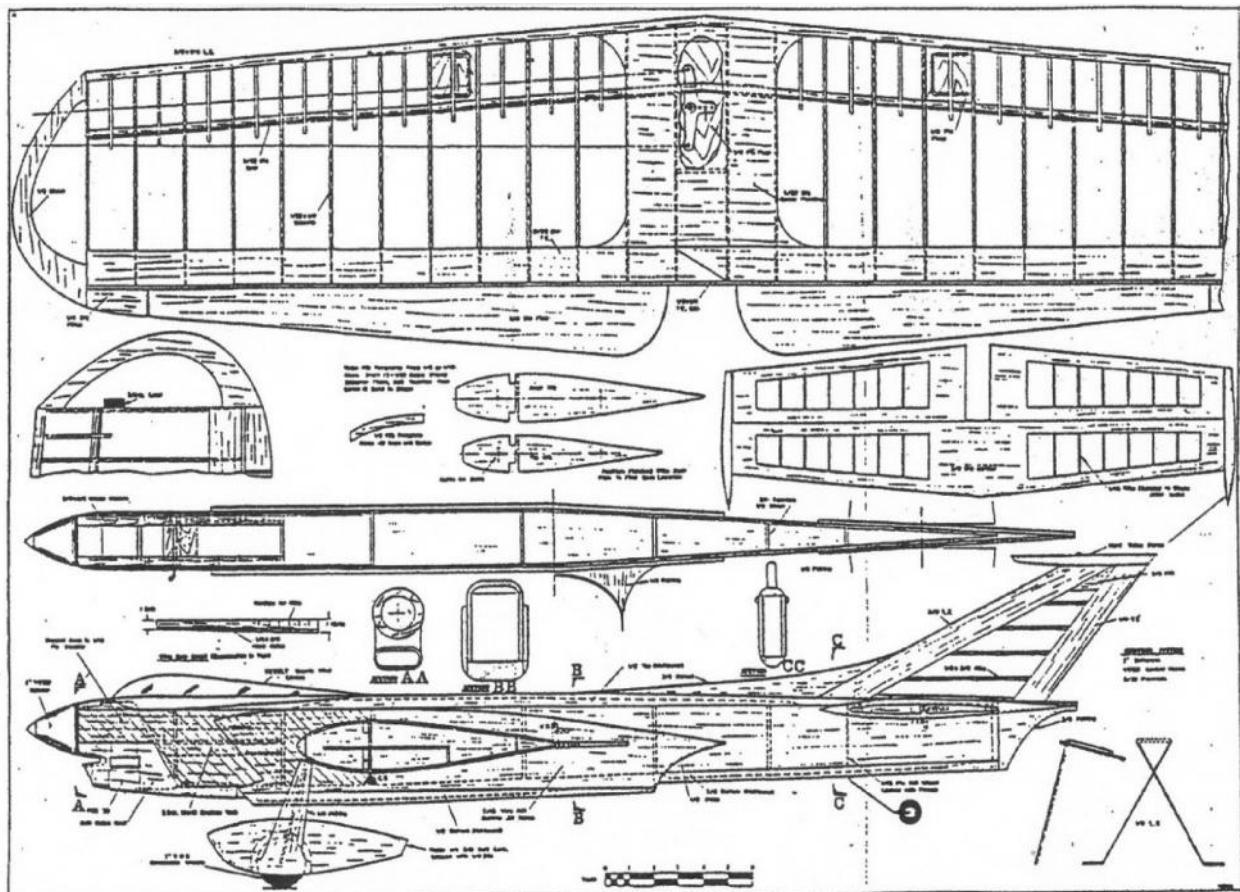
On page 20 is this stunt model of about 35" wingspan, text is Italian. Name not found.



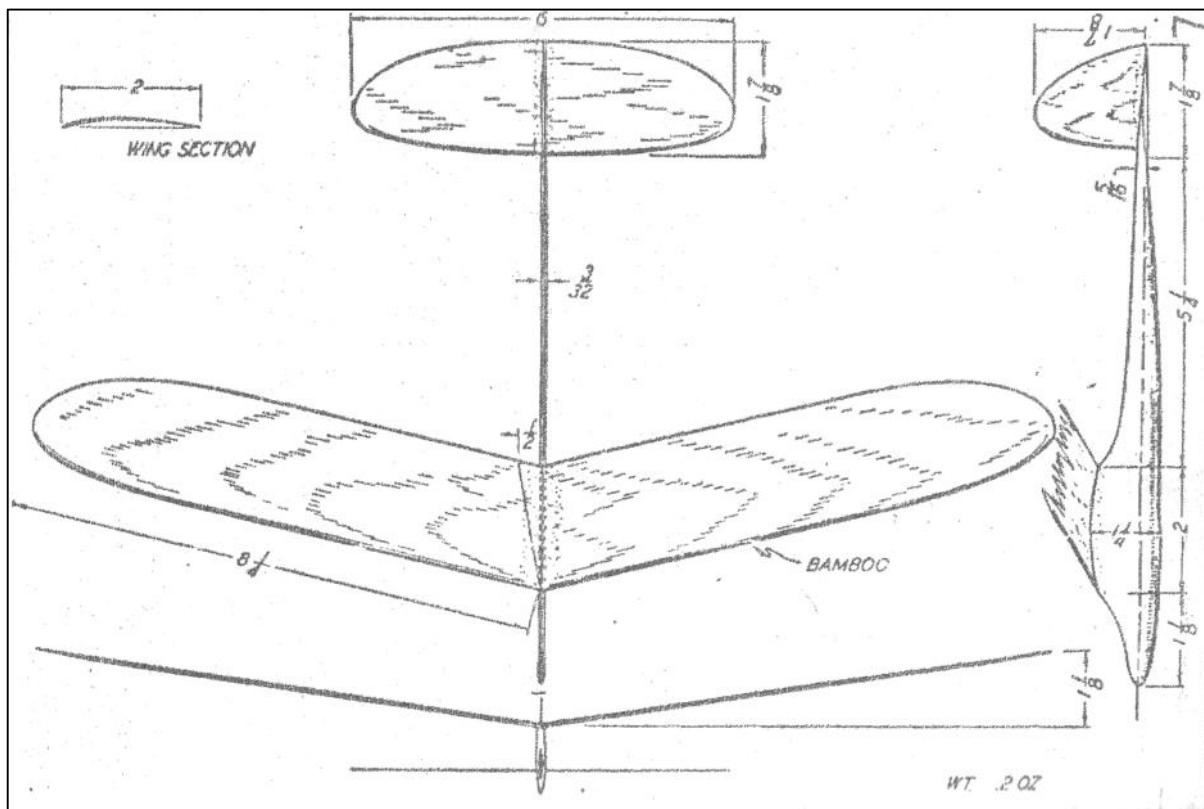
On page 84 a stunt model of about 57" wingspan, text in English (is it American?).



On page 176 another stunt model of about 57" wingspan, text in English (American?).

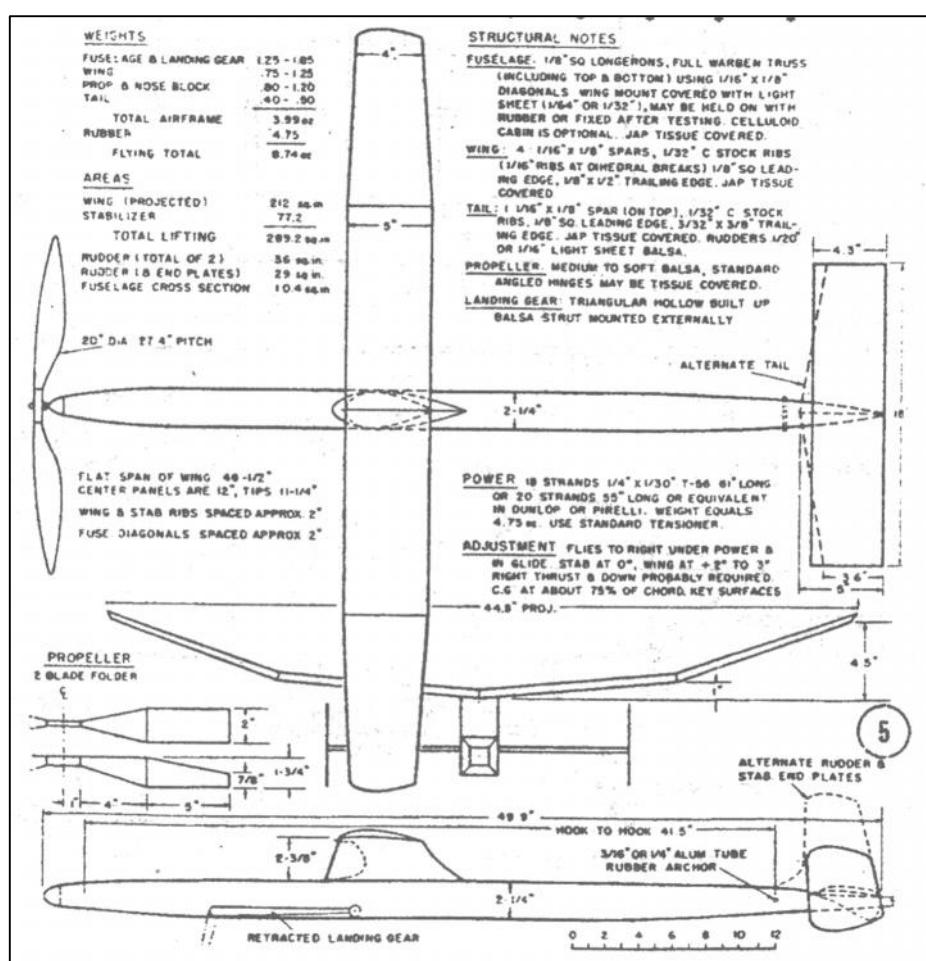


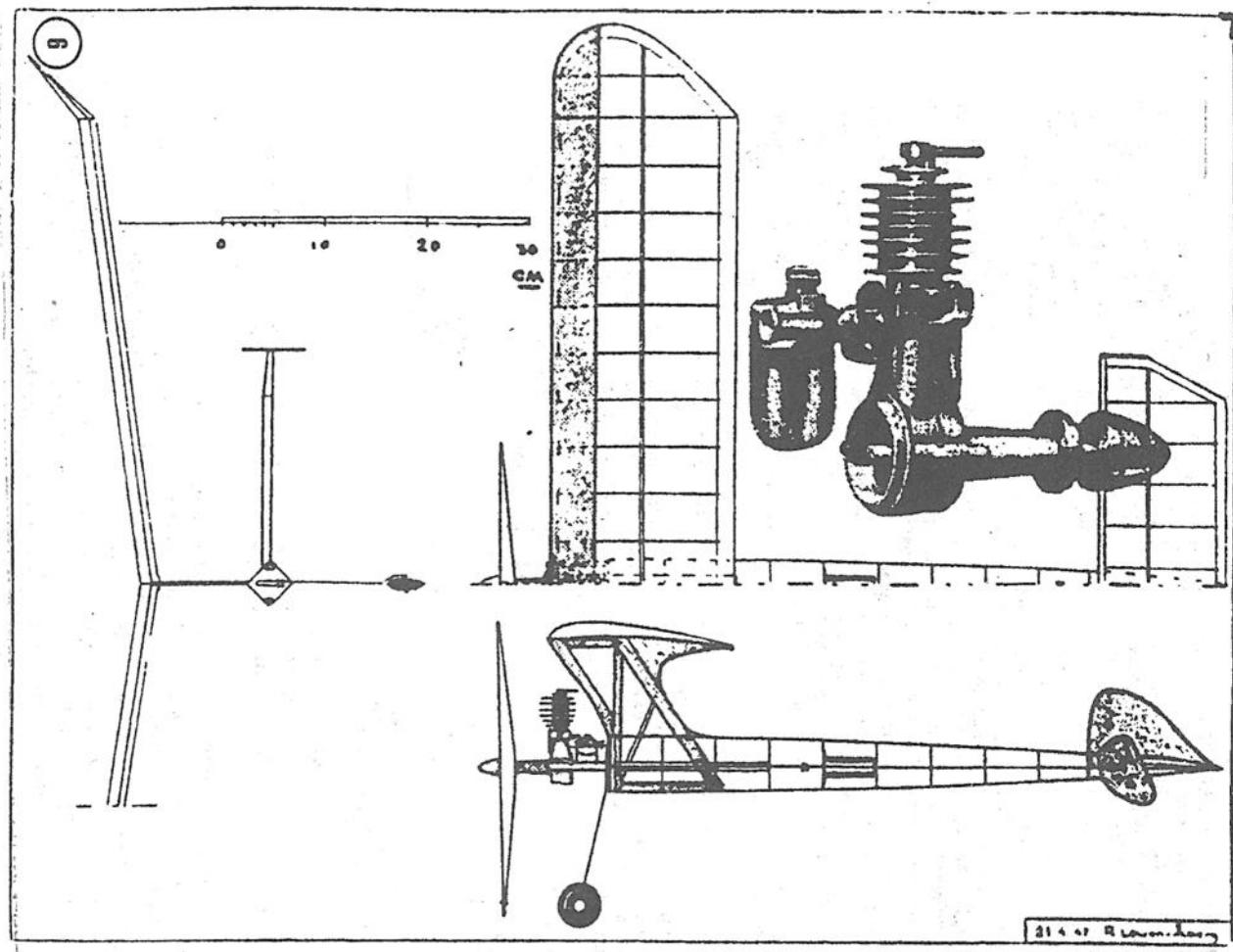
The next three plans are from our dear old hard copy 'Clarion' in the days when our founder David Baker was editor.



This plan of an 18" wingspan chuckie weighing 0.2 ounce was in Clarion September 1992. It looks very much like a Frank Zaic drawing but I cannot find it in any Zaic Year Book. Who designed it, was it given a name and in what magazine or book was it published?

Clarion Aug 1996 includes this general arrangement drawing of a 44" wingspan rubber model with details of the structure, weights, rubber motor and trim. What year would it be, who designed it, did it have a name and where was it published?





This 40" power model appeared in the Clarion in June 1995. It is likely that David found this plan in the Swedish SAM newsletter "Oldtimer Specialtidskrift for Modellflygare Nr 2. 1994".

The title box in bottom right corner is not very clear, R. Lowen-Aberg could possibly be the designer. Can the designer's name be confirmed and did the model have a name? What date is it and when and where first published?

If you can throw some light on any of the above questions please get in touch.

AEROMODELLING MAGAZINES FOR DISPOSAL

We have lots of spare Aeromodeller mags including complete years 1947 and 1951 through to 1980, also spare Model Aircraft mags. Let me have your wants list.

CATALOGUES and HANDBOOKS WANTED

KielKraft Handbooks: 1948, 1950, 1952, 1953, 1956, 1957, 1958, 1959 and 1960.

Aeromodeller Plans Handbooks: any up to 1960.

Any catalogues, lists, etc. from other British kit or engine producers.

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

Roy Tiller

With the loss of the Brabazon Hanger the Indoor Tech Committee had difficulty in finding a venue for the 2017 Indoor National Championships. The old sports hanger at RAF Shawbury was offered but the late official confirmation of availability made all organisational efforts a bit of a panic with delayed entry forms etc. Hotel bookings at last minute are somewhat worrying but Rachel & I managed to get into a fairly local Premier Inn so we were well set up for the two-day meeting.

The hanger was far from ideal for a national championships but it served well enough for the meeting. The hanger was divided into two sections by a low partition and netting, which was convenient as light-weights were flown in one half and the heavy-weights in the other.

All my flying was confined to the heavy-weight area, I do not have any models that even vaguely could be described as light-weight.

There was a limited high ceiling area due to the curved roof and obstructions in the centre at the one end of the heavy-weight area which led to many flights being shortened by hang-ups. The height was such that poles could be used to attempt to keep models away from trouble but from my observations they seemed to hinder rather than help. I elected not to interfere with my models which proved OK with my 'Gyminnie Crickets' on the Saturday but not so with my 'Penny Plane' on Sunday. Poles may have been more effective with the slower flying lightweights in the other area but I only ventured in there once by accident when my Penny Plane, after ceiling hits was diverted over the divider netting and the model completed its flight in the other area. It was a trimming flight so no dispute over straying.

Most competitors had a reasonably good time and enjoyed themselves, which after all is the main point of the exercise.





First day was 'Gyminnie Cricket' day for me as I tried to retain my championship title acquired last year.

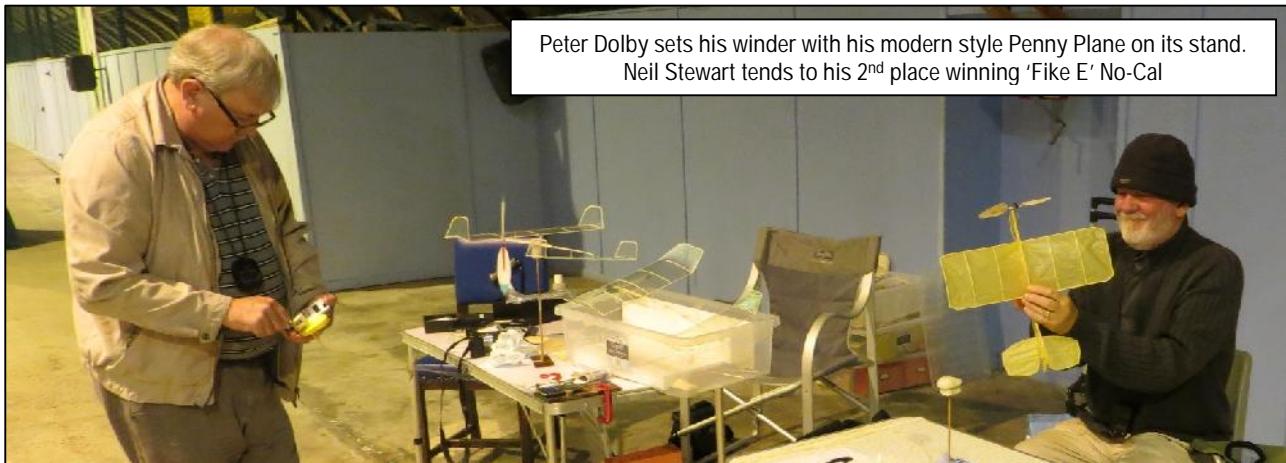
It was all to no avail as Neil Stewart eclipsed me by some 51 seconds over the two best flights. I did manage to get the Silver Award for second place.

The competition score is the total of the best two flights from six. I started off with 3-56, then a couple of obstacle interference flights before finishing strongly with 4-33, 4-50 & 4-42. Neil only needed three of his six flights to see me off, his third being a creditable 5-37 which well and truly put my light out.

Saturday evening it was feeding bag time as we ate in the Fox & Hounds pub restaurant, the meal was excellent, if a little late, and the three courses proved far too much for me such that I had to leave part of my main course to ensure I had room for the sweet.



Sunday I started off with my 'Penny Plane', I had no aspirations towards winning the event as my model was comfortably over-weight due to age and repairs. To make matters worse I had a hang-up on a trim flight and managed to poke a hole in the wing lifting the model off the beam bracing wires. Sticky tape holding the split covering together exacerbated the weight issue and I finished up in 13th place of 13 entrants. It was not my day, my first flight of 4-16 was the only unobstructed one of the six, all the others terminated in hang-ups or severe altitude loss through ceiling hits. I will have to build a new model for 2018. The current trend seems to be a model with a full 18" flat centre to the wing with vertical end plates and a tailplane of similar construction. These models look much bigger than an old style normal PP and certainly seem to perform better. Both Neil Stewart (Class winner) and Peter Dolby (2nd) had flights in excess of 7 minutes which all but beat my two flight total.



After my debacle in PP I amused myself with a couple of '35cm challenge' flights of 3min +, then three 'Legal Eagle' efforts, best 1-36. Neither model is really competitive as results show. Never troubled the winners, in fact I was in last place in 'Penny Plane', '35cm' and 'Legal Eagle'. I did manage to stay clear of the bottom of the overall championship however.



All in all a good meeting of like-minded modellers who continue to keep indoor flying alive in spite of losing all of the good venues of the past. In my past: Cardington, Boulby & Brabazon. The search for high ceiling replacement flying sites continues, any ideas?

Indoor Nats Results 2017

Nats. Champ. Points	L.P.P	BMFA	Flight Times in minutes.seconds						Sum of best Two Flights	Place	
			Name	No.	1	2	3	4	5	6	
13	Stewart. N	49026	4.39		4.32	6.33	7.22	0.00	0.00	13.55	1
11	Dolby P.	2116	6.21		7.12	0.00	0.00	0.00	0.00	13.33	2
9	Watt P.	108095	5.47		4.54	5.51	6.23	6.11	0.00	12.34	3
8	Whitehouse D.	141595	6.33		5.02	5.40	5.28	0.00	0.00	12.13	4
7	Evans M.	111999	5.14		4.38	5.50	5.16	6.03	6.08	12.11	5
6	Wannop U.	SAA3631	0.50		1.42	2.34	5.40	5.42	0.00	11.22	6
5	Doyle M.	78804	3.13		4.57	5.27	4.23	5.29	1.32	10.56	7
4	Hogan A.	29400	5.03		5.14	5.21	0.00	0.00	0.00	10.35	8
3	Sellwood R.	53324	4.16		5.07	4.26	5.03	0.00	0.00	10.10	9
2	Robinson E.	142882	4.36		5.00	2.29	4.56	4.29	4.25	9.56	10
1	Andrews J.	31216	4.16		1.49	0.59	2.20	2.25	3.07	7.23	11

Nats. Champ. Points	No-Cal	BMFA	Model	Flight Times in minutes.seconds						Sum of best Two Flights	Place	
				Name	No.	1	2	3	4	5	6	
5	Doyle M.	78804	Cassuce			2.27	1.44	2.23	1.21	2.29	2.43	5.12
3	Stewart. N	49026	Fike E			2.24	2.34	0.00	0.00	0.00	0.00	4.58
2	Sellwood R.	53324	Bell Aircobra			1.30	1.27	1.31	0.00	0.00	0.00	3.01
1	Burdett P.	84971	Swee-pea			0.52	0.55	1.06	0.00	0.00	0.00	2.01

Nats. Champ. Points	Legal Eagle	BMFA	Flight Times in minutes.seconds						Sum of best Two Flights	Place	
			Name	No.	1	2	3	4	5	6	
8	Evans M.	111999	2.20		2.30	2.39	2.38	1.22	0.00	5.17	1
6	Dolby P.	2116	1.50		2.27	2.42	0.00	0.00	0.00	5.09	2
5	Bailey R	2479	1.52		1.11	1.58	2.47	2.11	1.43	4.58	3
4	Stewart. N	49026	2.05		2.15	2.05	2.16	0.00	0.00	4.31	4
3	Pearce I.	176661	2.04		2.18	0.00	0.00	0.00	0.00	4.22	5
2	Sellwood R.	53324	2.00		2.07	0.00	0.00	0.00	0.00	4.07	6
1	Andrews J.	31216	1.05		1.23	1.36	0.00	0.00	0.00	2.59	7

Nats. Champ. Points	Gym Cric	BMFA	Flight Times in minutes.seconds						Sum of best Two Flights	Place	
			Name	No.	1	2	3	4	5	6	
4	Stewart. N	49026	3.58		4.46	5.37	0.00	0.00	0.00	10.23	1
2	Andrews J.	31216	3.56		1.50	3.25	4.33	4.50	4.42	9.32	2
1	Pearce I.	176661	3.22		3.29	4.25	4.02	0.00	0.00	8.27	3

Nats. Champ. Points	L.R.S.	BMFA	Flight Times in minutes.seconds						Sum of best Two Flights	Place	
			Name	No.	1	2	3	4	5	6	
5	Burdett P.	84971	4.10		3.35	4.36	5.04	4.55	5.45	10.49	1
3	Sellwood R.	53324	5.09		4.39	4.45	4.59	0.00	0.00	10.08	2
2	Dolby P.	2116	3.36		2.58	3.46	3.18	4.43	0.00	8.29	3
1	Stewart. N	49026	4.08		3.53	3.54	0.00	0.00	0.00	8.02	4

Nats. Champ. Points	F1D	BMFA	Flight Times in minutes.seconds						Sum of best Two Flights	Place	
			Name	No.	1	2	3	4	5	6	
2	Benns M.	72513	8.31		8.18	7.05	0.00	0.00	0.00	16.49	1
1	Hebb. A.	35650	8.02		7.42	8.16	8.19	0.00	0.00	16.35	2

Nats. Champ. Points	35 cm	BMFA	Flight Times in minutes.seconds						Sum of best Two Flights	Place	
			Name	No.	1	2	3	4	5	6	
5	Evans M.	111999	5.11		5.02	5.47	6.03	0.00	0.00	11.50	1
3	Hogan A.	29400	4.17		3.55	5.11	4.29	4.40	4.55	10.06	2
2	Pearce I.	176661	3.12		3.51	4.02	0.00	0.00	0.00	7.53	3
1	Andrews J.	31216	3.15		3.20	0.00	0.00	0.00	0.00	6.35	4

Nats. Champ. Points	F1R	BMFA No.	Flight Times in minutes.seconds						Sum of best Two Flights	Place
			1	2	3	4	5	6		
4	Hebb. A.	35650	3.01	9.14	9.21	8.44	9.05	0.00	18.35	1
2	O'Neill R.	78813	6.01	5.37	6.03	0.00	0.00	0.00	12.04	2
1	Evans M.	111999	4.11	4.06	3.43	4.52	4.30	0.00	9.22	3

Nats. Champ. Points	F1L	BMFA No.	Flight Times in minutes.seconds						Sum of best Two Flights	Place
			1	2	3	4	5	6		
11	Bailey R.	2479	10.29	11.46	11.55	0.00	0.00	0.00	23.41	1
9	Hebb. A.	35650	7.22	2.21	10.29	11.20	0.00	0.00	21.49	2
7	Pearce I.	176661	10.17	9.59	0.00	0.00	0.00	0.00	20.16	3
6	O'Neill R.	78813	5.58	10.17	9.50	0.00	0.00	0.00	20.07	4
5	Wannop U.	SAA3631	7.01	9.42	5.11	8.52	0.00	0.00	18.34	5
4	Robinson E.	142882	3.29	3.47	8.21	5.30	0.00	0.00	13.51	6
3	Bargery S.	205791	1.59	3.50	6.39	5.07	4.28	6.50	13.29	7
2	Horton R.	71305	3.45	5.22	3.54	5.39	0.00	0.00	11.01	8
1	Doyle M.	78804	2.24	4.49	0.00	0.00	0.00	0.00	7.13	9

Nats. Champ. Points	F1M	BMFA No.	Flight Times in minutes.seconds						Sum of best Two Flights	Place
			1	2	3	4	5	6		
7	Bailey R.	2479	5.08	6.18	6.40	0.00	0.00	0.00	12.58	1
5	Hogan A.	29400	4.19	5.11	5.09	4.49	5.19	0.00	10.30	2
4	Watt P.	108095	6.01	3.43	3.17	4.17	0.00	0.00	10.18	3
3	Dolby P.	2116	4.44	4.58	0.00	0.00	0.00	0.00	9.42	4
2	Doyle M.	78804	3.27	4.14	0.00	0.00	0.00	0.00	7.41	5
1	Wannop U.	SAA3631	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6

Less 1.5min for VP/flight *

Nats. Champ. Points	F1N	BMFA No.	Flight Times in minutes.seconds									Sum of best Two Flights	Place
			1	2	3	4	5	6	7	8	9		
2	Benns M.	72513	0.0945	0.3443	0.0606	0.3612	0.2911	0.3599	0.4085	0.4097	0.0790	1.2182	1
1	Bargery S.	205791	0.1100	0.1500	0.0900	0.0600	0.0600	0.1300	0.1600	0.1900	0.0300	0.3500	2

Nats. Champ. Points	Catapult	BMFA No.	Flight Times in minutes.seconds									Sum of best Two Flights	Place
			1	2	3	4	5	6	7	8	9		
2	Benns M.	72513	0.1821	0.1514	0.3240	0.3305	0.3320	0.3437	0.1184	0.0000	0.0000	1.0757	1
1	Hebb. A.	35650	0.1400	0.2300	0.1500	0.2000	0.2100	0.1800	0.2300	0.1800	0.2300	0.4600	2

Nationals Overall Champion 2017

Name	Events												Total Points
	L.P.P	NoCal	Legal Eagle	Gym Cric	L.R.S	F1D	35 cm	F1R	F1L	F1M	F1N	Catapult	
Stewart. N	13	3	4	4	1								25
Bailey R			5										23
Dolby P.	11		6		2								22
Evans M.	7		8				5	1					21
Hebb. A.						1		4	9			1	15
Doyle M.	5	5								1	2		13
Pearce I.			3	1		2			7				13
Watt P.	9										4		13
Hogan A.	4						3			5			12
Wannop U.	6									5	1		12
Sellwood R.	3	2	2		3								10
O'Neill R.								2	6				8
Whitehouse D.	8					2							8
Benns M.										2	2		6
Burdett P.		1			5								6
Robinson E.	2									4			6
Andrews J.	1		1	2			1						5
Bargery S.										3	1		4
Horton R.										2			2

John Andrews

Yet another apology! The Southern Area Gala at Odiham had to be abandoned before it really got going. The early morning briefing advised of a hold until approx mid-day due to operational movements of Chinooks. We eventually received permission to fly around 12.30 & some 45 minutes later we were told that the meeting would have to be cancelled due to further ongoing operational movements. So that was that much to the dismay of the attendees, who nevertheless accepted the decision with good grace & no dissent. For that I thank all those who made the effort to attend, albeit it is an acknowledged risk when flying on an operational airfield.

Apparently a decision had been made by those in "authority" on Friday before our event i.e. the politicians, that they should be seen to be doing something in response to Hurricane Irma following general public criticism. The end result was to decide to despatch three Chinooks at short notice to Gibraltar for onward conveyance to the West Indies on HMS Ocean. This meant the staff at RAF Odiham had their work cut out to fulfil the decision. Hence our problems. Fortunately, we were extremely well supported by our RAF liaison contact, who worked extremely hard on our behalf to establish what was going on & to progress our cause - all in vain. However, he should still be in post next year & has promised to support an application for next year should we wish to do so. It will, after all, be the 70th year for the event to be held.

7th Area Meet at Beaulieu

Much more positive, with good weather & light winds in a favourable direction for the field. Apart from Tony Shepherd shredding his old Stomper in a gorse bush, everyone else got in some decent flying. Geoff Smith maxed out with his Mantis glider which was really stable on the tow & just needs a sniff of lift. David Cox did the same with his Dixielander, but both suffered cold conditions & no lift for the fly-off. Pity - as a high level buzzard a few minutes earlier indicated there was lift around.



Critical examination by Ray Elliott



P30 Senator from Roy Tiller



Getting ready - Tony Shepherd & Geoff Smith

By the time this is read, both the Crookham Gala & the Croydon Coupe day will have taken place on Salisbury Plain. Here's hoping weather conditions will be in our favour for a change.

With the continued absence of Middle Wallop as a flying venue, four dates were set for meetings on Salisbury Plain in 2017, with a varied competition schedule & an open invitation to sports fliers. One meeting has been cancelled due to bad weather. Attendance generally has been around the 30 mark, very low compared to our meetings at Middle Wallop but nevertheless enjoyed by those who have made the effort. It would be nice to see more people as the area for flying is vast, albeit a little arduous on some retrieves for those of us who are getting older & less nimble. Perhaps a variation on the competition schedule may help, so this is an agenda item for the AGM.

News from Italy

A good effort by SAM2001 members in Rome resulted in a bevy of bungee gliders appearing. As they haven't done this before, I'm guessing there were a few "moments" but being Italian, they apparently did it in style with a sit-down meal & wine to celebrate.



The gentleman on the right is S Lustratti, who competed in the Wakefield Trophy for Italy in the late 1940's & early 1950's, placing 4th in 1952. He has now reached the tender age of 90 & is still building & flying - must be something to do with the climate, the food & the wine!

During the month I received the latest hard copy L'Aqilone & included in the envelope was a 54 page book on "Aeromodelli d'Epoca - Breve guida per un recuparo" or - loosely translated - a guide to building real vintage model aircraft. Have no idea of the number of circulated copies but uniquely Italian & beautifully produced in content & presentation.

F1G & Vintage Coupe

One of the more successful events (in terms of entries) this year has been the F1G & Vintage Coupe competitions. Gavin Manion has written an excellent article in this month's Aeromodeller, extolling the virtues of vintage coupe models & Peter Hall/Roy Vaughn tabulate the annual Southern Coupe League which aggregates various events throughout the year. Gavin now plans on drawing together a combined list of all Coupe events that are scheduled to take place during 2018. So - new winter project - build a vintage coupe model this winter. We have a goodly collection of the digitised plans in the DBHL, no excuse for not having the info! They include Fuit III, Machaon, Altair, Babar, Jump Bis, Jenniso, Etienne, Bagatelle, Beissac 1951, Eros, Lo Zigolo plus a few more modern ones.

However, the Crookham Gala last Sunday raised an interesting point in my mind. We ran a combined F1G & Vintage Coupe event - no problem with this except that we had an entry from the same flier for both F1G & Vintage. Personally, I see no problem with this if someone has sufficient energy to make 6 flights - jolly good. We also run combined glider events e.g. classic

& vintage, thus far with no-one doubling up in both but it could happen. Again, for me it's not a problem as people are obviously enjoying themselves. Other than that, an energetic entrant could have the luxury of winning or placing in two categories within the same competition. There appears to be nothing in the BMFA rule book about this & in any case, these were Club competitions where we have a degree of freedom in interpreting the rules.

Any contrary views from out there?

Crookham Gala

Wind mainly from SSE varying in speed mostly around 9 - 10 mph but it didn't fully obey the Met Office forecast - neither in wind speed or direction, so we had to move part way through the day - further to the south, so as to allow 2min-30 maxes for glider & power comps. Otherwise it stayed fine right through till the fly-offs. Even then, the rain was of short duration. The new location necessitated some up & down retrievals - all borne with good humour by those who participated. DT fly-offs were used taking account of age & general weariness.

Crookham Gala Results:

E36:

1 st - Chris Redrup (Pearl)	6.00;	2 nd - Jim Paton (Eureka)	1.55
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BMFA Power (George Fuller Trophy for best Dixielander):

1 st - Roy Vaughn (Creep)	2.30;	2 nd + GF Trophy - Mike Wills (Dixielander)	2.22
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Combined Vintage / Classic Glider:

1 st - David Cox (Chief)	7.00 & 2.02;	2 nd - Dave Etherton (Inch Worm)	7.00 & 1.55;
3 rd - Chris Redrup (Caprice)	6.33;	4 th - John Hook (Caprice)	4.50;
5 th - Bob Taylor (Uppat)	2.00		

Mini-Vintage:

1 st - Martin Stagg (Dinah-mite)	6.00;	2 nd - Tony Shepherd (Top Banana)	5.59;
3 rd - Nick Peppiatt Pinnochio)	5.52;	4 th - Dave Etherton (Nord)	5.32;
5 th - Mike Parker (Raff V)	0.45		

Combined F1G / Vintage Coupe:

1 st - Peter Hall (O/D)	6.00 & 1.40;	2 nd - Alan Brocklehurst (CO4)	6.00 & 1.39;
3 rd - Ken Taylor (O/D)	6.00 & 1.32;	4 th - Gavin Manion (O/D)	5.35;
5 th - Don Thomson (O/D)	5.19;	6 th - Ken Taylor (Fuit III)	5.16;
7 th - Jim Paton (O/D)	3.25;	8 th - Ted Tyson (O/D)	3.10;
9 th - Ted Challis (Etienne)	0.42		

Both the E36 & BMFA Power comps produced really long flights - so much so that Roy was worn out after one flight & Mike Wills was still searching for his model at 5.00pm. David Cox & Dave Etherton fought out a keenly contested result. Both Mini-Vintage & Combined Coupe produced the closest results of the day with 1 second separating winner & 2nd place.



Anticipation by Nick Peppiatt



Anxious John Hook



Big heave from Alan Brocklehurst



Long stretch by Ken Taylor



Concentration by Don Thomson



Contented David Cox



Happy Ted Challis



Pensive Gavin Manion

All photos by Dave Etherton - many thanks.

2017 AGM

As last year, we (your Committee) still 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 on to 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
Conference Room
Middle Wallop
November 26th 2017
14.00 hrs**

1. Welcome to members old and new for the season 2017/18
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 2018
10. Any other business

- Update on the status of Middle Wallop availability
- Suggested competition program for 2018.

Due to the sudden & sad passing of John Thompson earlier this year, your committee have approached Tony Shepherd, who has been a competitive & enthusiastic member of SAM1066 for many years, to co-opt him into the post of Chairman until our AGM. He also has the significant advantage of being younger than most of us!

Tony has agreed to take on this role & it is the decision of Your Committee, who are very aware that we have been operating without a Chairman since John's death, to now nominate Tony for the post at the AGM.

Any further nominations for Committee positions and details of any other business to be discussed should be received by the Chairman at least 14 days prior to the meeting.

Tony can be contacted on tonyshepherd50@hotmail.com

NOTES

When nominating committee members the following should be taken into consideration:

SAM 1066 is an Internet based club and therefore it is essential that all of the committee members have:

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

Currently the club does not own or provide such facilities necessitating that committee members provide their own. However, expenses for consumables such as paper and inkjet cartridges etc. are refunded.

It is proposed by current Committee members that Tony Shepherd be elected as Chairman of SAM 1066.

The following members of the present committee will be seeking re-election for 2018/2019:

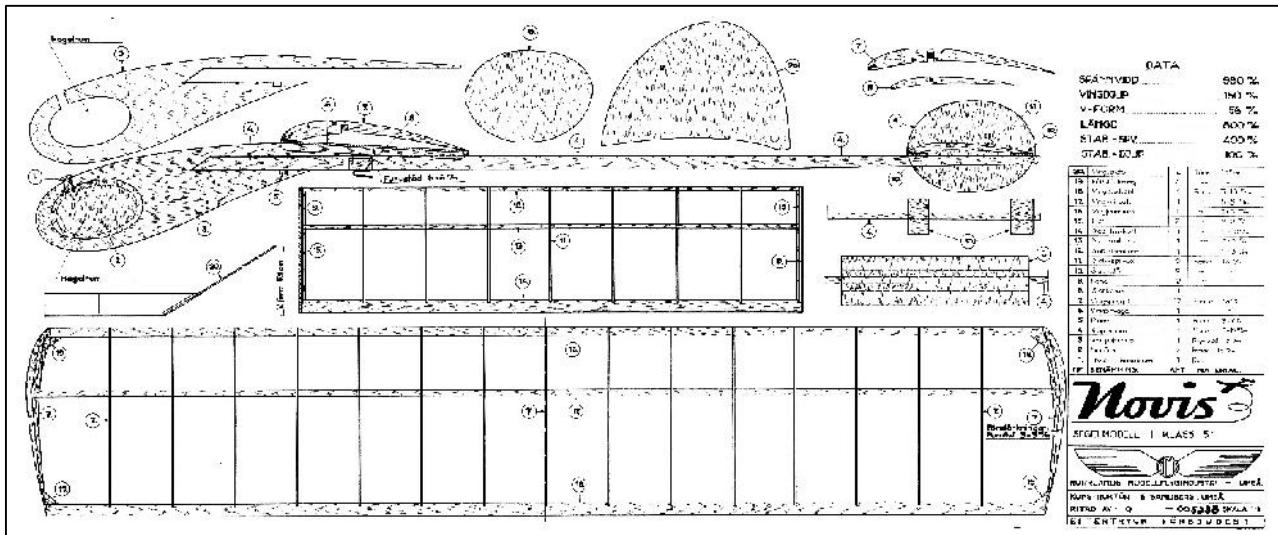
- _) Ed Bennett (Treasurer)
- _) Roger Newman (Secretary)
- _) Mike Parker (Membership Secretary)
- _) John Andrews (Editor - New Clarion)

Roger Newman

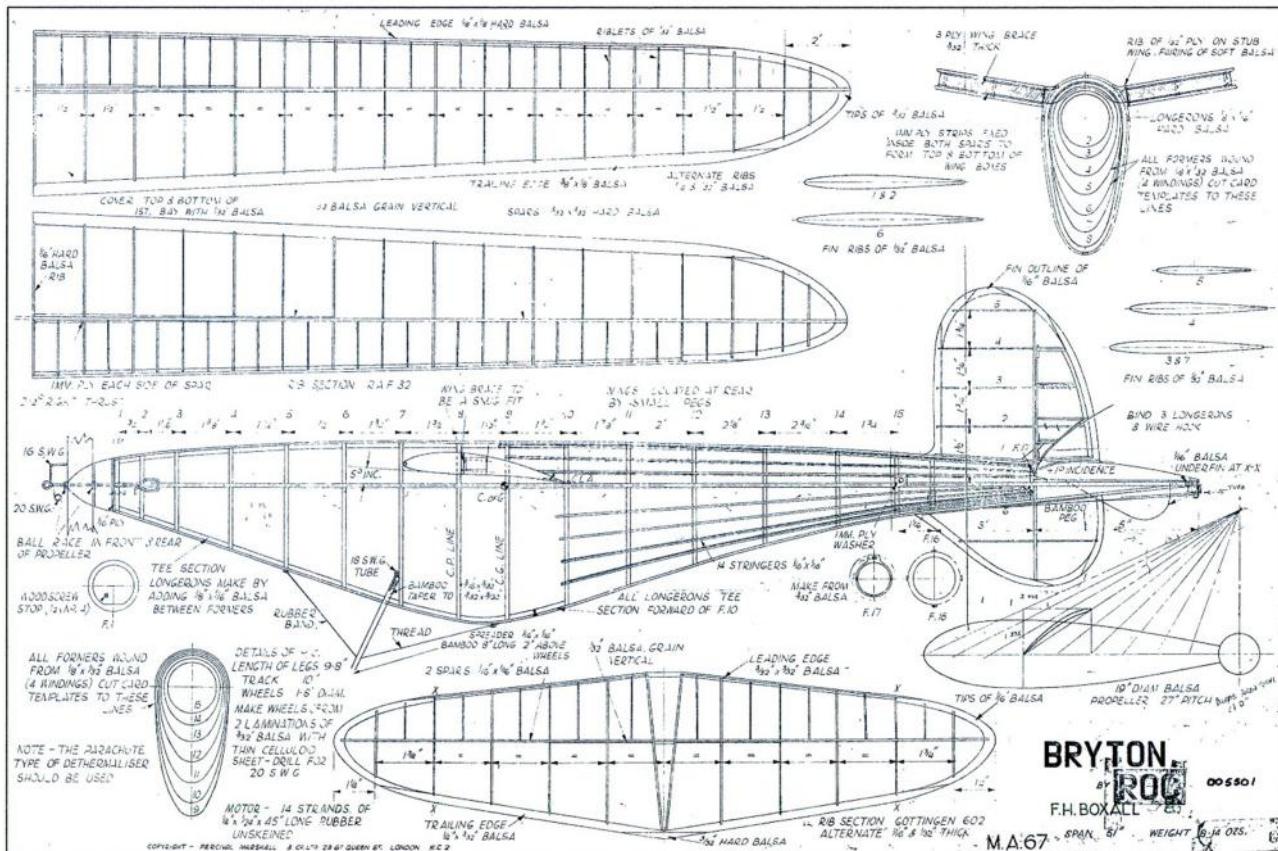
Plans for the Month

Roger Newman

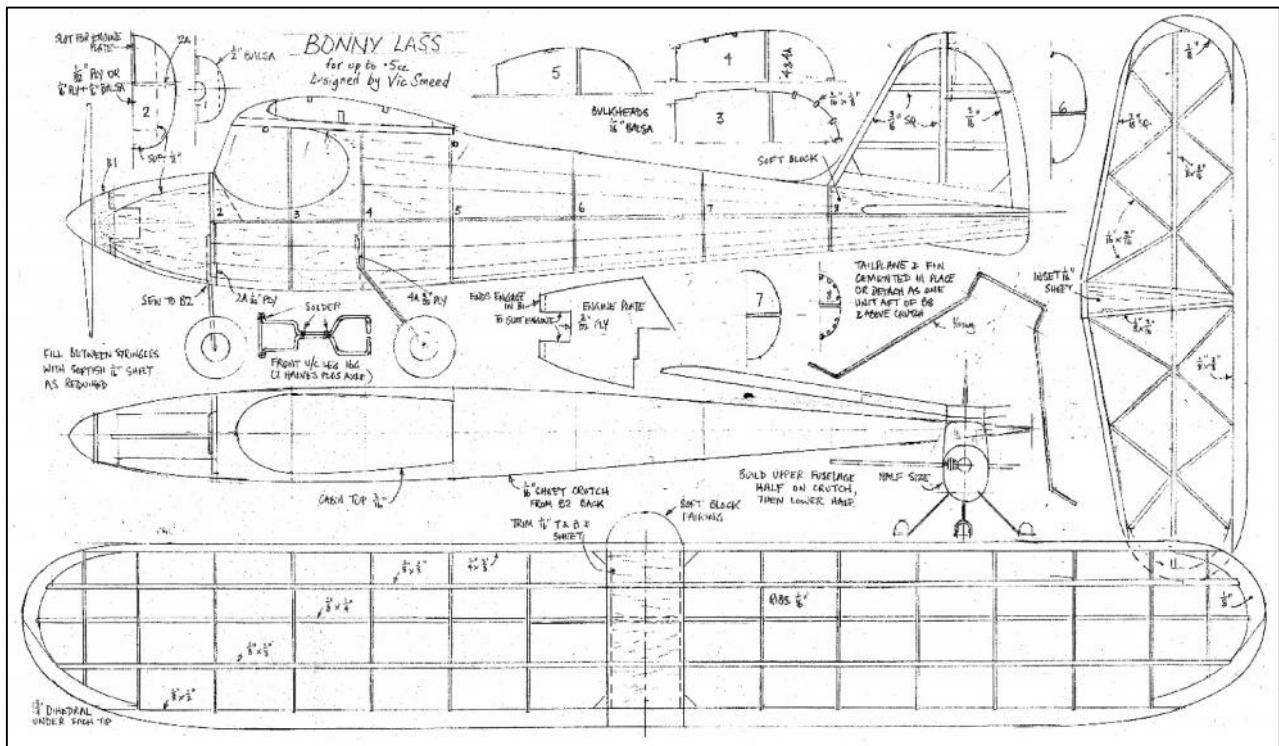
Glider: Novis from Sweden



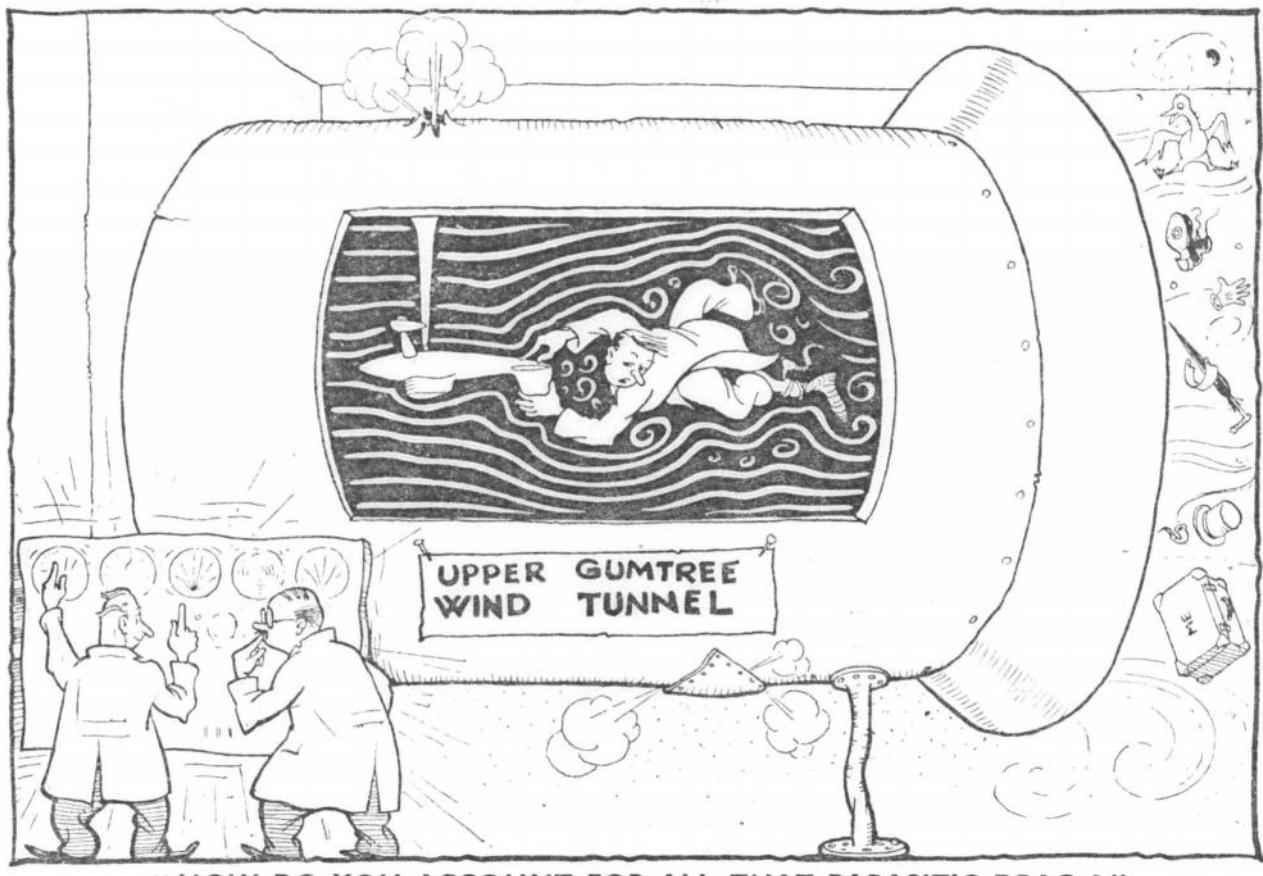
Rubber: Predecessor to Jaguar? Bryton Roc by Fred Boxall



Power: Design for small fields by Vic Smeed - Bonny Lass



Roger Newman



" HOW DO YOU ACCOUNT FOR ALL THAT PARASITIC DRAG ? "

Salisbury Plain Area 8 users

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

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

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

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

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

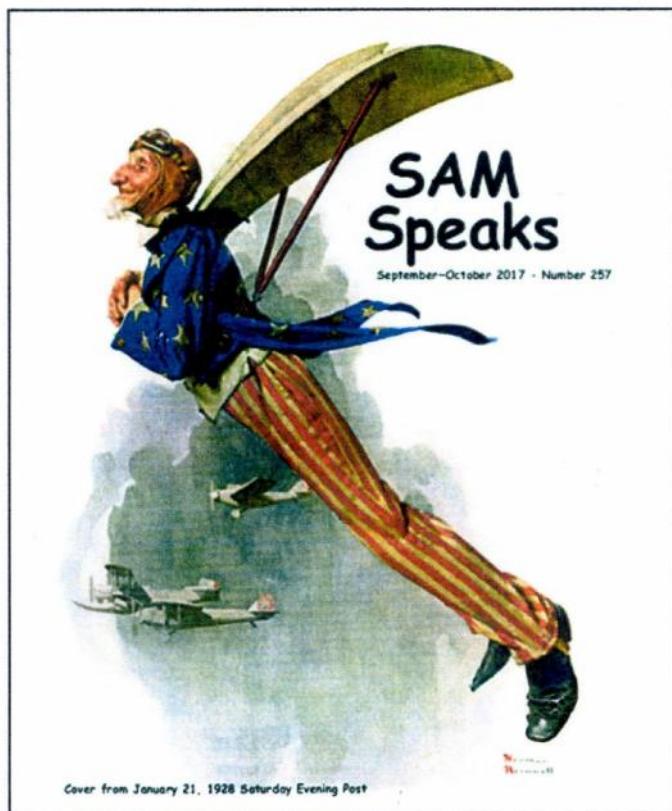
Please do not shoot the messenger.

Peter Watson. BMFA FFTC Area 8 Liaison.

SAM Speaks USA.

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

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



L'AQUILONE SAM 2001

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

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

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

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

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

Engine/motors

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

36"-44" Wingspan - I.C. Engines:

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

Electric Motors: - Any electric motor is admitted with direct drive - The motor cannot be stopped and re-started: the motor must run continually without interruptions till the end of the battery charge or competitor's decision; - no folding prop is admitted; if a folding prop is used the blades must be held open.

freely assembled admitted batteries: - 450 Mah 2 cell LiPo - separate battery pack for Rx is allowed

48" Wingspan - I.C. Engines:

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

Electric Motors: - Any electric motor is admitted with direct drive - The motor cannot be stopped and re-started: the motor must run continually without interruptions till the end of the battery charge or competitor's decision; - no folding prop is admitted; if a folding prop is used the blades must be held open;

freely assembled admitted batteries: - 500 Mah 3 cell LiPo - separate battery pack for Rx is allowed.

Flights and results

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

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

Results: - Results, address, photos and technical specification about model must be forwarded to the Organization by the 15th June 2018 - to Curzio Santoni cusanton@tin.it - or - to Gianfranco Lusso gfl@orange.fr

Many pleasant flights and happy landings to ALL !!!!

Special Prize Vic Smeed - An extra Diploma will be awarded to the best flight by Tomboy floatplane version (36",44" or 48") taking off from water. The Editor will send to the winner a Diploma signed by SAM 2001 President and a bottle of special Italian Wine to drink to Vic Smeed! - Good ROW and flight.

Special Prize David Baker

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

Good thermals

New SAM 35 Vintage-themed Events At Middle Wallop

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

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

Note: unfortunately, freeflight isn't permitted

but there will be Vintage RC of all kinds,
as well as control-line, including the "Bee Bug Bash".

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

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

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

We hope to see you there!

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

ONLY 2.4 GHZ RADIO EQUIPMENT IS PERMITTED.

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

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

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

**OUR LICENCE STIPULATES THAT FREEFLIGHT IS NOT PERMITTED
NOTE ALSO THAT DOGS MAY NOT BE BROUGHT ONTO THE AIRFIELD**

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

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

La Quatozye Forth Grande Coupe de Birmingham

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

Sunday December 3rd 2017

MOD North Luffenham starting at 10:00am

F1G - for the Aeromodeller Trophy

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

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

Pre '58 Vintage Coupe for the Vintage Plate

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

Special prize – Bottle of fizz for the best aggregate score in both events

Entry Fee £10 covers both events

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

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

For further information contact

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

Or Stuart Darmon at stuardarmon1a@yahoo.com tel 01858 882057

Indoor Flying in Wales

Indoor Model Flying Events

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

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

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



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

martin.pike.xray@btinternet.com 07831 141418

Find us on 

**Indoor Model Flying
in Bethesda**

Indoor Flying with the South Birmingham MAC
Mainly Free Flight

Thorns Leisure Centre.

Stockwell Ave.

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

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

Admission - Flyers £6 - Spectators £2.00

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

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

Bloxwich Indoor Flyers

Free Flight & lightweight RC
Sneyd Community School

Vernon Way, Sneyd Lane,
Bloxwich, WS3 2PA

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

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

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

FLITEHOOK

Indoor Free Flight Meetings

West Totton Centre,
Hazel Farm Road,
Totton, Southampton.

SO40 8WU

Café on Site

Contact Flitehook

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

Flyers £8 Juniors & Spectators Free

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

2017

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

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

2018

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



Waltham Chase Aeromodellers

INDOOR F/F MEETINGS

Waltham Chase Aeromodellers
in association with South Hants Indoor Flyers
announce the continuation of the Indoor F/F Meetings
at the Main Hall at Wickham Community Centre,
Mill Lane, Wickham, Hants PO17 5AL.

These meetings will be held on the following dates:

All Tuesday Evenings

3rd Oct 2017 - 7th Nov 2017 - 5th Dec 2017
2nd Jan 2018 - 6th Feb 2018 - 6th Mar 2018 - 3rd Apr 2018 1st
May 2018 - 5th Jun 2018 - 3rd Jul 2018

All meetings will run from 7.00p.m. to 10.00 p.m.

The Main Hall at Wickham Community Centre is suitable for indoor free flight models of all types, with a ceiling free of obstructions. Tables and chairs will be available in the hall and the organisers are always grateful for assistance with moving furniture.

A hot drinks machine is available on site.

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

Junior fliers will be charged as adult spectators.

Fliers will be required to show proof of insurance.

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

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

Waltham Chase Aeromodellers welcomes all indoor F/F fliers

For further details please contact:

Alan Wallington, "Wrenbeck", Bull Lane, Waltham Chase,
Southampton, Hants. Tel. 01489 895157
or see our web site: www.wcacro.co.uk



INDOOR MODEL FLYING

TUESDAY 25TH APRIL

TUESDAY 23RD MAY

TUESDAY 27TH JUNE

TUESDAY 25TH JULY

TUESDAY 22ND AUGUST

TUESDAY 19TH SEPTEMBER

TUESDAY 24TH OCTOBER

TUESDAY 28TH NOVEMBER

7pm to 10pm

ALLENDALE CENTRE

HANHAM RD. WIMBORNE BH21 1AS

FREE CAR PARKING IN PUBLIC CAR PARK IN ALLENDALE RD

FREE FLIGHT ONLY

COMPETITIONS incl. GYMINNIE CRICKET LEAGUE

ALL FLYERS MUST HAVE BMFA INSURANCE

FLITEHOOK NORMALLY IN ATTENDANCE

Adult Flyers £5 Spectators £1.50

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

BMFA South West Area

Indoor Flying

organised by

Cornwall Vintage Aeromodellers

at

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

Flying from 1200 to 1600 on the following dates,

2017

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

2018

**Sunday 14 Jan
Sunday 11 Feb
Sunday 18 Mar**

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

Admission: Flyers £10 Spectators £1

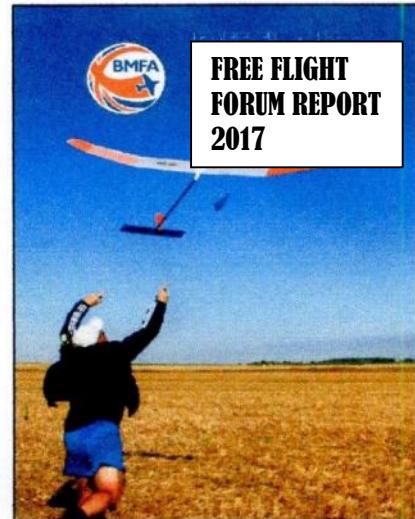
Phone: David Powis on 01579 362951

Email: dave_powis@hotmail.com

THE NEW 2017 FREE FLIGHT FORUM REPORT

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

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



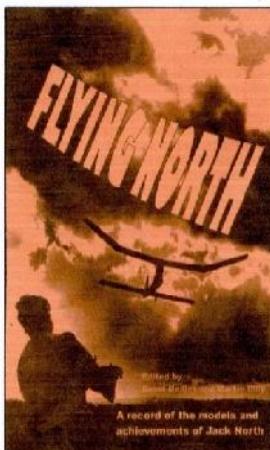
The UK price is £12.00 including postage; to Europe it's £15 and everywhere else £17. Sales of the Forum Reports help to defray the heavy expenses of those representing Great Britain at World and European Free-Flight Championships. Cheques should be payable to 'BMFA F/F Team Support Fund' in pounds sterling,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

Be the envy of your friends and get yours now.

Copies are available from :

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

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



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

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

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

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

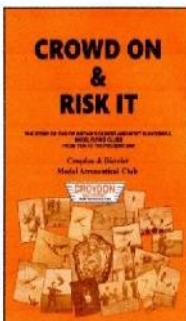
CROWD ON & RISK IT

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

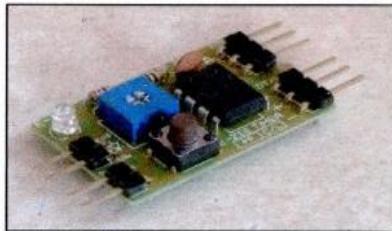
53 designs by Croydon members have been published in the model press and 24 of its members have represented Great Britain in World and European Championship teams. Several have gone on to notable careers in aerospace. Crowd On & Risk It covers all this and more.

Just £8 by PayPal or cheque.

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



E-Zee Timers



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

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

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

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

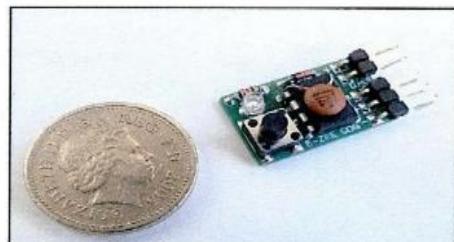
For installations where the timer is inaccessible remote pushbuttons and LED's are available

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

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

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

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



Timers are supplied with a comprehensive instruction manual and users guide

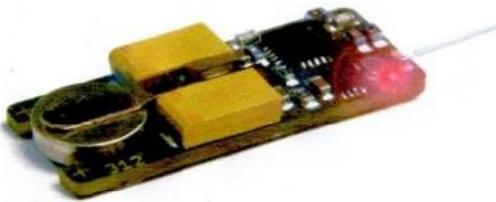
**E-Zee Timers have been designed and are manufactured in the UK
Exclusively available from**

Dens Model Supplies

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

BUGS

Free Flight Model Tracker



£50.00 - each including 6 batteries

Ready to use radio tracker

Suitable for most handheld receivers

Powered by one 312 ZincAir hearing aid battery

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

including battery

Run time around 10 days

Red LED flashes when transmitting

Available in any frequency from 140MHz to 980MHz

Supplied in protective heatshrink

Very quick delivery, often next day

On sale at

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

or contact Peter Brown 07871 459291 for options

Michael Woodhouse

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

Plans of models designed by Geoff Lefever

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

VINTAGE COUPE PLANS.

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

Further information will be advised in due course.

Provisional Events Calendar 2017

With competitions for Vintage and/or Classic models

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

Please check before travelling to any of these events.

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

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

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

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

Useful Websites

SAM 1066	-	www.sam1066.org
Flitehook, John & Pauline	-	www.flitehook.net
Mike Woodhouse	-	www.freeflightsupplies.co.uk
GAD	-	www.greenairdesigns.com
BMFA Free Flight Technical Committee	-	www.freeflightUK.org
BMFA	-	www.BMFA.org
BMFA Southern Area	-	www.southerarea.hampshire.org.uk
SAM 35	-	www.sam35.org
MSP Plans	-	www.msp-plans.blogspot.com
X-List Plans	-	www.xlistplans.demon.co.uk
National Free Flight Society (USA)	-	www.freeflight.org
Ray Alban	-	www.vintagemodelearplane.com
David Lloyd-Jones	-	www.magazinesandbooks.co.uk
Belair Kits	-	www.belairkits.com
Wessex Aeromodellers	-	www.wessexam1.co.uk
US SAM website	-	www.antiquemodeleur.org
Peterborough MFC	-	www.peterboroughmfc.org
Outerzone -free plans	-	www.outerzone.co.uk
Vintage Radio Control	-	http://www.norcim-rc.club
Model Flying New Zealand	-	http://www.modelflyingnz.org

Are You Getting Yours? - Membership Secretary

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

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

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

P.S.

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

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

From Your editor John Andrews