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Editorial

Hi, the end of the competition season fast approaches and I do not recollect the last time I flew anything in anger. Well not outdoors anyway, I did compete at the Indoor Nationals, although I use the word compete somewhat loosely as it took me three days of flying to post scores in only two events. I did win one but that's another story for the November issue.

What do we have in this issue:

First up there is a bundle of coupe stuff, thanks to Peter Hall who keeps us in touch with the Southern Coupe league on a regular basis and supplements his reports with a little humour. As usual Roy Vaughn weighs in with the statistical results.

As always I pass on another of Pylonius's Topical Twists. I am reproducing his epistles in turn from his initial articles in *Model Aircraft* in 1951 supplied by our archivists Barbara and Roy Tiller.

Our chairman Tony adds to the coupe reports with the other goings on at the Crookham Gala and I sharpen up his piece with a few pictures taken by Peter Hall and Alan Brocklehurst.

John and Pam Tomlin are now running the Cocklebarrow farm Vintage Radio meetings and they report on the first of this year's three events. From the pictures it looks as though they were blessed with fine weather.

Roy Vaughn completes his *Playboy* Senior article following on from last month.

Nick Peppiatt is back with CO2 again, this time using some pictures that I took of Gerrard Moore's models at an indoor meeting at Wallingford in 2008 and Nick digs into the internet to unearth some details of the motors.

The DBHLibrary report from Roy Tiller continues with more from the *Mecanno Magazine*. Ray Malmstrom contributes to the magazine with a couple of plans.

As a Gloster Meteor pilot, Dick Twomey gives an insight into the aircraft's development culminating in his own feelings of the aircraft being a bit iffy landing for small stature pilots like himself.

I have had a bit of a clean out of my misc. pictures but I start off with a recent acquisition of an old B&W photo of a very young Pauline Hook (ne White) looking delightful against a relatively gorse free Old Beaulieu airfield.

More on coupes as Gavion Manion is back with another vintage model by Rene Jossien, this one being a low wing version. As you might well expect Robin Kimber has built one.

The articles wrap up with our secretary's monthly report. He outlines the format of our forthcoming competitions, the Wallop one being probably the last event where relatively unrestricted model specifications may be flown.

On the legislation front Roger has received an uninformative reply to his ministerial query so the future is still up in the air (*pardon the pun*). We must make hay whilst the sun still shines. The three models of the month from our archive library finish his report, one Power, one Glider and one Rubber.

At the start of the adds section there is a request from New Zealand by Mark Venter for a plan missing from a kit he has been given. If anyone has one please contact Mark.

Editor

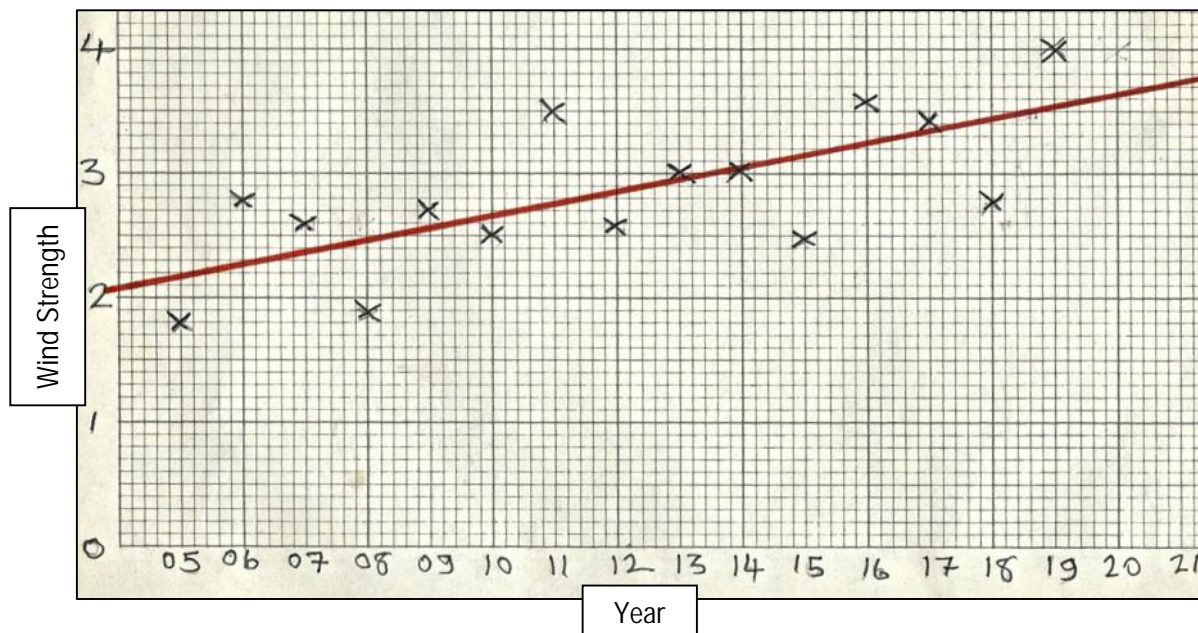
**Salisbury Plain August 17th
Fifth Round Southern Coupe League**

It appears that everyone was put off by the dire weather forecast so the attendance was very disappointing. It wasn't that bad before eleven o'clock but the S.S. Westerly strengthened and together with the sun popping in and out generated quite dramatic ups and downs. Retrievals became more difficult but the C.D. had got our launch point just right and we mostly found the gap between the distant trees. Only two flew the coupe event, yes, two! Ben Hobbs flying his o/d model - not much bigger than a P30, couldn't find lift in the blustery conditions and dropped three flights. His fourth damaged a tip panel on landing and he retired. P. Hall maxed his first two then changed to an Etienvre which flew eight seconds of aerobatics for an attempt. Not having flown it for a couple of years the trim tab was out of place. How this could happen with his No Mistakes Policy Version 10.7 in place is being investigated. The repeat flight went o.o.s. with a DT failure, found later in a Shrewton garden.

Southern Gala				
	Entrant	Club	Maxes	Score
1	P.Hall	Crookham	3	15
2	B.Hobbs	Oxford	0	9

P. Hall leads the league table by a whisker and Ben Hobbs is on a roll. It's no good saying these points are too easily won with only the two flying, we did at least get out of bed. The next event is Crookham Gala on Salisbury Plain Sunday September 1st.

I have kept a record of competition weather since 2005 and after four missed events this year due to cancellations or impossible conditions I graphed the results and offer them in order to confirm your fears that things can only get worse - see below.



Note: I record the wind strength as zero = 0, breeze = 2, windy = 4, very windy = 6. I attend about about seventeen events each year and I include this year with several still to go. I have graphed the yearly average wind strengths and as you see there's an unmistakeable trend even with the primitive methodology. (I am sending these findings to D. Trump)

Peter Hall



Model Aircraft March 1951

Wet and Windy

Perhaps if I were a Red-nosed Reindeer my knowledge of the frozen north would not be limited to a rather imperfect rendering of " Eskimo Nell," and I would probably understand why, in Finnish circles, the coincidence of a spell of dead calm weather with the coming Wakefield event is regarded with the same sure conviction that we, in this country, feel towards the inevitability of rain on Sunday. But, either for better or worse, I am not a Red-nosed Reindeer; and, although it may well be a case of "where ignorance is blizzard," I have joined the general clamour for the selection of a Wakefield team most suitable for calm conditions. Such clamouring is all very well, but the big problem is how and when to carry out the Trials in a way which would reveal the best still air performers.

Many brilliant ideas have been put forward. For instance, a large mobile platform, several acres in area, moving cross country at wind-speed. Or, as someone else suggests; a form of wind-breaking device—such as a dose of bicarb.

For obvious reasons these ideas have been dismissed as impracticable, but there still remains one which is gaining in popularity. That is to hold the Trials at six o'clock on Sunday morning. Now this would be quite a reasonable proposition in any country possessing a wind with a mild, easy-going disposition, but it should be a well-known fact to all indigenous modellers that the mean hearted wind circulating this breezy little island, nurses a black hatred toward all species of model aircraft. In fact, there's nothing it loathes and detests more.

There are times, of course, when this antagonism isn't quite so marked. Perhaps on one or two Sunday evenings during the summer, when, either overtired after the day's exertions, or even because a pang of forgiveness has entered its blustery old heart, it quietly retreats into its bed-sitting room at the Met. office. Whereupon, with gladsome hearts, the Wakefield fiends troop out to notch up a few of those five minute hops (D.B.S.T.)*

Such lulls, we must admit, do occur, even in Yorkshire ; but never on a Sunday morning, when the wind is suffering the ill-tempered effects of a nasty hangover. That, as we all know, is the time when the merest glimpse of a model will arouse it to a veritable fury. No matter how nonchalant our approach to the becalmed flying field may be, and, however we might pretend that our preoccupation with a large box is some sort of funeral rite, the ever-vigilant wind is never fooled. As soon as even a vestige of a model makes an appearance it begins to snarl and rage in the most forbidding manner. And as for six o'clock in the morning ! Well, let me tell you of two bright-eyed optimists who arranged to rendezvous on the flying field at this ungodly hour. One was arrested on a vagrancy charge shortly after leaving home, while the other, who did actually reach the flying field, was never seen again. Both he and his model vanished in the worst gale ever recorded in this island. (* Double British Stop-watch Time.)

The Voice of Youth

According to an American model mag., air minded bobby-soxers, no longer content with the humble rubber model, now aspire to power model flying :

Junior: Gee, pop, I'm tired of playing around with these corny old rubber jobs, I wanna McCoy Redhead.

Pop: Seems like you're sorta growin' up, son. Guess I had a hankering after a Red Head at your age, myself. The real McCoy, too, Yes sir.

Junior: Aw, pop, you've got me all wrong. I mean a model gas engine.

Pop: Model gas engine ? Reckon that's different, son. Them things is dangerous, and I don't wanna see you gettin' into no trouble. No sir.

As you can see, I do have my adolescent moods of browsing through American model journals. And very interesting, too. Some, I find, even contain as much as a half page devoted entirely to model aircraft activities; a concession grudgingly wrung from the dollar-happy advertisers and the military aircraft write-up boys. Still, the adverts take some beating. I can never make up my mind whether, if I amassed the princely sum of one dollar fifty, I'd plump for the Super Sleepy Valley Assembly Outfit with which to end the drudgery of building and make modelling all fun, or to aspire to the proud ownership of a Giant Bullseye Torch.

Pylonius

Crookham Gala Salisbury Plain 1st September '19
Round Six Southern Coupe League



There were nine coupe competitors encouraged by the three round requirement which enabled several to fly two events. Chris Redrup won flying a vintage Etienvre, he also flew E36 and directed and organized the show. The average performance of the rest was less impressive, but it is encouraging to see coupe flying maintaining its popularity despite the catastrophic decline in competition entries overall. Innovations brilliant or reckless were entirely absent and there was only one auto-coupe but three vintage coupes - two Etiendres and an Altair and two using P.G.I. trim.

Salisbury Plain's land and sky-scape looked gorgeous with brilliant sunshine and cumulus cloud streaks but the cold northwesterly was stronger than expected, the air was quite turbulent and unpredictable and the long retrieves up and down death valley took their toll on legs long past their 'best before by' date.

Richard Fryer, who also flew two events came second after dropping a flight in bad air, Peter Hall was third seeing his last flight corkscrewing wildly in turbulence before being dumped. Gavin Manion was unhappy with the trim of his P.G.I. coupe which is usually a very consistent performer. Tony Shepherd flying two events, doesn't usually fly coupe but joined the fun with an Etienvre, trimming it as he went along. Alan Brocklehurst and Don Thomson after maxing their first flights retired, Alan with a broken wing and Don after a very long retrieve. Ben Hobbs stalled badly and crashed on launch, breaking his boom, Jim Paton, also multi-eventing flew an Altair and has a list of reasons for his sub-standard performance too long for the space available here.

There are two rounds to go in this year's league, the London Gala on September 29th and finally Coupe Europa on October 19th both on Salisbury Plain which is now easily accessible if the wind direction allows us to fly from the 'trimming field'. If we have five rounds at each event 34 points will be on offer so the league is still wide open.

I must remind you about the competition we set at the beginning of the season. A very small prize is offered and will be presented at Coupe Europa for the most bizarre/funny, tragic or otherwise interesting flying mistake, please send your entries to me phall789@btinternet.com and I will submit them to the jury.

Results

Crookham Gala Coupes				
	Entrant	Club	Maxes	Score
1	C.Redrup	Crookham	3	15
2	R.Fryer	Oxford	2	11
3	P.Hall	Crookham	2	10
4	G.Manion	Birmingham	0	7
5	T.Shepherd	Crookham	1	7
6	D.Thomson	Croydon	1	6
7	A.Brocklehurst	B&W	1	5
8	B.Hobbs	Oxford	0	3
9	J.Paton	Crookham	0	2

Crookham Coupe Picture Parade



Ben Hobbs fits his prop.



Alan's damaged coupe



Gavin Manion winds.



Gavin Manion chucks



Richard Fryer chucks



Tony Shepherd and Etienvre, ballistic if not balletic

Ruminating exasperatedly on current affairs in general and the silly restrictions to be imposed on our hobby in particular, an ancient memory surfaced which seemed to offer an opportunity for parody. So to cheer us up here it is. Apologies to those too young to have listened to and loved 'Toytown' on BBC Childrens' Hour, broadcast from 1929 to 1963. The following should be read aloud using the accents indicated. Larry the lamb has a timid bleating little voice, his friend Dennis the dachshund has a strong German accent, Ernest the policeman has a gruff Hampshire (?) accent, Mr Growser the grocer has a grumpy complaining voice, and the Mayor takes a lofty and patronising tone.

Trouble In Toytown

Dennis:

Der Inventor has invented ein flying machine called a drone und vee can get one and use it to pinch sweeties from Herr Growser the grocer!

Larry the lamb:

Oh Dennis no that's naughty.

Mr Growser:

Mr. Mayor some-one has stolen all my sweets with a drone!

Mr. Mayor:

I'll order everyone who flies anything to give their names and addresses to Ernest the policeman.

Ernest:

Now then, now then moi lamb what's all this?

Larry the lamb: who has a toy aeroplane.

Oh please Mr. Policeman Sir, I'm only flying my toy aeroplane.

Ernest:

But 'ave you registered an' paid seventeen pounds 'an passed the test?

Larry:

Oh Mr. Policeman Sir, I'm only a little lamb and this is a little aeroplane not a drone.

Ernest:

Oi can't tell the difference. Oi'll 'ave to take your name and address.

(Dennis's drone flies in and lifts Ernest's helmet off his head)

Dennis:

You can have der helmet back if you don't take mein friend Larry's name und address.

Ernest: who is proud of his helmet:

Alright then, but I'll tell Mr. Mayor!

Mr. Mayor:

We'll send Dennis back to Germany on October 31st !

Larry:

Oh please Mr. Mayor Sir don't send Dennis back to Germany, Mr. Growser says that nobody wants to pick fruit this Autumn and Dennis says he'll do it with his drone.

Mr Mayor:

Oh very well my lamb but he'll have to say sorry to Ernest and give him his name and address.

And so everyone is content except poor Larry who can't fly his little aeroplane because he hasn't got seventeen pounds.

Good night children everywhere.

Peter Hall

Results
Southern Coupe League after round 6

	Entrant	Club	Coupe De Brum	First Area	Odiham	Oxford Rally	Southern Gala	Crookham Gala	London Gala	Coupe Europa	Total
1	P. Hall	Crookham			12	8	15	10			45
2	G. Manion	Birmingham	3		15	15		7			40
3	D. Thomson	Croydon			11	12		6			29
4	B. Hobbs	Oxford			1	10	9	3			23
5	C. Redrup	Crookham			5			15			20
6	A. Moorhouse	Vikings	8	9							17
7	A. Brocklehurst	B&W			6	4		5			15
8	P. Ball	Grantham	14								14
9	S. Willis	Croydon		12							12
10	R. Fryer	Oxford						11			11
11	W. Dennis	MFFG	10								10
=	J. Paton	Crookham			8			2			10
13	C. Foster	Morley	9								9
14	P. Uden	Crookham		8							8
15	R. Vaughn	Crookham			7						7
=	T. Shepherd	Crookham						7			7
17	M. Marshall	Impington	6								6
=	R. Elliott	Croydon				6					6
=	J. White	Croydon				6					6
20	M. Benns		5								5
=	R. Oldridge	C/M				5					5
22	P. Woodhouse	Morley	4								4
23	K. Taylor	E.Grinstead			3						3
24	E. Challis	Crookham			2						2
25	R. Tiller	Bournemouth									0



Salisbury Plain 1st September

For much of the week before this year's Crookham Gala, the nice people at Met Office were telling us that the weather would be fine but the wind strength would be between 10 and 20mph and be from the North West. Well they were spot on and our flying from the trimming field took us out over the Valley of Doom and towards the tall trees and the plantation behind them that have caught out many of us over the years. However the sun shone and it was a perfect day for some long retrieves.

Around 18 vehicles were positioned along the west edge of the field and from there 15 flyers entered the 5 classes on offer. There were 9 entrants in the ever-popular Coupe class and Peter Hall will tell you all about how they fared elsewhere in this edition of the New Clarion. Regrettably numbers in the other classes were low with only 2 entrants in each of E36, mini-vintage and combined vintage and classic glider, and just Roy Vaughn in BMFA Power (Roy won that one comfortably!!). The wind clearly put people off and only Richard Fryer entered more than one class.

The glider contest was yet another battle of the Davids, this time with their Archangels. Having seen evidence of Dave Etherton's in

last month's New Clarion, much was expected from a potential "Battle of the Angels". David Cox has been campaigning his for a number of years and its competition success speaks for itself (surely Angels don't do battles, they have a calming and consoling reputation!) Full of confidence the Davids set off to make base camp 150 metres downwind. In reality they need only have gone 103 metres as the windy conditions only required one step forward before

Pic by Peter Hall



Martin Dilly contemplates the future of free-flight.

Chris Redrup with Etiendre and Jim Paton timing



Pic by Alan Brocklehurst

setting off at high speed towards the model; well maybe high speed is a bit of an exaggeration but as fast as the old legs could manage. Alas, unlike the camera on occasions, the score card does not lie and the score was 3 - 0 to the Cox machine. So Mr. E, what happened to the expected 3 maxes from the new upstart, what's the excuse?

Well, firstly DC is a first rate air picker, though to be honest that has little to do with it on this occasion. Secondly, 3 maxes from the DE Angel was a tall order, but always hoped for at the start of play, and after all its the taking part that counts.....taking part that counts.....taking part that c.....you know the rest! Thirdly DE has been told often enough, even read it a good many times, trimming a model in benign conditions will not predict how it will behave when the wind blows, not just a bit of wind but half a gale, and on an exposed hill top to boot! The only previous trimming at Beaulieu in a gentle 6mph breeze proved that point but there's nothing like learning the hard way. Twice he had to throw the line before any damage was done though there is no truth in the rumour that the line and pennant scored a better time than the model on one occasion despite it taking a bit of finding.

So in case the Heavenly Angels do have some influence, DE is asking them to provide him with a couple of nice sunny days in the next few weeks, with an 8 - 10 mph breeze when he can try trimming left hand instead of right and see what it makes of that though perhaps he might start the re-trimming a little earlier in the process?

Just one other thing to report. DE's model might have fallen short this time, but the last flight did at least prove that the model floats, as, with the Archangel clearly not stable, it was D/T'ed

early and managed to find the only standing water in the bottom of the Valley of Doom, newly churned up into an off white looking liquid by a passing 4 X 4. The cream coloured tide line was not part of the model's planned colour scheme but it added certain something, as it did to David's shoes and turn-ups!

In the other two competed classes mini-vintage saw Nick Peppiatt max out comfortably with his Pinocchio to beat Jim Paton by 17 seconds and in E36 Richard Fryer won in two flights after Ray Elliott had lost his model on the first flight. Despite five other flyers providing retrieval assistance throughout the day Ray's E36 Nig Nog was unfortunately not found.

So there you have it - a good day out but sadly, low entry numbers. Why? Perhaps the forecast wind conditions put off some but I'm more inclined to think that three area meetings along with other organised events over the following six consecutive weekends put paid to the Crookham Club's hopes of getting a good turnout. Ah well, next year.



Tony Shepherd/Dave Etherton

7th July 2019, Cocklebarrow Farm

After what had seemed a long winter and spring the first Cocklebarrow vintage event of the three planned for 2019 took place at this [some say legendary] site close to Aidsworth, Glos. This was thought to be the 30th year of this event.

As always we hoped for a warm day with a light breeze, and for once we were lucky. The prevailing wind direction did mean landing approaches had to be made across the Cotswold stone walls that run either side of the field. There were a few near misses but no models came to grief. Soon after 8.00 modellers started to arrive, some to fly, some to set up sales tables which now seems to be an integral part of the event, and many just to watch. Fliers came from all points of the compass but the one who had travelled the furthest was an interested flier who arrived late in the day from NZ to see how we Brits, organise our events! We also welcomed back Arthur Dunbar a regular visitor over from France who comes just to watch and soak up the relaxed Cocklebarrow atmosphere.

During the day 50 fliers signed on with around 100 models. Apart from one flier, all models were on 2.4GHz with over half the models being electric. In fact a number of fliers pointed out how eerie it was to see the sky full of models but making no noise. Models flown ranged from the normal to the unusual, the most unusual being the Arup flown by Phil Huddleston. This was a scale model of the ArupS2 designed in 1933 by the American Cloyd Snyder which had the nickname of the 'flying heel lift' due to its semi-circular shape. Of the more normal models, the smallest was probably a half size, Ken Willard designed Gasser flown by David Lovegrove plus a pair of the fast Eric Glutton Sharkfaces. John Laird was flying his scaled up Cumulus and Vagabond models that made much of the thermals during the day. Unusually for this type of event Junior 60s were down in numbers with only 3 signed on. Vic Smeed models were, as always, to the fore with Tomboys, Coquettes, Ballerinas, Mamselle and a Poppet and there were a few David Boddington designs such as a Tyro, Tinker Biplane and a couple of Barnstormers. A pair of Super Scorpions were often seen flying, the version by John Duxbury looking smart as was the Schiffermuller of Andrew Squires who was visiting with other members of the Dorset Flying Group.

Generally there were always 4 or 5 models flying keeping the flight line marshal busy. Tony Tomlin [Chatterbox] and John Strutt [ex John Wilson G-String] both managed to fly into the same small tree adjacent to the perimeter wall. This caused some amusement as they hit the same tree in the same place in quick succession. The field windsock was quickly taken down with the mast being used unceremoniously to remove the models from the tree [luckily with little damage]. As always there was a lot of interest around the car boot sellers with fliers finding a part/engine or even the kit they had always wanted to build.

As the day came to a close modellers packed away their models and equipment and looked forward to the next Cocklebarrow events in August and the end of September. Our thanks go out to Ted and Linda Tomlin, Rob Blair, Rob Smith, Bob Young, Mervyn Tilbury, David Bowl, Nick Blackwell, Boycott Beal and the farmer and his staff for without their help the meeting could not take place.

Picture Parade



Andrew Squires 'Schiffmuller'



James Parry's Sid King 'Novice', paintwork by Picasso!



'Arup' by Phil Huddleston.



'Cumulus' a Ben Shereslaw design from 1937

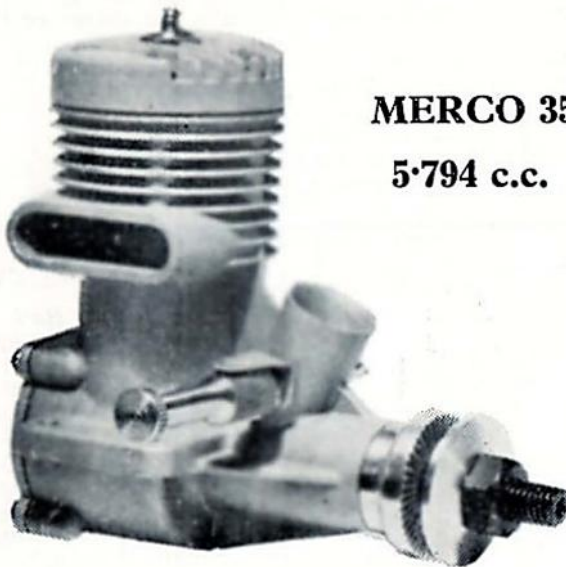


David Lovergrove with 'Veron Robot'



Looking down the Cocklebarrow slope.

Tony & Pam Tomlin

**MERCO 35****5.794 c.c.****Specification**

Displacement: 5.794 c.c. (.353 cu. in.)
 Bore: .800 in.
 Stroke: .703 in.
 Bore/stroke ratio: 1.14
 Bare weight: 7½ ounces
 Max. power: .55 B.H.P. at 13,400 r.p.m.
 Max. torque: 47 ounce-inches at 10,400 r.p.m.
 Power rating: .095 B.H.P. per c.c.
 Power/weight ratio: .073 B.H.P. per ounce

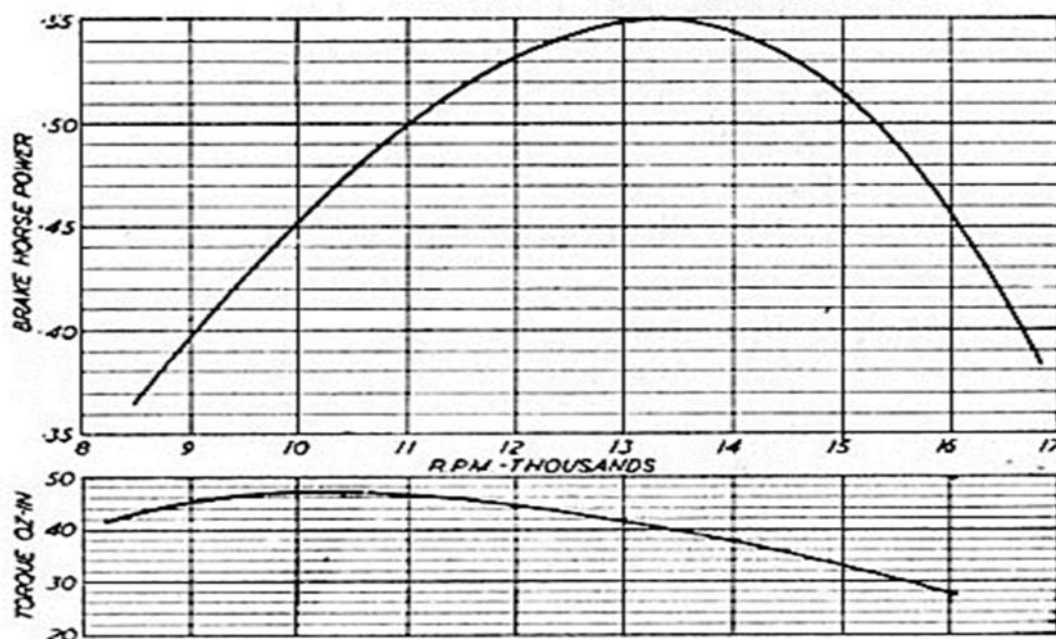
Material Specification

Crankcase: L.M.6 light alloy die casting
 Cylinder liner: leaded mild steel, unhardened
 Piston: meehanite
 Connecting rod: R.R.56 light alloy forging
 Crankshaft: hardened steel
 Main bearing: phosphor-bronze bush
 Spraybar assembly: brass
 Head: light alloy die casting (stove enamelled)
 Propeller driver: dural
 Propeller nut: ¼ in. B.S.F.

PROPELLER—R.P.M. FIGURES

Propeller dia. × pitch	r.p.m.
10 × 6 (Frog nylon)	11,200
9 × 6 (Frog nylon)	13,800
8 × 4 (Frog nylon)	16,000
9 × 4 (Frog nylon)	13,500
12 × 4 (Trucut)	9,000
11 × 4 (Trucut)	11,000
11 × 6 (Trucut)	9,400
10 × 6 (Trucut)	11,000
10 × 4 (Trucut)	11,500
9 × 6 (Trucut)	12,000
9 × 4 (Trucut)	14,200
9 × 5 (Stant)	13,200
9 × 4 (Stant)	14,000
8 × 4 (Stant)	16,000
10 × 4 (Stant)	13,200

Fuel used: 32½ per cent castor, 52½ per cent methanol, 15 per cent nitromethane



Continued from September issue

The model was covered with Solartex (an excellent material) sealed with dope on the flying surfaces and Rustin's two pack floor coating on the fuselage. Initial testing of the motor in the model showed up another problem: despite precautions, there was still interference between the ignition system and the RDT. The external manifestation was extreme servo jitter such that the arms would be released accidentally. An internet search found a solution, a 10K ohm resistor in the HT lead which apparently stops the circuit oscillating (ringing) when the points open. This has proved to be a complete cure.

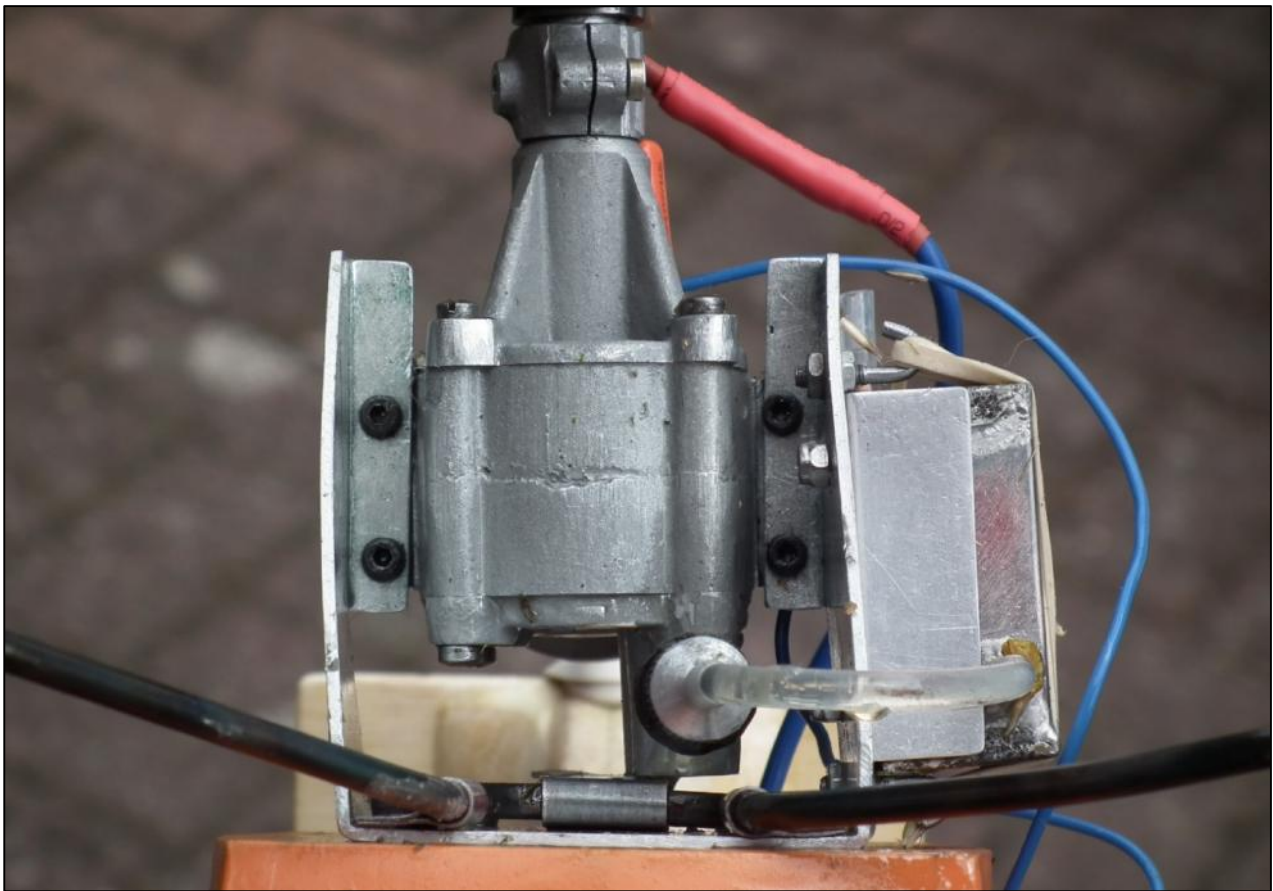
The last job was to make a tank. Being an ex-control-liner this is of course of Uniflow type which is strapped to the outside of the motor mount. There were no excuses left, time to fly. The overriding need was to ensure that the model wouldn't stall into the ground, leading to almost certain damage to the airframe, or worse, the motor. This meant setting the decalage to suit the CG so the result would be a slightly under-elevated glide. The CG shown on the non-original plan provided with the kit was at about 30%, maybe OK for a radio model but far too advanced for a free flight model of this configuration. The CG turned out to be at about 50% which seemed much more appropriate and appears to be where it was on the original plan. I guessed that 2 degrees of decalage should err on the safe side of over-elevation: a gentle dive should be survivable. All eventualities covered you might think no chance!

I took the model with me on the next trimming trip to Salisbury Plain. After getting the serious work out of the way I started by running up the motor and checking that that the radio shutoff/DT was functioning properly. In search of long grass and privacy for what I was half expecting would be an embarrassment, I carried the model and a bag full of kit off the trimming field and onto the nearest area of un-mown land.



A couple of hand launches suggested that the trim might be OK so there was nothing for it but to fire up.

The first flight turned out to be a bit of an anticlimax. The model dipped low over the grass but the speed rose and it kept going into a gentle right hand spiral climb. The motor wasn't set well and cut of its own accord with the model at 50 feet or so. It settled into a gentle left hand glide and touched down without mishap. The motor was retuned and the second launch went perfectly, confirming the right-left pattern. I left the model to climb through three turns before activating the shutoff and let it glide for a while before testing the DT. Oh dear. After a gentle nod as the tail flipped up, it settled into a spiral dive. I feared the worst but the damage was minimal. The wing joiner dowel fractured of course and the prop was broken, but the motor and airframe were unscathed save for a bent engine mount and U/C leg. The thin motor mount seems to have saved the motor. The bent leg showed that the hardening hadn't worked. Walking back to base I expected perhaps a round of applause. It turned out that none of the contest fliers had seen or heard anything!



Skewed motor mount after spinning-in

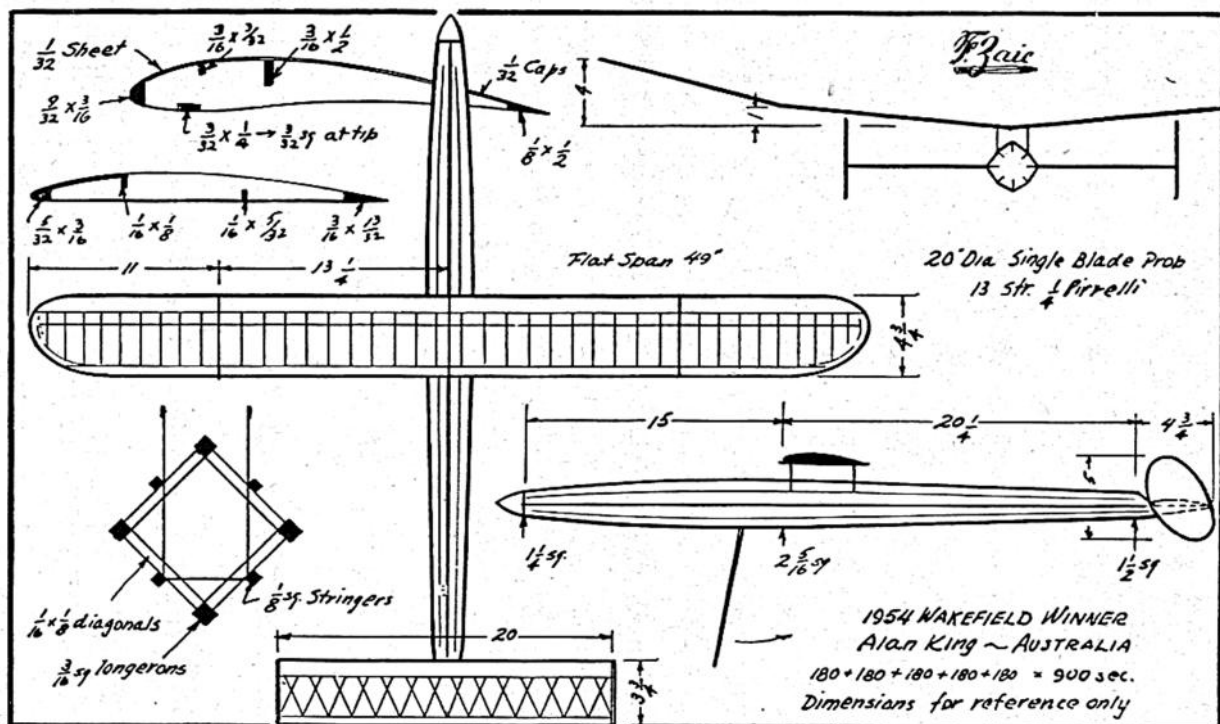
So the project concludes almost. I got away with the first flights and feel confident now that the Playboy is safe to fly on the Salisbury Plain trimming field. The motor mount will bend back to shape and the model deserves some decoration, at least name and BMFA number (and, I suppose, the rest of the stuff that the CAA are going to force on us). At the time of writing it's not clear what to do about the DT problem. It would be far better to find a fix rather than leave it as it a last-ditch emergency function. Unfortunately the risk involved in testing is great, the next pile-in may not be so fortunate.

I need some video to show the family so another session is required. After that it will go back in the box until the end of season SAM 1066 competition which has an event for vintage power. Then, who knows? The CAA want us out of "their" airspace so maybe the Playboy Senior will have had its day.

Roy Vaughn

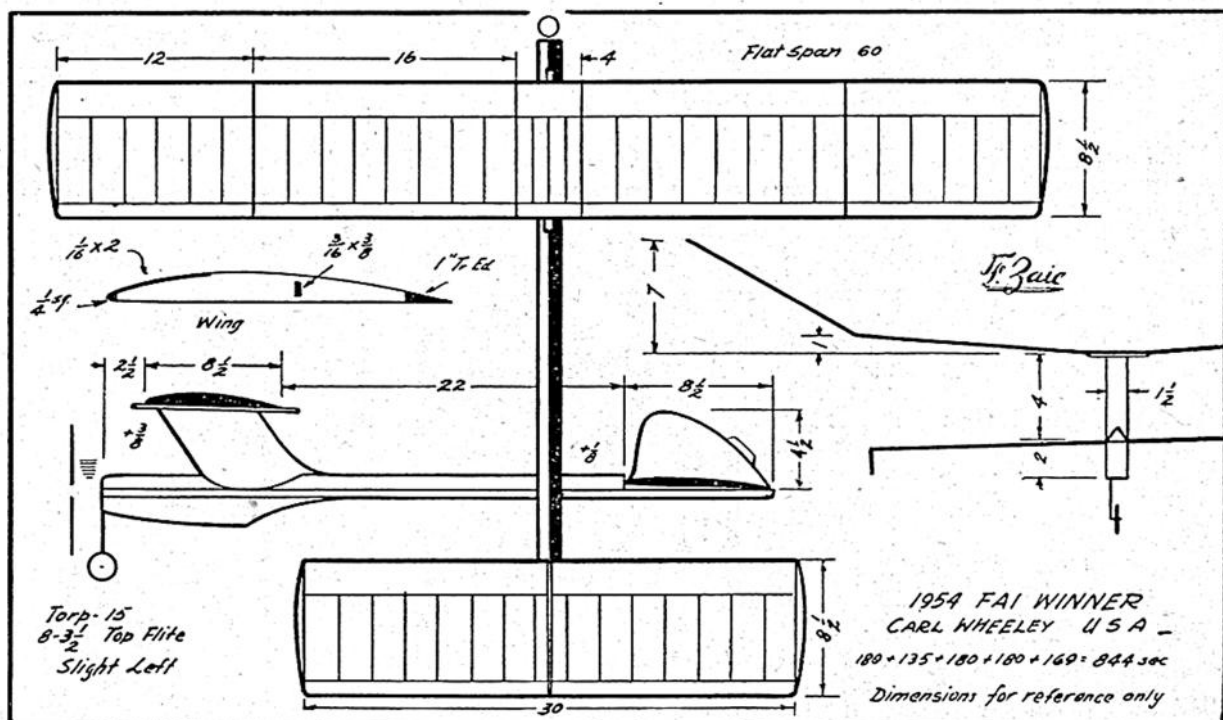


Alan King, first ever Australian Wakefield winner, in characteristic launching attitude. Alan is top flight power man too, taking 5th place in that event with his Flying Pencil, featured in Aeromodeller Annual, 1950.
(Photo: Berni Schoenfeld, New York.)





Carl Wheelley, 1954 World Power Champion, with his scaled up "Little Senator"—the same model that he flew into 18th place at Cranfield in 1953. Model still carries British penny taped to fuselage to make the weight. Engine is popular Torpedo 15, though model is considered somewhat large for this motor.
(Photo: Berni Schoenfeld, New York.)



CO₂ MiscellanyGerard Moore's CO₂ motorsGerard Moore studying his CO₂ ultra-light type indoor flyer

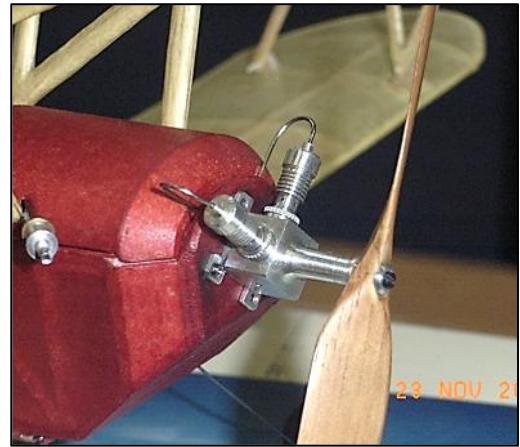
This article is about CO₂ motor one-offs and modifications. A little while ago OEE sent me some photos he had taken of Gerard Moore's marvellous creations at an indoor meeting in 2008. Since receiving them I have been hoping to bump into Gerard to discuss them further, but our paths have not crossed recently. He has not attended the Crawley meeting in the last couple of years.

Anyway, the photos show a couple of examples of this fine modeller's work including his home built CO₂ motors. The pretty little biplane is fitted with a vee twin motor - this is not a CO₂ motor configuration I have come across previously. The ultra-light is obviously fitted with a motor of tiny displacement and the tank forms the body of the pilot. The motors themselves show clear Gasparin influence, but it would be lovely to have more details from Gerard himself. However, I did find the following information about the motors from Gerard on the Model Engine News website <http://www.modelengineneeds.org/gallery/p12.html>

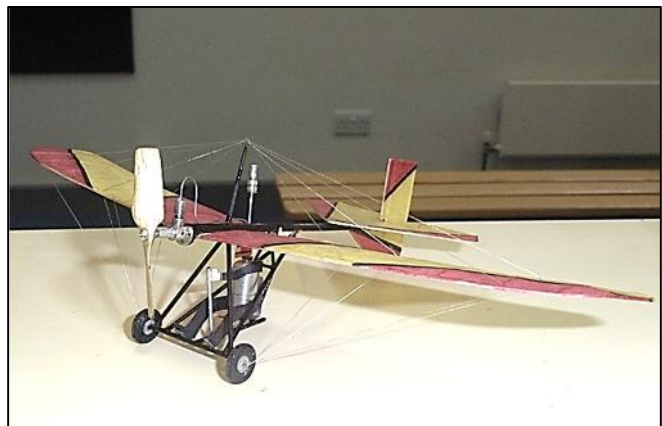
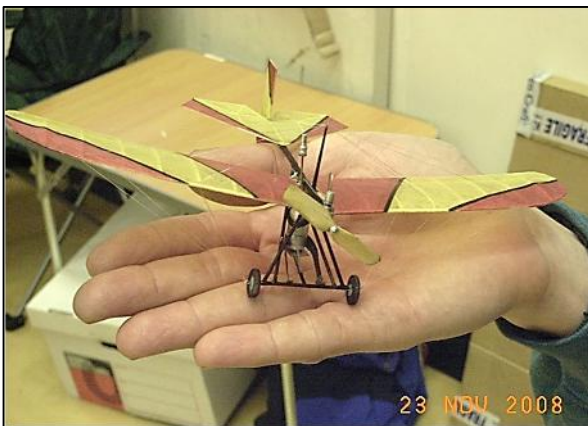
"A few months ago you were kind enough to reply to my query regarding the manufacture of small ball ended conrods. Well, I finally have finished the little beastly that they were intended for. The design is based on Stephan Gasparins G28 motor, all parts being made by me on my Myford ML7, which is probably a bit on the large size for making such little things.

The bore is 2.85mm, Stroke 4.5mm that gives a total volume of 56 cubic millimetres. Tank capacity 3 cc, flying weight 10.4 grams. Construction is all aluminium except for the crankshaft (Silver steel), conrods (brass) and crankshaft bearing (phosphor-bronze). Piston skirts and valves are made of acetal. It runs for 2 minutes on a full liquid charge on a moderate to high

power setting. RPM is in the region of 4,500 at the beginning of the run. This is my first ever home-made motor and I certainly have learnt a lot. Total construction time spanned 5 weeks. Following this I rashly offered to repair a fellow modeller's Gasparin G2.6 CO₂ motor that required a new piston, the original one having been lost after the conrod no longer remained attached to its socket. This motor has a bore of 1.6mm and a stroke of 1.3mm. I surprised myself by successfully making a new one first time round. The end result of this is that I have also now built a reproduction of this motor! I've been trying to take some pictures but my camera is struggling to focus properly on it! Drilling the exhaust ports was a challenge. It required a home-made drill bit 0.15mm diameter and a magnifier!"



Gerard Moore's biplane with his home-made vee twin CO₂ motor of 56mm³ displacement



Gerard's ultra-light type with home-made CO₂ motor of 2.6mm³ displacement

Telco modifications

John Russell is a CO₂ enthusiast whose name I am aware of from Tony Brooke's Green Bottle's columns in Sam35Speaks. He recently contacted OEE as follows: -

Hello John,

Reading the Indoor article by Nick Peppiatt reminded of these two oddities. Some years ago, the late John Downs of the South Bristol club gave me a box of Telco motors and sundry spares, I did not investigate these much at the time, but recently went through them and found these at the bottom of the box.

One as you can see is a Turbotank Telco, but with a metal tank, I think this is a one off, the other is an experiment. The cylinder is enclosed in an outer jacket, the gas entering at the side going up round the cylinder, and into the motor via the usual ball valve. There were enough bits to assemble one motor as shown. I have it running, but am trying to sort out some gas leaks round the base of the outer jacket. So far it does seem to run better and longer than my normal Telcos.

John D. thought these may have been the work of the late Jack Clampitt, but I have no way of verifying this. Whoever it was they were pretty skilled at machining, the little outer cylinders look like a professional job with the moulded plastic ring. It is necessary to take off the fins from the Telco cylinder so that it will fit inside the outer.

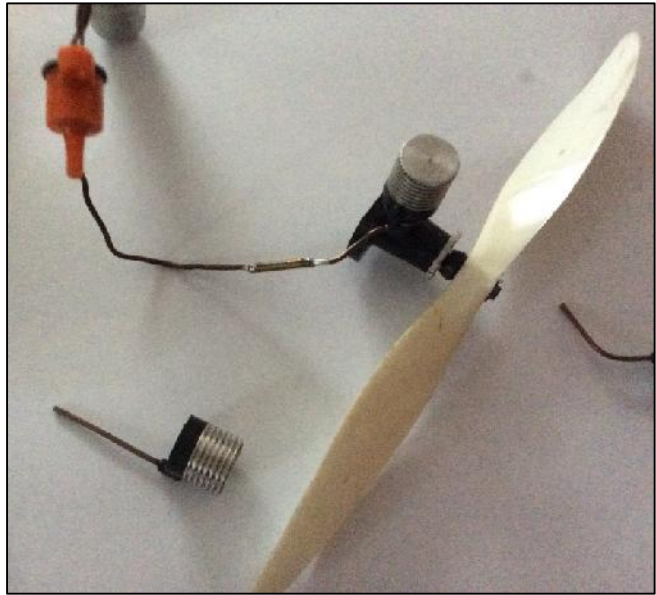
I have a couple of spare outers if anyone would like to play with them, but only one cylinder head, and I have neither the machinery or skill to make any more pieces. It is sad that so many friends are no longer with us.

I struggle to work out the thinking behind this, does the incoming gas cool the cylinder to allow more gas in or what?.

Regards, John Russell, Porlock, Som.



Telco Turbotank with aluminium tank



Telco with modified inlet valve feed

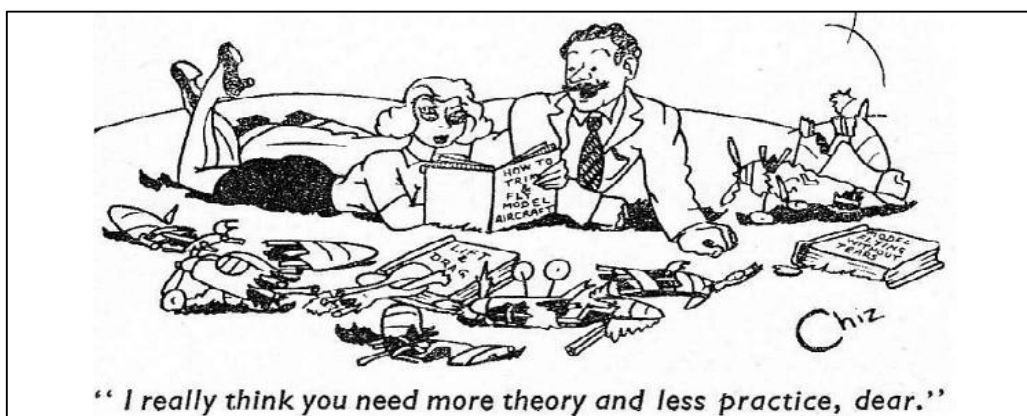
I think the reason for the modified TurboTank is clear enough. The aluminium is much stiffer than the original plastic moulding and will contain the sealing O-ring under pressure much better and considerably reduce the possibility of it extruding, as happened with mine.

However, I am as equally baffled as John Russell is about the reason for the gas feed modification. Can any reader offer an explanation?

Next Crawley Indoor Meeting 2020

For some reason, I was looking for previous Crawley meeting results on the internet, but the website has disappeared. However, I did discover that the next meeting at the K2 Sports Centre will be held on Saturday 15th February 2020 starting at 11am. Please make a note in your diaries.

Nick Peppiatt



Report No. 104 Meccano Magazine continued.

Last month's report requested comments on a swing wing C.L.G. from Meccano February 1968 and a Kinetic Energy Glider by George Woolls from Aeromodeller December 1956.

No reports yet on the Meccano C.L.G. but John Russell replied with his recollections of George Woolls and his glider.

"Hello Roy. Regarding the chuck glider, by George Woolls, with moving weight. I used to go flying with George who I found lived near us when father's job took the family to Bristol (around 1953 or 54).

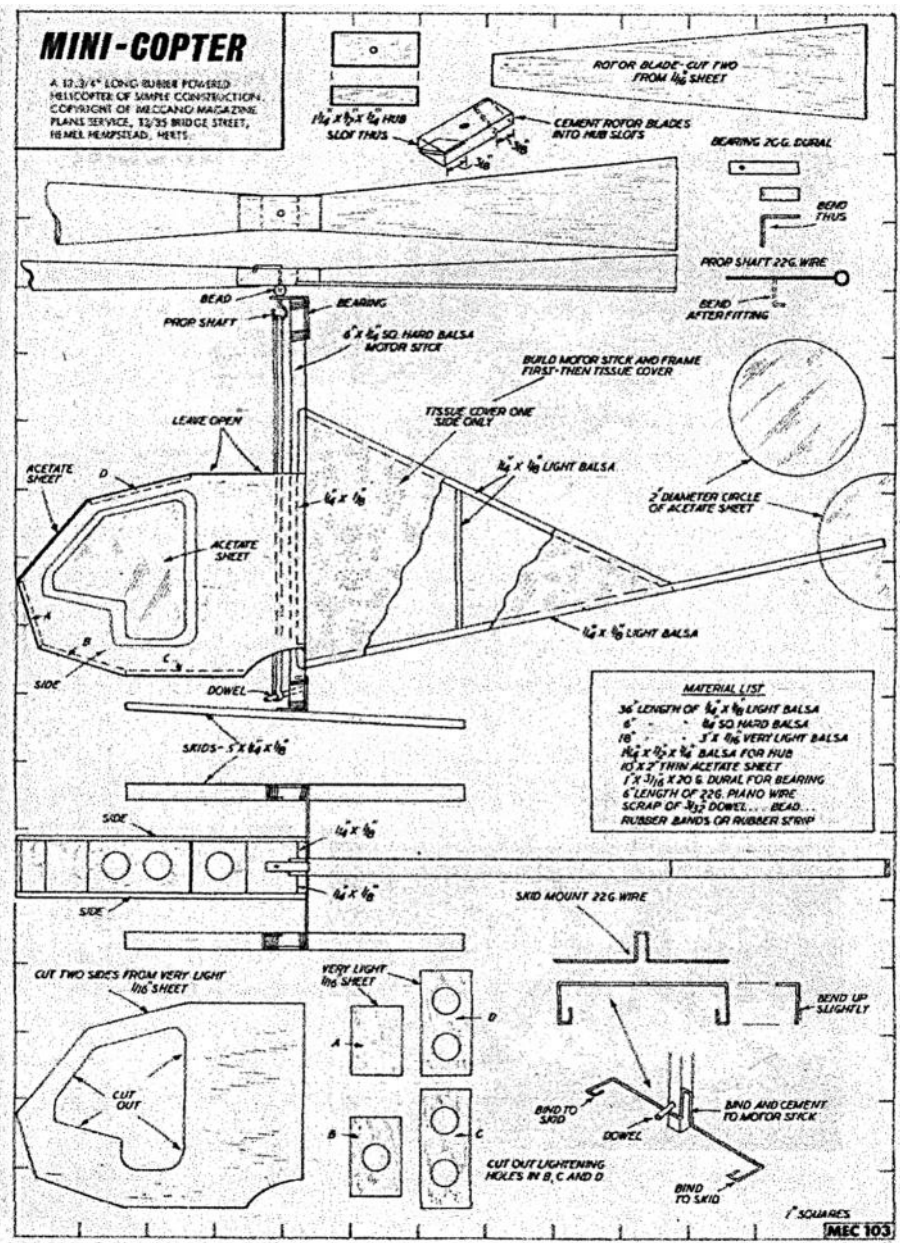
I remember him flying this device, the idea being that one threw the weight, the glider sort of tagged along with it. He never got it to work very well. The performance was much less than "normal" chuckies, which were very popular at the time. We were all much more athletic then, so I don't think he persevered with it for very long. Regards, John Russell."

Thank you John for a first hand report on the effectiveness or otherwise of the Kinetic Energy system. We will not be building that one, but what about the Meccano swing wing C.L.G., any volunteers to build one and prove whether or not it works?

Now to Meccano magazine May 1968, complete with three model aeroplanes.



The **Mini-Copter** is stated to be of simple balsa construction and "is not a novelty", it really does fly and hover just like a real 'copter. Working model helicopters are unusual and often tricky-but in Mini-Copter we have adopted a very simple, basic layout, avoiding all the complications of flapping rotor hinges, torque compensations, and other bits of mechanical trickery which are usually necessary for stability."



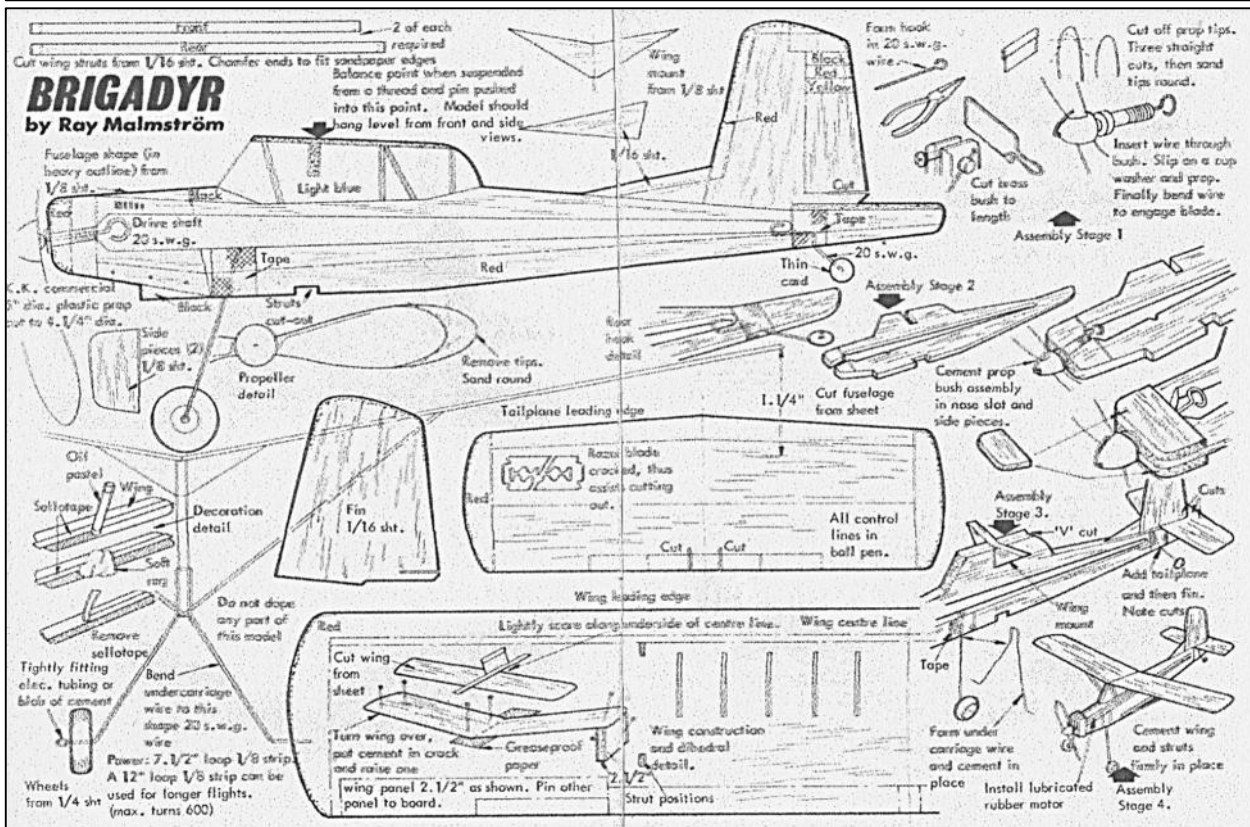
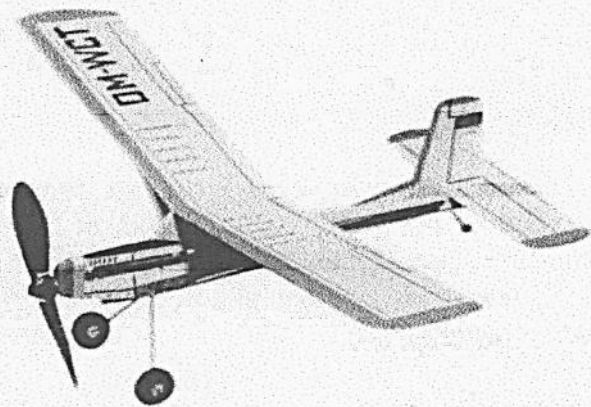
Ray Malmstrom provided two plans this month.
The **Brigadyr**, is a 14" span rubber powered profile model of a Czech light aircraft.

Your full-size plan

BRIGADYR

A 14 inch wing span, rubber powered, semi scale, profile model of a Czechoslovakian maid-of-all-work aircraft.

Designed by Ray Malmström

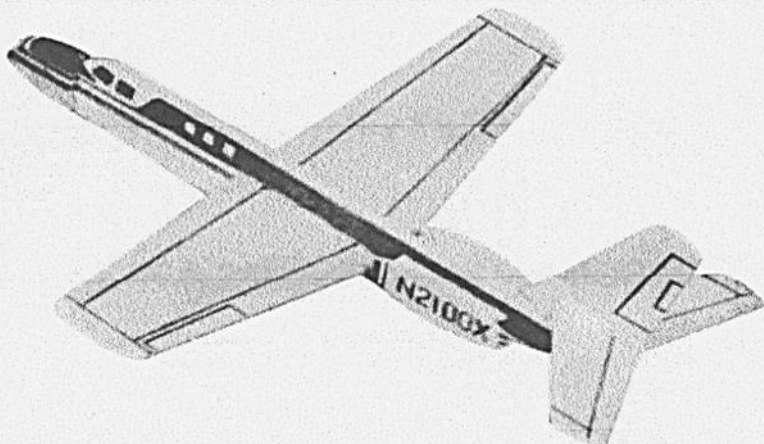


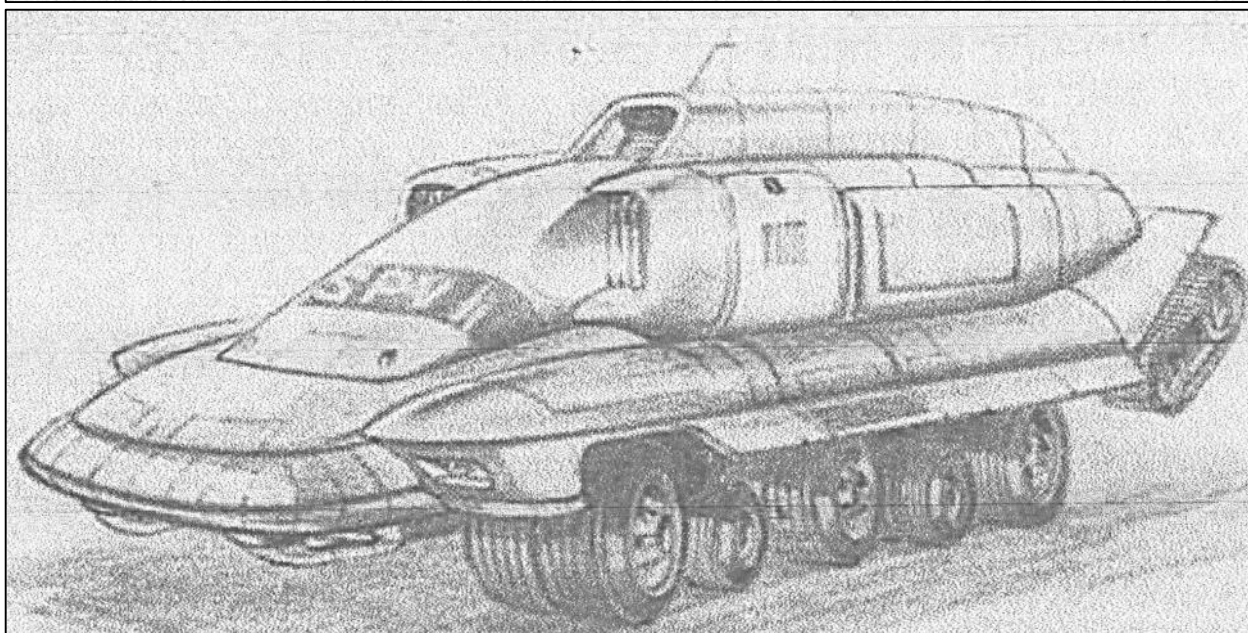
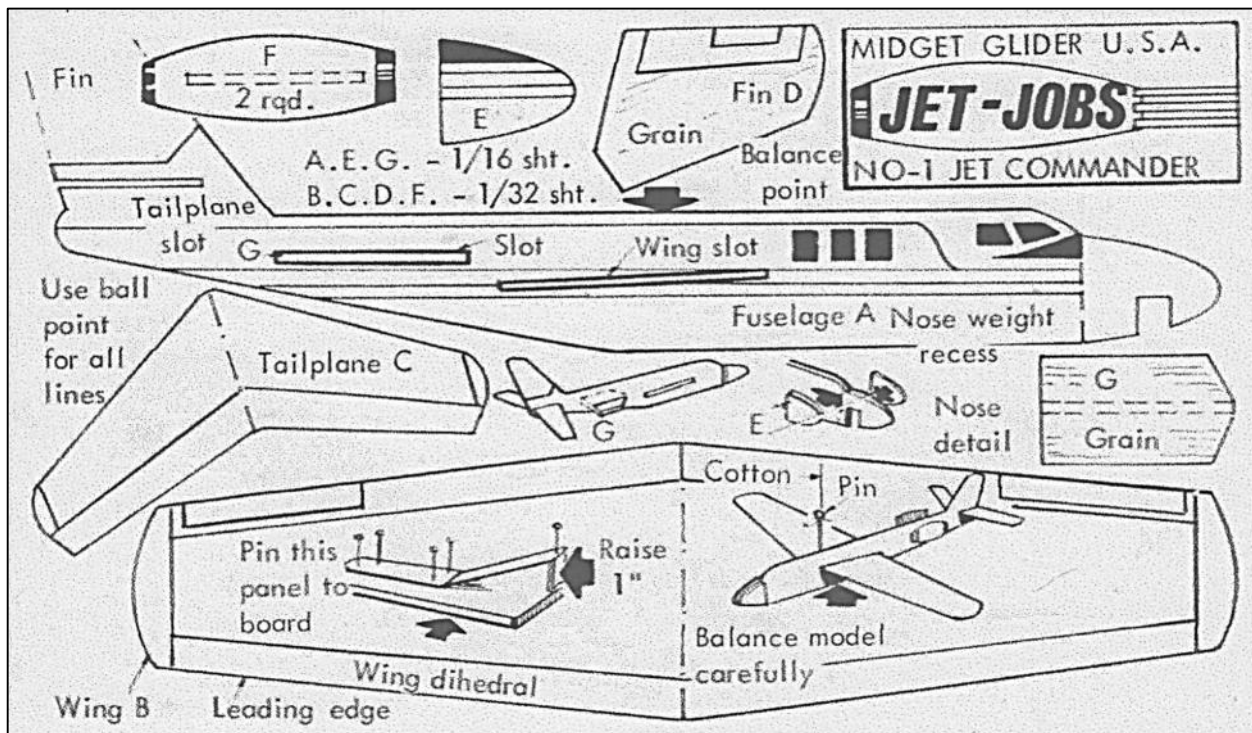
The **Jet Commander**, "an American high speed, executive, jet aeroplane, with handsome lines," is No 1 in a promised series of profile scale chuck gliders.

FULL-SIZE MIDGET GLIDER PLAN

The first in a series of simple balsa profile gliders by Meccano Magazine's regular model designer Ray Malmström

No. 1. Jet Commander





Finally, also from Meccano May 1968, the **SPV**, the **Salisbury Plain Voyager**, suitable for model recovery in all weather conditions and over all terrain. No indications of price or delivery are given so it is just as well that, thanks to the filming, the Salisbury site access road is in a much improved condition. Original name was Captain Scarlet's Spectrum Pursuit Vehicle. Plans and articles as in Meccano available by email.

Wanted for the library collection:-

Aeromodeller February and May 1938

Eaton Bray Gazette 1940's any or all. (How many were there?)

The Scale Buff Mag, published by David Baker in the 1980's, issue No 11 required.

Le Modele Reduit D'Avion(France) 1939-1980, nearly all required, digital version would be OK.

If you can help with the supply of any of these, please email with details and price.

More Meccano Mag. next month. Roy Tiller, tel 01202 511309, email roy.tiller@ntlworld.com

Roy Tiller

a love/hate relationship



The Gloster Meteor was the first jet fighter to serve in the Royal Air Force and - incidentally - was also the first jet aircraft to be introduced to a very much younger version of your scribe. It remains the only one of the list of aircraft designs that have populated my flying logbooks, for which I maintain a fearful respect. It was of course no rocket-powered space probe, but in its day a dramatic aviation game-changer, that went on immediately after the end of WWII to claim the World Speed Record at 606 mph (975 km/hr).

The Meteor owed its existence to Frank Whittle, inventor of the jet engine in the nineteen-thirties, and this is itself a long story. As many readers will know, there had been a controversy involving German engineer Hans von Ohain, who had been working along similar lines over much the same period. The history of the closing years of World War II however shows that it was the Whittle engine that ran successfully first (on the ground, in June 1939), although the German one was the first to become operational in the air, when it had powered the Messerschmitt 262 fighter aircraft. The German manufacturers, Junkers, Heinkel and Messerschmitt had all received support from the *Reichsluftfahrtministerium*, the German Air Ministry. Regrettably and in sad contrast, several obstacles had blocked the progress of Frank Whittle's invention, including the indifference of the Air Ministry and consequent financial problems. It took until June 1939 and the looming threat of war (which began in September that year) before the Air Ministry became convinced, agreeing to buy Frank's company Powerjets and to inject much needed cash.

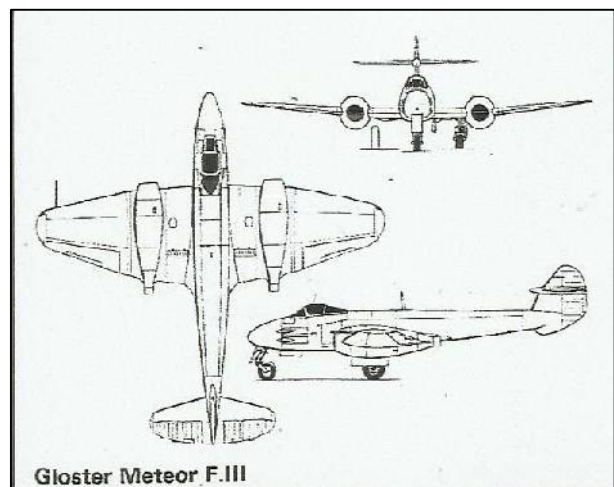
In January 1940 the government placed an order with the Gloster Aircraft Company for a small test aircraft, asking British Thomson-Houston, Vauxhall and Rover to undertake to build a massive number of a second version of the jet engine, while Whittle pressed on with his efforts to get the Powerjets engine into the air. This was achieved on 15 May 1941, when Gerry Sayer, the test pilot of the Gloster E28/39, reached a speed of 340mph (545km/hr) during a successful flight. Nearly all the aircraft engine companies then started to make their own crash efforts to catch up with Powerjets.



Glosters then hastily designed the twin-engined Meteor, initially powered by engines from Rover, then by the De Havilland Goblin and later by a succession of the Rolls Royce motors, finishing up with the RR Derwent. The aircraft type finally went to war in July 1944, only one year before WWII came to an end. After peace had arrived there were many developments of the Meteor, which was flown not only by the RAF but also by other air forces including those of Argentina, Holland, Denmark, Belgium and Australia. By the time your scribe was to do his first jet training in 1951, a two-seater training version was well established which was designated the "Meteor 7."



This became my introduction to propeller-less powered flight, and to the slipperiness of fast aircraft especially when one of its two powerful engines had been shut down. The problem of landing safely on one engine alone was exacerbated by my short stature, making it more difficult to apply enough rudder pressure at a relatively low landing approach speed, to compensate for the asymmetric power! In those moments, the love (of jet flying) was seriously at risk from the hate of the leg-ache, (and the real possibility of a crash), that could result!



In spite of that... happy days!

Dick Twomey

I have a folder on my computer named 'Clarion templates and fodder' and in this I deposit all data, pictures and articles I receive for inclusion in the New Clarion and amongst this mixture there are a few single pictures which inevitably get overlooked. Similarly my 'Download' box retains a few pics taken from emails and these can also get overlooked. This article is a clear out of a few of these.



This is not one I forgot, how could I.

It's Pauline Rita White aged 17 before she married John and became Mrs Hook, the tour de force of 'Flitehook'. She's standing on the North West Corner of Beaulieu airfield. Note the lack of gorse, unlike today!



The late John Wingate's son Steve



Ken Bates at Scale Indoor Nats



John Hook launches power model



Unknown wreck



Robin Kimber's 'Pipo'



Robin's 'Jumping'



Robin's 'Altair'

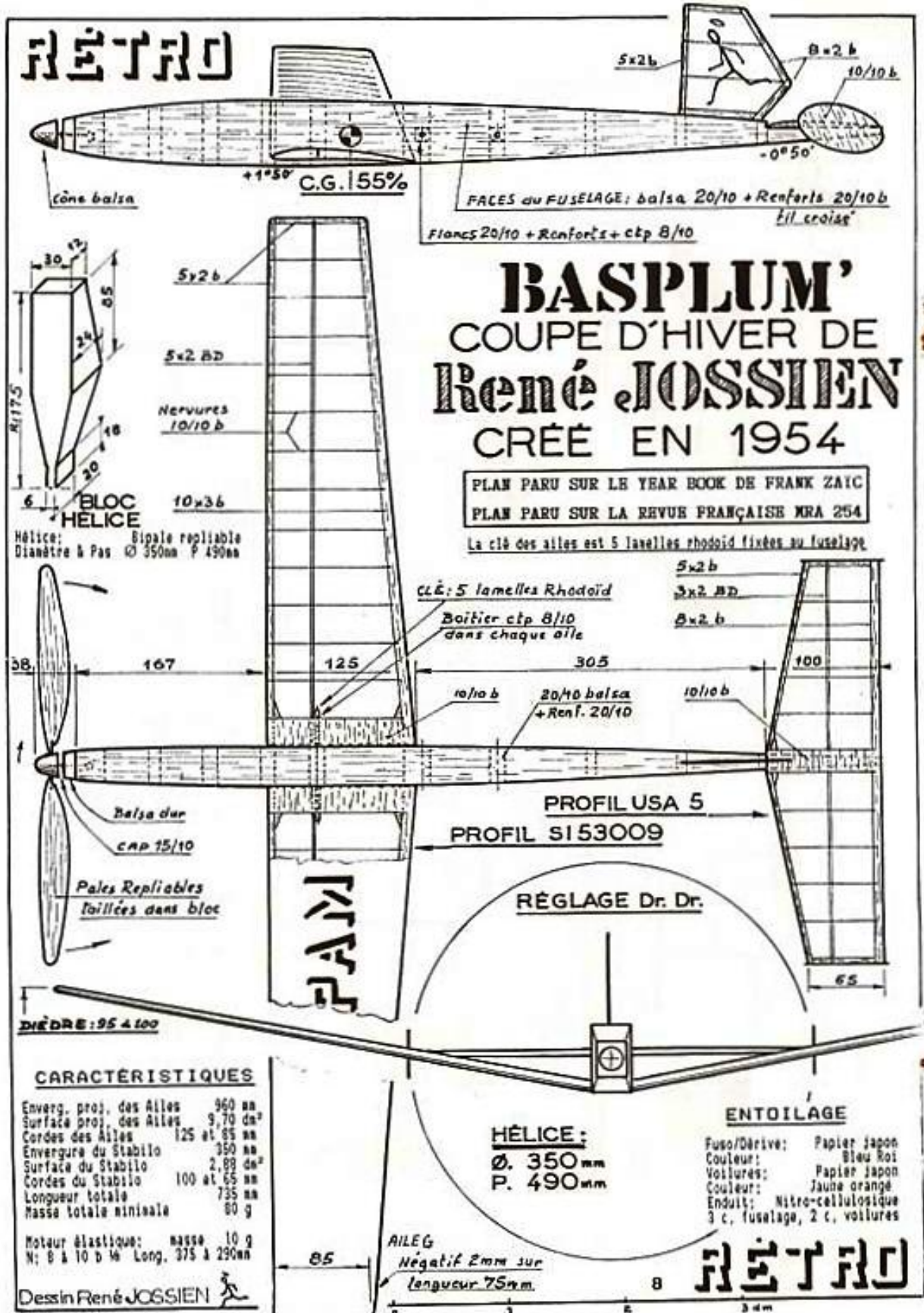


Aeromoddings Andrew Crisp - Jazz Percussionist



A Low wing Vintage Coupe by Rene Jossien (ref AAAA No44, 1995)

Oh, a low wing coupe by Jossien? That'll be Ailbass. Elegant looking thing, won the MRA in 1954. We all know about Ailbass...Not so, this is Basplum. Described by Rene Jossien as the "Brother of Ailbass, born in 1954".



It seems that the young Jossien first drew up the outline of a coupe like Basplum back in 1952. But before it could be built, he broke the fuselage of his existing coupe Jennisso and used all the undamaged bits, together with a new low wing fuselage, to make Ailbass. (he must have made a new prop because Jennisso had a freewheeler and Ailbass a folder). This low winged beauty won the 1954 MRA cup but shortly afterwards was damaged. By now Jossien was convinced of the advantages that low wings gave him so the fully fledged Basplum was drawn up as the successor to Ailbass. Jossien was a busy young man and a new house and daughter prevented much progress on this new coupe so he was forced to compete in 1955 with the old Eros. For those who, like me are reeling with the names of all these models you will find Jennisso, Ailbass and Eros in the DBHL files (or contact me and I'll send a full size .pdf file to your inbox.). Of course, you'll find Basplum here.

So finally, Basplum was finished and taken to the local field for a trimming session. All was going well, very well in fact, and the new model showed great promise. Well it did until a DT failure took it away never to be seen again.

Always short of time, Jossien repaired Ailbass and continued to campaign it. He never did find the time to build another Basplum, which is why we all know Ailbass and why we don't know Basplum.

But Basplum lived on in a way as Jossien wrote about and drew it (and what he described as the idiotic loss of the prototype) in the French modelling press and also gave it to Frank Ziac in whose yearbook it can still be found.

Basplum then is what a Jossien Low Winger should be like. More practical and bigger than Ailbass, altogether a more sensible competition machine. Actually there is an even better Jossien Low Winger, a big (125mm chord) tip dihedral device which looks like it would go really well....but it's 1960 so sadly of no interest to us here.

The drawing accompanying this sad little history of Basplum is so detailed that it really needs no further explanation, but maybe some of Jossien's comments are of interest. The flexible mounting of the low wing utilised 5 laminations of "Rhodoid", unfortunately I have no idea what this material is. Robin Kimber's version of Basplum used a traditional banded on wing and that seems to be a completely sensible solution. Throughout the description of the model emphasis is made to the importance of lightness. There's a lot of material in the fuselage, and the as drawn wing mounting method doesn't look light with it's use of plywood. So light wood where you can and Jossien suggests the 5x2 hard balsa main spar be tapered to 3.5 x2 for the last third of the wing. All covering is light Japanese tissue.

Those who haven't built from such a drawing before may not be familiar with the very idiosyncratic way our French friends have of indicating the size of e.g. balsa sheet. Ribs, "nervures", described as 10/10 b are 1mm balsa, similarly 20/10 means 2mm. CAP means piano wire and 15/10 means 1.5mm (say 16swg). CTP means plywood and BD means hard balsa "balsa dur". For Rhodoid you're on your own and sorry but you're going to have to plot your own wing and tail sections.

The original was flown on just 8 strands of 1/8th and Jossien reminds us that these low winged models were best suited to low torque and long prop runs. He also reminds us to light the dethermalizer....



Gavin Manion

Should have been a busy month but events conspired against me, so I missed the Crookham Gala, managed to get to the 6th Area meeting with our Chairman taking over the organisation & falling "hors de combat" at the 7th Area meeting - necessitating the attendance of an ambulance. Really a month to forget!

To get the message across about our planned meetings at Middle Wallop for Oct 13th & Nov 10th, a note that was written for Andrew Boddington, Editor of the Aeromodeller is reproduced here. It encapsulates all that needs to be said.

Hi Andrew,

Here is a note on current status for free flight at Middle Wallop.

The Future

First & foremost, the most important & unfortunate news concerning free flight (& all radio control) modelling activities at Middle Wallop - we have been informed as from 1st January 2020, that no modelling activities will be permitted on the airfield. The reason stated is that permission is almost certainly to be granted to the Portsmouth Naval Gliding Club (PNGC) for them to use the field for full size gliding activities every weekend of the year. PNGC were originally based at the Daedalus airfield in Lee on the Solent for many years, until served with notice by Fareham Borough Council some two years ago. They then moved to share gliding facilities with the Army Gliding Club at Upavon on Salisbury Plain. For whatever reason, PNGC decided they require their own flying site & requested permission to use Middle Wallop. An approach has been made to share the field - as indeed was done for many years at Daedalus with the local Lee Bees Club and as we used to do in the earlier years of flying at Middle Wallop, with gliders, paraglider, full size movements & model flying all co-existing in harmony. It now seems that sharing airfield facilities constitutes a Health & Safety issue, no doubt brought about by un-necessary, overly bureaucratic & onerous rules set by the Military Aviation Authority, giving the local Middle Wallop Authorities no leeway to consider alternatives.

Current Activities for 2019

Sorry to report of another precious day lost to the weather as we cancelled the Middle Wallop Cagnarata Day planned for 10th August due to bad weather, but it was the right decision as wind speed gusts of 50mph duly appeared.

The more positive news is that the Middle Wallop Authorities have granted us another alternative date - for 10th November, to make up for the loss of 13th August.

SAM 1066 has a scheduled meeting planned for 13th October. A competition program comprising the following will be held:

Open Glider – combined vintage/classic; Open Power – combined vintage/classic; Combined 4oz/8oz Wakefield; Vintage Coupe; Under 25" Rubber; combined vintage/classic CLG/HLG.

These comps will NOT be constrained to the 250 gram rule that has applied earlier this year, but all models will be required to have & use operable DT systems. Further, the same 250 gram limit rule for sports models will NOT apply for this meeting, the only constraint is that all models (excepting flying scale rubber) will be required to have & use operable DT systems.

So come & enjoy the opportunity - probably - to have a day of relatively unconstrained flying for the last time at Middle Wallop.

Middle Wallop Entry fee: £10 - covers comp entry and/or sports flying. Free entry for partners.

Gate open 8.30am. Flying commences 10.00am, competition finishes at 4.00 pm with fly-offs (as necessary) following.

For 10th November, the SAM 1066 Committee proposes to hold our AGM at 3.30pm at the usual location in the Army Museum of Flying, following (hopefully) a short days flying where we will try(!) to run the program planned for our August Cagnarata Day. There would be slight benefits in doing so, as the proposed legislation regarding flight restrictions may be in place by that time, which would give a clearer picture of what might be possible next year.

Details of the Cagnarata Day are as follows:

'CAGNARATA' CONTEST 10th November at Middle Wallop

This contest format is popular in Italy and is basically an all-in event where models of different classes are flown against each other.

Differences in performance of the various classes are taken into account using a handicap system (K factors) with different maxes depending on the K factors. The classes to be flown with associated K factors and maxes are set out below. Each flight time is calculated by taking the actual flight time & multiplying it by the K factor.

<u>Classes</u>	<u>K Factor</u>	<u>Max (secs)</u>
E36	1	120
M/V Power	1	120
FIG / Vintage Coupe	1	120
F1H / A1	1	120
M/V Rubber	1	120
Open Vintage / Classic Glider	1	120
P30	4/3	90
E30	4/3	90
CO2	4/3	90
Under 25in Vintage Rubber	3/2	80
Hi Start Glider	3/2	80
Cat /HLG	2	60

What more is there to be said other than one hopes for two really good weather days to send us off for the year.

SAM 1066 AGM

Only a reminder that a repeat of the AGM details for 10th November will appear in next months NC.

Nostalgia & old age!

At the onset of winter, one tends to think about things past & what can be built for next year. Alas, I have too many models that don't get flown enough already, so perhaps it's time to reflect in a bit of nostalgia on my favourites from times gone by. As for thinking about what may be built during the winter, the subject is parked until more is known of the dreaded drone regulations, registration fees & competency testing.

Power models first: my formative years (of modelling) were in the early to mid '50s, so I guess that tends to favour models from that period. Anyway, the first power model that really flew well - in my youthful mind, was a Keil Kraft Skylon with a Mills .75, wings & tail covered with yellow Modelspan & the fuselage in blue. It lasted a whole two summers before disappearing into the yonder - days before dethermalisers were understood.



Although a plan still exists somewhere, I never got round to building another.

That was the time of Vic Smeed & one outstanding little cabin model - the Paageboy. As a junior, I can remember one of our Wolverton & District Model Aircraft Club members flying it with an ED Bee, zooming all over the sky. Two of these have been built, the first being lost at Beaulieu many years ago but the second still exists equipped with an Albon Spitfire, greatly overpowered but quite exciting.



Vic Smeed's Paageboy

The era was also that of the Junior 60, again two of these have been built & flown over the years, one still exists with an ED Comp Special & gets an annual airing at Beaulieu, usually on a calm Winter day when there are no thermals about.



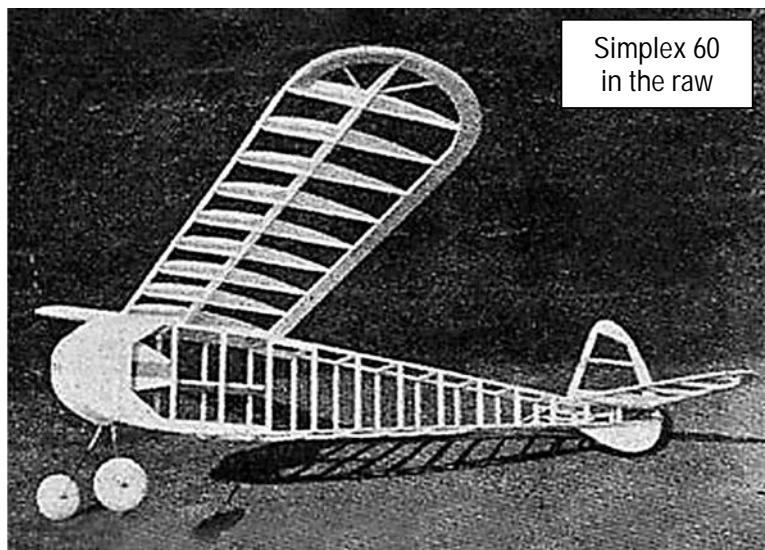
Junior 60 by Albert Hatfull of Keil Kraft fame

The next comp model that took my fancy was the Creep, but I could only afford a second hand Elfin 1.5 so it never really achieved anything like the performance of which it was capable, which I have to say pales to mere insignificance when I see Roy Vaughn flying his Creep - I can't remember what motor he has in it, but its performance is quite superlative. Those were also the days of the Slick Stick, Swiss Miss, Gastove, Dream Weaver & Crescendo.



I never did build any of these as by the mid's 50s I had left home to earn a living as an apprentice & had nowhere to do any modelling for several years. Of these latter models, the Dream Weaver stands out both for performance & looks. But never have I seen one in recent years. It was quite a complex build with multi-spar geodetic wings & a geodetic tailplane. Having watched Dave Posner fly his beautifully finished model to 2nd place at the 1956 World Champs, it has always stuck in the memory.

A return to modeling saw a return to relaxation modeling & the Simplex family took my fancy. So far, two Simplex 60s have been built - one being lost in the early days of Middle Wallop, complete with a very good AM 2.5, one Simplex 50 with an AM 1.5 & three Simplex 40s - all with PAW 1cc motors - two flew themselves into a ripe old age before fuel rot set in, one still survives. Both the 60" & 50" still survive after many years & get an occasional airing. The remaining 60 still has a Chinese Yin Yan 2.5cc diesel, purchased from Poland in the '70s for \$5 on the black market - those really were the days!



There have been many others over the past 30 years or so, probably too many to recount here, mostly giving a lot of pleasure but there were one or two real "clunkers" - maybe a mention of those later!

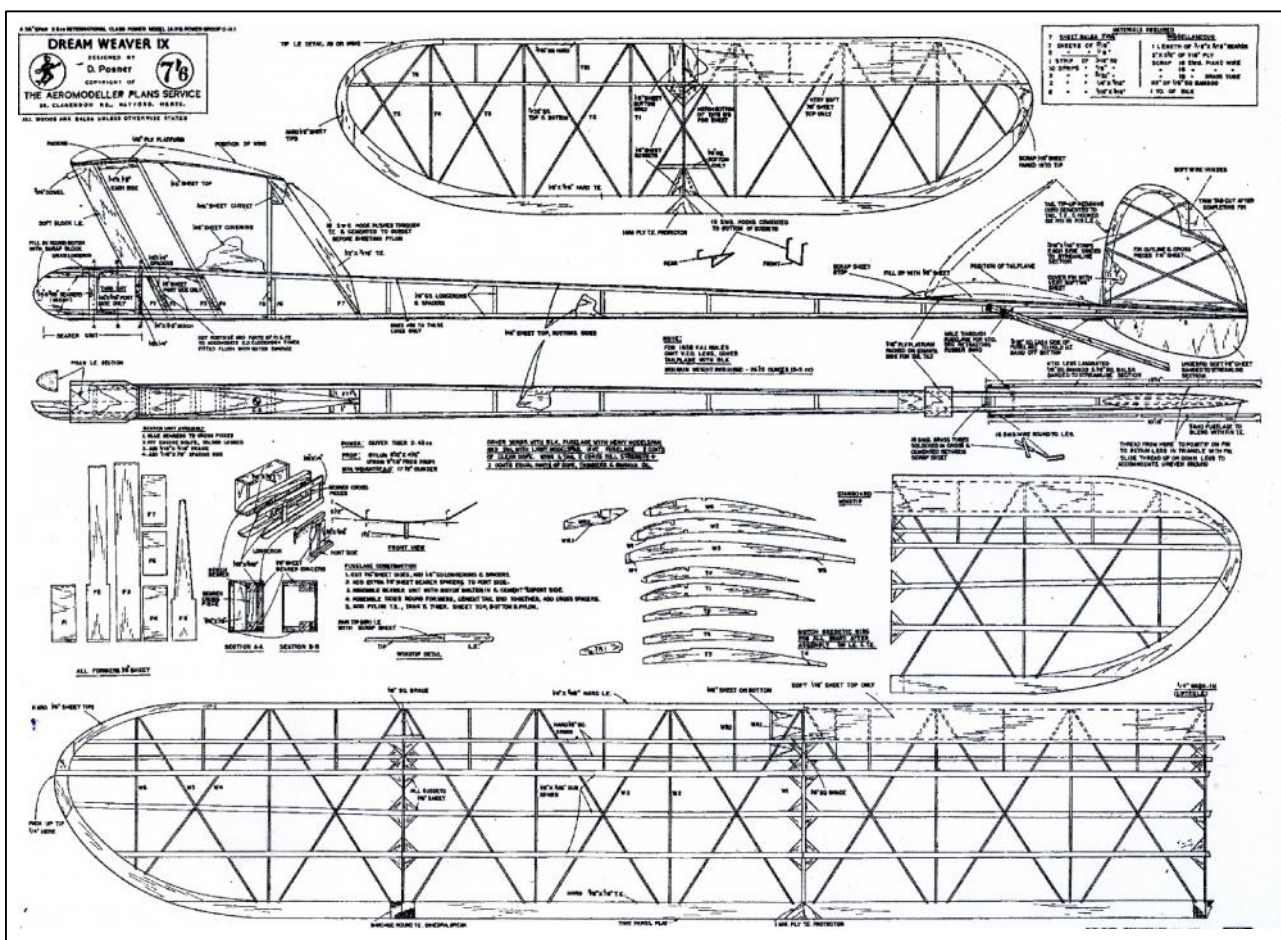
All pics - courtesy of Outerzone. Gliders next month. Who else out there has favourites tucked away in their memory. I'm sure our Editor would be most interested in hearing about them.

Footnote on drones et al

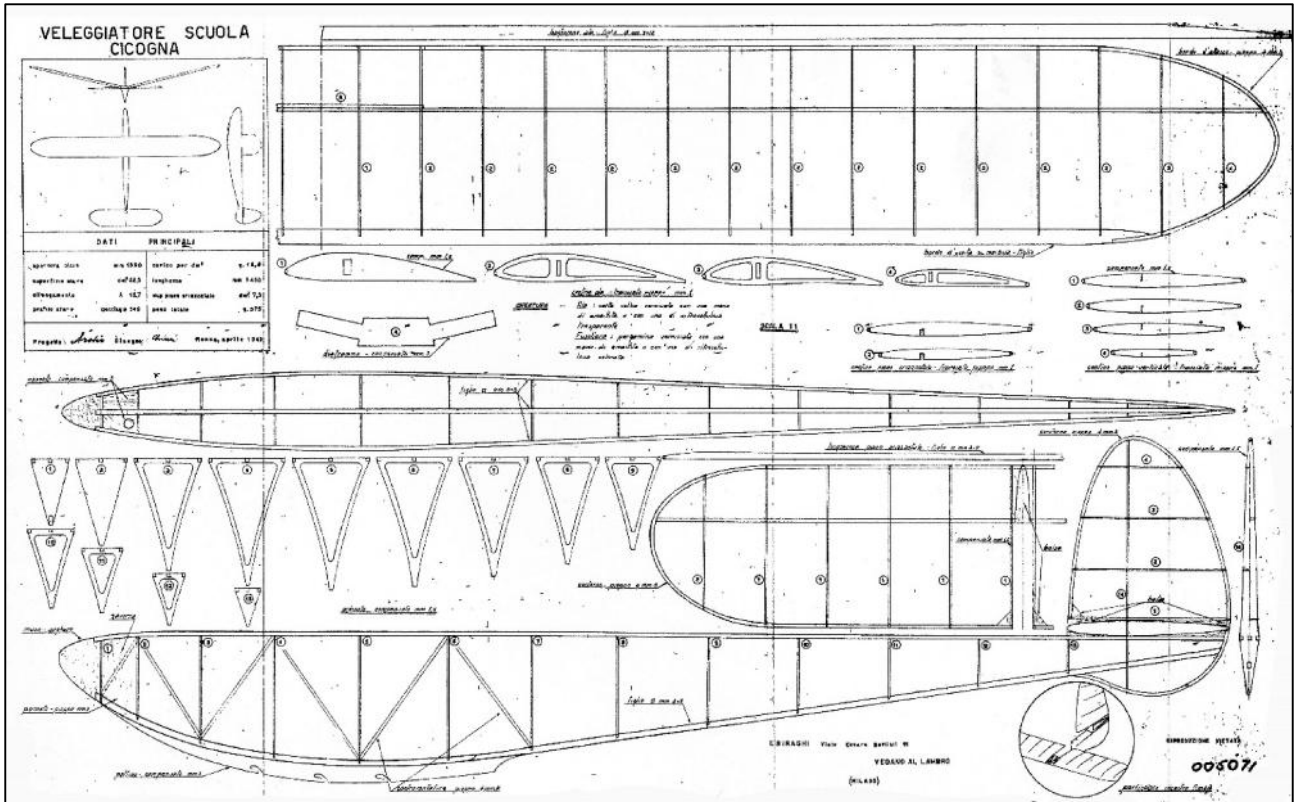
I did eventually receive a response from the Minister last week, after some diligent chasing by my local MP - not that it was anything like informative, but only served to raise yet more queries in my mind. It seems that the Drone Bill (No 2) in the current Parliamentary schedule has been abandoned, although as far as the Parliamentary website is concerned, it is still awaiting a second reading! Legislation is said to be being prepared for the 2020 Parliamentary session, for which no schedule has yet apparently been published, said legislation is to primarily cover police powers for dealing with offenders! Will we have a Tory Party in power by then? Will the bill be carried forward by a new Government of whatever political colour? The current Air Navigation order covers the principles of registration & competency but thus far, nothing of clarity has been published by the CAA on either so we have no idea of a confirmed fee or test criteria, in spite of the CAA declaring long ago that this information would be published by 1st Sept. In the meantime, we have the BMFA diligently working very hard in the background on behalf of aeromodelling as per the latest BMFA news release. Now the Thomas Cook collapse will no doubt take up a great deal of time in the short term for the CAA & don't even mention Brexit! It's a real mess. I could be proven wrong but somehow, I doubt it!

Plans for the month:

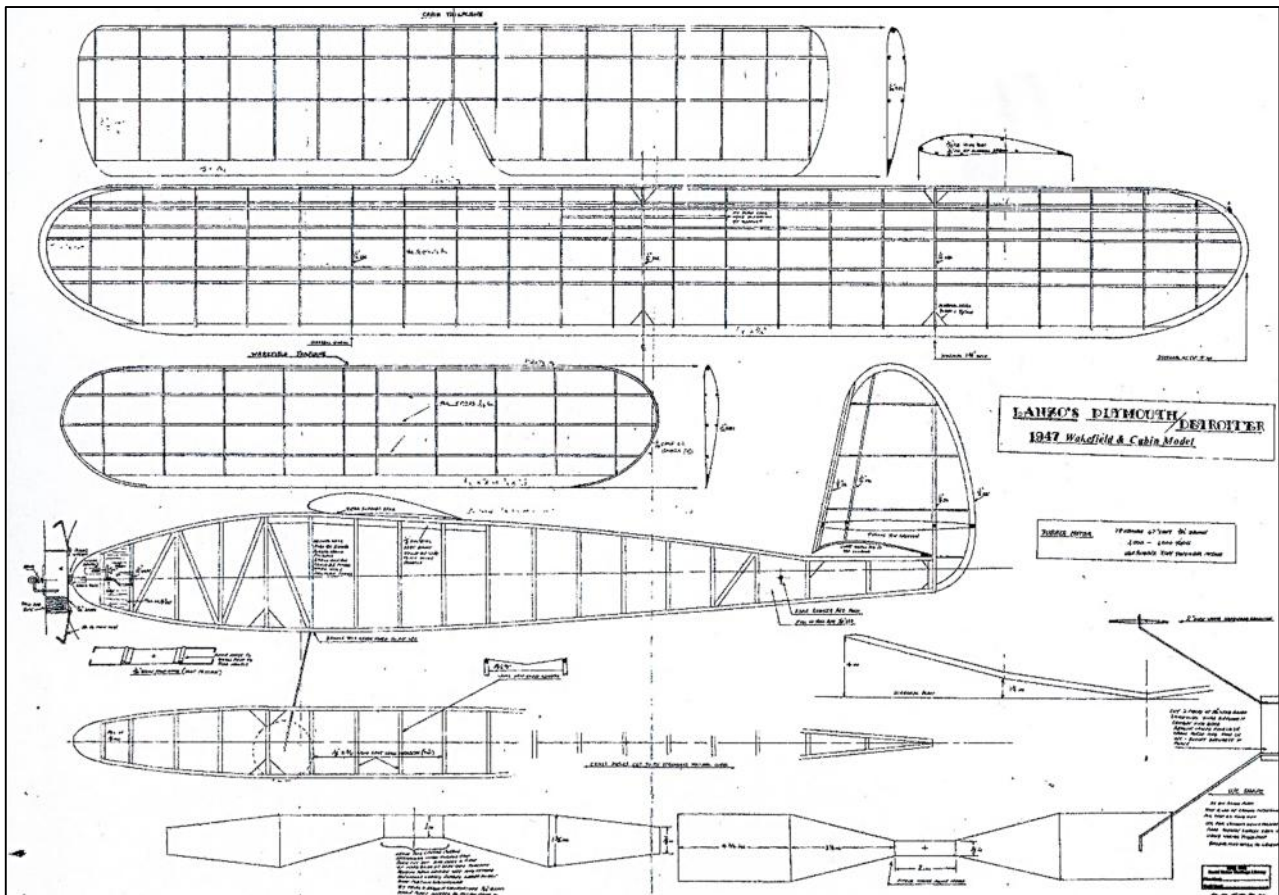
Power: has to be the 'Dream Weaver'.



Glider: another Italian job from the '40s, so very typical of the design style of that time - Cicogna or Stork in our language.



Rubber: Chester Lanzo model from the late '40s. Plymouth/Detroit - will we ever see any of these classic rubber models flying again?



Plan Wanted

I wonder if one of you great gents can help me,
I am hunting for a plan of this model, the "JASCO Tiger. "
I was given kit below but there was no plan with it.



JASCO Kits that were produced in Southport Lancashire, England.
Junior Aircraft Supply Company JASCO
Not to be confused with Junior aeronautical supply co JASCO USA.
Mark Venter email: mventer@xtra.co.nz

Drone Zone Flying Restrictions

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

Accompanying text from this website is as follows:

UK FRZ Map

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

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

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

Rules for operation at Middle Wallop in 2019:

SAM1066 has been granted three separate days at Middle Wallop,

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

The first meeting will be for competitions flying only. If no problems arise from the first meeting, then sports flyers can be included in subsequent meetings subject to their agreement to conditions set out below.

For all models, SAM1066 will apply the 250 gram rule which exempts model aircraft from any proposed drone regulations that encompass aeromodelling. Simply put – this means that all models flown on the field must weigh less than 250 grams.

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

For models entered in competitions.

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

For models not entered in competitions.

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

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

Salisbury Plain: - Area 8 - 2019.

The booking of Area 8 for FF use in 2019 has been a bit more protracted, and tenuous than in previous years, but has now been completed. Every Saturday/Sunday, plus the 3 Bank Holiday Mondays have been allocated for our use, conditional on BMFA representation at the monthly Training Area Allocation Conferences, and final approval on the Friday morning preceding each weekend.

Most of you will be aware that the Area is to be used as a film set at some point and would be out of bounds to us for some time. The latest information received is that 22nd April to 17th May dates would be removed due to filming, but that the dates may change slightly. I guess that nobody really knows what will happen, and that details will be released at the monthly conferences.

For those wishing to sport fly/trim an annual season ticket can be obtained through donna@bmfa.org for £18. The terms and conditions remain the same as in previous years.

You are reminded that the annual licence is paid by the BMFA, and that anyone entering a contest, must pay a site access fee of £6. This applies to club Galas, Centralised, and Decentralised BMFA events. The exception to this is for BMFA Contest Season Ticket holders, who will not be required to pay this for BMFA Centralised events, and the World Cup events.

Salisbury Plain AREA 8 update.

Filming was completed on schedule, and the associated infrastructure has been removed. In practice none of this had any impact on trimming, or sport flying, although running major contests would not have been realistic.

The entrance road has now been considerably improved.

Annual permits for sport flying, and trimming available via

donna@bmfa.org

Peter Watson.

Auction West Essex Aeronautical



Basildon Sport and Leisure Club
Gardiners Way, Basildon, Essex, SS14 3AP

www.basildonsportandleisureclub.co.uk

Doors open at 6.30 pm

Auction starts at 8 pm

£3 entrance on the door

Large hall, side entrance for goods

Inclusive With

Licensed Bar & Food

10% commission

(No job lots less than £10)

F1G & Vintage Coupe Events 2019

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

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

La Six(ième) Grande Coupe de Birmingham

A qualifying event for the "Euro Challenge F1G" 2019/2020
(provisional)

With the agreement of the FFTC and Midland Free Flight Club
this event returns to its traditional home

Sunday December 1st, 2019

MOD North Luffenham starting at 10:00

F1G for the Aeromodeller Trophy

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

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

Pre '58 Vintage Coupe for the Vintage Plate

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

Special prize

Bottle of fizz for the best aggregate score in both events

Entry Fee £10 covers both event
(includes £6 field fee for ALL competitors)

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

For further information contact:

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

Or

Stuart Darmon at stuardarmonf1a@yahoo.com tel: 01858 882057

Croydon&DMAC 2019 Competitions

CROYDON WAKEFIELD DAY Sunday 21st April, Beaulieu Old Airfield

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

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

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

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

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

For further information on events please contact:

Ray Elliott; tel 020 8997 7745, email ray.elliott8@btinternet.com.

2019 Buckminster Free Flight Gala October 12th or 13th or 14th.

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

Run by BMFA:

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

CD Stuart Darmon (01858 882057)

Run by SAM 35

- 1) Under 25" Vintage Rubber
- CD Peter Gibbons

Run by BMFA

F/F Scale

Open to any scale model with any power source
(bar turbine or pulse-jet)with four flights to be judged.

Two rounds, £3 entry fee.

CD Doug Hunt (01332 672362)

Run by FAIR

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

CD John Jacomb

Run by PMFC

- 1) E20 2) E30

CD Peter Gibbons (01733 314741)

Gates open 9am. Events begin 10am. Field entry £7 per flyer. Contest entries (tba)
maxes to be announced on the day.

No thermistors, Mylar streamers or any other type of thermal sensing equipment.

(One Mylar streamer will be provided by the organisers to establish wind direction.)

**Confirmation of date will be made on Thursday and can be discovered by telephoning
your CD that evening or by visiting the Buckminster website on Friday.**

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

L'AQUILONE SAM 2001

TOMBOY RALLY INTERNATIONAL POSTAL CONTEST 01/07/2019 – 30/06/2020

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

Model

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

Engine/motors

I.C. engines are admitted within the following limits: **36"-44" wingspan:** Any engine 1 cc. max, Fuel tank : 3 cc. R/C carburettor is admitted.

Electric Motors:

Any electric motor is admitted with direct drive

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

-450 Man 2 cell LiPo; separated batteries pack for Rx alimentation is allowed.

48" Wingspan;

I.C. Engines: Any engine with 2.5 cc. maximum displacement; Fuel tank : 6 cc. R/C carburettor is admitted.

Electric Motors: Any electric motor is admitted with direct drive freely assembled admitted batteries: -500 Mah 3 cell LiPo separated batteries pack for Rx alimentation is allowed

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

Flights and results

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

Awards :

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

Results

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

Special Prize Vic Smeed

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

Special Prize David Baker

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

Indoor Flying with the South Birmingham MAC

Mainly Free Flight

Thorns Leisure Centre.

Stockwell Ave.

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

Saturdays 1pm until 4pm

2019

Jan 12th – Feb 9th – Mar 9th – Apl 6th – May 4th



Sep 14th – Oct 19th – Nov 16th – Dec 14th

Admission - Flyers £8.00 - Spectators £2.00

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

For further information phone Colin Shepherd 0121 5506132

or e-mail cosh43@hotmail.com

Indoor Flying Bethesda North Wales

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

Canolfan Hamdden Plas Ffrancon Leisure Centre, Coetmor New Rd,
Bethesda, LL57 3DT.

Free flight rubber and small electric RC. Scale, sport, small helis, small
quads, etc.

Fee £7 - £10. Contact Martin or Allan on 07425 860821

martin.pike.xray@btinternet.com allanb2005@yahoo.co.uk

Facebook <https://www.facebook.com/Flying.Bethesda/>

Teas & coffees available from the machine.



Bloxwich Indoor Flyers

**Free Flight & lightweight RC
Sneyd Community School**

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

Saturdays 2pm until 5pm

Flyers - £8 Spectators £2

2019 dates

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

Contact:- Allan Price:

Tel: 01922 701530

e-mail: montrose32@btinternet.com

BMFA South West Area Indoor Flying

organised by

Cornwall Vintage Aeromodellers

at

Saints Health and Fitness Centre

St Austell Rugby Club

Tregorrick Park, St Austell

Cornwall, PL26 7FH

Flying from 1200 to 1600 on the following dates,

2019

2020

Sunday 29 September

Sunday 12 January

Sunday 20 October

Sunday 16 February

Sunday 17 November

Sunday 15 March

Sunday 15 December

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

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

Phone: David Powis on 01579 362951

Email: dave_powis@hotmail.com

Impington Village College - Cambridge

Indoor flying

on 3rd November 2019 9 am to 5 pm

We will be using the large (100 x 50 x 28 ft) sports hall at the College. The only restrictions are no radio models in the main hall and no internal combustion engines, jets or catapults anywhere. Also Round The Pole (4.5 metre lines) and small electric helicopter and fixed wing flying (X twin or Vapour type) in a separate hall (radio or infra-red).

SAMS MODELS hope to be in attendance to supply all your needs on the day. Contact Chris Strachan shortly before the event if you need to be certain. Contact details below.

Competitions:

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

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

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

Exhibition

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

Seminar

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

Round the Pole

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

Refreshments

Hot drinks and snacks will be available from the Sports Centre

Web Site

Have a look at our website at www.IMPmac.co.uk for more details of club activities

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

Directions to Impington Village College: Post code CB24 9LX

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

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

FLITEHOOK

Indoor Free Flight Meetings

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

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

Café on Site

Flyers £8

Juniors & Spectators Free

Flyers must be BMFA Members

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

2019

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

2020

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



Waltham Chase Aeromodellers

Waltham Chase Aeromodellers, in association with South Hants Indoor Flyers, are pleased to announce the continuation of the Indoor F/F Meetings held at the Main Hall at Wickham Community Centre, Mill Lane, Wickham, Hants PO17 5AL. These meetings will be held on the following dates:

Tuesday Evenings

2019

1st.Oct - 5th.Nov - 3rd.Dec

2020

7th.Jan - 4th.Feb - 3rd.Mar - 7th.Apr - 5th.May - 2nd.Jun - 7th.Jul

All meetings will run from 7.00 p.m. to 10.00 p.m. The Main Hall at Wickham Community Centre is particularly suitable for indoor free flight models of all types, with a ceiling free of obstructions. Tables and chairs will be available in the hall, the organisers are always grateful for assistance with moving furniture. A hot drinks machine is available on site.

Admission to the meetings will be **£5** for 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 look forward to welcoming all indoor F/F fliers to these events.

For further details please contact:

Alan Wallington, "Wrenbeck", Bull Lane, Waltham Chase, Southampton, Hants.

(Tel. 01489 895157) (e-mail: WCAero@outlook.com)

or see our web site: <https://wcaero.bmfa.org>

SAM Speaks USA.

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

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



THE 2019 FREE FLIGHT FORUM REPORT

It's a Bumper Issue

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

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



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

Copies are available from : Martin Dilly, 20, Links Road, West Wickham, Kent, BR4 0QW
 or by phone: (44) + (0)20-8777-5533, or
 by e-mail to martindilly20@gmail.com.

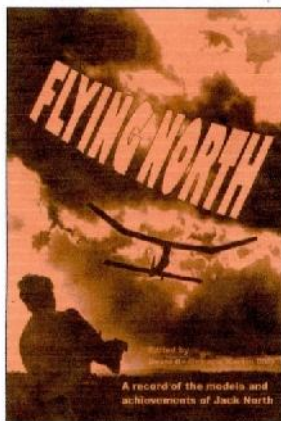
THE 2019 FREE FLIGHT FORUM AT A NEW VENUE.

The thirty-fifth BMFA Free-Flight Forum will open at 10 a.m. on Nov. 17th, the day after the AGM, at the Mercure Daventry Court Hotel, Sedgemoor Way, Daventry NN110SG. Even if you're not yet bitten by the free-flight bug, come along and see what it's all about.

Among the speakers and topics they'll cover are:

George Seyfang -	A Novel Way to Achieve Stability & Control;
Ivan Taylor -	Scale Matters;
Alan Jack -	What's Important in a Power Model Climb?;
George Seyfang -	Gurney Flaps;
Bernard Guest -	Building a Small Kit Manufacturing Company from the Ground Up;
Stuart Darmon -	A Glider for Every Occasion;
Ivan Taylor -	Gyros in Free Flight Scale;
Alan Brocklehurst -	How Big Should I Build My Next Coupe?

Lunch will be available and the finish will be around 5 p.m. The cost for the session is 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.



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

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

Kent BR4 0QW or e-mail: martindilly20@gmail.com

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

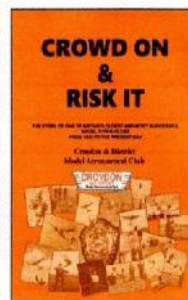
Team Support Fund, in pounds sterling only, and drawn off a bank with a branch in the UK, you may also order by credit card, all proceeds help to fund the expenses of those representing Great Britain at World and European FF Championships

CROWD ON & RISK IT

This is the story of one of Britain's oldest and most successful model flying clubs, Croydon & District MAC, from 1936 onwards. The club contributed much to aviation, both model and full-size, and the late Keith Miller compiled its history till around 1960. Now, this up-dated 73 page version of the club's history, copiously illustrated with many previously unpublished photos, takes the Croydon saga up to the present. Contributions by past and present members vividly capture the atmosphere of the heyday of free-flight, with almost weekly contests at Chobham or Bassingbourn. 53 designs by Croydon members have been published in the model press and 24 of its members have represented Great Britain in World and European Championship teams. Several have gone on to notable careers in aerospace. Crowd On & Risk It covers all this and more.

Just £8 by PayPal or cheque.

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



DILLY JAP IS BACK

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

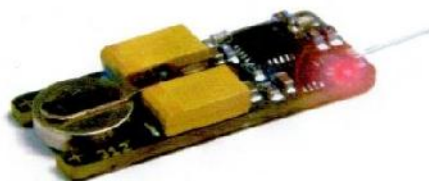
Anyhow, since the last roll came in 2015, the price is slightly higher (maybe as a result of you-know-what ...xit and its effect on sterling), but it's still only £13 for a five yard roll a yard wide.

To re-cap on the details, it's 12 gm/M² and has a strong unidirectional grain. It's white and low absorbency, so remains very light when doped. For those of you old enough to remember, it's identical to the Harry York tissue sold at his South London model shop in the 1950s. I normally sell it in rolls at contests, as it's a shame to fold it for mailing, but I can do that if you prefer.

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

BUGS

Free Flight Model Tracker



£50.00 - each including 6 batteries

Ready to use radio tracker

Suitable for most handheld receivers

Powered by one 312 ZincAir hearing aid battery

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

Run time around 10 days

Red LED flashes when transmitting

Available in any frequency from 140MHz to 980MHz

Supplied in protective heatshrink

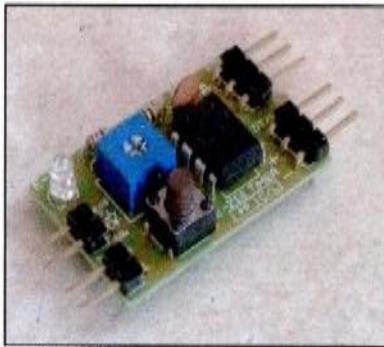
Very quick delivery, often next day

On sale at

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

or contact Peter Brown 07871 459291 for options

E-Zee Timers



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

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

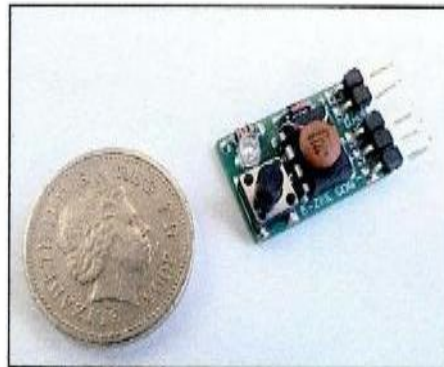
a simple push button / LED interface

- motor run duration:-adjustable 1 to 30 seconds, set in 1 second increments
 - d/t duration:-adjustable 10 seconds to 5 minutes, set in 10 second increments
 - motor power:-adjustable at all times from zero to full throttle (by potentiometer)
 - push button immediately stops the motor at any point during the flight profile
 - duration settings are saved in memory a single button push serves to repeat a flight.
- Length 30mm Width 20mm Height 11mm Weight 5gm

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

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

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



- d/t duration:-adjustable 10 seconds to 5 minutes, set in 10 second increments
 - push button immediately cancels the flight at any time
 - duration settings are saved in memory a single button push serves to repeat a flight.
- Length 22mm Width 13mm Height 11mm Weight 2gm

Timers are supplied with a comprehensive instruction manual and users guide

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

Dens Model Supplies

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

Provisional Events Calendar 2019

With competitions for Vintage and/or Classic models

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

Please check before travelling to any of these events.

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

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

www.SAM1066.org

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

www.freeflightuk.org or www.BMFA.org

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

www.SAM35.org

Useful Websites

SAM 1066	-	www.sam1066.org
Flitehook, John & Pauline	-	www.flitehook.net
Mike Woodhouse	-	www.freeflightsupplies.co.uk
BMFA	-	www.bmfa.org
BMFA Southern Area	-	www.sabmfa.org.uk
SAM 35	-	www.sam35.org
National Free Flight Society (USA)	-	www.freeflight.org
Ray Alban	-	www.vintagemodelairplane.com
Belair Kits	-	www.belairkits.com
Wessex Aeromodellers	-	www.wessexaml.co.uk
US SAM website	-	www.antiquemodeler.org
Peterborough MFC	-	www.peterboroughmfc.org
Outerzone -free plans	-	www.outerzone.co.uk
Vintage Radio Control	-	www.norcim-rc.club
Model Flying New Zealand	-	www.modelflyingnz.org
Raynes Park MAC	-	www.raynesparkmac.c1.biz
Sweden, Patrik Gertsson	-	www.modellvänner.se

control/left click to go to sites

Are You Getting Yours? - Membership Secretary

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

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

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

P.S.

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

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

Your editor *John Andrews*