NEW Clarion

SAM 1066 Newsletter

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iPad users: If you are having trouble opening the New Clarion, hold your finger on it to display a menu, then select "open in new tab". You will find the new tab to the right of the SAM1066 tab.

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Editorial

There is an e-petition concerning the conversion of airfields from 'green field' sites to 'brown field sites. We need all the airfields we can get.
E Petition: - If you haven't picked this up on the BMFA website, do sign it. We need airfields of all sorts. https://petition.parliament.uk/petitions/106779

This month we have a nice article on an electric 'Slicker' from the pen of (computer really) one Joe Migliorini, we could all be flying this sort of thing one day.
Stewart Mason also weighs in with a diesel powered model in a similar vein, Vic Smeed's 'Bimbo'.

I have brought my own meeting reports up to date with many pages of this that and the other.

The Southern Coupe League is concluded and we have two reports on the final event followed with the individual results from the October meeting and Roy Vaughn's final league table. I draw your attention to the league table where I make my first appearance, I may be bottom and have no points but I'm there.

Our man in Canada/USA, Jim Moseley, provides us with a report on the Great Grape Gathering held in New York at the Geneseo field of the National Warplane Museum. It appears that it is not only SAM1066 that has occasional weather problems as will be seen in the concluding part of the GGG story next issue.

It would appear that our Chairman JT may have met his match at power model trimming when he reports on his efforts with a 'Vector Director' thrown at him by Bob Owston.

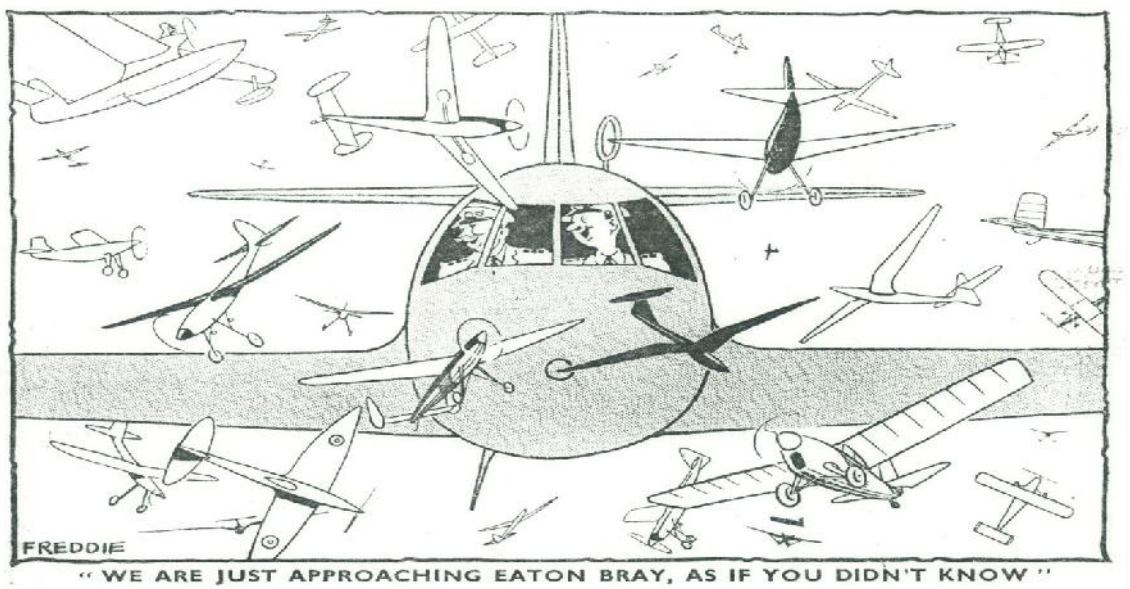
Secretary Roger Newman is now deep into electrics with timers etc. and he discusses his work with available commercial devices at length. He also reports on yet more attention from the press concerning some outlandish ideas supposedly proposed by the government for the control and monitoring of 'Drones'. I would suggest the first question is "What is a Drone". No one seems to have come up with a definition for a Drone as yet.

Scale man Lindsey Smith has donated a superb Scale Rubber model to be sold for charity, the history of the model is quite interesting.

Look into the adds for the JOD swap meet in Wigan on Sunday Afternoon December 6th.

Finally with deep personal regret I report on the loss of yet another aeromodeller in the person of John Wingate who passed on recently having lost his battle with cancer.

Editor



Slicker Diary - Joe Migliorini

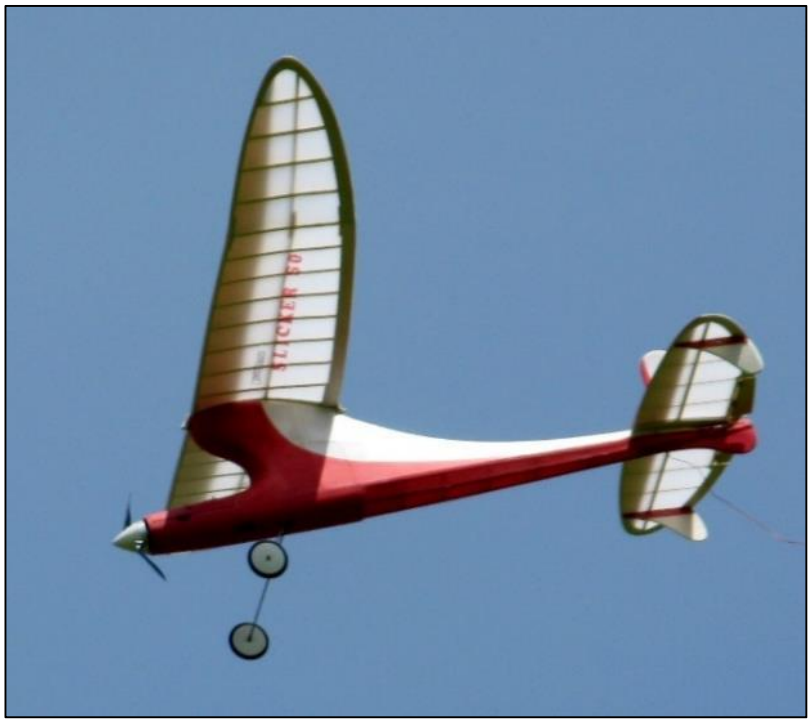
How it All Started

There are times when we of the model aircrafty fraternity are privileged to share historical insights denied to Humanity at large. And such an occasion arises with an undocumented, unverified and so far unpublished thesis reputedly compiled by unattributed sources during the Golden Age of Aeromodelling. For some time its existence was only a suspicion because data were redacted; suppressed by vested interests. The importance is at once made clear by the mandatory dismissal of attributable anecdotal evidence and positive absence of bibliography.

It is mooted that by many years, young Bill Dean, the designer, anticipated the introduction of electric motive power for model aircraft. In short – there is a suggestion that the Slicker series originally was designed for electric motors. The absence of readily available suitable electric power units in the 1940s and 50s resulted in the design being compromised; modified to accommodate the small internal combustion engines of the time. By shortening the nose of the Slicker it proved practical to achieve a suitable centre of gravity for the model by installing for example, a Mills 1.3 diesel - weighing 126 gm in the 42" version, or an ED MkII weighing 170 gm in the 50" version. In practice - in those early days the weights were even more critical than today because they were stated in the crude Imperial 'Ounce' (oz.) of the day – '4.5 oz.' for the Mills, and '6.0 oz.' for the ED Mkll – one can see how far we have progressed.

This meant that the longer, classic extended nose, design which could accept for example an AXI 28/08/24 electric motor weighing 76 gm, was not widely adopted. So the original 'Long Nosed Slicker' had to wait for the prophetic adage "..The Future is Electric..' to become accepted wisdom.

Whilst there will always be nay-sayers, of course there will, there is circumstantial argument to support the position. For example – anticipation of the facility to house radio receivers yet to be developed; the generously domed pylon is indeed capable of housing coil and condenser for a spark ignition engine – but this was merely a stopgap measure for the times - pending Rx developments. Why else would the cylindrical housing at the pylon base be so formed other than to provide space for a speed controller and li-po? And, *surely*, it can be no coincidence that the smooth line transition of the pylon to the rear fuselage provides ample room for rudder and elevator servos.
(With apologies to those who wish not to be called Shirley).



Slicker 50 with Graupner 9 x 6 folding prop before removal of underfins.

The retrospective circumstantial evidence is there and by embracing the implicit placed before us we can benefit from the potential which Bill Dean envisioned. With this in mind, it may be of interest to some to share an account of my experience of cooperating with the inevitable: the desire to see an elegant model in the sky above a land so crowded that free-flight is the exception rather than the norm. Where radio guidance allows for us a short stagger to recover the model rather than attempt a half mile limp and stumble across uneven turf to retrieve.

Slicker Diary 1949-2015

The Keil Kraft Slicker is my personal favourite model dating from indelibly impressionable post-war teenage years. My first Slicker was the original 42" model with a Mills 1.3, around 1949. Picture the boy on a bike; Grays County Tech green blazer; newly built red and white KK Slicker in one hand, the other on the Raleigh Clubman's handlebar; a 'Valvespout' can of home-made diesel fuel in blazer pocket (...yes yes..I know, I know...). Calm, quiet, autumn weekday evening; a cycle ride from North Grays along Green Lanes to Orsett Fen and to a large arable field surrounded by trees shedding their leaves; thin smudge of grey smoke from a farmer's bonfire, fields away lazily drifting vertically into the still air.

Bike on the ground. Fuel can out from blazer pocket (..yes...yes.. I heard you..) and fuel into the Mills' tank. First time engine start; how odd they always seemed to start at first finger flick in the days of our youth (like a lot of other things come to think of it). Excitement! Allow some fuel to burn off. Hand launch model, because the newly tilled ground is rutted and rough. Spiral climb – legendary pattern – rock steady. Watching spellbound; awestruck, never seen this before. Model continues to climb; and climb; and climb; still climbing. It was an absolute fluke, but the acme of "flying straight off the board" in perfect trim and with the engine on song; that doesn't often happen these days either.

How much fuel is there left in the tank? Idiot! Model disappears straight up, a speck, out of sight. Dismay. Disappointment. Somehow my cherished bone-handled-penknife had dropped from my pocket and was also lost. Dejection, but reluctant acceptance of reality – the model gone forever and no-one but I had seen it fly. Retrieve bike, make my way back to Green Lanes and set off for home. Couple of hundred yards along – fleeting glimpse between the trees in the failing light of something in the field off to the right; something red and white; yes there, between the trees, Yes!!! It may be that the model had descended nearly as vertically as it had gone up, but in any event there it was - found. Happy Days.

Numerous, now judiciously timed, flights followed, both at Fairlop Aerodrome and at Orsett Fen and The Slicker featured prominently in my free-flight Aeromodelling education. Albeit that today I have to acknowledge that my radio control education continues as work in progress

Fast forward fifty five plus years when I had a memory nudge from an article written by Mr F.W.J. Smith in the SAM35 Speaks of September 2005. An electric Slicker. What a great idea; free flight of a Classic with radio interference. So on to the building list and eventually to the top of the list and to the building board. But of course there were problems; summarised thus:

In the 'forties and 'fifties, my airplanes
Had heavy propellers and diesels
So t'was always a doddle to balance a model,
Like Sopwith Snipe or a Tripehound.
But Faraday altered the plot.
And so these days it is not.

Now the tail moment arm on a Slicker, is a long way away from its nose.
So 'seegees' intended, or at least recommended,
Give problems as you may suppose
When shafts wires and magnets,
Use volts amps and watts,
'Stead of pistons and crankshafts, conrods and pots.

Issues arise if we take to the skies with balance down by the tail.
Needs must concentrate to avoid such a state, and flight equilibrium prevail.
So nose moment arm, as distinct from the tail, requires immediate attention.
A few centimetres in forward direction, included in early construction
Will manage the task of that which we ask
Resulting in avian perfection.

Lift thrust and drag are all in the bag, Leonardo assured us of that.
So all is now well, and stories they'll tell of a Slicker that wafts through the clouds
With logic restored by augmenting on board one Moment to balance another
Our Engine replacement with Motor electric brings us by reason eclectic
To a model serene, quiet streamlined and clean
And not made of moulded white plastic.

And that's what happened. More pragmatically, the Slicker in all its guises is simple, quick and cheap to build. The 50" version is large enough for good visibility in the air, so monitoring its attitude is easy and offers a relaxed 3 channel flying experience. With a 76 gm AXI 28/08/24, and the nose extended, the model balances at the plan location. The total wing and tail area is 410 square inches. Supporting 590 grams (20 oz.+) all up weight, which includes a 20 gm Schultz 6 ch Rx, 47 gm 850 mAh 2s lipo, two 9.0 gm servos and a 20 gm switched 25 amp esc. This gives a wing loading of a little over 7.3 oz/sq ft in real money.

For comparison with Bill Dean's original intentions, the add-on weight costs for the 'switch' to electric r/c is in the region of 30 grams with control rods etc. added to the components listed above. This is relates to an ED MkII diesel weighing in at 170 gms, which might have been installed when the world was young; I suggest the prop weights would cancel out.
Gentle flight characteristics result from a deceptively lightweight but tough airframe. But such a light wing loading does mean that for the power installed, at present around 150 watts with a 9 x 4.5 prop, very draughty conditions can prove problematic; not in terms of stability, because the polyhedral wing is remarkably forgiving of unusual attitudes, but in upwind penetration. The model has also flown with a 9 x 6 folding Graupner and the performance was certainly livelier but visually even more out of character. A 9 x 5 with the AXI as fitted should prove a better proposition.
So far, there have been no problems encountered with the limited capacity for providing cooling air for the electronics. This may be due in no small part in the way the model is intended to be

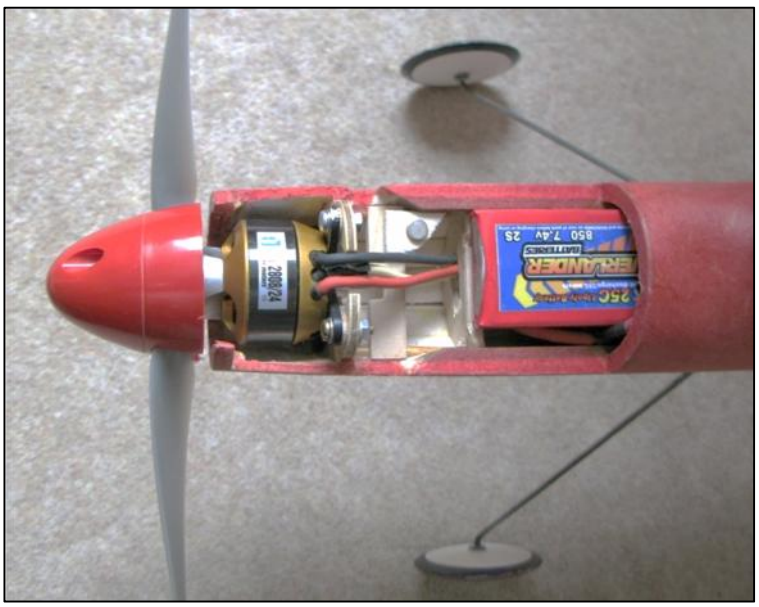
flown; short bursts of higher throttle settings rather than cruising at low settings. The main aim is to take advantage of the model's soaring capabilities rather than precision pattern flight or blazing across the sky.

On the subject of directional radio guidance, it was found that the effect of the underfins on the original proved something of a challenge to the rudder. The model was designed originally to weathercock into wind and this it did most effectively. But that was then and this is now when we can too easily fly out of bounds unless corrected. Not only were they aerodynamically overpowering but also fragile and vulnerable to damage; so the underfins were removed; one might say that the model is now 'underfinless', with much improved rudder effect. The strong tendency to head into wind is very convenient when landing, because depending on wind strength, it is possible almost to 'hover' to the ground with perfect stability. I do have a preference for gentle arrivals.

It has to be stressed that originally this was designed as a free flight model. Flying in modest breezes back in the day was not considered an issue, not even the long retrieve. The design can certainly handle rough conditions if one is brave enough to launch. That said, it is down to personal philosophy and the type of flying a modeller is looking for.

With the non-availability of genuine 'rag' tissue, covering for this particular model is in lightweight Polyspan; double covered with fabric grain applied at ninety degrees to each layer – grain spanwise for the first covering to reduce 'camel-backing' between ribs and chordwise for the final covering. The finish is very dilute cellulose dope, two thirds thinners, applied in three coats. Colour trim is red tissue, double covered and doped on.

Most models of the design period and the Slicker is no exception, use a lot of timber and it is possible to downsize some of the sections shown on the plan. No major aerodynamic design modifications were made. The styling, cosmetic, changes include the unkindly maligned nose extension, removal of the underfins and provision of forward-firing-machine-gun style cooling-air intakes. Referring to the nose extension – the model balances at 50% chord as shown on the plan - this is not specific, because it depends on the mass of the tail end and so is variable. Naturally, in addition to the balance effect, the extension provides extra room for electronics.



Motor and battery installation

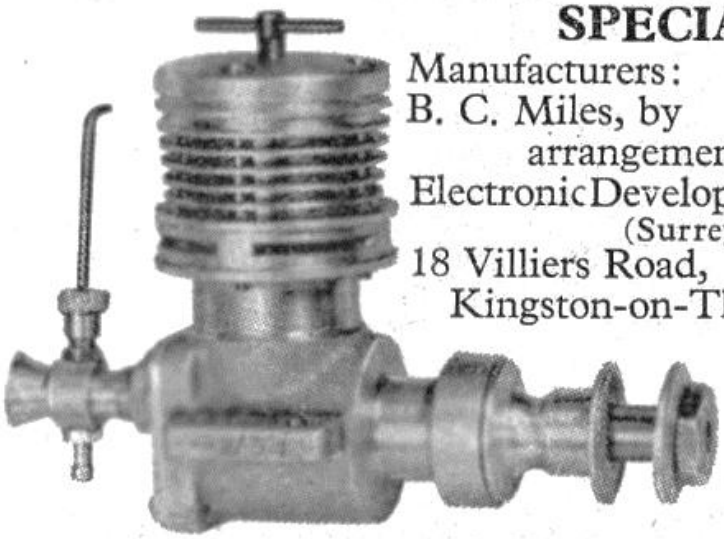
Rx is housed in pylon - ESC aft of battery. temporarily, with a fixed prop and self coloured spinner.

Even with modest basic components there is adequate space for their installation. The use of more compact devices which have become available since the review model was built four years ago suggests a project with interesting possibilities.

Joe Migliorini

It may well be a "...Long Nosed Underfinless Electric Slicker with Air Intakes...", but it continues to be my favourite.

MILES 5 c.c. SPECIAL



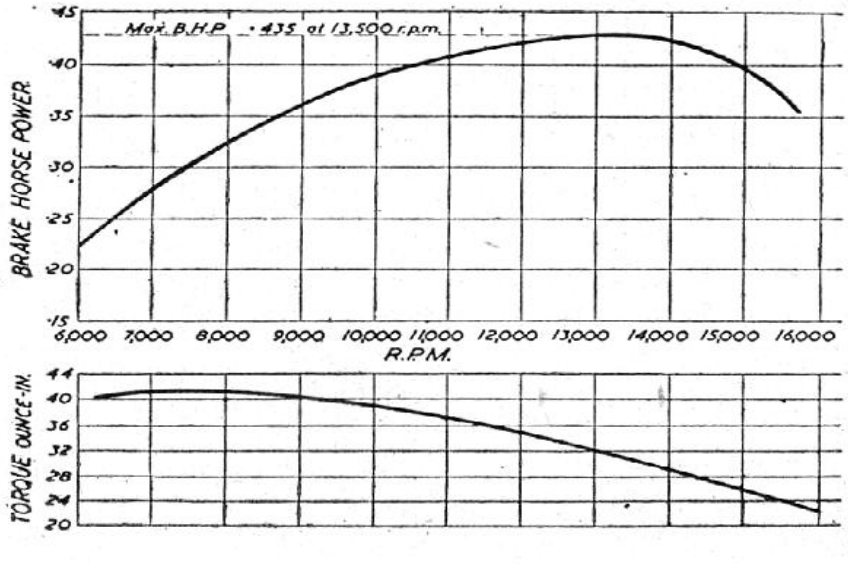
Manufacturers:
B. C. Miles, by
arrangement with
Electronic Developments
(Surrey) Ltd.,
18 Villiers Road,
Kingston-on-Thames.

Retail price: £8 6s. 3d., water-cooled £9 19s. 6d.
Displacement: 4.92 c.c. (.30 cu. in.) Bore: .781 in.
Stroke: .625 Bore/stroke ratio: 1.25 Bare weight: 10 oz.
Max. B.H.P.: .435 at 13,500 r.p.m.
Max. torque: 41.8 oz.-in. at 7,300 r.p.m.
Power rating: .0885 B.H.P. per c.c.
Power/weight ratio: .0435 B.H.P. per oz.

Material Specification:
Crankcase: Cast light alloy, DTD 424
Rotor disc: aluminion
Cylinder Centrifugally Cast Iron
Cylinder jacket: Dural
Cylinder head: Dural
Contra-piston: Cast iron
Piston: Cat iron
Connecting rod: Dural
Crankshaft: Steel S.14
Crankshaft bearing: Two ball races

PROPELLER dia. pitch	R.P.M.
11 × 8 (Whirlwind)	7,100
12 × 6 (Trucut)	6,750
10 × 8 (Truflex)	8,500
10 × 8 (Whirlwind)	8,500
11 × 6 (Whirlwind)	8,800
11 × 5 (Stant)	10,000
9 × 6 (Stant)	12,600
10 × 4 (Stant)	13,000
8 × 6 (K-K)	14,700

Fuel: Mercury No.8

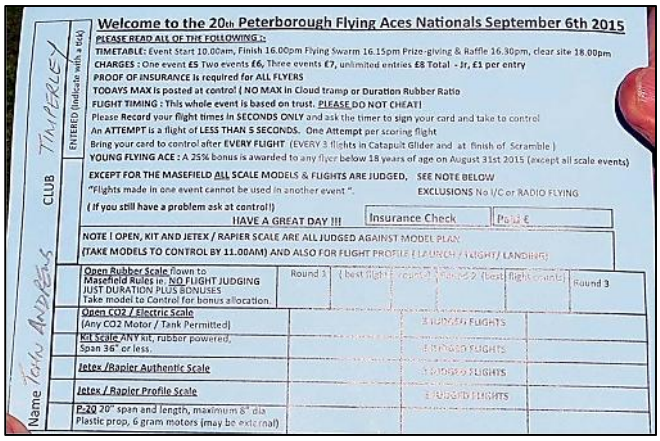


Here & There - John Andrews

As the title of this epistle implies I will try to get up to date with my efforts at one or two of the meetings I have attended and not yet reported on.

Peterborough Flying Aces, Sunday 6th September

As appears to be the norm, the Peterborough Flying Aces meeting had good conditions and its history of defying weather forecasts remains intact. The long list of competitions at this small field meeting means whatever models you may have will qualify for some comp or other.

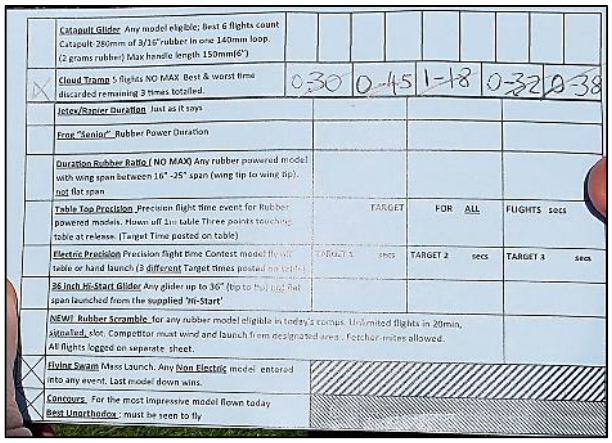


Welcome to the 20th Peterborough Flying Aces Nationals September 6th 2015

PLEASE READ ALL OF THE FOLLOWING :-
TIMETABLE: Event Start 10.00am, Finish 16.00pm Flying Swarm 16.15pm Prize-giving & Raffle 16.30pm, clear site 18.00pm
CHARGES : One event £5 Two events £6, Three events £7, unlimited entries £8 Total - Jr, £1 per entry
PROOF OF INSURANCE is required for ALL FLYERS
TODAYS MAX is posted at control (NO MAX in Cloud tramp or Duration Rubber Ratio
FLIGHT TIMING : This whole event is based on trust. PLEASE DO NOT CHEAT!
Please Record your flight times in SECONDS ONLY and ask the timer to sign your card and take to control
An ATTEMPT is a flight of LESS THAN 5 SECONDS. One Attempt per scoring flight
Bring your card to control after EVERY FLIGHT (EVERY 5 flights in Catapult Glider and at finish of Scramble)
YOUNG FLYING ACE : A 25% bonus is awarded to any flyer below 18 years of age on August 31st 2015 (except all scale events)
EXCEPT FOR THE MASEFIELD ALL SCALE MODELS & FLIGHTS ARE JUDGED, SEE NOTE BELOW
"Flights made in one event cannot be used in another event ". EXCLUSIONS No I/C or RADIO FLYING
(If you still have a problem ask at control!)
HAVE A GREAT DAY !!! Insurance Check Paid £
NOTE ! OPEN, KIT AND JETEX / RAPIER SCALE ARE ALL JUDGED AGAINST MODEL PLAN
(TAKE MODELS TO CONTROL BY 11.00AM) AND ALSO FOR FLIGHT PROFILE (LAUNCH / FLIGHT / LANDING)

Open Rubber Scale flown to Masefield Rules ie: NO FLIGHT JUDGING JUST DURATION PLUS BONUSES Take model to Control for bonus allocation. Round 1 (best flight) Round 2 (best flight) Round 3
Open CO2 / Electric Scale (Any CO2 Motor / Tank Permitted) 5 TIMED FLIGHTS
Kit Scale ANY kit, rubber powered, Span 36" or less. 5 TIMED FLIGHTS
Jetex /Rapier Authentic Scale 5 TIMED FLIGHTS
Jetex / Rapier Profile Scale 5 TIMED FLIGHTS
P-20 20" span and length, maximum 8" dia Plastic prop, 6 gram motors (may be external)

CLUB TIMPERLEY
ENTERED (indicate with a tick)
Name JOHN ANDREWS



Catapult Glider Any model eligible; Best 6 flights count Catapult 280mm of 3/16" rubber in one 140mm loop. (2 grams rubber) Max handle length 150mm(6")
Cloud Tramp 5 flights NO MAX Best & worst time discarded remaining 3 times totalled. 0.30 0.45 1.18 0.32 0.38
Jetex/Rapier Duration Just as it says
Free "Senior" Rubber Power Duration
Duration Rubber Ratio (NO MAX) Any rubber powered model with wing span between 16" -25" span (wing tip to wing tip). not flat span
Table Top Precision Precision flight time event for Rubber powered models. Flown off 1m table Three points touching table at release. (Target Time posted on table) TARGET FOR ALL FLIGHTS secs
Electric Precision Precision flight time Contest model fly off table or hand launch (3 different Target times posted on table) TARGET 1 secs TARGET 2 secs TARGET 3 secs
36 inch Hi-Start Glider Any glider up to 36" (tip to tip) flat span launched from the supplied 'Hi-Start'
NEW! Rubber Scramble for any rubber model eligible in today's comps. Unlimited flights in 20min, signalled, slot. Competitor must wind and launch from designated area. Fetcher-mates allowed. All flights logged on separate sheet.
Flying Swarm Mass Launch. Any Non Electric model entered into any event. Last model down wins.
Concours. For the most impressive model flown today
Best Unorthodox : must be seen to fly

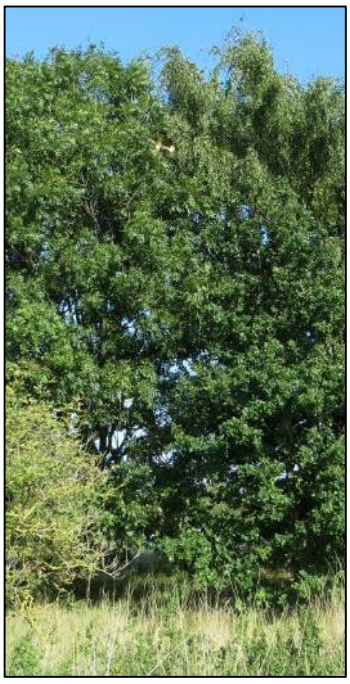
We all get one scorecard and fill in to suit, my Cloud tramp scores are not too impressive.

This meeting is where my 'Cloud Tramp' gets its annual airing. The model is my second, the first got lost in lift way over Peterborough a few years back and No2 is a bit battered now as it has had a few new fins and tailplanes through its chequered career but I still give it a whirl. My performance this year in the comp was not outstanding, you really need flights of in excess of 1 minute to get anywhere. You make 5 flights and the highest and the lowest times are discarded. I use fairly high power as is my want and this makes launching quite critical, if you do not get it right you either get a couple of hair raising low level circuits or a monster loop before climbing away. I had both errors on my series due to loosened binding of the prop mount varying the thrust-line, at least that's my excuse and I'm sticking to it.

I did however 'almost' win the mass launch at the end of the day, but a damned great tree got in the way. Any model flown in the events of the day qualifies for the mass launch fly-off when all models are simultaneously let loose and the last model down is the winner.

Note above, I cheat by not launching immediately

I put 1000 turns on the 4 x 3/16 motor in my 'Tramp' and on release it shot straight up over my head and when I turned around the air was full of models and I failed to pick out my own. When all the models were down I set out across the field looking for any model that did not have an owner retrieving it and one by one all models were retrieved and no signs of mine. I got towards the edge of the field where the eventual winner was returning with his model and I asked if he had seen any others, he replied negatively but his companion said he thought there was a Cloud Tramp up a tree. Sure enough there was No2 high in a tree way past where the winner had picked up his model. I insist that, but for the termination of my flight by the tree, I would have been victorious as I was obviously higher and further and would have been longer.



Could have, would have, should have, but didn't.

I only wish I could have seen the flight, it would have been the days highlight.

I had a few trimming flights with my 'Archilles' and it looked almost ready for the Rubber Ratio comp but time was not available as 5 flights and trimming of the 'Tramp' had taken a while and chit chat here and there had not helped.

A few miscellaneous pictures from Rachel's camera

The Isidro family, from Portugal
Flying Aces Regulars

Peter Fardell's Albatros DIII

Ken Bates with his *'I think'* scale Sopwith seaplane

A scale 'Morane L' again by Peter Fardell

Pete Illiffe, scale man

Ken & Noreen Bates with twin grandsons and all their winnings

The Peterborough meeting is always a good day out with nearby lake and watersports, also boasting a licenced café and adjacent to a preserved steam railway with a station in the park a couple of hundred yards up the road. Well worth the trip, model flyer or not.

BMFA 7th Area North Luffenham, Sunday 13th September

It was a pretty good flying day and most of the long grass of the previous visit had been cut.
It was still rough going under foot but when control and ourselves finally settled on a flying position there was a runway going in more or less the right direction for cycle recovery.
I entered combined rubber/power classic and put my repaired 'Last Resort' together for trimming. The fuselage had been in two pieces but I had strapped both bits to a 1Mtr steel rule and filled in the gap. As the repaired fuselage was still more or less straight I did not expect much change in trim and so it proved. A bit of packing here and there and I was ready for the first flight. I wound and launched, the model climbed a bit tight but got well up and was looking good for the first max when the DT went and I was a few seconds light yet again.
What went wrong I still do not know, I think I must have let the Tomy run down a bit while waiting to launch. I do not have a DT timer stop and I hold the timer shaft pin whilst waiting.
Rachel set off on the bike for recovery whilst I stayed at base camp muttering obscenities into my beard, forgot to shave.
I waited quite a while, had a cup of tea, still no Rachel so I rang her up on the mobile. She reported that she had the Bodnar bug signal and the model must be in an area of uncut grass but as yet she had been unable to locate it. Next I get a call asking "what was the bug frequency" as Phil Ball was now part of the hunt and wanted to retune his tracker to my bug so that he could use his Yagi aerial. By this time I had decide to venture forth and took the car down to see what was what. When I arrived the model had just been located by Rachel climbing up on a large mound from which vantage point she could just see the aircraft. I put the model in the back of the car and drove back to base whilst Rachel and Phil cycled back. Rachel arrived back at base a little out of puff having worked hard to keep up with Phil. I informed her that Phil was on an electric bike but she did not believe me until she went to look at it.

I must admit that at first glance it could be mistaken for a normal bicycle but the big battery is the giveaway.

I declined to make any more flights as the long grass in the dt zone was quite a deterrent and an extended DT would be on the golf course or in the camp.
I used the time to trim 0-4 but my flight log reads 'still poor climb'. I tried my old 36-3 but it was under-elevated and flew into a bush punching out the wing leading edge in a couple of places.
I gave it best for the day and wrote up the day's debacles in the flight log book.
Looking at the picture here I do not recall putting the somewhat large propeller blades on 36-3, it used to have relatively small blades and climbed at an alarming rate last time I recall having to use it at a windy nationals a couple of years back at least.
The days flying was not one of the best but Sunday lunch and a bottle of wine in the pub down the road seemed to alleviate the disappointments of the day.

More pics from Rachel's camera

Spencer Willis and Walter Hodkinson flying Vintage

Bill College under intensive F1B winding training from John Billam
Looks like he needs it.

Scale at Port Meadow Oxford, Sunday 20th September

Rachel and I travelled down to Port Meadow Oxford as a support group for Martin Pike who was flying in this first experimental 'scale only' meeting CD'd by Charlie Newman. We had the usual parking problems as we arrived late so finished up parking back down the road and entering the meadow from the downwind side. Good job I had my walking stick as it was a fair old stroll across to the flight line, carrying a chair to boot. It was a day of rest for me as spectating is always relaxing and there were many delightful scale models being turned loose to keep one awake.

I've no idea what was actually going on as far as competitions were concerned, the photos Rachel took of the result sheets indicate: all scale of course;
BMFA CO2/Electric; BMFA Power; Scale Glider; BMFA Rubber; BMFA Outdoor Kit Scale; Profile Jet; Authentic Scale.

A selection of models with paperwork awaiting static judging

All in all a good first meeting, well worth making an annual event I would think.

Old Warden Sunday 27th September

Once again it was a day out spectating at the SAM35 control-line events and supporting Birmingham club members Colin Shepherd and Eric Hawthorne who were competing in the special Keil Kraft 'Skystreak 26' event.
The competition was a concours event with a qualification flight to be made.

Colin Shepherds 'Skystreak 26' AM15 powered


Eric Hawthorne gets it away

As it transpired the qualification flight received extra points for aerobatics. The two Birmingham competitors being unaware of this had not flown their models before, to keep them clean. Their qualification flights were the first the models had made and both had bad engine runs so aerobatics was out of the question even if they had realised they were required.


Colin makes his flight


Colin launches Eric's model on his qualification flight

The pair received awards but if they had realised that aerobatics were on the cards they could have had test flights prior to qualification and then the results may have been different.
There was the usual melee of free flight mixed with radio going on out on the field and models were being lost in lift, travelling over the hangers and the Swiss Garden. Once again a relaxing day out in good weather and lunch in the café. *(pictures by Derrick Lane, S'th B'ham MAC)*

Wallop Saturday/Sunday 3rd/4th October

The weekend did not start well. On the Friday we travelled down to our usual Premier Inn at Andover and found that I had cocked up the booking dates and we were not booked in for that Friday night. Fortunately they had a spare room and being regular customers they shuffled bookings about to keep us in our usual room for the four nights.

Saturday morning up and away to the museum café for breakfast. We both avoided the full English as we had eaten in the hotel the night before and over done it by having a sweet, something we do not normally partake of unless we have skipped the main course. I had had a banana split and spent an uncomfortable night trying to sleep.

That's enough waffle let's get to the flying. It was combined Wakefield for me and, as conditions were ideal, I opted to fly the 'Jaguar'. The model had not been flown for some time and more propeller repairs had been effected. I have acquired a nice new prop from Spencer Willis but had elected to give the old much repaired one, one more chance.

I assembled the model and installed an 80gm 16strands x ¼ motor intended for my old 'Gipsy'. Trim was haywire, the extra weight of the propeller repair having its effect but the model kept winding in on the glide. The model escaped damage thanks to the long grass and the rudder trim tab was moved at least 3mm to the left but still the Jag wound in. The power was OK all the time, it was just the glide that was driving me crazy. Eventually in desperation I stuck a couple of inches of gurney flap on the R/H wing and bingo stable glide. Without any further checks, mistake, I wound for the first comp flight, launched and the model went straight up and would have power stalled but the 16 strands would not let it so the Jag pulled off the top and climbed away. Got to a respectable height but the glide, although now stable, was under-elevated and still a little tight. The model was down short of requirements in the indifferent air. I then changed the motor to a bigger, longer, thinner one, 90gm 20strands x 3/16 and opened out the glide turn a little more.

Second flight, proper power stall but model recovered and climbed away to a much greater height than the first effort, an easy max, DT'd still high up. Any fool can do it second time.

For the third flight a little side-thrust cured the power stall and put into good air the old Jag was miles up when the DT popped.

Sunday, full English and out onto the field, we were round the far side this time and all I had to fly was my makeshift coupe that I put together from spare bits last year for the B'ham Coupe in December. The least said about my performance the better, although I did exceed a minute on one flight. It was good fun trying but 10gm of rubber and a way overweight aircraft will not produce long flights. The only bit of lift I found was when I had packed the glide too near the stall and although it was the longest flight it was certainly not the prettiest. I had upped the motor to 12 strands of 1/8 which gave a good climb if I got the launch right but the turns spun off in about 20 seconds. The model finished up somewhat the worse for wear with wing spars cracked, tissue splits all over and the fuselage longerons were found shattered when I took the model to pieces afterward. Still I had some fun and got 5 flights on the card and only 3 broken motors. I now have some idea what to make next. I've got a piece of my son's broken fishing pole so it's gonna be a box at the front, longer boom, lighter surfaces and double bladed prop.



A couple of prize winners, not quite sure what for but Trevor (Mr Electric) Grey was aggrieved that he had not managed to get his picture in the New Clarion up to now so that's another satisfied customer. As for Barbara, when she gets a grip on you, its hells own job to get away as Roger will testify, still he did ask for a kiss.

That's all folks!! I'm up to date. *John Andrews*

Vintage in Black & White - Keith Miller Archive

Unknown modeller starts his engine. Chobham in the 50*s

John Palmer ROG's his Wakefield at Chobham in the 50's.

Vic Jays launches at Chobham in the 50's.

Pete Scarbrow winds his "North Star" Wakefield held by designer. Jack North

Bond Baker of Australia (winner of 1958 Wakefield Cup), launches his Wakefield at the Croydon Gala in 1958.

John Palmer (CDMAC) ROG's Wakefield at Chobham in the 50's.

John Knight of North Kent Nomads club launches his Wakefield at Chobham in the 50's
And winds his Wakefield held by his father

Keith Miller Archive

Coupe Europa 2015 Report I - Don Thompson

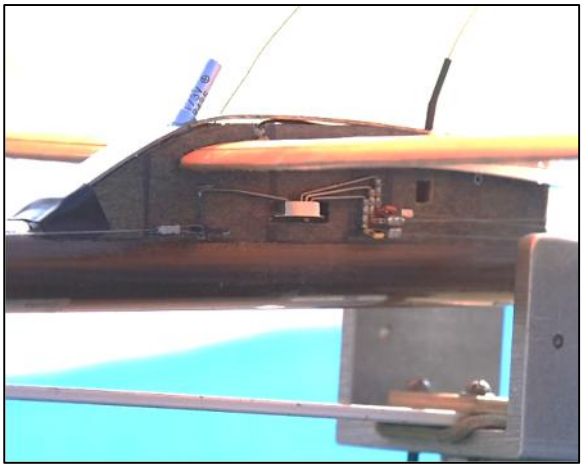
Middle Wallop, 4 October 2015

Croydon and DMAC again held the annual Coupe Europa competition for F1G and Vintage Coupe free-flight classes at Middle Wallop airfield. F1G was held in rounds, to the proper 5 flights format and Vintage was for 3 flights without rounds.

The day started cool with minimal drift, so the max was set at 120 seconds for both classes. In the afternoon, the breeze increased and some models left the field, so the max for the last 2 F1G rounds was reduced to 90 seconds.

Early conditions gave some good lift, but later the conditions were trickier, so the number of maxes per round were the same with the 90 sec max as for the previous 120 max. Some strong lift was evident, including an unfortunate flyaway by Dave Greaves' model, and also some large downdrafts. Notably Alan Brocklehurst, flying his well-known, successful, No 3 F1G and aiming for his 5th max to make the flyoff, was hammered down to land at prop fold for only 71 sec. Other people had the usual gadget troubles, Peter Hall managing to have his prop start fail twice in the same round.

However, Roy Vaughn demonstrated faultless operation of his high-tech model.



Roy Vaughn's Hi Tech model

By contrast Chris Redrup had a vintage Etienvre airframe with 2 bladed prop for F1G. This model was recognisable in the air by its unusual dutch rolling behaviour whilst on the climb.

The scores resulted in only 2 people in the flyoff for each class; Roy Vaughn and Chris Redrup in F1G and Ted Challis and Gerry Ferer in Vintage coupe. .

The flyoff was to the Middle Wallop D/T format, with a 60 sec D/T. First away was Ted Challis, who found a good piece of lift and d/ted at exactly 60 sec, to give the best score. Roy Vaughn decided to add some drama, by breaking his prop blade whilst waiting to launch. He returned to his car, effected the repair, returned to his thermistor pole to pick his air, and flew with still 3 minutes of the flyoff to spare. Roy won F1G by 32 secs over Chris and Ted won Vintage by 10 secs over Gerry.

The Flitehook Trophy for teams of 3 flyers was won narrowly by Crookham, ahead of Bristol & West, neatly reversing last year's result.

The prize-giving followed, and Croydon made a special presentation to John Thompson and Roger Newman of SAM1066, in appreciation of their continuing efforts to ensure smooth running of the events at Middle Wallop. Middle Wallop is not the biggest flying field, but it is certainly one of the most civilised.

The Croydon club also thanks the BMFA London Area for their support for our events.

Results

Coupe Europa F1G			
Name	**Total Secs**	**Flyoff Secs**	**Pos'n**
R Vaughn	540	86	1
C Redrup	540	54	2
P Tolhurst	532		3
A Brocklehurst	521		4
K Taylor	520		5
M Stagg	517		6
D Greaves	516		7
G Manion	501		8
R Taylor	496		9
R Kimber	480		10
P Hall	453		11
R Fryer	434		12
J Paton	433		13
D Powis	429		14
G Stringer	409		15
J White	312		16
J Andrews	204		17
C Chapman	197		18

Coupe Europa Vintage Coupe				
Name	**Model**	**Total Secs**	**Flyoff Secs**	**Pos'n**
T Challis	M Etienvre	360	77	1
G Ferer	Bagatelle	360	67	2
R Oldridge		326		3
T Stevens	Bagatelle	319		4
P Michel	Dore	275		5
D Beales	M Etienvre	242		6
C Redrup	M Etienvre	240		7
P Tolhurst	M Etienvre	148		8
R Fryer	M Etienvre	62		9
G Manion	M Etienvre	30		10

No of Maxes per round				
Rd1	Rd2	Rd3	Rd4	Rd5
13	10	10	10	9

Peter Hall launches his F1G

Roy Kimber's F1G inverted as the d/t functioned.

(all pictures by Martin Dilly)

Don Thompson

Coupe Europa 2015 Report II - Peter Hall

Final Round Southern Coupe League 2015
October 4th at Middle Wallop

Last year's event had perfect weather so it couldn't happen again; but it did. A dream of a day; the morning northeast drift veering light southeasterly in the afternoon. Thirteen of the eighteen coupe flyers maxed in round one and ten round two; the models landing no more than a couple of hundred yards away. After midday in round three, they were reaching the western perimeter and nine dropped as the air livened up. David Greaves caught a boomer, his D.T. failed and it was out of sight very high (retrieved later). The max. was reduced to 1.30 to keep the models in the field. In spite of this, eight dropped round four and nine round five. In these benign conditions we might have expected a mass fly-off but only Chris Redrup and Roy Vaughn maxed out.

Chris was flying his very successful Etienvre with a twin-bladed prop. for F1G use. This flies like a duck walks, rolling and yawing; maybe it's that prop. Roy in contrast flew his auto-coupe with V.I.T., W. W., I.P.R. and electronic timer. This was a D.T. fly-off and Chris knew that no matter how carefully he set his Tomy timer he couldn't match Roy's electronics, and unless he got the air right he couldn't match the auto-coupe's performance. So the heavy betting was on Roy as he prepared to launch. Breaths were bated, the paparazzi jostled for position, and then..... ping! A prop. blade flew off. Chris couldn't fail now could he? He launched, badly, into poor air, no matter. He stalled on the glide, no matter. He D.T.'d eight seconds late (that's a sixteen second penalty) no matter. The bookies were removing their shirts. Meanwhile, back in the pits, consternation and confusion and then, step forward Ken Taylor with cyano and kicker, but surely such a repair would fail? The tension was unbearable, several onlookers fainted, and then..... a perfect burst, transition, climb and glide and then D.T. at exactly sixty seconds (the timer was set for fifty - nine leaving one for reaction time!) It was all over, the bookies replaced their shirts. Peter Tolhurst took third place giving 'Crookham One' team a narrow victory over 'Bristol and West'.

In our youth, we had a kitchen table, a razor blade, sandpaper and a pair of pliers. This rudimentary toolkit developed into the shed or garage workshop with lathes and milling machines. Hubs and control systems once fashioned out of bent wire are now turned and milled from aluminium, proper engineering guaranteeing reliable and efficient operation. Many of us still have a touching faith in bent wire and can't get a lathe or milling machine onto the kitchen table so it's still in wide use. But bent wire as we all know to our cost can misbehave in a thousand subtle ways leading to catastrophic failure. Roy Vaughn's prop. was a nice example. The hub is properly engineered but the I.P.R. line is held by a bent wire prong. Over time this has straightened slightly under the line tension. The time would come when the line would slip off prematurely. That time was 4.33 pm October 4th 2015.The failure of bent wire devices has accounted for many of my dropped flights. My auto-coupes bristle with them. Two tiny wire hooks hold the prop. blades in position prior to release. In round four these failed and the blades jammed under the wing. They failed again for attempt two. I then forgot that a second non-scoring attempt gives you a zero, over-rode the I.P.R. and maxed; nice but futile. For items made from scraps of plastic and costing pennies, Tomy timers are remarkably reliable and accurate to within a second or two. Chris Redrup has investigated his eight second overun. He found a toothpick and a spare aluminium rear peg rattling about in the fuselage. I haven't the time and certainly not the space to tell you how they got there, but he concludes that the

toothpick temporarily jammed the Tomy's bent wire governor, and the stray peg shifted the C.G. causing the stall.

Despite his fourth round shambles, Peter Hall won the Southern League Cup. Alan Brocklehurst, last year's winner, took second place one point ahead of Peter Tolhurst in third. The drama and excitement at the end of the day got the better of our team working out the final scores and Peter T. was awarded second place by mistake. The correct order is now restored with apologies to both. At first glance participation in the League looks quite strong. Like all others there's a good cluster at the top which dwindles away rapidly as you go down the list. Forty-two took part but only nine flew three or more events and the average number of events flown per person is only 1.6. In future, free-flight looks like it will be increasingly constrained by small field limitations and health and safety requirements. Coupes are clean, green, very economical to run, and easily adaptable to field limits. They are future proof. Not only that, their design, construction and operation are challenging and open to development and innovation. It is a long wait to the start of next year's first S.C.L. event so if you haven't built one, try one and join the League.

Coupe Europa Results & Scores

COUPE EUROPA				
	ENTRANT	**CLUB**	**MAXES**	**SCORE**
1	R.Vaughn	Crookham	5	17
2	C.Redrup	Crookham	5	14
3	P.Tolhurst	Crookham	3	11
4	K.Taylor	E.Grinstead	3	10
5	M.Stagg	B&W	4	10
6	D.Greaves	B&W	3	8
7	A.Brocklehurst	B&W	4	8
8	G.Manion	Birmingham	4	7
9	R.Taylor	E.Grinstead	3	5
10	R.Kimber	SAM35	3	4
11	P.Hall	Crookham	4	4
12	R.Fryer	SAM35	3	3
13	J.Paton	Crookham	3	3
14	D.Powis		2	2
15	G.Stringer	E.Grinstead	2	2
16	J.White	Croydon	0	0
17	J.Andrews	Timperley	0	0
18	C.Chapman	B&W	0	0

2015 Southern Coupe League Winners

1st - Peter Hall

2nd - Alan Brocklehurst

3rd - Peter Tolhurst

Southern Coupe League Final results Table

Pos'	Entrant	Club	First Area	London Gala	Oxford Rally	Odiham	South'n Gala	Crook'm Gala	Coupe Europa	Total
1	P. Hall	Crookham		11		15	17	11	4	**58**
2	A. Brocklehurst	B&W	10	16		8		8	8	**50**
3	P. Tolhurst	Crookham		13	8	9	8	2	11	**49**
4	R. Vaughn	Crookham			17	12			17	**46**
5	C. Redrup	Crookham			11			15	14	**40**
6	J. Paton	Crookham		6	9	11		2	3	**31**
7	M. Stagg	B&W	15	4					10	**29**
8	D. Greaves	B&W	12					5	8	**25**
9	P. Seeley	B&W	5				13			**18**
=	A. Moorhouse	Vikings		8				10		**18**
=	M. Marshall	Impington		6				12		**18**
12	D. Thomson	Croydon	3		5	6				**14**
13	K. Taylor	E.Grinstead	3						10	**13**
=	P. Lagan	N.Zealand			13					**13**
=	G. Manion	Birmingham						6	7	**13**
16	G. Stringer	E.Grinstead						9	2	**11**
17	D. Neil	B&W	8							**8**
=	A. Crisp	Biggles					8			**8**
19	C. Chapman	B&W	6							**6**
=	R. Kimber	SAM35			2				4	**6**
21	N. Allen	E.Grinstead	5							**5**
=	J. White	Croydon			5					**5**
=	P. Jackson	Croydon				5				**5**
=	R. Taylor	E.Grinstead							5	**5**
25	P. Gibbons	Peterborough			4					**4**
=	R. Fryer	SAM35			1				3	**4**
27	B. Stichbury	SAM35				3				**3**
28	D. Powis	CVA							2	**2**
29	T. Winter	CVA	1							**1**
30	G. Jones	Epsom								**0**
=	E. Tyson	Crookham								**0**
=	J. Andrews	Timperley								**0**

STOP PRESS !

The Southern Coupe League is expanding northwards to embrace events at North Luffenham. Gavin Manion has proposed that Le Grand Coupe de Birmingham be included and that North Luffenham becomes a venue (together with Ashdown Forest, Beaulieu, Merryfield, and Salisbury Plain) for the qualifying Area event. S.L.O.G. the Southern League Organising Group, has welcomed the proposals and so Le Grand Coupe de Birmingham on December 6th 2015_ will be the first of the next league's eight qualifying events, climaxing with Coupe Europa in autumn next year. The results of five of these will count for the final score.

Here are the events; dates will be published as soon as available.

2016 Provisional Fixtures		
Coupe de Birmingham	December 2015	North Luffenham
Area Meeting	t.b.a.	Beaulieu/Ashdown/Merryfield/N Luffenham
London Gala	April	Salisbury Plain
Oxford Gala	June	Port Meadow
Odiham	July	RAF Odiham
Southern Gala	August	Salisbury Plain
Crookham Gala	September	Salisbury Plain
Coupe Europa	October	Middle Wallop

Roy Vaughn

Extract from Model Aircraft May 1959

50 Years* Duration

Those of you who thought that model flying was as up to date as rock and roll and hula hooping might be shocked to learn that models were knocking about our soggy skies long before carriages became horseless and rockets stick-less. But, we are told that in spite of these almost medieval beginnings, our model movement didn't get off to a flying start until the late, but still bewhiskered year, of 1909. Even then it had to tread warily. Anything that moved in those days had to have a gee-gee in front to meet the approval of our contraption-hating forebears so, while the model of 1909 was as good an entrenching tool as any, you couldn't call a spade a spade for obvious reasons. Thus it came about that our model movement was ushered into existence heavily disguised as a kite flying club. (Kites were considered quite friendly playthings, much kinder to Sunday toppers than A-frame pushers.) But belonging to a kite club soon became irksome to the free flying modeller—too many strings attached—and he bravely came out into the open to face an irate public, which has been furious ever since.

Seemingly, to be a modeller back in those days, you couldn't be any old Tom, Dick or Harry who happened to have a few sticks of bamboo and a skein of Aunty's elastic, you had to be a person of some eminence. Nowadays you only have to stick a few bits of plastic together to earn the exalted title of Model Aeronautical Engineer, but then you had to have a title to start with, or jolly near. Among other eminent model pioneers were such gentlemen as Baden-Powell and Cody, not to mention a gentleman who must surely have derived his name from the reflective comments of the first cockney spectator, a Major Fink.

In the early model days the King of the Air was the celebrated Mann monoplane, and I sometimes regret that I wasn't around at that time to answer the vigorous call to join a Mann's hobby. When, in fact, I did happen upon the scene it had come to be known as a boy's hobby, when the hacksaw had given way to the razor blade as the staple modelling tool. However, this was very much in the pre-gimmick era, and the modern modeller should be thankful to have been spared the deadly boredom of it all. No engines, clock timers, C/L, radio or other absorbing gadgets to tinker with, just the slogging, unenlightening business of building and flying model aircraft. Even the model journals were so dedicated to the whole silly business of model flying that they featured model planes on the covers! Fortunately, we live in happier times, but who knows what the next 50 years will bring? Let us then gaze into our crystal ball at a "looking back" report of the year 2009.

It seems hardly credible that, as little as 50 short years ago, model flying machines were being operated in the heavy atmosphere of the Earth. Nostalgically, we recall those far off days when the modeller flew his primitive, wooden machines over soft grassland, and when the Wakefield Trophy, our top award in the speed satellite class, was competed for by subsonic, earth atmosphere creations, powered by rubber strip, turning huge paddle arrangements called propellers!

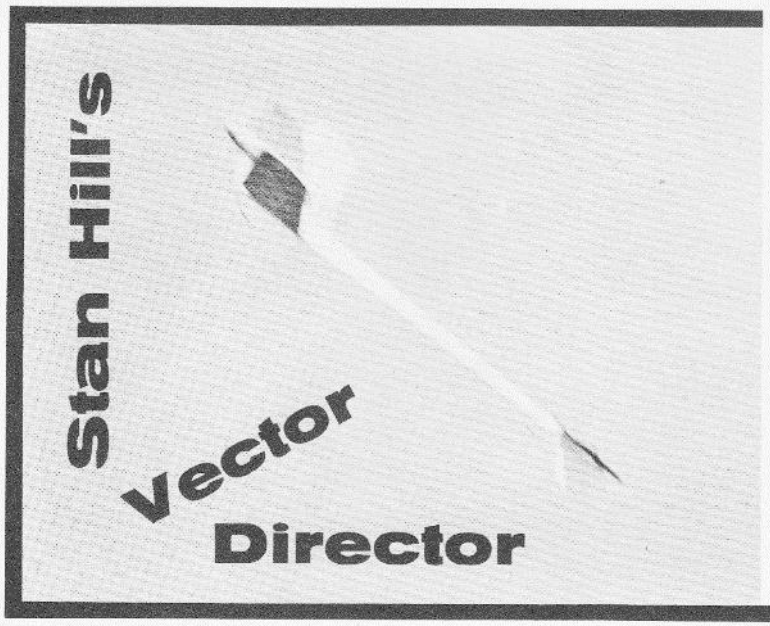
In 1959 one of the main model flying centres was a stretch of wasteland known as Chobham Common. Ten years later modellers were compelled to vacate this flying ground, which is now the site of the present London Commutor Domiciliary *X421.* But, it is interesting to reflect that the name of this historic venue is retained in the title of our speed satellite station, Chobhamite ZL. In a way, therefore, history repeats itself, for, as we all sadly know, modelling activities on the satellite are shortly to be terminated when it becomes an intermediary moon transit centre.

In 1959 the first hint of future promise was the increasing popularity of the electronic, or radio controlled, model. This crude machine could be said to be the forerunner of the Society's rocket which is now successfully orbiting the moon. Also in 1959 plastics had made an appearance, although models were still mainly built by hand by individual modellers using crude cutting instruments—a far cry from the electronic moulding machines available to modellers at the Society's research centre.

One thing, though, a model kit could be purchased in 1959 for as little as 33s. 6d. Compare this with the cheapest rocket projectile assembly outfit now available to model construction groups at £3,000.

Pylonius

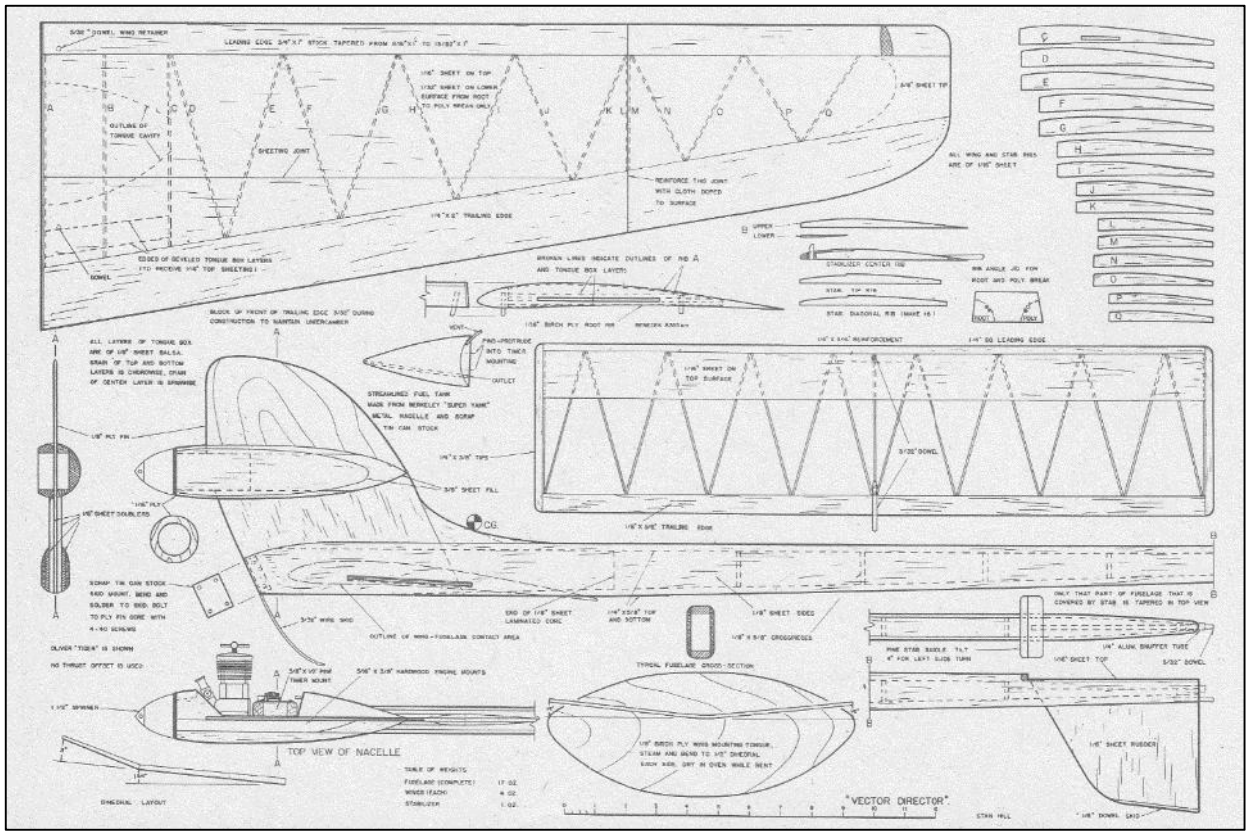
Vector Director - Stan Hill



The "Vector Director" is a different sort of contest model—with a reason. Any new design must justify its existence by doing something better or easier. Without this, it has little point in being. The "Vector Director" was designed to be non-critical and safe in a vertical climb pattern, yet capable of the highest performance.

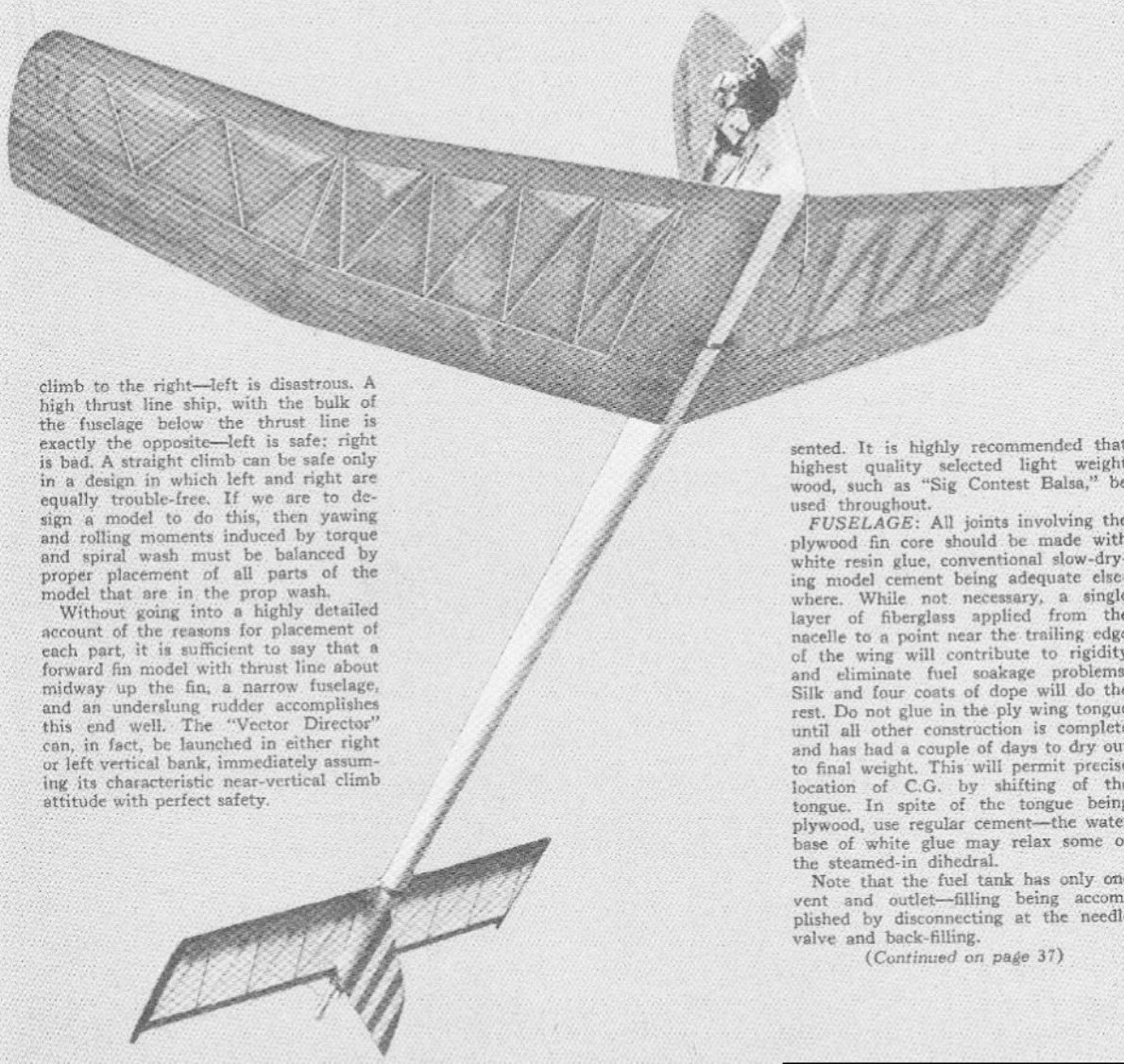
The design problem is that nearly all contest ships have a safe and an unsafe side for turn under power and that this, together with the need to maintain adequate decalage for longitudinal stability, forces the use of a spiral climb pattern that unquestionably robs them of some altitude. Thrust/weight ratios are such that models can be made to climb almost straight up with little help from the wing's lift. Indeed, this very lift works against us by introducing a looping moment that must be compensated for at the expense of stability or performance. This dictates a clean ship of the minimum weight permitted by the rules. How to keep it under control? Let's tackle the problem of characteristic climb first.

Torque and spiral propeller wash pressures dictate the turn that must be flown in order to climb safely. The common low thrust line pylon model must



Here is Stan Hill's sensational new contest free flight . . . the most talked about design at the Los Alamitos National competition!

Dr. Hill gets his Vector Director off in a swift climb (right). Full size drawings are part of Group Plan #860 from Hobby Helpers, 1543 Stillwell Avenue, New York 61, N.Y. (85c).



climb to the right—left is disastrous. A high thrust line ship, with the bulk of the fuselage below the thrust line is exactly the opposite—left is safe: right is bad. A straight climb can be safe only in a design in which left and right are equally trouble-free. If we are to design a model to do this, then yawing and rolling moments induced by torque and spiral wash must be balanced by proper placement of all parts of the model that are in the prop wash.

Without going into a highly detailed account of the reasons for placement of each part, it is sufficient to say that a forward fin model with thrust line about midway up the fin, a narrow fuselage, and an underslung rudder accomplishes this end well. The "Vector Director" can, in fact, be launched in either right or left vertical bank, immediately assuming its characteristic near-vertical climb attitude with perfect safety.

Happily, this same very high thrust line location also solves the second problem—that of longitudinal stability. The lower the thrust line, the greater the stabilizer incidence necessary to prevent nosing up, resulting, in a low thrust line pylon model, in very low decalage and over-sensitive power trim. The "Vector Director's" V.H.T.L. layout is the only one that can balance looping tendencies in straight flight and still maintain enough decalage for safety.

Summarizing, the "Vector Director" can get a little higher with greater safety than its competitors, paying off in the consistency needed to win.

Lest it seem implied that this approach is entirely original, may we hasten to say that Keith Hoover, Oscar Czepa, Allan Brown, and Russ Hansen have all, independently, come up with astoundingly similar configurations. In fact, Keith and I, upon advising one another of new developments invariably found that the other had also arrived at the same conclusion.

Nearly all the construction is extremely simple and the plans self-explanatory, so no step-by-step coverage of the model is given. Instead, several items that need clarification or special emphasis are presented. It is highly recommended that highest quality selected light weight wood, such as "Sig Contest Balsa," be used throughout.

FUSELAGE: All joints involving the plywood fin core should be made with white resin glue, conventional slow-drying model cement being adequate elsewhere. While not necessary, a single layer of fiberglass applied from the nacelle to a point near the trailing edge of the wing will contribute to rigidity and eliminate fuel soakage problems. Silk and four coats of dope will do the rest. Do not glue in the ply wing tongue until all other construction is complete and has had a couple of days to dry out to final weight. This will permit precise location of C.G. by shifting of the tongue. In spite of the tongue being plywood, use regular cement—the water base of white glue may relax some of the steamed-in dihedral.

Note that the fuel tank has only one vent and outlet—filling being accomplished by disconnecting at the needle valve and back-filling.

(*Continued on page 37*)

STABILIZER construction is completely conventional. Just keep it as light as possible, as extra weight this far from the C.G. will slow recovery oscillations.

The *WING* tongue box should be completed while the wing is on the plan. The 1/32" bottom sheeting (inboard panels only) should precede the sheeting of the top surface. This will permit precise alignment of the wing to be done on a flat working surface, as the top sheeting "locks-up" the structure rigidly. Reinforce the dihedral joint with cloth and cover the whole wing with silk and three to four coats of dope.

Before flight, check the following: No warps—even little ones; No thrust offsets; C.G. exactly as specified (½" forward travel permitted).

Test for proper glide, changing only the stab incidence to trim. Tilt the stab as the only source of left glide turn. A couple of flights at reduced power with the prop on backwards should be made to verify the stab setting before letting her go all out. Launch attitude is not critical, but best performance will be obtained with a near-vertical launch of good speed.

The original ship was powered by an Oliver Tiger turning a 9 x 4 Tornado prop on World Engine's contest Diesel fuel and stopped by a Tatone Tick-Off timer.

Stan Hill

Vector Director - John Thompson

Bob Owston was the culprit again when he handed me his VecDec as a poisoned chalice to see whether it could be made to fly. This it has turned out to be. I have had well over some 100 flights on many outings during this late pretend summer and still cannot claim to have cracked it properly.

The model set up as per plan shows a CG at 60% of root chord, which is about 82% of MAC (mean average chord). Too far back, it had no pull out capabilities, if the nose went down, that's where it stayed! The model built as per plan had no tip washout, this I ultimately changed (see my previous comments on the Amazoom) by cutting V's in the ribs aft of the main spar and setting up the trailing edge with about 2.5 deg washout left tip and 1.5 right tip, effectively washin on right wing. I did this as I then intended to fly it right/ right.

Before I had done this the model would fly right or left at will, also changing direction on the way up. Stan Hill the designer in his article indicates that this is an advantage, it may well be in calm Californian conditions but in our weather, just not on, as they say. I could get no pattern

at all. The model was saved by the RDT (and the very strong wings Bob had made), I would estimate on 50/60% of the flights. In fact people watching would think that it was goner, as I would RDT the model at what was hopefully the lowest point and slowest point which on many occasions was very near the ground. In other words you wait to see if model is slowing, if not, you DT hoping not to break the wings. One can get very blasé about this, just to thrill the crowds!

Not only was the model erratic, but it is difficult to manually handle. Launching requires one to hold the model behind the wing, well aft of the CG, this with the engine running makes life very difficult at launch trying to get the nose up. An added bonus to the disadvantages of the model is that upon landing the wing is subject directly to all the thorns, spikes etc. that adorn Chobham Common and elsewhere. If you get the impression that I disliked the model you would not be far wrong.

I continued over the summer trying not to get beaten by the model. In the end I moved the CG forward (adding about 4 ounces of lead to the nose) to about 57% of MAC, this plus the tip washout helped.

The model, now launched to the right at say about 70 degrees will go up in a steady open spiral, into an undulating glide. This latter I have tried to eliminate, but at all CG positions (even tried turbulators) the glide had this habit. The wing section is the B8353 the same section that I had trouble with on the W/C "Taltos " model. Anyway the model now fly's but is hardly a model in my view for competitions.

If Bob had not built it I certainly would not have done so.

Model details :

Wing + 3.8 deg; Tail - 0.8 deg, (decelage of +4.6 deg); Thrust 3 deg down, no side;
CG 57%MAC; Motor Enya 15 (1960's) 8x3 or 8x4 = 18k/16.5k.

The 8x4 was better, engine is very noisy and vibrates, exacerbated by the ply pylon.

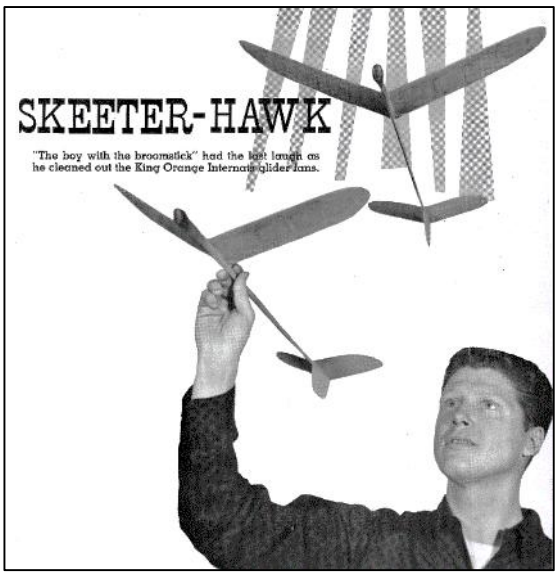
If you really want to waste your time, build this or a similar model. In fact some 15 years ago I built a model by the late Keith Hoover, which was similar to the VecDec, I also gave up on with that model as it was too erratic.

Obviously Stan Hill got his models to work from the write ups in the magazines of those times, late 50's early 60's. But for me it was not a joyous journey and I still do not feel that I have cracked it ------- and now never will!

John Thompson

Skeeter-Hawk - Curtis B Taylor

Extracted from USA Mag FLYING MODELS June 1959



Designs are usually a carefully worked out scheme for improving the flying and handling characteristics of a model. In this case just the opposite happened. Skeeter-Hawk was not only an effort to fly but to attract attention with an usual type of model. With this bit of information for a background, we will relate the metamorphosis of a Skeeter-Hawk.

Shortly after returning home from school in 1952, we decided to build a flying-type machine that would leave them gasping when we flew it at the local flying session on a Sunday. We had never been particularly successful with gliders but enjoyed tossing them around, so with little knowledge we proceeded to build a conversation piece that ended up being one of the hottest gliders we have ever seen. Looking through our stock of scraps, we found a broken yardstick that might do for a fuselage and after much work with a slide rule and higher mathematics, we arrived at the conclusion that 23" was a nice figure for its length (since the yardstick was broken off at the 23" mark!) We decided that with the long fuselage we would need a large stab, which was later cemented on backwards for added effect. With this weird combination of parts, the Skeeter-Hawk took shape: a handlaunch glider that by present rules should be uncontrollable on the launch, have poor recovery, and be a strict anti-thermalist.

We took her out to test fly before the cement was set (who doesn't), and the results amazed both of us. After adjustments, we took the dimensions down and decided to give her the acid test over a hot runway to see if she would ride a thermal. After the first launch she glided lazily around for about ten minutes before disappearing into the bottom of a cumulus cloud.

We decided to work seriously on the design because we had never lost a handlaunch glider in a thermal flight. The next ship had a 3/16th wing instead of 1/4, so we could get more altitude on the launch and consequently had to add undercamber for a better glide. (At this time there was no dihedral in the stabilizer and the rudder was on the top.)

With the Tangerine Internat's only a few weeks away, we built three new gliders with an old one for a spare, and headed for Orlando, Florida. When we took them out for a test hop the glider boys all laughed at the "boy with the broomsticks," but the sneers quickly turned to gasps and prompted questions about the dimensions. We surprisingly won First place to be followed quickly by a First place in Atlanta at the '53 Southeasterns. We also won 2nd place at the '54 Southeasterns and a friend won 3rd place with the same design. We won 2nd place at the King Orange Internats in Miami in '54, 2nd in the Southeastern in '57; and with the 1/2A FF model of the same design we won 2nd in the same contest.

There have been small handlaunch gliders, infant powered 1/2A FF's, rubber models, and a Nordic glider built around the same design. All have been good stable fliers. Further experimentation along this line was interrupted by having to enter the Air Force. While in service we worked on the design and came up with a 1/2A Veto model and a Nordic towliner. With these models the dihedral decreased, the rudder was placed on the bottom, and dihedral was added to the stabilizer. -

The construction is simple and straight-forward, but remember, it must be strong, unwarped and light.

FUSELAGE: Select a light, straight white pine yardstick, which can be obtained from a paint store or a lumber yard, and draw the outline along one of the flat edges. (Note: One yardstick will make two fuselages). Use a sanding block and sand off all writing and numerals. Round all edges except where the wing and stab connect.

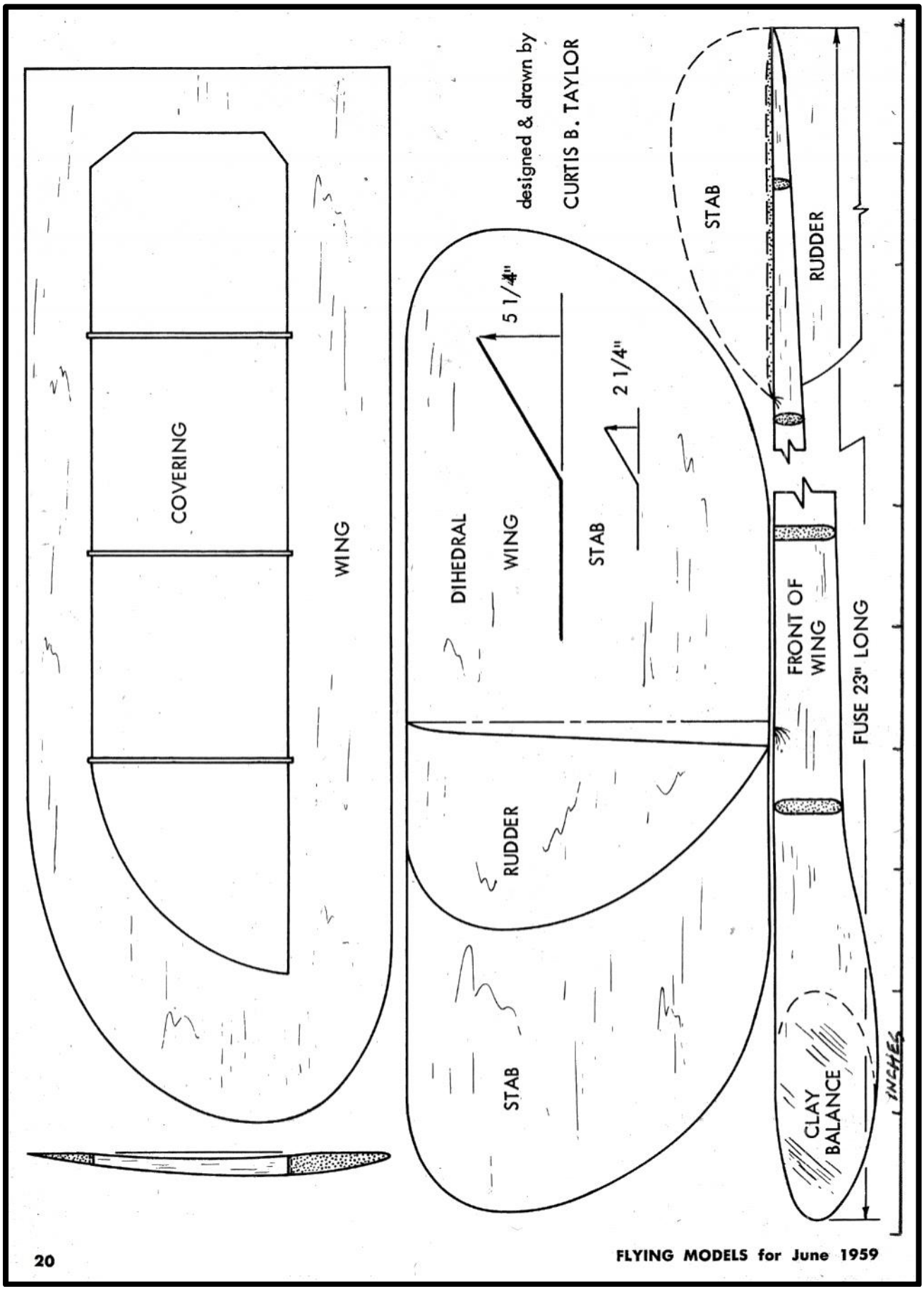
WING: Select a strong light piece of 3/16th glider wing stock, or similar material. (Solid balsa wings may be substituted and the undercamber may be omitted but this will greatly hinder the performance.) Cut the center pieces out of each panel and then the tip outlines. Cut six ribs out of light 1/16" sheet, and cement them in place. Let dry thoroughly, then sand in the upper and lower cambers and taper the tips. Bevel the wing roots and pre-cement. Join the wing halves, and cover with light Silkspan or tissue of a bright color.

STAB & RUDDER: Cut the stab from a piece of light, unwarped 1/16th" balsa, and the rudder from hard 1/32nd" sheet. Round the edges and sand. Add dihedral to the stabilizer and let it dry. Pre-cement the bottom of the stab where the stab cements to the fuselage and pre-cement the edge of the rudder.

ASSEMBLY: Check to make sure that all joints and places on the fuselage where the wing, stab, and rudder join, are pre-cemented. Cement the wing to the top of the fuselage with Ambroid cement. Use pins to assure that the wing stays in place while drying. Use a faster cement on the stab and rudder, and attach them to the fuselage carefully checking the alignment of the rudder, and angle of stabilizer. After the model is dry give it two coats of thinned dope, sanding lightly after the first coat.

ADJUSTMENT: Now that the Skeeter-Hawk is completed, let's give her a chance to try her wings. You may use your own technique, but in case you run up against trouble, here are a few tips that might help. All of our models have used the same adjustment. Add enough clay to the front, using half on each side of the fuselage and molding it to a streamlined shape, to make it glide straight and a little nose down.

Now, bend the rudder for left turn so it will glide in a 20-foot radius circle. It will dive in, so correct by removing clay until it glides in the prescribed turn in a slightly mushing glide. (The model should balance approximately 1/4" forward of the trailing edge of the wing after proper adjustment.) Warp the left stabilizer trailing edge up slightly. If the model tends to spiral in after recovery, bend down a small portion of the left wing's trailing edge like an aileron. This will correct the spiral tendency but not interfere with the turn while the model glides. You must throw her out and up to the right for proper climb (opposite adjustments for southpaws.)



Curtis B Taylor

Drones in the Press Again - Roger Newman

Drone owners will be forced to register devices on tracking database after four near misses with aircraft in the past month alone

Incidents took place near Heathrow, Birmingham and London City
Ministers considering action against the use of unmanned aircraft
Surge in number of drones being flown by members of the public
Devices are increasingly popular gifts and toys for photographers
Published: 02:22, 28 September 2015 | Updated: 07:11, 28 September 2015 - **Daily Mail**

Members of the public who fly drones in Britain's skies will have to register their devices on a special tracking database as part of government plans to impose strict controls after a series of potentially fatal near-misses with aircraft.

Four aircraft flying close to British airports have been involved in near-misses with drones in just the last month.
The incidents recorded in recent weeks took place close to Heathrow, Birmingham and London City airports, according to **The Times**.
Close calls: Four aircraft flying close to British airports have been involved in near-misses with drones in the just the last month (file picture)
Ministers are now considering taking action against the use of unmanned aircraft after a surge in the number of drones being flown by members of the public.
The devices have become increasingly popular gifts and toys for amateur photographers seeking to capture aerial footage.
There were previously seven recorded near-misses involving drones in the 12 months to July.
Safety experts fear it is a matter of time before a drone brings down a passenger plane by hitting an engine or damaging the fuselage.
The Government is set to introduce a range of measures to regulate the use of unmanned aircraft, including a parallel air traffic control system to monitor drones in British airspace.

New plans: The Government is set to introduce a parallel air traffic control system to monitor drones in British airspace. – *(how can journalists be so stupid!)*

The National Air Traffic Services control centre in Swanwick, Hampshire, is pictured

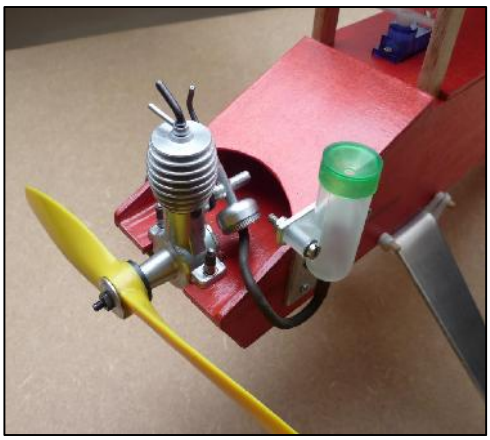
It is likely to involve fitting all new drones with chips that would emit a GPS-style signal.
Users must understand that when putting a device into the air they are interacting with one of the busiest areas of airspace in the world
Civil Aviation Authority spokesman
Ministers are also looking into introducing an online registration system requiring owners of drones to enter their details on a database before they can fly a device.
The measures would enable officials to track the owners of drones being flown illegally, including those flying close to airports and built-up areas.
Users can be jailed for up to five years for endangering an aircraft.
A spokesman for the Civil Aviation Authority said: 'It is vital that people observe the rules when operating a drone.
'Users must understand that when putting a device into the air they are interacting with one of the busiest areas of airspace in the world - a complex system that brings together all manner of aircraft, including passenger aeroplanes, military jets, helicopters, gliders, light aircraft and now drones.'

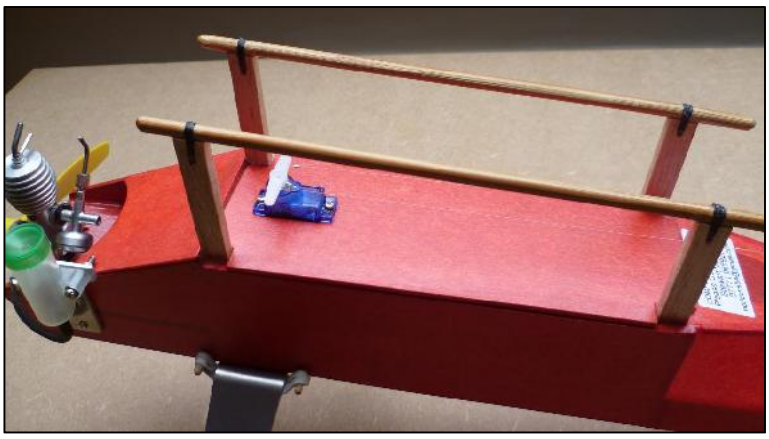
Roger Newman

Vic Smeed's 'Bimbo' - Stewart Mason

While I'm at the keyboard I just thought I'd send over a pic of one of my latest builds, knocked together for a go at the various spot landing competitions. It's Vic Smeed's much derided 'Bimbo' from 1989. I know of only one other flying in the UK, and for good reason as it's not exactly a looker is it...

Anyway I took pity on the poor thing and built one. Flies great on rudder only, and mostly hands-off (after I got it trimmed). At first I thought there was something seriously wrong with the way I'd built it as it keep getting 50 feet away then just piling in, but turns out my damn radio had no range due to a loose aerial wire. (should have done a range check) it crashed the first time out and wiped off the parasol. Repaired it and it flies great now. It's a good 6 oz lighter than Vics original but the newish MP-Jet 040 needs to be cranked right up to get it climbing. It just stooges around gaining quite decent height on the longer run from the external tank, then I guide it back to our postage stamp sized patch once the engine cuts. Probably of not much interest to 1066'ers being radio assisted and not vintage, but there you go. I may enter it in the Bowden as I won't lose any sleep if it gets damaged or written off. Anyway, to make amends for this ugly diversion and the double sin of picking up a transmitter, I'm just finishing off a John Barker 'Hep Cat' and a 'Michel Etienvre' so I may have something decent to write about soon!





Stewart Mason

Great Grape Gathering 2015 Pt.I - Roy E Smith (USA)

Friday 11th September

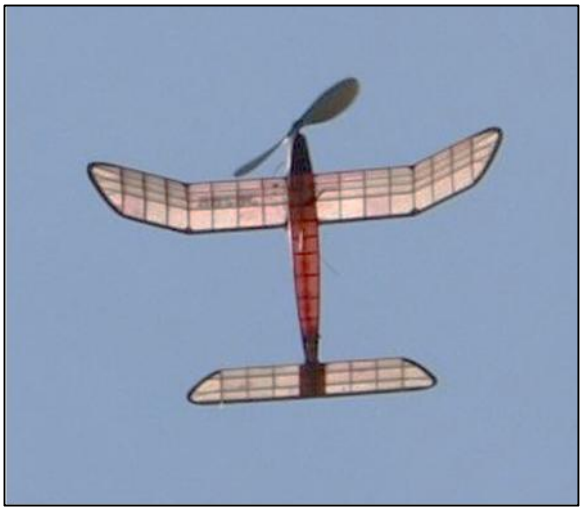
Well the 45th edition of the Great Grape Gathering has come and gone. It was held at the Geneseo, NY, airfield of the National Warplane Museum on September 11th, 12th, and 13th. Mother Nature was unkind to us again this year, for two of the three days.

Friday was a nearly picture-perfect day for the flying of unpiloted small aircraft. The temperature was warm, the skies clear, and the winds were light. Headquarters was set up in the centre of the field because it has been our experience that, in the Genesee valley, when winds are light they are almost always extremely variable. By locating in the centre there was room to make a 2-minute max whichever direction the drift decided to take.

With such favourable conditions on Friday a great deal of flying took place. Almost all events scheduled for that day were flown. 23 fliers completed 164 official flights in 11 events.

Probably the most remarkable flight of the day was made by Bob Morris – a single flight of 511 seconds with a Cloud Tramp (yes – 8 minutes and 31 seconds!). Considering the diminutive size of a Cloud Tramp, and its sheet balsa construction, with a free-wheeling prop, and wheels, this feat demonstrates how good the air was, and how negligible the drift – as well (of course) as showing how skilful Bob is at building and flying

Jim Moseley winds, Richard Barlow helps.



Jim's Senator in flight.

Photos: Jim Mayes

Most unfortunately for Bob, the rule in Cloud Tramp is that the highest and the lowest score out of 5 flights are discarded, so this epic score didn't contribute to his total. He still did very well in the placings for the event. By the way, if anyone reading this hasn't had a chance to read Bob's technical treatise on how to calculate the maximum turns for a rubber motor – it is well worth the read. Look in the November-December 2014 issue of the NFFS Digest pp26-28. Bob also has an addendum to the article describing a technique of constant energy winding.

Bob Morris consults the Guru – Dave Acton during Friday's action
Photo: Miriam Morris

Has anyone got it? A group attempts to keep track of a flight that has headed into the sun.
Photo: Jim Mayes

The model on the ground in the picture above is Dave Acton's Lola, designed by Vic Smeed and powered by the new .020 Lola Diesel from Pal Model Products. I imagine that it is no coincidence that Dave picked that design for that engine. A low wing monoplane with only moderate dihedral, the model flew well – a testament to Dave's trimming capabilities. Unfortunately, it wasn't entered in either the Vic Smeed event or the diesel duration event.

If you've ever wondered what to do with some of the T-shirts that have collected in your closet over the years, take a look at the photo below. Rod and Ruth Mogle's daughter, Laurie, cut out the centres from a number of Rod's shirts and crafted them into a fantastic quilt. What a way to bring back memories of past summers while hibernating on long winter evenings. The project was carried out in secret, which led to Rod being very puzzled for a while about the slowly diminishing size of his stash of T-shirts.

On Friday evening a group of about twenty enjoyed an informal 'Fish Fry' dinner at Leisures restaurant in Lakeville.

Over the years this has become a fixture at the GGG. The staff there treated us well and the camaraderie added to what had been a very good day. Much of the conversation turned around flying in our glory days, of course, and the old adage 'the older I get, the better I used to be' was very much in evidence.

I can only get away with that when out of the earshot of Jim Moseley – he has been witness to my lack of abilities since I first met him, 65 yrs ago, so I have to be careful about my claims.

Several fliers who couldn't make it to Geneseo for the flying on Friday, because of other commitments, were able to join us for the dinner that evening in anticipation of joining in the fun the following day.

Roy E Smith (USA)

To be concluded

Electronic Timers - Roger Newman

Electronic timers & experiments – a simpletons guide for non-competitive flying!

In August, Tony Shepherd wrote a very good article regarding DTs for sports models – an extract from the section on electronic timers (non RDT type) is reproduced below.

"Electronic Timers

There are a number of stand-alone electronic DT timers on the market, used in conjunction with a small 1S lipo and servo. A British produced one has just come onto the market and is sold by Den's Model Supplies here:

http://www.densmodelsupplies.co.uk/index.php?c=electric_free_flight

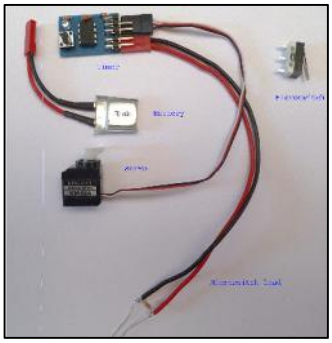
Although referred to as a glider DT timer, they appear to be perfectly suitable for other types of FF models. A small lipo (say 50-70mAH) and servo will add about £6 to the cost of the timer, and all the components could be mounted on a 1/32" ply faceplate to fit into the model.

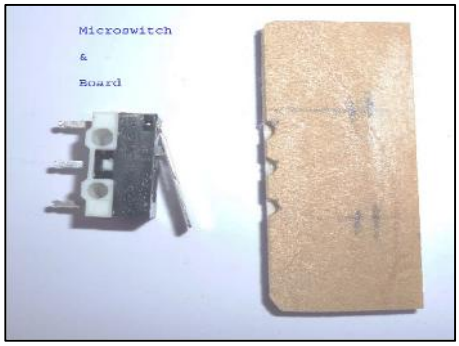
Falcon, single lipo chargers are available at under £14 here:

http://www.micronradiocontrol.co.uk/charger.html"

This particular version allows for the dt time to be easily set via a pushbutton in intervals of 10 second increments, from 10 secs to 300 secs. More than adequate for every day flying. Things have moved on since August & Den's Model Supplies now produces other variations of this timer. Alan Bond is the designer & an email dialogue with him/Den Saxcoburg resulted in Alan offering a prototype version of the original glider timer enhanced to include sensing of a contact pair activated by towline release to start flight timing – aka stuffing a piece of nylon into the innards of a KSB timer! In my case, a very small lever operated micro-switch has been used, with the contacts held open by a pin located between two small brass tubes across the switch lever & activated when the pin is pulled out as the towline releases from the towhook. This version of the timer has been fitted into my new Corsair 36" fuselage & satisfactorily flight tested. The old version used a fuse dt.

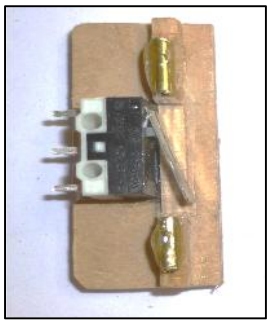
Now I am not familiar with modern technology - having given it up when I retired, but a challenge is a challenge so I thought it was worth having a go. The following notes are a low key description of what has been done – it may not accord to everyone's view but is something that can be readily fitted to most gliders & is a low cost, lighter weight option to KSB or other clockwork timers. Perfectly suitable for SAM sport flying but it, of course, doesn't provide the option of choosing when to dt as per RDT - however it is of comparable or lower cost than current RDT solutions & doesn't need any form of transmitter. The downside is that one has to choose a notional flight time to preset. No reason also why the contactless version cannot be fitted to a sports power model, other than the "natural" hazards of oily engines! Maybe a future test beckons. Electric is – by definition – a slightly different story – see last para of these notes.



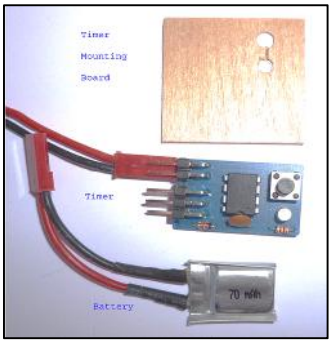


Dens Timers & Comparative Weights						
Models & Bits	**Weigh t Grams**	**Cost £**	**Dimensions (approx)**	**Supplier**	**Supplier Part Nº**	**Comments**
Glider with DT release						Corsair 36 with new 1/8 fuselage scaled down original 36 was 3/16
Battery & connector	1.93	£2.45	18 x 14.1 x 5.7mm	Component Shop	3.7v 70mAh	tiny LiPo
Timer & leads	2.7	£16.50	33 x 16 x 10mm	Dens Models	(E-Zee Glider)	incl edge connectors
Mounting Board	2.4	£0.10	30 x 29mm	Me		board is small piece of 0.8mm ply
Microswitch (sub-Micro lever)	0.7	£1.80	12.8 x 6.5 x 5.8mm	Maplin	GW67	Three contacts, choice of lever on or lever off.
Microswitch board	1.2	£0.05	15 x 37mm	Me		board is small piece of 0.8mm ply, size is model dependent
Mousetrap board & mousetrap	3	£0.05	52 x 29mm	Me		board is small piece of 0.8mm ply
Servo & lead	3	£4.05	16 x 8 x 18mm	Component Shop	2g ultra-micro	Servos purchased 3 off - otherwise £4.50 ea
Totals	**14.93**	**£25.00**				
KSB Timer	25					
Fuselage of Original all up	85					Weight comparisons: Original used fuse dt,
Fuselage with timer all up	92					New - both covered in Polyspan doped & balanced.

The timer is supplied with a very comprehensive & easy to understand printed write up. Having bought the components, I first thought that I could get them all onto a single mounting board, aka the very neat Chris Redrup implementation shown in August NC. However, it quickly became obvious that – for the small Corsair fuselage, it wasn't a practical solution. Instead, three separate assemblies evolved, one holding the microswitch, another the timer & battery & the third the servo & mousetrap. For sports flying, I guess this is not a big problem. The size of each was tailored to fit the fuselage at convenient locations; the mousetrap being forward of the CG, the timer on the CG & the microswitch just aft of the CG & towhook to allow the line to detach from the hook just before pulling the pin from the microswitch.



a: Micro-switch assembly. This is a very simple affair with the micro-switch araldited to the face of a 0.8mm ply board, together with two strategically positioned lengths of small brass tube to bridge the switch lever & hold contact pair operation via a small wire pin attached to the towline, which provides the bridge. The ply is backed by 1/16th balsa as this assembly is glued in place – cost being no barrier here! The (provided) lead & resistor is soldered to the outer pair of the switch contacts, with the other end plugging into the timer, with the lead fed back thro' the fuselage.



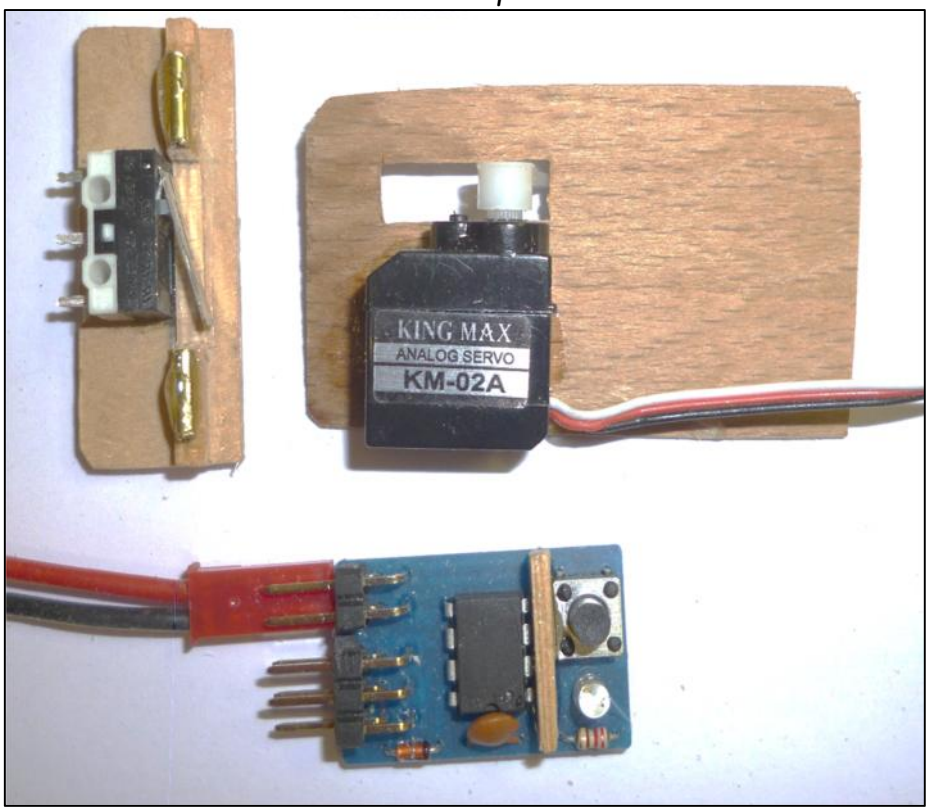
b: Timer assembly. The timer board & the battery are fixed to the back of the 0.8mm ply board, with strategically placed holes for the push button & led in the ply board. As I didn't want appendages poking unnecessarily out of the fuselage sides, mounting of the assembly was solved by using a Velcro pair to hold the battery in place, aralditing a small 3mm length of spruce to the timer board between the chip & the switch & supergluing the ply board to the top of the spruce & the edge connectors. This is on the assumption that the timer is a one chip solution, is inexpensive & unlikely to go wrong & if it does, it can be thrown away & replaced. The battery needs to be terminated with a simple two contact connector – good eyes, a steady hand & a decent soldering iron is required

here! Note that the edge connectors protrude from the LH edge of the mounting board & need a little visible open space as they are almost flush with the board (see photo later).

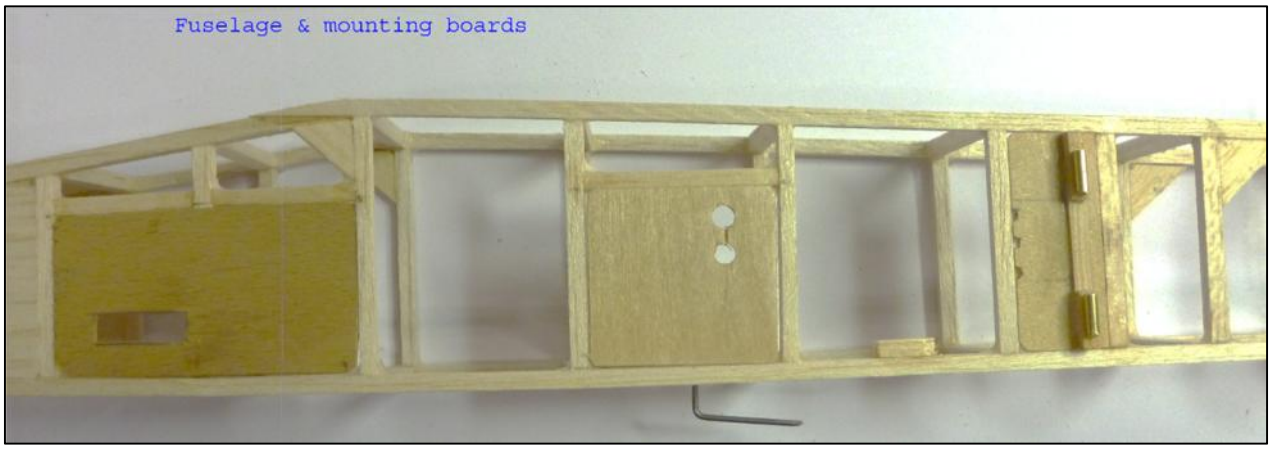
c: Mousetrap assembly. Again, another small 0.8mm ply board with a slot cut in it for the servo arm to rotate thro' 90°, with the servo araldited to the rear of the board & positioned such that the arm does not foul the slot – bear in mind a small wire pin is inserted in the servo arm to hold the mousetrap lever in place. A ½" long piece of aluminium tube acts as the "bearing" for the mousetrap wire, which is bent to shape – a picture is better than my description here! Also cautionary words of advice from our Chairman regarding the possibility of trapping the S-hook of the dt line under the mousetrap arm – I clamped a 1/8th long piece of aluminium tube to the bottom of the mousetrap arm that anchors the dt line to prevent this *(not shown on photo)*. So far it has worked! The "bearing" aluminium tube is araldited to the front face of the ply board, taking care to ensure that no araldite gets up the tube! The servo has an "embedded" lead terminated with a three pin connector which connects to the timer, again thro' the fuselage.

The latter two assemblies are held in place in the fuselage with tiny wood screws, as they are regarded as "replaceable" & modular in that conceptually they can be fitted (or more copies) to other models, although it obviously depends on the longeron & strut spacing – also it is sensible (I am advised) to remove the battery after each flight session. A little "rearrangement" of fuselage longerons plus the odd addition was necessary to achieve this – I smeared superglue across the faces of the holding cross braces to give some bite for screws, however this may not be the best long term solution.

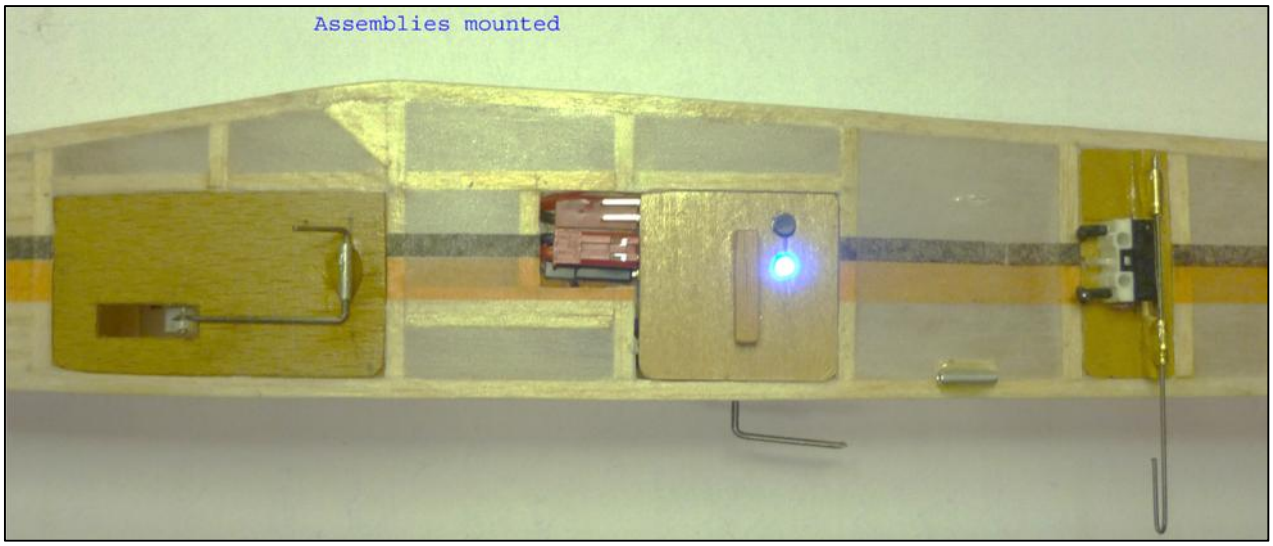
The three parts:

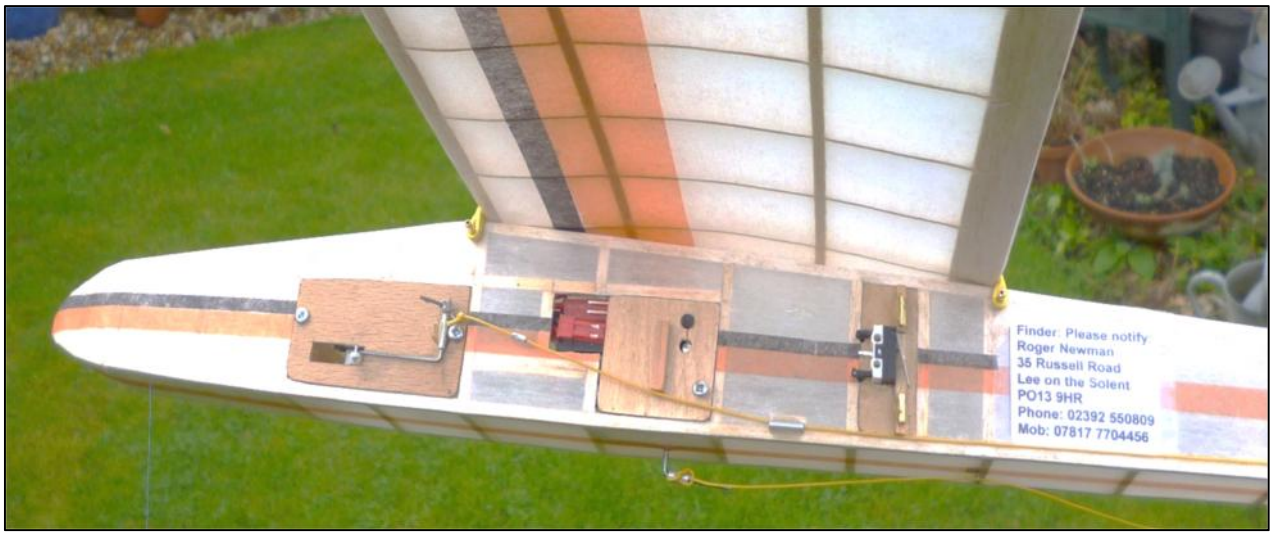


Note the timer isn't yet on its board with the battery, but the spruce strip is visible.



The whole lot was bench tested several times to iron out any deficiencies in construction – nothing significant was encountered other than my own mistakes! After this, everything was slotted in the new fuselage & it was ready to go. The first flight test failed as I didn't attach the towline properly & the model veered off to the right as the auto rudder wasn't engaged. Subsequent tests worked fine & I have to say that the dt timing is really accurate (one would optimistically expect this from digital things!). As mentioned above, the write up sent with each timer provides an excellent description of operation & setup – a very simple but easy to understand "human" interface using only a push button & a led.





The back end is entirely conventional with auto-rudder & dt line attached to the tailplane.

Acid test! Would I buy another – undoubtedly yes. The only minor point (hardly a criticism) is that mounting the timer board proved a little tricky & I could have done with a bit more "land" area on the board to mount some support but perhaps that is me being finicky & wanting to keep fuselage protuberances to a minimum! Alan Bond is looking for any form of feedback before he commits to a production batch of timers, maybe a few other sports flyers might like to experiment & give him some info. The battery tags seem rather flimsy – care has to be taken removing the connector & lead from the timer board – I've already destroyed one battery thru' ham-fistedness!

As Tony Shepherd points out, all of the components could readily be mounted on a single 0.8mm ply board; this might well be the case when I fit them to my Italian design Allievo & M41 1940's gliders as they both have nice deep fuselages. Some might prefer just to tape everything to outside of the fuselage! Next task is to try Alan's new timer for electric motors – here my recently unearthed Slicker Mite wings will be mated to a nice new fuselage & tailplane.

Suppliers contact details/odds & sods:

Dens Models website is: www.densmodelsupplies.co.uk
Component Shop website is: www.componentshop.co.uk
Note that lipos cannot now be posted via Royal Mail. I chose to buy three servos, connectors & batteries to get a discount on the servos & then to pay for Courier delivery, at £4.75.
Maplin website is: www.maplin.co.uk

Operating instructions for the timer can be viewed/downloaded from Alan's website at
http://www.forge-electronics.co.uk/index.php/aircraft/e-zee-sdg2

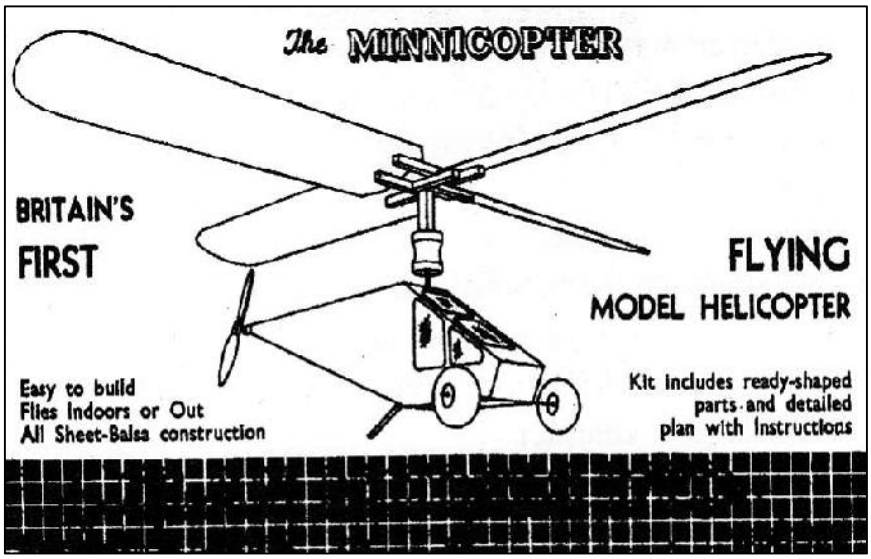
Aluminium tube is 14 gauge SWG OD, brass tube is 2mm OD.
Mousetrap wire arm is 20 gauge SWG & S-hook is 25 gauge SWG.

Roger Newman

Report No. 58. Minnicopters

In SAM 35 Speaks August 2000 Joe Maxwell gave the history of the Minnicopter. Here is a very, very condensed summary.

Joe was experimenting with indoors helicopters and it occurred to him that they would make good toys. He approached Donald McDougall of Clan Models Ltd who set up a little factory in Methil, Fife to produce kits for the Minnicopter, marketed under the Clan Models brand.



Over the 1946 Christmas period about 6500 kits were sold but then the orders dried up.

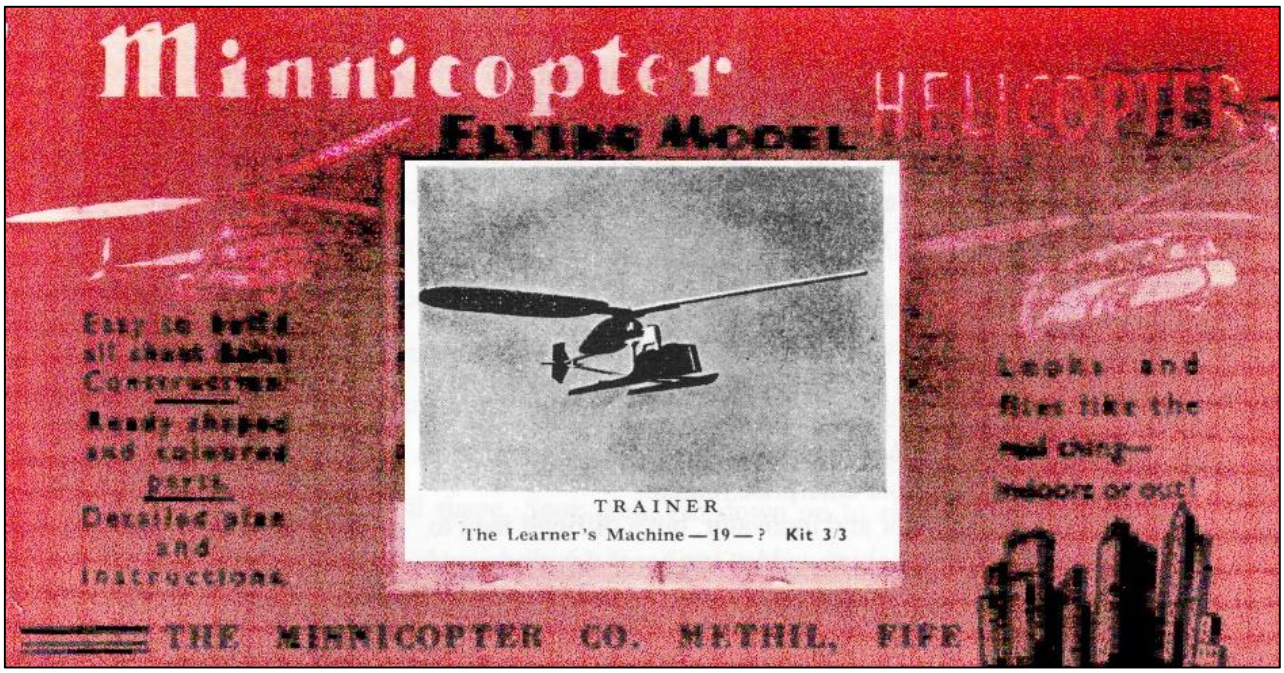
A new range of Minnicopters was developed by Joe for the next Christmas and the brand name became the Minnicopter Company.

The range of six helicopters, Skyvan, Skytaxi, Trainer, Skycar, Skybus and Doodlebug were accompanied by a control tower launching platform which was also offered as a kit. The range was too much for the little Methil factory so arrangement was made with Astral Model Aero Co of Leeds to do the bulk of manufacturing.

Sales were said to be good in 1947 although no actual figures are quoted.

Then one of the big toy companies who made "Minic" toy cars threatened to sue for infringement of trademark and the whole enterprise folded.

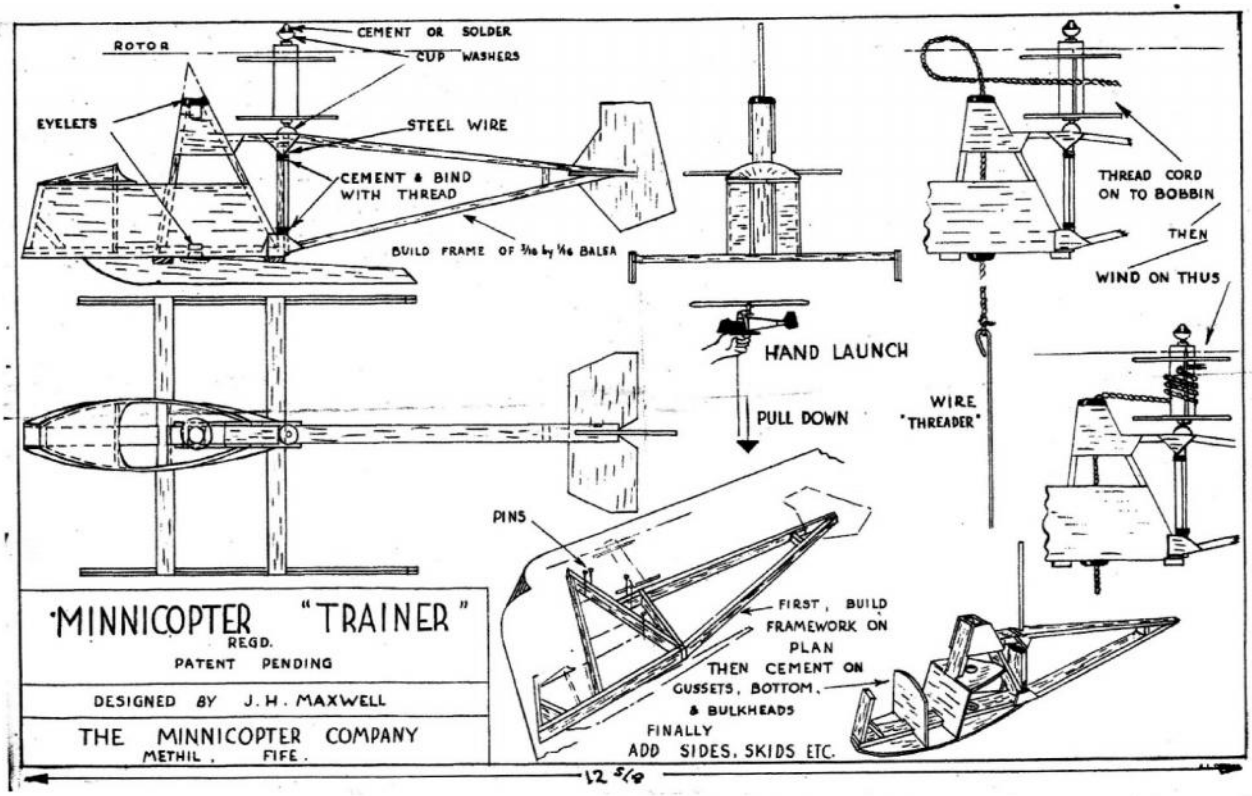
The article shows drawings/pictures of the 1946 Minnicopter and the range of 1947 Minnicopters but no plans are shown.

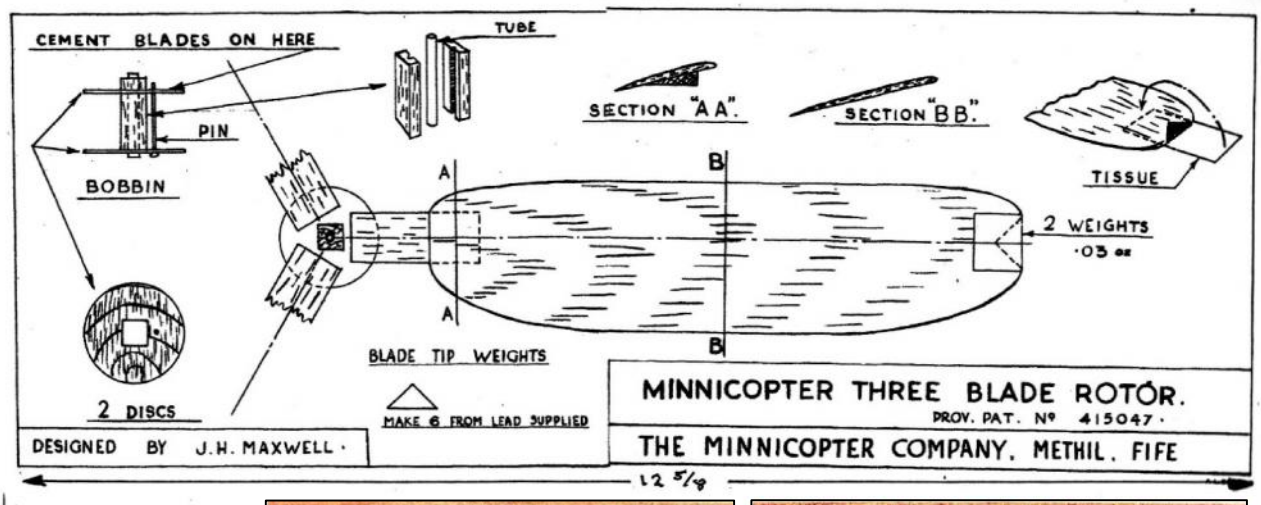


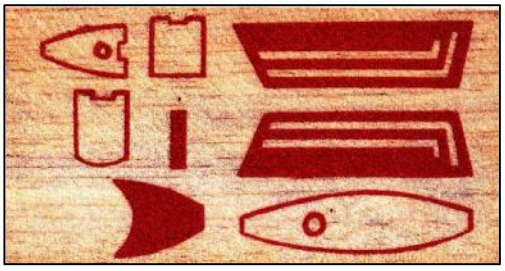
I had never seen or even heard of any Minnicopter plans until at the two day Middle Wallop meeting in October Simon Rogers appeared holding a cardboard box about 8" x 4" x 2" in his hand.

The box lid declared it to hold the Minnicopter Trainer kit, and it was all there, the plan, the printwood, the instructions and bits and pieces. Thank you to Simon who had kindly scanned for us the plan, printwood, box lid and instructions, the first three mentioned shown here.

If you would like to build a Minnicopter Trainer the plan, instructions etc. are available by e-mail. If you have any other Minnicopter plans or kits please get in touch.







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

Roy Tiller

Articles for Sale & Wanted

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

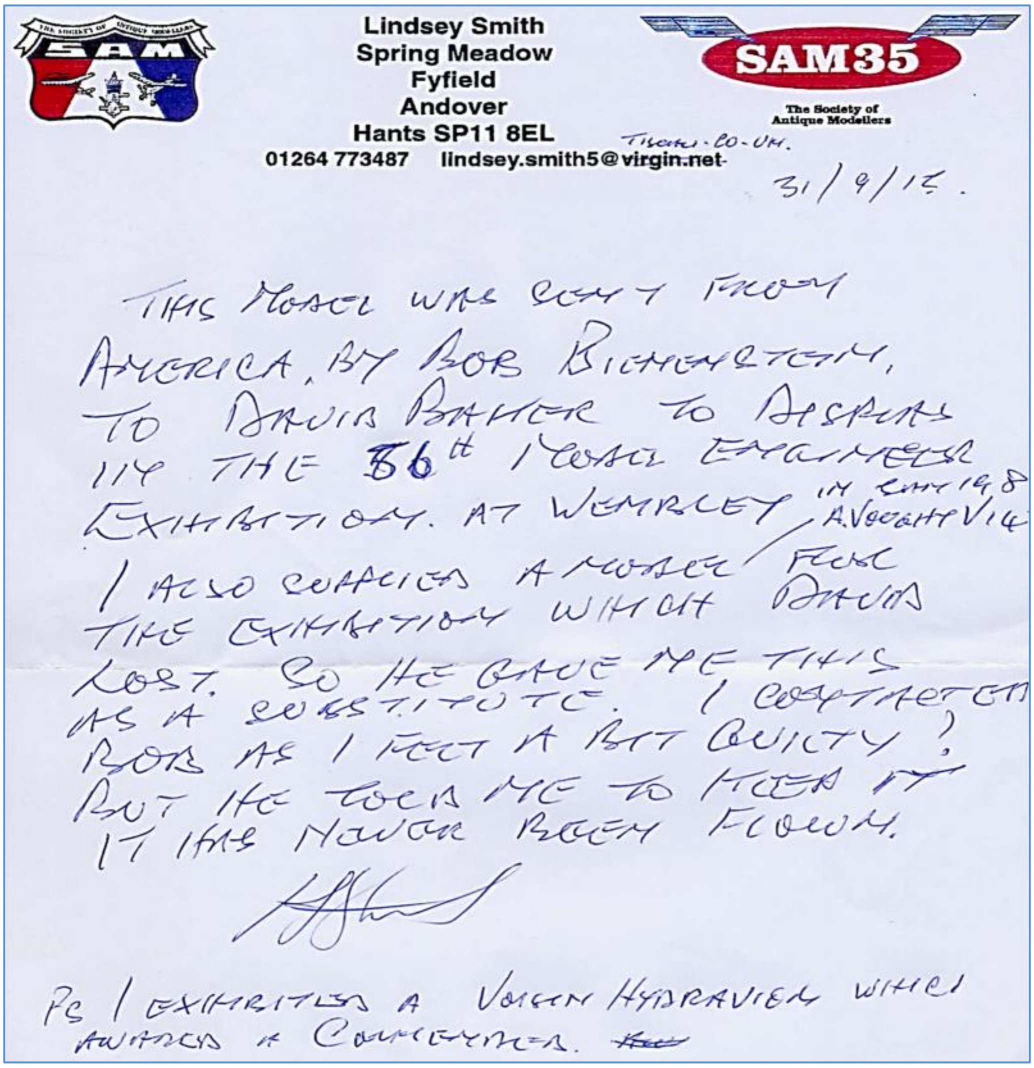
FALCON GLIDER KIT?
A query for the older Clarion readers. In about 1946 or so I built a kit Falcon glider; it's the 1930-ish swept-back, parasol winged one and was probably about 2 ft span or less. It might have been a Skyleada kit; pretty awful and never flew, but does anyone have a plan, so I can shudder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

Martin Dilly

Wanted, Stripper *(not that sort)*
I'm looking for a stripper! The guy that stripped my rubber down for indoor use has retired from the game. I need another to do the job. I will supply rubber and tools, what I need is a person to do the job. I will pay in cash or discounted supplies from my stock of stuff.

Michael Woodhouse
MichaelWoodhouse1942@gmail.com
mike@freeflightsupplies.co.uk http://www.freeflightsupplies.co.uk

Donation from Lindsey Smith: Roger Newman
As many of you will know, Lindsey has been a great stalwart of rubber scale models & the flying of them over the years. Like many aspects of our hobby, these models have become less popular for outdoor flying – do you remember the magnificent jumbo scale rubber models of the late 1990's etc. Fortunately rubber scale has not died & indeed has a renaissance in Peanut indoor models.
More to the point, at the October MW meeting, Lindsey appeared with a rather large cardboard box which he generously gave to John & I to "dispose of". The box contained an exquisitely built rubber scale model of an Earl Stahl Fairchild 24K – span is 42¾". How he obtained the model is rather amusing & is described in his accompanying letter below:


Lindsey Smith
Spring Meadow
Fyfield
Andover
Hants SP11 8EL
01264 773487 lindsey.smith5@virgin.net tiscali.co.uk.

SAM35 The Society of Antique Modellers

31/9/15.

THIS MODEL WAS SENT FROM AMERICA, BY BOB BIENENSTEIN, TO DAVID BAKER TO DISPLAY IN THE 56th MODEL ENGINEER EXHIBITION AT WEMBLEY IN EARLY 198 . I ALSO SUPPLIED A MODEL, A VOUGHT V14, FOR THE EXHIBITION WHICH DAVID LOST. SO HE GAVE ME THIS AS A SUBSTITUTE. I CONTACTED BOB AS I FELT A BIT GUILTY? BUT HE TOLD ME TO KEEP IT. IT HAS NEVER BEEN FLOWN.

PS I EXHIBITED A VOISIN HYDRAVION WHICH AWARDED A COMMENDATION.

Curiously the original aircraft registration of NC1946 is tabulated by the FAA as a Piper Cub?

Serial Number	6570		Status	Valid
Manufacturer Name	PIPER		Certificate Issue Date	05/24/1995
Model	J3C-65		Expiration Date	07/31/2017
Type Aircraft	Fixed Wing Single-Engine		Type Engine	Reciprocating
Pending Number Change	None		Dealer	No
Date Change Authorized	None		Mode S Code (base 8 / oct)	50275061
MFR Year	1941		Mode S Code (base 16 / hex)	A17A31
Type Registration	Co-Owned		Fractional Owner	NO

If anyone is interested in acquiring this model, a donation to our nominated SAM1066 charity (Macmillan Cancer Support) would be acceptable. The model disassembles into component parts & comes complete with its purpose constructed cardboard box, down to the original USA newspaper wrapping for the components!

Approx size of box is 37” x 11” x 9”. Offers by email to me at rogerknewman@yahoo.com
I can bring it to a future MW meeting.

Roger Newman

Letters to the Editor

Bob Owston: 8oz Classic Wakefields

Hi John

I fully support your proposal to extend the 8 oz wakefield class into the Classic era (Jan 1951 - Dec.1958)

I think this could renew interest in the class and introduce a number currently neglected interesting designs.

I would prefer to keep the rubber weight as of the period (80gms.)

I would also be quite happy to see original designs accepted though this may not go down too well with the pure in heart

Thanks for Clarion Best wishes *Bob Owston.*

John O'Donnell: DT Fly-offs

Hi John,

I have written already with my views about DT Flyoffs - and you published them in the August 'Clarion'. For those wishing to check they were on page 20.

In short I opposed the whole idea, and said why - including mention of the 'slow DT descent' This seems so obvious that I am amazed that it has taken so long (years) for SAM to discover the technique. Perhaps some people have done so already and had the sense to keep quiet !!

John Thompson is quoted by Peter Hall in the October 'Clarion' page 25 - and merely considers that we should behave like 'Gentlemen'. From what I have seen of competitors this is more than a little optimistic - especially without a definition of the suggested 'Gentleman'.

I have always maintained that the Rule-Makers have the whiphand when it comes to writing rules. If they can not spell out exactly what they want to happen then they must accept whatever fits their wording. If they do not like it then they need to change the wording. Appealing to the 'Spirit of the rules' is not an answer in my book.

Of course a DT Flyoff will produce a result - but so would tossing a coin. It would be quicker and just as meaningful.

PS: One of the CW photos in the Oct issue show his Open rubber 7.46 The model is a Mick Farthing Mk.2 (from APS)

Best Wishes, *John O'Donnell*

Paul Gittel: Canada (query via Roger Newman)

I have been referred to you via Brian Riddle of the Royal Aeronautical Society Archive Library. I have a set of plans for Doug McHard's Douglas 0-46 from the **July 1953 AeroModeller.** In the accompanying magazine article for this free flight rubber powered scale model, on page 400, it states *"This and many other novel construction features of the McHard model are detailed in the building instructions which are issued with each A.P.S. plan."* I am wondering if those said building instructions might still be available and if so, would it be possible to obtain a copy? Thank you for your consideration.

Kindest regards,

Paul Gittel <paulgittel@yahoo.ca>
10 Bering Avenue
Winnipeg, Manitoba
R3K 0E9 Canada"

(Editor: Can anyone help?)

Secretary's Notes November 2015 - Roger Newman

October Meet results & comments:

Weather quite reasonable for time of year, with over 100 turning up on Saturday & about 80 on Sunday. Good flying for all who attended.

Saturday 3rd October

E36 Electric:
1st Trevor Grey (O/D) 5.22; 2nd Jim Paton (O/D) 5.12; 3rd Robin Kimber (O/D) 4.58;
4th Dave Powis (Slick Willie) 2.36

P30 Rubber:
1st Barbara Tiller (Majestic) 6.00; 2nd Gareth Jones (O/D) 5.47; 3rd Ted Stevens (One Nite 28) 5.36;
4th Ted Horsey (O/D) 5.08; 5th Don Thompson (O/D) 4.58; 6th Dave Powis (O/D) 4.26;
7th Roy Tiller (Tail Firster) 4.23

Combined Vintage/Classic CLG/HLG:
1st Ted Horsey (Heave Ho) 207 secs; 2nd Bob Taylor (Tomtit) 86 secs

***Combined 4oz/8oz Wakefield*:**
1st Jim Paton (Lanzo Duplex) 6.00; 2nd Peter Michel (Ying) 5.54;
3rd Bob Taylor (Copland 36) 5.45; 4th Bob Owston (Lim Joon) 5.42;
5th John Andrews (Jaguar) 5.24; 6th Robin Kimber (Rob Jeffries) 5.02;
7th Rex Oldridge (Northern Arrow) 4.14; 8th David Beales (Flying Minutes) 2.40;
9th John White (Copland 36 0.28

Unusually there were only 2 perfect scores & no fly-offs in spite of favourable conditions.

Sunday 4th October

Shared with Croydon Club for their Coupe Day, which is reported separately.

Combined Vintage/Classic Power:
1st Dave Cox (Dixielander) 6.00; 2nd Andrew Longhurst (Interceptor) 5.24

36" Combined Vintage/Classic Bungee Glider:
1st Ted Horne (Corsair) 4.35; 2nd Peter Michel (Corsair) 4.13;
3rd Geoff Smith (Corsair) 3.10; 4th John Mayes (Gnome) 2.17

Sunday November 15th Meeting & AGM

All things being equal with the weather etc, we have our final meeting of the year followed by the AGM. Comp flying concludes at 3.00pm, followed by any fly-offs & prize giving, with the AGM in the Museum at 4.45pm.

Events for the day are:
Vintage/Classic CLG/HLG; E36 Electric Power; Up to 50" Combined Vintage/Classic Bungee Glider;
Ryback Glider; Under 25" Vintage Rubber; Vintage Large Rubber;
Combined Tailless (Glider, Rubber & Power).
Sports flying & trimming

Email correspondence:
Concerning the uncertainties of modern technology – Mike (Parker) kindly set up an email address for me as secretary@SAM1066.org. This worked fine for quite a time, until my PC collapsed last year. When repaired, I found that I had lost the use of Microsoft Outlook & could no longer access the above email. In spite of various attempts by Mike & myself, success has eluded us, so I have been & still am unable to respond to any emails sent to me using this email address. *Apologies to all who may have tried to contact me* – until further notice, use rogerknewman@yahoo.com – this continues to work!

As a reminder the AGM agenda is:

1. Welcome to members old and new for the season 2015/16
2. Apologies for absences
3. Chairman's report
4. Secretary's report
5. Membership secretary's report
6. Treasurer's report and accounts
7. Report on the David Baker Heritage Library, Roger Newman
8. Election of Officers
    1. Chairman
    2. Secretary
    3. Treasurer
    4. Membership Secretary
    5. Committee Members
9. Annual subscriptions for 2016
10. Events for 2016
11. Any other business

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

Ray Malmstrom Award:

It is a pleasure to inform SAM1066 members that our esteemed Editor has been awarded the Ray Malmstrom Award for services to aeromodelling this year. He will receive the award at the BMFA AGM – well done to John, who continues to do a superb job getting our monthly newsletter out like clockwork.

His citation reads as follows:

A thriving Club requires an equally thriving Club newsletter, published at regular intervals and full of content relevant to Club activities & interests. In spite of its ageing membership, SAM 1066 is fortunate to have a free Club newsletter entitled the New Clarion – published as an electronic document that has stood & continues to stand the test of time.

John Andrews inherited the mantle of Editor of our SAM 1066 monthly newsletter in May 2010 following the sad death of its previous Editor (Vic Willson).

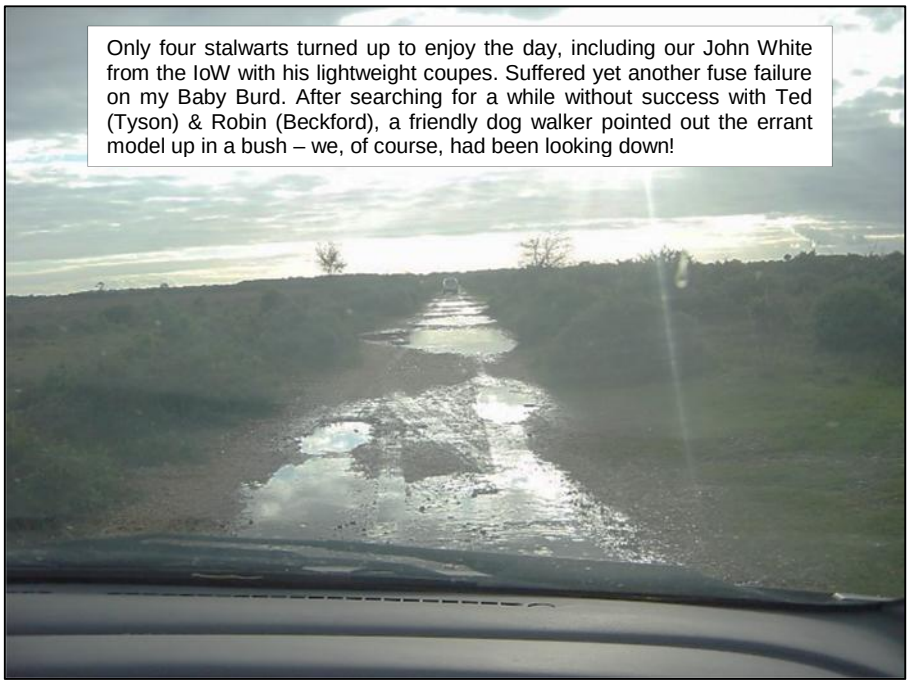
John has catholic tastes and the newsletter contains many items of interest to do with aviation & model aeroplanes that are outside the so-called vintage period of aeromodelling, but which are well received & eagerly enjoyed by the readership. He has garnered writers from within the UK & abroad to cover either their countries news or articles of a more technical nature to do with aeromodelling & in so doing promotes our hobby to a wide audience.

Our newsletter is published monthly as an "on-line" document and carries articles & content fully in touch with the membership of SAM 1066. John manages to collect, coerce & put content together without fail, presented in a highly readable form – in full colour as a very professional document & circulated to the whole membership of SAM 1066. He combines good knowledge of our vintage free flight movement, common sense and a robust commentary on his & our activities. The monthly deadline doesn't faze our John, coupled with an obvious awareness of how to compose & edit a variety of articles from various sources into a single extremely well presented format.

The end result is something that informs, educates & entertains all of our SAM 1066 members. Long may John continue superbly fulfilling his editorial role, promoting vintage free flight in all of its facets. Indeed SAM 1066 would be a far poorer organisation without the newsletter. One of the charms of his editorship is his reporting – in a very wry manner, of his efforts & success (or more possibly lack of it!) in the various contests that he enters; what in the past would have been referred to as the efforts of the clubman, which gives hope to all.

We have no hesitation putting John for this award, as his editorship promotes not only SAM 1066 but aeromodelling in general as a hobby. Also to be acknowledged is the work of Rachel, his wife, who accomplishes a lot of typing, as well as taking many of the published photos.

Ramblings this month: Successfully completed building / flight testing one of Dens Models new electronic timers into an equally new Corsair 36 fuselage (as elsewhere in this months NC). Also managed to get a bit of flying in at Beaulieu. A beautiful day but after two days of heavy rain, the peritrack was rather wet!

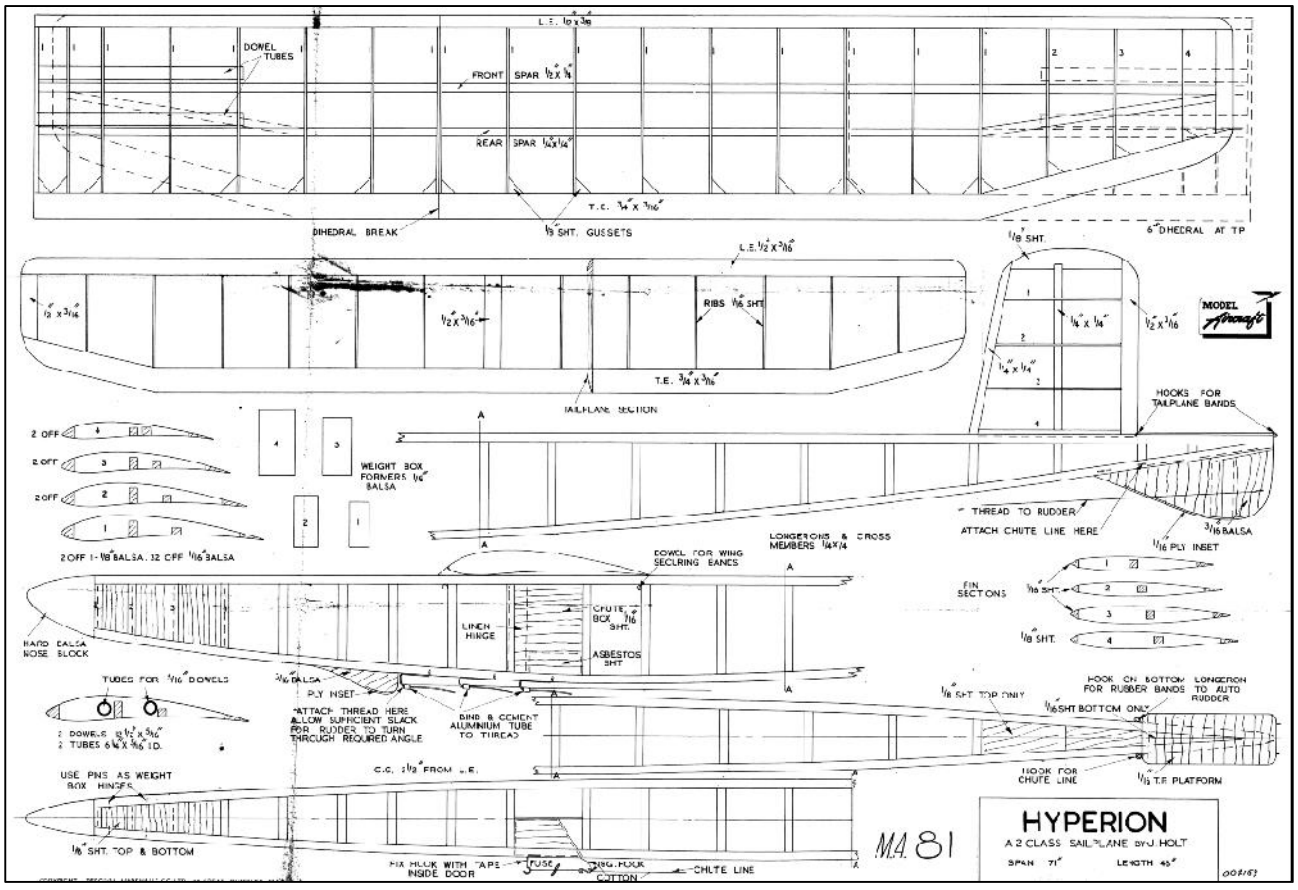


Only four stalwarts turned up to enjoy the day, including our John White from the IoW with his lightweight coupes. Suffered yet another fuse failure on my Baby Burd. After searching for a while without success with Ted (Tyson) & Robin (Beckford), a friendly dog walker pointed out the errant model up in a bush – we, of course, had been looking down!

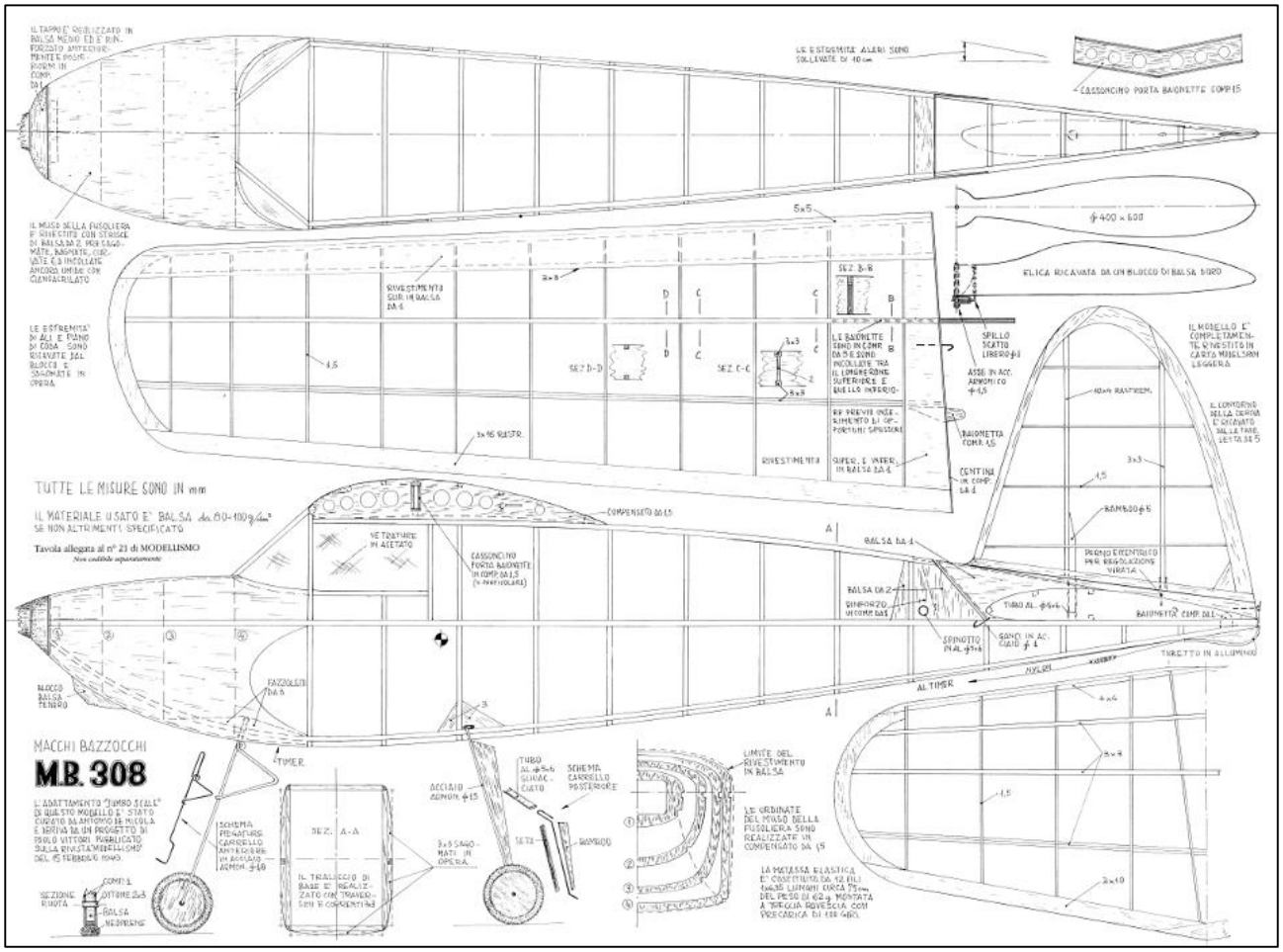
A Slicker Mite fuselage has been started & various electric components ordered to see if it can all be made to work with a Dens Model electric timer. Breaking new ground here (for me)! Thought occurs that it might be interesting to also build a new electric Baby Burd to see how it compares with the existing PAW 1.0 cc version, which has a very nice tight & rapid spiral climb in spite of its venerable age. Reducing the span marginally from 37" to 36" would also make it eligible for E36! Earlier in the year I did promise Tony Shepherd that I would do something like this.

Plans for month:

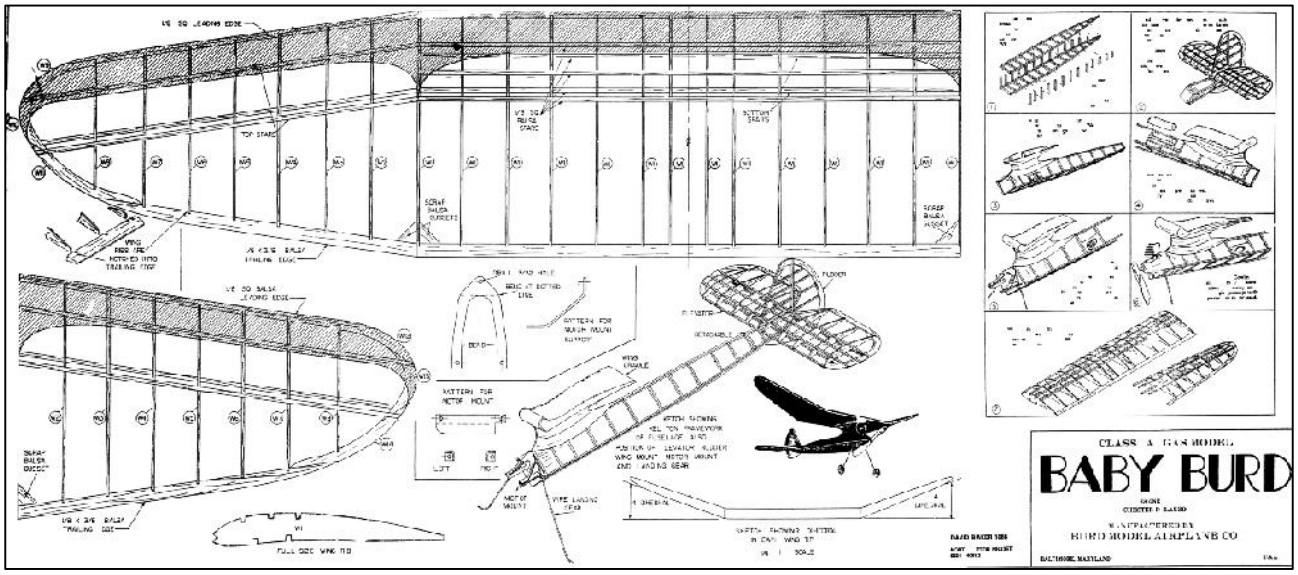
Glider: Hyperion – Dave Cox & Vic Driscoll have both flown this model with a lot of success.

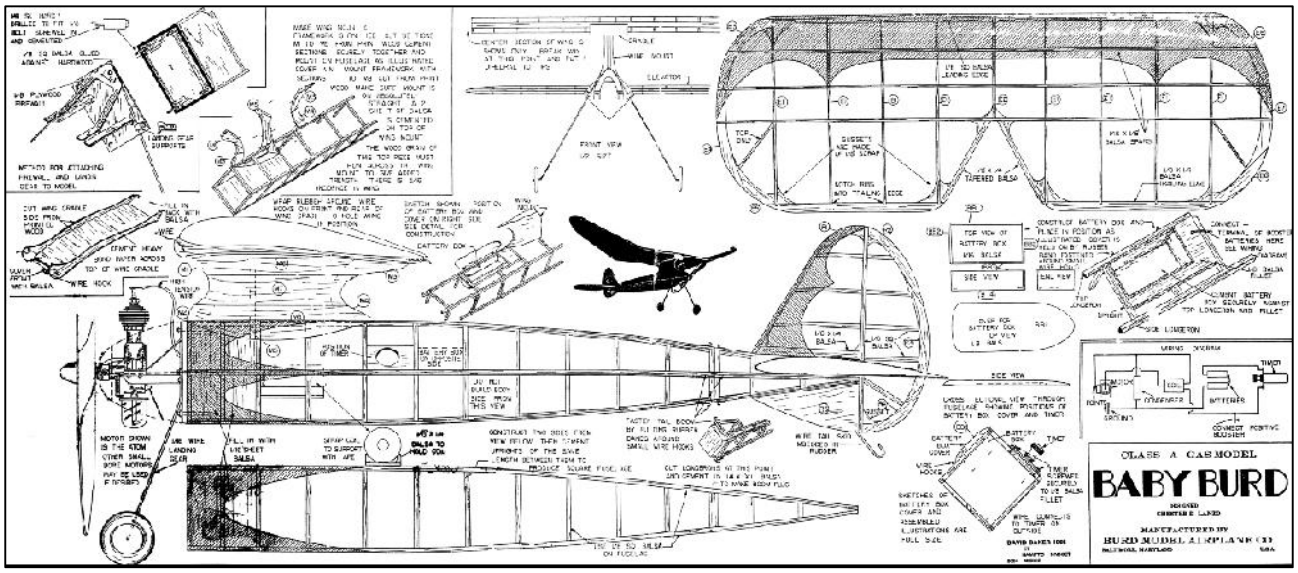


Rubber: A pretty jumbo rubber candidate from Italy – Macchi MB308



Power: With me wittering on about it, has to be a Baby Burd this month. Try one, they really do fly well, but do fit a dt.





Roger Newman

Aeromodellers Departed

John Wingate: John passed away on Tuesday 13th October.

John flew mainly competition rubber, particularly vintage in these last few years. He was many times a winner and invariably near the top of the result sheet.

He was also active in organisation, being CD at his club Timperley's Galas and many SAM35 events. He also served a number of years on the SAM35 committee as Free-Flight secretary and Radio Control secretary.

John was a "dyed in the wool" aeromodeller from childhood to his passing and will be sorely missed, particularly by your editor who is proud to have called him a friend.

His funeral service will take place at 3-20pm on Monday 16th November
at Blacon Crematorium, Chester.

R.I.P.

Clive King: Clive passed away peacefully on Monday 19th October.

Clive was an excellent indoor flyer and served as Laurie Bar's right hand man when Cardington No1 hanger was still available. Clive was overall champion at the Indoor Nationals on many occasions as he was extremely competent in numerous indoor model classes. Always ready to help others and keen to advise. Another modeller your editor counted as a friend.

R.I.P.

An invitation from Clive's son Adam

Come fly with us and celebrate Clive's life

Monday 2nd November 2015 at 1.30pm
Cambridge Crematorium West Chapel

Please join us thereafter for more fond memories
and refreshments at
The Royal British Legion, Bottisham

Odiham Donation to the RAF BF - John Thompson

The following is a letter of thanks from the RAF Benevolent fund for the donation from the entry fees at the Southern Area BMFA Odiham Rally.

I am pleased to report that I have provisional approval for the 68th BMFA Odiham Rally on Saturday July 16th 2016 subject to licence etc.

From: Bryan Kettle – Regional Coordinator

Royal Air Force Benevolent Fund
THE HEART OF THE RAF FAMILY

Regional Office - South England
Royal Air Force Benevolent Fund
Building 167
RAF Benson
Wallingford
Oxon
OX10 6AA

Tel 01491 837766 Ext 5299/6536
DFTS 95261 5299/6536
Mob 07877 882393
Web www.rafbf.org

Our Reference:
LHCSE/23

Mr John Thompson
Competition Sec
Southern Area BMFA
Beechmede
Meadow Lane
Harltey Wintney
RG27 8RD

30 July 2015

Dear John,

The Station Commander at RAF Odiham has forwarded me your donation to the RAF Benevolent Fund of £260.00 following 67th Annual BMFA Free Flight model plane rally on 18 July 2015. This really is a most wonderful gesture from you and one for which we are most grateful.

The RAF Benevolent Fund was formed in 1919, a year after the formation of the RAF, in order to provide a welfare 'safety net' for those members of the RAF Family (over 2 million people – serving personnel, veterans and their dependants) in their time of need. We are extremely proud of the support that we provide, which covers the full spectrum of care; from cradle to grave with an annual spend of circa £20M. Such donations as yours are therefore vital to us in helping us meet the heavy fundraising challenge.

I am so pleased that the day was enjoyed by all of those who attended and thank you again for supporting the Royal Air Force Benevolent Fund.

Yours sincerely,

Bryan.

bryan.kettle@rafbf.org.uk

Patron Her Majesty The Queen President HRH The Duke of Ker
Registered Charity Number 1081009 (Main Fund). Registered in Scotland as Charity No. SC03810

John Thompson

24th WorldWide Postal Contest 2015/2016

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

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

For list of event classes see September New Clarion

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

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

TAKE " THE ROAD TO WIGAN....SWAP MEET" 2015

Sunday 6th December 2015 AFTERNOON

Setup from 11.30 Public/buyers 12.15 till 3.15 pm
St. Aidan's Parish Centre,
Highfield Grange Ave,
Winstanley, Wigan, WN3 6TB

Simple to find - only 1.5 miles from Junction 25 on M6
Ample free parking on doorstep, flat loading,
quality function room, licenced bar, tea and coffee.

Admission **£2-00** Ladies and kids FREE
Tables : small @£2-00 , large @£3-00
Limit of one complete airframe per large table. Show more in car park.
For more details, directions, bookings, etc. contact :-
John O'Donnell
20 Manderville Close,
Winstanley, Wigan, WN3 6HL
Tel: 01942 211742 email: john@odonnell3737.co.uk

Directions : Unless you are local, or know the area, it is best to start from the M6. This avoids going through the centre of Wigan.
If travelling from the South leave at junction 25. This is the one after 23.
From the North leave at junction 24, loop over the motorway back onto the M6 heading North, and leave (after a mile or so) at junction 25.
At the end of the slip road there is a roundabout with a large sculpture. Turn LEFT (first exit) onto A49 (signed Wigan). This is dual-carriageway, soon with a 30 mph limit, then at McDonalds traffic lights (continue straight on), then a garage prior to crossroads. This was a roundabout and may still be undergoing road works. Turn LEFT (first exit) into Highfield Grange Avenue (signed Winstanley). After about ¾ mile this ends in a mini-roundabout and T junction. JUST before this, on the Right are St. Aidan's Parish Centre and Church.
The (only) entrance to the car park is in front of the Parish Centre.

Le Grand Coupé de Birmingham (Part Deux)

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

December 6th at MOD North Luffenham

starting at 10:00am

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

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

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

Entry Fee £10 covers both events

Fly-offs (Not DT!) and maxes as determined by conditions on the day
Prize giving and hot drinks/nibbles in the Golf Club on the flying site
(hot food available for purchase at the club bar)
For further information contact Gavin Manion
at gavin.manion84@gmail.com tel 01543 422509
Or Stuart Darmon at stuartdarmonf1a@yahoo.com tel 01858 882057

Flitehook

Indoor Free Flight Meetings

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

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

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

Café on Site

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

BMFA South West
Indoor Flying
Cornwall Vintage Aeromodellers
at
Saints Health and Fitness Centre
St Austell Rugby Club
Tregorrick Park, St Austell
Cornwall, PL26 7AG

Flying from 1200 to 1600 on the following dates,

2015	2016
Sunday 27 September	Sunday 17 January
Sunday 25 October	Sunday 14 February
Sunday 22 November	Sunday 6 March
Sunday 13 December	

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

Admission:
Flyers £10 **Spectators £3**

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

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

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

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

Indoor Flying with the South Birmingham MAC
Mainly Free Flight
Thorns Leisure Centre.
Stockwell Ave.
Off Thorns Road - Quarry Bank - West Midlands - DY5 2NU
Saturdays 1pm until 4pm

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

Admission - Flyers £5.50 - Spectators £2.00
Ultra-light R/C models may be flown for the first 15mins of each hour
(quad copters or heavy fast flying models not accepted)
For further information phone Colin Shepherd 0121 5506132
or e-mail colin@colinwilliam.wanadoo.co.uk

Bloxwich Indoor Flyers
Free Flight
Sneyd Community School
Vernon Way, Sneyd Lane,
Bloxwich, WS3 2PA
Saturdays 2pm until 5pm
Flyers - £8 Spectators £2

2015
Sep 5th; Oct 10th; Nov 7th; Dec 5th.

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

MORE SPEAKERS FOR THE 2015 FREE FLIGHT FORUM

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

Among the topics and speakers will be:

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

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

HOT OFF THE PRESS

THE 2015 FREE FLIGHT FORUM REPORT

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

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

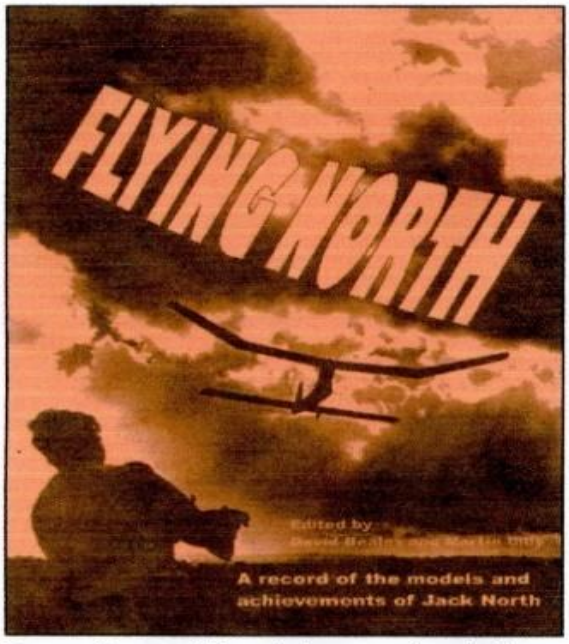
The UK price is £12.00 including postage; to Europe it's £15 and everywhere else £17.

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

Copies are available from

Martin Dilly
20, Links Road,
West Wickham,
Kent.
BR4 OQW

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



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

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

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

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

Model

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

Engine/motors

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

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

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

Electric Motors:

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

48" WNGSPAN - I.C. Engines:

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

Electric Motors:

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

Flights and results

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

Awards :

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

Results

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

SPECIAL PRIZE VIC SMEED

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

Good ROW and flight

SPECIAL PRIZE DAVID BAKER Free-Flight

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

Good thermals

DBHL Plan Service

The rules for obtaining plans.

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

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

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

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

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

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

This service is provided at no charge.

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

MSP PLANS PRESENTS

Vintage, Classic, Sport and other Duration Designs

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

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

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

MICK FARTHING 1942	The 40 in span Lightweight Contest rubber model with a diamond fuselage.
MICK FARTHING'S THE PAPER BAG'	Mick Farthing's last lightweight rubber model of 1946.
RAFF V *1947*	Designed by Norman Marcus who was National Champion in 1946.
ODENUAN'S 1950 *NORDIC A2*	Swedish Championship glider, placed second in the first World International in 1950.
SENATOR 1950	RUBBER Designed by Albert Hatfull and kitted in 1950. Twin plan with Ace
ACE 1950 RUBBER	Designed by Bill Dean and kitted in 1950. Twin plan with ***SENATOR.***
ENGLISH VIKING *1953 A2 GUDER*	Designed by Bill Farrance twice winner of the SAM Radislav Rybach trophy.
CRESTA	A 38 in wingspan low-wing design for small diesel or electric motor installation.
FRED BOXALL'S 1956 OPEN RUBBER MODEL	Twin plan with Boxall's ***SEAPLANE.***
FRED BOXALL'S SEAPLANE (1965)	Twin plan with the 1956 *OPEN* ***RUBBER MODEL***
LAST RESORT 1956 CLASSIC RUBBER	Open Rubber Model designed by Jim Baguley, Twin plan with ***FIRST RESORT.***
FIRST RESORT 2006	by Martyn Pressnell for the BMFA Rubber Class. Twin plan with ***LAST RESORT.***
WINDING BOYII 1956	by Urtan Wannop, 38 in.span, Twin plan with ***McGILLIVRAY's LIGHTWEIGHT.***
JACKMcGILIVRAY's LIGHTWEIGHT 1958	36 in. span lightweight rubber model Twin plan with ***WINDING BOYII.***
CAPRICE 1959 GLIDER	The renowned lightweight glider of 51 in span. Twin plan with ***GAUCHO.***
GAUCH01960	power duration model for 1.5 cc engines. Designed in 1959 Twin plan with ***CAPRICE.***
VAKUSHNA1959 A2	Designed by Brian Dowling this glider won the 1960 Richer Cup

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

JUDGE 1945 WAKEFIELD	by Bert Judge to the 1945 rules as a direct descendant of his 1936 Wakefield Cup winner,
HERMES MAJOR	A 150% enlargement to 61% in span, of the 1949 *HALFAX* ***HERMES***
FRANK LOATES' 1949 WAKEFIELD	Canadian Wakefield 5th in the World Championships at Cranfield, England, in 1949.
BORJE BORJESSON'S 1949 WAKEFIELD	Swedish Wakefield 6th in the World Championships at Cranfield, in 1949.
GHOST WAKEFIELD 1951	John Gorham's 1951 Wakefield, a successful rubber model from the early 1950's.
RON WARRING'S 1952 WAKEFIELD	The geared geodetic model, developed by Ron Warring for twin motors,
NIGHT TRAIN Mk I 11960	George French's Night Train which pioneered the use of VIT systems in the UK

MSP PLANS PRESENTS NEW PLANS

HI-START GLIDERS 2013 - 36 in span

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

HI-START GLIDERS 2014 – 36 in span

SATU 1950	J Bennett's vintage A2
PETREL1964	Frog's beginner's kit glider
MAD'S DREAM 1959	Brian Dowling's classic A2.

To order plans for UK delivery please write with cheque (£ sterling) made payable to
Martyn Pressnell, 1 Vitre Gardens, Lymington, Hants, S041 SNA.
For overseas delivery of Popular Plans send local bank notes equivalent to £10.00.
Enquiries: please write or email martyn.pressnell@btintemetcom

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

This identifies the collection of plans that I have produced for aeromodellers together with the rules for the Bournemouth Club Classic Rubber class. There is also a sample of the publications produced over the years with 'Rubber Motors - Maximum Turns' as the current offering.

I hope you find this a useful website which will be updated with more information from time to time. Martyn Pressnell

Provisional Events Calendar 2015

With competitions for Vintage and/or Classic models

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

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

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

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

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

Useful Websites

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

Are You Getting Yours? - Membership Secretary

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

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

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

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

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

Your editor John Andrews