NEW Clarion

SAM 1066 Newsletter

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Editorial

The current hot potato is the proposed European Aviation Safely Authority's (EASA) laws to control what we know as 'Drones'

The laws as proposed make no distinction between Drones and Model Aircraft and, if implemented as is, would destroy the aeromodelling hobby.

JO'D's article summarises the destructive effect these rules would have on our hobby.

Roger Newman, for SAM1066 together with Bournemouth and Crookham, has submitted to the EASA a response to the proposed legislation. This well-reasoned document assembled by Roger with help from others is published for your information.
It is hoped that our submission together with others from European model flying organisations will lead to a more reasonable proposed law and exclude model aircraft as we know them from these laws.

I trust the majority of you will register your disapproval via the on-line petition highlighted elsewhere.

Our Dr. Martin Pike has submitted his own response which is also published within.

I wonder whether the draconian laws as proposed are expected to raise objections in the hope that a later slightly relaxed version would be acceptable whereas, if proposed in the relaxed form initially, would have been objected to. A standard political ploy? We must be ever vigilant.

As you read this our AGM will have taken place, I hope, we do need a quorum to be legal. I will report next month with all Officers reports and the goings on.

Right, now to this month's content, I weigh in with my own indoor experiences at the National Championships and visits to my relatively local sports hall indoor meets. These local meets will be the main aeromodelling activity for myself through the winter months.

Peter Gilbert, our new find, completes his article on times past and hopes his efforts will prompt others to recall their early aeromodelling days. We all have these past experiences that others would be delighted to read about.
Reading Peter's reminiscences of Laurie Barr reminded me of Laurie's 'Smokey Joe' jetex model which I regularly come across when magazine browsing so I've stuck that in as well. I do not know if it may be suitable for modern rocket units but if someone is prepared to give it a try please lets us know.

Jim Paton relates his experiences with 'Trackers' he seems to have tried most types.

I have popped in another 'Full Size' piece describing the design process that led to the Russian Anatov An-14.

Roy Tiller continues his MOVO diving, a point to note is that this is Roy's 70th article, he just keeps trotting them out month after month, an editors' dream contributor,
'Thanks Roy'

Finally, our secretary Roger winds up this issue with his monthly report. Where he found the time with all the EASA submissions is a mystery to me.

Editor

European Aviation Safety Authority: Proposed Legislation

David Phipps (the BMFA CEO), has put an article in the BMFA news about the proposed EASA laws about model flying in Europe, and has suggested that all our members should contact EASA expressing their concerns over the proposed regulations.
A petition has been started to block or change the EASA regulations.
I don't know if you are aware of it: Please respond.

https://petition.parliament.uk/petitions/168112 .

John O'Donnell's observations on EASA Prototype Rules

https://www.easa.europa.eu/easa-and-you/civil-drones-rpas

If implemented these Rules would have severe effects on model flying. Details are contained in a 70 page document available on-line.
BMFA News and web site, plus the FFTC site and copy in FFn, all exhort their readers to examine this document, but give no details of the content.
The document is not easy to read and few will persevere to the end. This is more than unfortunate since some details are important. As I see it the gist of the document needs to be spelt out to our members in a concise manner – similar to what follows.
The whole document assumes that all 'unmanned aircraft' are radio-controlled. This puts models in with drones and hence subject to the same prototype rules. Definitions are needed and are well overdue. There are several levels or 'risk' considered. The safest, where our models might expect to be classed, have restrictions on their operation. These are on page 15 of the Prototype rules. They include a maximum flying weight of 250 grams, a height limit of 50 metres, and a distance limit of 100 metres from the pilot. This effectively eliminates free-flight duration competition models as currently flown. Even elementary Sports models could scarcely comply - with or without RC.
Larger models are considered less safe and need to be flown under some form of jurisdiction. All may require some form of registration perhaps via Society membership.
In short, these prototype rules would virtually kill off model flying – and for what purpose?

John O'Donnell

John Thompson, for SAM1066:
Your committee considered that when these proposals came to light, that some response from us was required. At least, if it all went pear shaped we could say we had a go!
The proposals to say the least of it are very long, turgid stuff that almost seem to encompass everything since the world was invented. To give you a taste of the possible restrictions. No flying above 400 feet. All models would have to be registered (no one says what happens with a bitza?). However, it did propose that small free flight models weighing under 250 grams were to be excluded, as they did not seem to cause any risk, but, and it was a big but, they were not to be flown more than 50 metres from the flyer, otherwise all the other regulations would have to be followed. These proposals refer always to our models as unmanned vehicles (in the olden days the first word had a very different meaning!)
Roger lead the team in producing this document. Advice and consultation with the BMFA was taken to see how best we could respond. Thanks also to Roy, Peter, Chris and Nick

for assistance in this task. Roy came up with the description of a model airplane that was used in the final draft.

Well chaps, this is our attempt to save our hobby from overarching rules and regulations. I would like to point out that most of the slog, if not nearly all of it was completed by Roger, utilising much input and discussions with some of the club members. As Chairman of two of the clubs, I am most grateful that we have completed this very necessary task to make ourselves heard.
Now only time will tell what the outcome will be, I do hope that common sense will prevail. If not, we will have to gird our loins again!

John Thompson

Roger Newman: There follows the response to the EASA prototype regulation following dialogue & input from SAM1066, Crookham & BMAS modellers to support the case made by BMFA for future governance of aeromodelling as a separate entity from any EASA regulation on "UAS". **This document has been sent to the EASA.**
Further investigation has resulted in a supplementary response which has also been submitted to the EASA in support of the initial response.

1. Preamble

This submission to EASA is made on behalf of SAM1066 (Society of Antique Modellers – UK Chapter 1066), Crookham Contest Modellers & the Bournemouth Model Aircraft Society (BMAS) founded in 1930. These three organisations are all affiliated to the British Model Flying Association (BMFA) & represent some 600 model flyers of classic free flight & control line model aircraft resident in the United Kingdom.
The submission is in response to the "Prototype Commission Regulation on unmanned aircraft operations" & accompanying notes published by EASA & dated 22nd August 2016.
Information relating to the proposed prototype regulation has been circulated to & read by many members of the above noted model flying organisations prior to generating this submission, who are very much dismayed by the approach being proposed by EASA & wish to make their collective views known to EASA.

1.1. Classic Model Aircraft

Model flying of free flight aeroplanes has taken place in the United Kingdom for over 100 years. During that time, it has become a well-established hobby for many people providing enjoyment & a rewarding activity as well as introducing the principles of flight to young persons, many of whom graduated to successful careers in aeronautical engineering & the aviation industry.
Model aircraft traditionally fall into one of three main categories, each with distinct characteristics:
Free flight model aircraft - Miniature aircraft which, once launched, operate autonomously save for possible use of a radio link to end the flight. Stabilisation and direction is provided by the setting of the control surfaces prior to launch, and may be fixed for the duration of the flight or follow a pre-programmed sequence governed by an open loop control (timing) system. Model to user communication is limited to tracker beacon for retrieval purposes.
Control line model aircraft - Miniature aircraft which are tethered to the operator by one or more lines which provide primary control over the model's pitch control surfaces, i.e. which enables control over the hemisphere over which the model is constrained to fly.
Radio control models - Miniature aircraft which are controlled by radio link by a pilot in visual contact with the model at all times. The radio link is one way open loop, the feedback to the pilot is purely visual over line of sight or, latterly, via on board camera (FPV).
All types of model aircraft described above are flown for pleasure, including competition, may be home constructed or bought, and weigh up to the maximum defined in the appropriate air regulations. They all require skilled operation.
In contrast, uas vehicles or drones as exemplified by the prototype regulation, employ sensor base auto stabilisation using computer-controlled closed loop feedback systems and often GPS location. Typically limited skill is required in the operation and flight. They are used as toys or for commercial operations although drone racing is introducing a hobby element. Radio controlled helicopters may display some of the characteristics of drones in respect of use of closed loop stabilisation and sit on the boundary.

2. Our Response to the proposed prototype regulation document

2.1 Lack of clarity regarding model aircraft

The proposed prototype regulation fails to discriminate between model aircraft & unmanned air systems as exemplified by current drone technology, whether the latter are for "hobby" purposes or for commercial purposes. As noted above (Para 1.1) classic model aircraft are built & flown for pleasure with no commercial element involved. Indeed the documents declare a

total inability to make such discrimination – ref Para 1.6 Article 15 of the explanatory note accompanying the prototype rule document. In our opinion, it is not acceptable to state that "excluding 'model aircraft' from these prototype rules would allow operators to declare their UAS as a model and escape the requirements, therefore opening a safety gap" without including suitable definitions covering UAS vehicles & classic model aircraft. Model aircraft, in particular classic free flight & control models, do not have inbuilt control electronics that all drones have as embedded equipment. Furthermore, rules regarding the operation of model aircraft in the UK are adequately set out by the UK Civil Aviation Authority (CAA) in conjunction with the BMFA.
We submit that significant effort is made to define & discriminate classic model aircraft from UAS vehicles that EASA wishes to regulate.

2.2 Proportionality & safety of UAS in use

It is accepted that UAS devices where the definition of such devices specifically excludes classic model aircraft should be subject to certain controls regarding operation & use. However, we do not accept that classic model aircraft should be included within these controls. As proposed by the prototype regulation, these controls are not proportionate to the operation of classic model aircraft.
To quote from the prototype regulation Paras 2 & 3, Page 2: Measures taken in the framework of this Regulation should be proportionate to the nature and risk of the type of unmanned aircraft operation and should in particular take due account of the following: type of operation and whether the operation is open to members of the public; the extent to which other air traffic or persons and property on the ground could be endangered by the operation; the type of airspace used and territory overflown; the complexity and performance of the aircraft involved; the type, scale, and complexity of the operation or activity, including, where relevant, the size and type of the traffic handled by the responsible organisation or person.
The risk of operating an unmanned aircraft varies as a function of the characteristics of the unmanned aircraft and the type of operation. Therefore, different rules should apply to different categories taking into account the principles of proportionality and progressivity, and that rules should be based on risk assessment and be performance-based.
Model flying in the UK has had an excellent safety record for many years & is well managed by the BMFA in conjunction with the UK CAA. This should continue to be the modus operandi for model flying of classic model aircraft in the UK regardless of any rules applied to UAS embracing drones.

As such, we submit that classic model aircraft must be: (i) separately defined by & excluded from any proposed regulation that governs UAS vehicles: (ii) that recognition is given to the above highlighted paragraphs from the proposed regulation & applied to classic model aircraft such that they are excluded from any general rules set out for UAS devices.

2.3 Designation of the competent Authority

Article 8 of the proposed regulation calls for the designation of a competent Authority for each Member State.

We agree with this proposal & submit that the UK CAA continues as a competent Authority, to act in conjunction with the national model flying authority (BMFA), in setting out & enacting such rules that govern the use & flying of classic model aircraft to be distinctly separate from any rules governing the regulation & use of UAS vehicles as proposed by EASA.

2.4 Exemption through precedence

Para 1.1 of the Explanatory Note accompanying the proposed regulation introduces the idea of an "operation centric concept of operations" highlighting the point that it should be "risk based & proportionate", which is justifiable. The same para goes on to indicate that "The operation centric concept is not applicable to indoors operations for the reason that the concept is applicable only in the Single European Sky Airspace. EASA is aware that in-doors operations are contemplated by stakeholders but assume that such operations will be covered by other legislations such as health and safety regulations." Thus an exemption for indoor operations, inclusive of model flying, is established by precedence. Indoor model flying has been carried out safely for many years throughout the UK & Europe.
As noted above, the proposed regulation is stated to be risk based & proportionate. Flying of outdoor classic model aircraft – in particular free flight & control line models, similarly has been carried out in the UK & Europe for many years, based on common sense rules agreed with & monitored by the relevant competent authority in each country. Thus the case can readily be made for the flying of classic model aircraft, in particular free flight & control line models, to be granted exemption from the proposed regulation, based on the precedence given above for indoor operations. An advantage of so doing is that there would then be no requirement to define free flight & control line classic model aircraft within the regulation.

We submit that as an alternative to trying to define the operation & flying of classic model aircraft – in particular free flight & control line models within the proposed regulation, that it would be beneficial & practical to concede an exemption for such activities in the scope of the regulation.
Response & submission made by:

Roger Newman
on behalf of SAM1066; Crookham Contest Modellers & Bournemouth Model Aircraft Society
(Secretary SAM1066; Southern Area BMFA Vintage Model Representative; Crookham Club Member; Bournemouth Model Aircraft Club Committee Member & BMFA Club Representative.)

This is the supplementary response submitted to The EASA in support of the initial response above.

1. Preamable

This document is a supplementary submission to our original submission dated 9th October 2016, made on behalf of SAM1066 (Society of Antique Modellers – UK Chapter 1066), Crookham Contest Modellers & the Bournemouth Model Aircraft Society (BMAS).

It provides additional fact based evidence taken from EASA documents A-NPA 2015, dated 7 - 2015 & a joint EASA / NAA task force report dated 2nd Sept 2016 entitled "Study & Recommendations regarding Unmanned Aircraft System Geo-limitations".

2. EASA Documents

A-NPA 2015, dated 7-2015 has a single reference to model aircraft on page 14 - to quote: "the intention is to develop rules for the open category that will not affect model aircraft flying".

This is a clear & unambiguous statement regarding the operation of model aircraft.

The task force study has several references to model aircraft, all of a very similar nature. The most significant are those on pages 41 – to quote in full: "Finally, the Task Force considered the case of model aircraft and noted that EASA, in its Technical Opinion, considers that "there is the risk that technologies tend to be mandated because they are available. The consequence would be additional costs and efforts for manufacturers and operators, therefore every mandated requirement should be well-justified. Models are normally manually controlled and do not carry a global navigation satellite system (GNSS) unit or similar on board."
EASA also notes that "[model aircraft] operations are rarely seen as aviation and have limited effect on traditional aviation and the safety record under the current regulatory regime seems to be acceptable. In case these operations are not covered within the 'open' category, it is intended to 'grandfather' the national or local arrangements".

Again on page 42 - REC.9: The Task Force recommends the following approach for model and homebuilt UAS: Grandfather rights for model aircraft flying activities, consistent with current national or local arrangements."

Again, these are clear & unambiguous statements regarding the operation of model aircraft.

Unfortunately, the definitions on page 55 onwards of this document do not include a suitable definition for model aircraft, which is considered a significant oversight.

We submit that the references made in these two documents are serious omissions in the consideration of the operation of classic model aircraft within the "Prototype Commission Regulation on unmanned aircraft operations" published on 22nd August 2016 and that the prototype regulation is amended to reflect the special case for model aircraft noted in the above references. This submission is additional to those made in our original document.

Response & submission made by:
Roger Newman
On behalf of SAM1066, Crookham Contest Modellers & Bournemouth Model Aircraft Society.
Secretary SAM1066; Southern Area BMFA Vintage Model Representative; Crookham Club Member; Bournemouth Model Aircraft Club Committee Member & BMFA Club Representative.

We hope that the European Aircraft Safety Authority will take due note of the submissions made and seriously reconsider the ill-conceived regulatory proposals that they propose at this time.

Editor

My EASA Legislation Protest - Martin Pike

From: Martin Pike <martin.pike.xray@btinternet.com>
To: "UASPrototypeRule@easa.europa.eu" <UASPrototypeRule@easa.europa.eu>
Sent: Monday, 17 October 2016, 10:40
Subject: EASA Commission Regulation on Unmanned Aircraft Operations.

Dear Sir/Madam,

Whilst I am sure you are concerned about unmanned aircraft/drones, are you aware that the regulations as currently proposed would adversely affect free-flight aeromodelling? This has been going on since the 1930's, with very few adverse incidents.

I fly vintage-style (designed before 1951) balsa wood models powered by rubber bands, small electric motors or internal combustion (IC) engines of less than 1cc. The flights are ascending spirals followed by descending spiral glides - when the airspeed is low. There is no direct user control once the plane is released, but the flights can be terminated early by use of a de-thermaliser system (timer or radio), which brings them down quickly, but in a horizontal attitude.

They are flown either at organised airfield events or more commonly over an upland bog, away from people and houses. I believe they represent a very low hazard to people, property or national security. However, they would fail to conform to your A0 requirement because they can fly more than 100m from the point of launch. Some of the IC models would be just over 250g, too. A1 would not be possible as they are not commercially available as complete models. None of the other categories seem to fit either. Effectively, it seems they would be banned.

It seems unfair to outlaw free-flight model flying whilst trying to regulate a very different type of device. Surely the rules can be amended to allow for continued free-flight aeromodelling?

Yours,

Dr Martin Pike,
Bethesda, North Wales - Member of the British Model Flying association

My Indoor Nationals - John Andrews

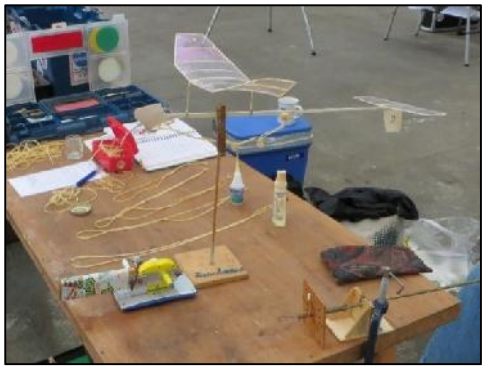
Thursday 15th September Rachel and I set out down the M5 for Filton to attend the National Indoor Championships on the Fri/Sat/Sunday in the old Brabazon Hanger at Airbus Industries. The excitement started early as we broke down on the M5 just in the slip-road exiting for Filton, an armed response police car was first on the scene and they covered us whilst I phoned the AA and the police sent for another vehicle, a land-rover, which towed us off the motorway. Rachel was delighted as we had a short ride in the armed response vehicle with all the lights

flashing as we followed the coppers as they towed my car away. The AA then took over, diagnosed a duff alternator, located a replacement, fitted a spare battery, escorted us to a spares warehouse and fitted the new alternator in the carpark. My old battery was reinstalled, boosted and we were away. In our hotel about 9pm. Dinner tasted good as we were starving by then.

Sorry about that, this is supposed to be about the championships. We were on the hanger doorstep first thing Friday morning and were soon inside and set up for my onslaught on the 'Gyminnie Cricket' competition. This competition is always my best chance of a top of the table finish as the minimum weight of 3gm is just about what my indoor building skills (or lack of) can achieve.

First order of business was the pilots? briefing just to remind us of the do's & don'ts then it was on with the show. I had made little or no preparation for the meeting and was relying on old models and old rubber, but my 'Crickets' had served me well before at the Boulby salt store nationals in previous years with wins and seconds so I was quietly confident of a reasonably showing. The propellers' made from razor blade shavings on my two 'Crickets' had been past their sell by date, so prior to the meeting I had replaced them with new ones made from .020 sheet, not quite as light but stronger.

I selected No2 the newest of the two models and the first problem was to find out what width of rubber would fly the model. I optimistically selected a motor of .070 x 14" loop, past experience has shown that 14" loops often do the job with all sorts of models, so that was my starting point.



This motor with 1,500 turns proved totally inadequate, the model gaining very little height. I then applied my normal theory, if you are going to change something think big. Next up was a jump to .090 x 14" and 1,200 turns, this saw the old cricket high up near the roof girders for a time of 4-34. The competition was for the sum of the best two flights from six, so I thought I might as well wind again and do one to count. Same motor, 1,300 turns and, with Rachel on the watch, off went Cricket No2 way up to the girders and down again to record a reasonable time of 5-42.

One in the bag, time for lunch with our companions for the weekend Noreen and Ken Bates. Lunch over I experimented with a different motor, .090 x 20" loop and after a few check flights I had my second competition flight. With 1,500 turns on the motor up to the girders went No2 again and down to record a time of 5-41. Not much difference to the first flight with the 14" loop but less nerve racking as the first flight had pinged about in the girders quite a bit. I had one more attempt but the motor had tired and only 5-14 was recorded. At that I called it a day for crickets and assembled my F1M. The F1M model is intended to be for beginners really although to win you have to be more than a beginner. The specification is simple: max span 460mm, minimum weight 3gm and maximum 1.5gm of rubber. I needed one to fly so I knocked one up in a couple of days during the week before the contest. It had one test flight across the bedroom the day before we left. The model was really just an enlarged Penny Plane and was well overweight as I did not have time to make a new propeller and had to make do with an old PP one from my flight box, still I had a model to fly. I had a selection of 1.5gm motors from a couple of years back when I actually used my Penny Plane to compete so I selected one of .110 thickness and first test flight was perfectly on trim so I wound on 700 turns and the F1M went swiftly up to girder level, cruised for a while then descended to run out of turns halfway down, a time of 4-23 is recorded in my flight log. I then proceeded to break motors left right and centre and weighing and trying different widths took quite a lot of time but eventually I settled on 0.10 and 950 turns which gave me two best flights of 5-25 and 5-46. I had competed but there were several competitors who had single flights better than my two added together.

Day two, Saturday, it was back to 'Gyminnie Cricket' again to finish off my six flights. Ron Marking was slightly ahead of me and there were two flights by one N Stewart of over 6mins. I had one flight on the .090 x 20" loop and recorded only 5-08. Winding for my 5th flight I broke the motor and not wishing to search and test to find another I opted to knot the broken motor down to 18" and fly with that. I still upped the turns to 1,600 and went out to fly. On launch the cricket rose sharply, then increasing speed flew down into the floor, no flight. The extra turns must have bent the motor stick causing extra down-thrust and dived the model in. I picked up the cricket and decided to re-launch without rewinding. This time the model went away properly and was soon (in about

2 mins) up to girder level. This is where luck played its part as the model settle for its cruise well centred and just above the roof lights either side of the gap. There must have been warm air there as the model circled lightly brushing the metalwork from time to time for significantly longer than any other flight and eventually coming to earth well over a minute better than anything before, a time of 6-50. A little later I put 1,500 turns on the same motor attempting to repeat the exercise but it was just another up round and down for 5-42. My one lucky flight won me the day.

Ron Marking – Myself – Neil Stewart

After a break for lunch, with the cricket comp out of the way, it was out with the Penny Plane. Once again it was an old model and overweight, having several repairs and a certain amount of re-covering so no thoughts of winning, just the pleasure of doing the best I could with the model in hand. I started off with a motor .10 x 14" loop but with 1,200 turns the model was only halfway up to ceiling, 4min or so, no good. I changed motor to .110 x 14" and after much messing about with motor breaks I finished up with three competition flights, the best being 5min dead. I then geared up to .115 x 16" and using 1,400 turns I made a couple of decent flights (for me) of 6-17 & 6-15.

I finished absolutely nowhere in the general scheme of things as several flyers were doing 9min flights, but I had flown a model and recorded some scores.

Sunday, the final day, we were there bright and early again and it was a case of what's left in my boxes to fly with today. I had a couple of 35cm starter models with me so I kicked off with the latest of those, I've no record of motors used but usually in the range .060 to .075 strip. I managed a couple of competition flights of 5-43 & 6-06 which was acceptable for me as I cannot build down to the 1gm weight limit.

I also had a couple of moulded polystyrene winged chuck gliders which gave me something to throw around in the lunch time F1N competition, all good fun but useless performance.

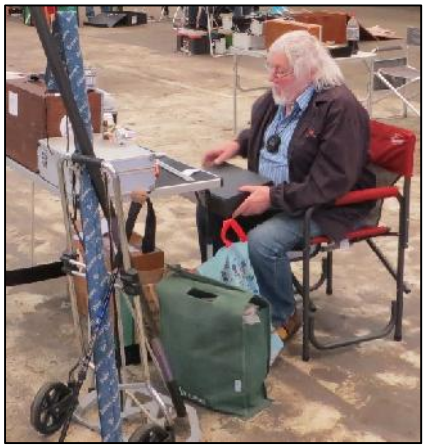
As a swansong I had a few flights with my old 'Legal Eagle', recording three competition flights none of which exceeded two minutes which is what it should have done, but once again I had competed.

Overall I did not do too badly as I was above halfway up the Overall Championship List, joint 11th from 26 competitors. Pat on the back for John boy.

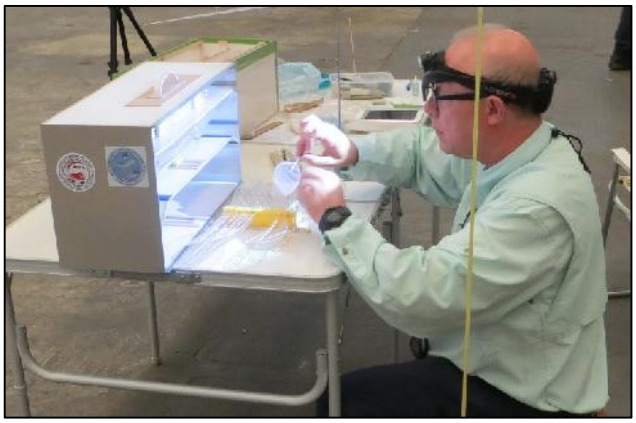
John Andrews

Indoor Nationals Pictorial - Rachel Andrews

Competitors gather in front of the Bristol Biplane restoration project



Bob Bailey & Tony Hebb wrestle the balloon, - Geoff Lefever contemplates options, - Peter Watt fettles his EZB



Hans Staartjes sheds more than a little light on his indoor modelling and brought a change of clothing to boot




The dinner on Saturday evening at The Bowl Inn, Almondsbury

Rob Funnell, Living Room Stick winner

Ken Bates & Penny Plane

Ron Marking LRS mass launch winner

F1L (EZB) winners, Hebb, Watt & Benns

F1D winners, Hebb & Benns

LRS winners, Funnell, Dolby & Marking

My John receives his award for 1st in GC

Left here is Tim Chant, the Indoor Nationals Overall Champion for 2016

Rachel Andrews

Extract from Model Aircraft December 1959

Rather Gut Up

Our Eastern friends might know from first-hand that the moon, unlike beginners' balsa, is not made of cheese, but, from all reports, they seem to have steam age ideas on family modelling material. Admittedly, we still think of rockets in terms of wooden sticks and milk bottles, but our telly-side fun is made of 100 per cent., labour saving plastic. All that card-board cutting-out drudgery, which our Polish comrades seem to revel in, went out with model flying. Even our cornflakes have gone plastic, or, rather, the cornflake models have, and we have to go a goodish way back into history to the day of the cardboard model.

Long as I am in my remaining tooth, I can only just remember the period. What I cut first, my baby tooth or a cardboard model, I can't recall. All I know is that my two left hands, though chubbier, were more dexterous in those days, and I used to nip round those little gum tabs like nobody's business. The worst aspect was the intense concentration. By some miracle of diminution, the cut-out designers managed to squeeze the whole of von Richthofen's circus on a piece of board six inches square, and, for good measure, throw in a working model of the great man himself, complete with spiked helmet and workable trigger finger.

But having cut out all the little gum tabs I could say that this is where I came unstuck, for, to be truthful, I could never get them stuck down. The nearest I came to success was a Puss Moth with a very advanced system of tiny landing flaps.

We can only hope the Polish designers are more generous with the raw material. Getting the T.U. 110 on to a six-inch square of cardboard might be equal in merit to jumping over the moon, but it's going to ruin the comrades' eyes for telly viewing.

Hi Flung

Moving further east to another sort of circus, we hear of a Hungarian C/L team doing a demonstration tour of China (only for a stunt, of course). Unlike our own modest fete displays, where the model flying competes with the Hoopla stall for the half dozen unclaimed spectators, the Hungarian handle wavers attracted huge chunks of clamouring Chinese populace. So great was the enthusiasm that the surplus masses had to be turned away amid loud oriental type lamentation, leaving the fortunate volunteers to enjoy the dubious delights of combat flying as a respite from part-time dam building.

Flying stunt in China requires careful plotting of the schedule. Velly inscrutable fate awaits honlable western gentlemen who make offensive hieroglyphics in the sky. What a figure eight, two bunts and a four-leaf clover means in Chinese might be anything from chop suey to a velly dishonlable insult. When you start dickering with square loops and that sort of thing you might well finish up in a Chink clink.

Bring 'Em Back Alive

A club report refers to " the retrieving skill of the wife of a prominent Leamington member." On the face of it this statement seems to hold something of a contradiction, as it is always the less prominent club members who have the best retrieving wives. Such wives have an unerring accuracy in locating and dragging home the model breadwinner; unearthing him from flying field or meeting place with all the precision and sixth sense of an O'Donnell in search of his model.

It may be that the prominence of this well retrieved member is one of size rather than eminence in club affairs. This might account for the ease with which he is spotted.

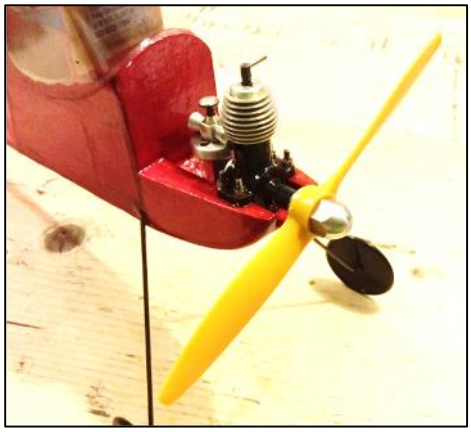
Pylonius

Fuel for Small Diesels - Tony Shepherd

Many years ago a guy called Shane Alce, I don't know if he is still a member of 1066, ran a comp at the August SAM Champs at Middle Wallop (remember those?) for the highest cumulative time on the day for models designed by Bill Dean. My choice of model for was the diminutive Pirate and I powered it with one of Derek Knight's KP02 units and it went up like a rocket!!

I had a fun day but when it was all over I put the model away and didn't get it out again for years and eventually decided to chuck it away (electric sport models don't do it for me anymore) and onto the bonfire it went waiting for a match in a few days' time!!! Now something, I don't know what, made me change my mind and I brought it back indoors a couple of days later and started to contemplate modifying the front end to accept a small diesel (with which all small i/c sport models should be powered – said he, speaking like a reformed smoker).

The Pirate, as per the plan, is supposed to be powered by a Mills 75. Did anyone out there ever try that? Surely it must've either ripped the wings off on the climb, or if it made it to the top then the glide phase must've seen it hurtling back to terra firma at a rate of knots due to the gargantuan weight at the front end. In an attempt to make all a bit more sedate, I plumped for one of Dave Banks' 0.4 cc miniaturised Mills. As these were long out of production I set up a search on Ebay but just a few days after that, fortune took a turn and a chance chat with John Hook at Wickham one evening saw me given one of the little critters. Fantastic!



I've always understood that very small diesels start and run better on low oil fuels so I tried running it on the home brew 40/40/20, ether/paraffin/castor oil mix that I use quite happily with the PAW 55s in my mini vintage power models. Alas the mini-Mills wouldn't play ball on my super-fuel, and if I COULD get it to run then it was only a very short while before it would fizzle out and stop. So a call was made to Tom Crompton, the master engine restorer, and very soon it was heading up north for the man to work his magic in the form of a rebore and new piston and before I knew it the little Mills was back with me, ready for another try. When I could get it going it was so much better and would drain tank after tank but starting was still proving a struggle. I took it to Wallop and had some fun before it was hung back up in the hanger as a going concern.

Move on to the just the other day and I decided to start it up just in case there was ever a nice calm day forecast for Salisbury Plain (unlikely I know but you never know your luck!). Out came the model and out came the low oil, home brew fuel but could I get it to start? Not a pop! After seemingly ages I gave up and took another look at the bonfire

at the bottom of the garden, but just before I decided to make it a contribution to the kindling for November 5th, and more in desperation that anything else, I just wondered if some good old sport mix fuel, with its high oil and low ether content (you know, the stuff that small diesels are supposed hate) might make the little engine roar into life! KERCHING! Half a dozen flicks and it was running and it did so time after time (note, my neighbours on one side are pretty well deaf and the others were away so no aggro there).

So I must now publicly apologise to anyone I've previously advised to use low oil fuel with small, plain bearing diesels. Southern Modelcraft, sport mix diesel is now the preferred fuel for all of my small, sports engines!!

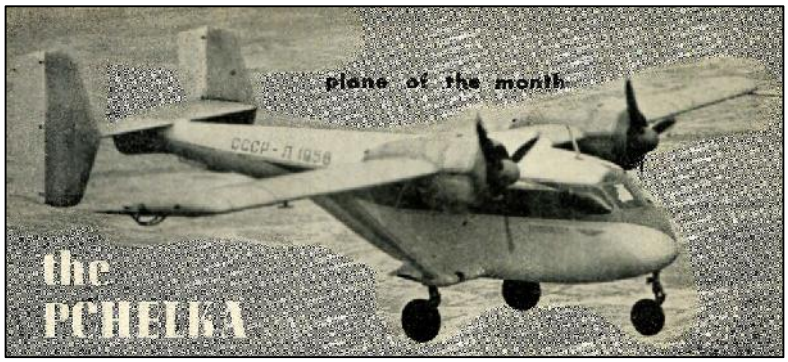
Ah well, I got there in the end.

PS, Comparing notes with Jim Paton shortly after my eyes were opened revealed that he'd been advised on this ages ago and also understood that Mike Clanford recommends sport mix for his smaller engines. Hmmmm!

Tony Shepherd

A Bit of Full Size: An-14 - Model Aircraft Dec.'60

The task which confronted Oleg Antanov and his design team when they began work on the An-14 was far from easy. Aeroflot wanted a light passenger and freight carrying transport for use in regions where grass fields serve as airports and where the payload might consist of anything from a prize ram to a crate of vodka or a pair of injured mountain-climbers on stretchers.



This by itself was not too difficult. What complicated matters was that the aircraft had to be so simple to handle that a lorry driver could climb aboard and fly a load of people from A to B after a brief " driving lesson."

Just how near Antonov has come to meeting this objective we don't know; but the An-14 gives the impression of being a worthy successor to the An-2 and to the old Po-2 biplane which was used for everything from basic training to dropping tiny bombs on the Germans at night during World War II, mainly to keep them from getting any sleep.

Basically, the An-14—or Pchelka (Little Bee) as it is sometimes called—is a fairly conventional all-metal high-wing monoplane, powered by two 260 h.p. Ivchenko AI-I4R nine-cylinder radial engines. The original mock-up had rectangular fins and rudders; but the prototype seems always to have had tapered fins as shown on the plan drawing.

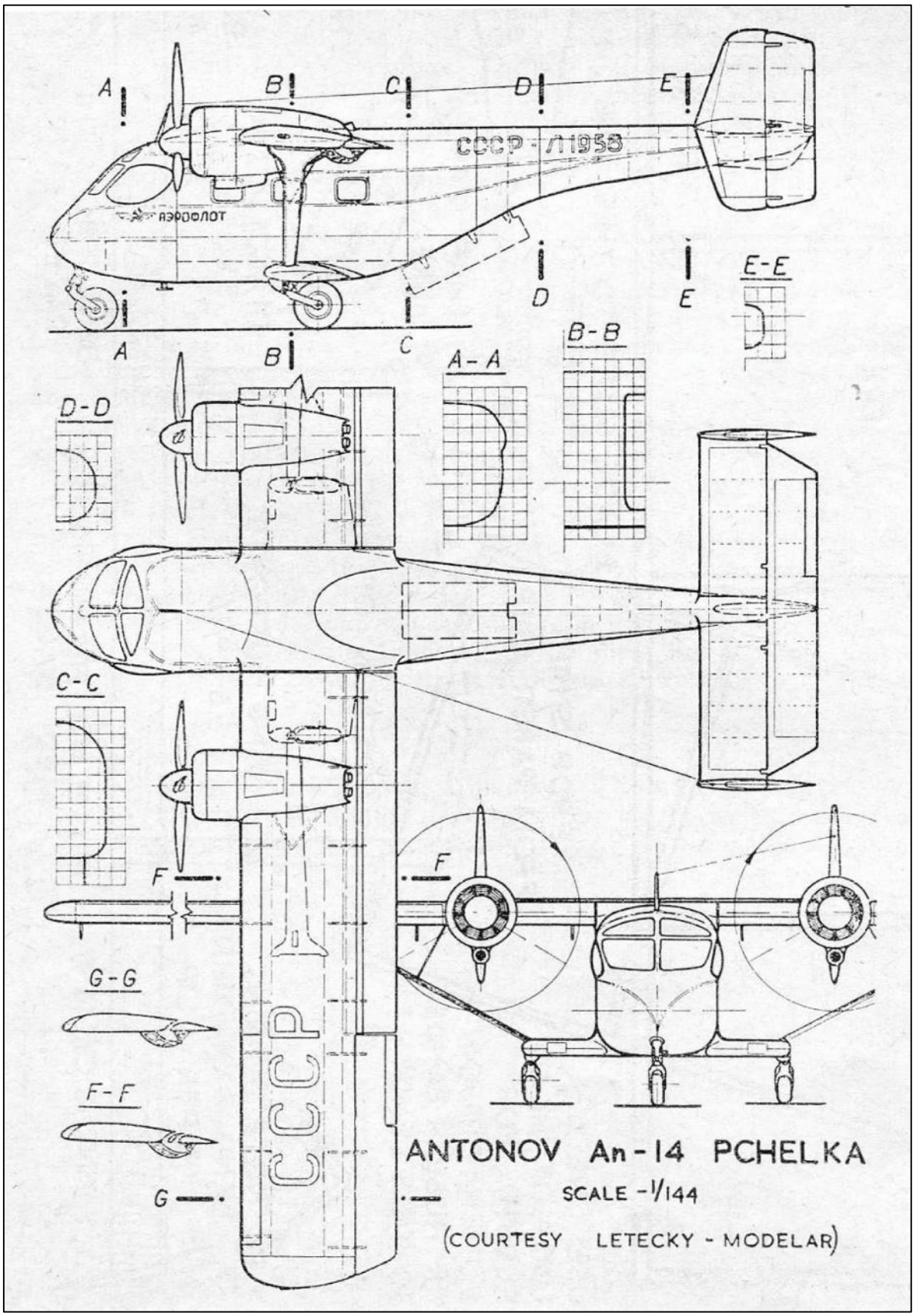
Entry to the main cabin is through a pair of sideways-opening doors in the rear of the fuselage pod. Three single seats are fitted on each side of a centre aisle, with space for 330 Ib. of baggage. Alternatively, the seats can be removed to leave a clear unobstructed hold for 1,320 Ib. of freight. With a full load, the An-14 will take off and land in under 200 ft., so it clearly has some fairly potent flaps. One photograph has shown it fitted with wingtip fuel tanks.

The first of two prototypes flew on March I5th, 1958. Knowing how quickly the Russians get aircraft into production and service, it is surprising that we have heard so little of the An-14 since then; but there is no reason to believe that it has proved unsuccessful. On the contrary, the Chinese were so impressed by the design that they produced a scaled-down version known as the Capital No.1 in the winter of 1958-59. Powered by two 160 h.p. M-11FR five-

cylinder radials, this version reverts to rectangular fins and rudders, has a smaller-diameter tail-boom, slim vee-type wing bracing struts and other detail changes.

Perhaps it is just taking a little longer than expected to train those lorry drivers!

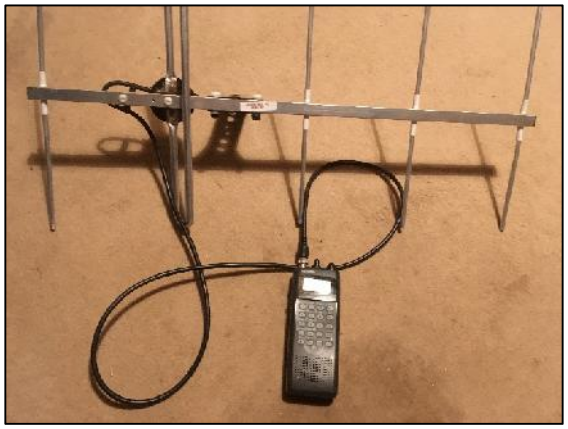
Data'. Span, 64 ft.11½ in.; length 36ft.; height. 13 ft.9 ¾ in wing area, 468 sq. ft.; normal loaded weight, 6,614 lb.; max. loaded weight, 7,055 lb.; max. speed, 143 m.p.h.; cruising speed, 124 m.p.h.; landing speed, 42 m.p.h.; rate of climb, 827 ft./min.; service ceiling, 16,400 ft.; take-off and landing run, 195 ft.; max. range, 620 miles.



Aeromodeller Dec.'60

Tracker Ramblings - Jim Paton

I guess it will be nearer Christmas when this hits the printing press. I do like buying aeromodelling gadgets and maybe this might give you ideas for your Christmas stockings. Having no short term memory anymore, apologies for repeating myself. One of the advantages of sending John a report of events I have attended is that I can read Clarion a couple of months later and remember what happened. When I got back into free flight about twelve years ago, I thought it was just a matter of winding up your model and running after it as fast as possible. This worked rather well most of the time, in fact better than standing and watching and taking bearings. I fairly soon realised most others were using trackers. My first came from Italy and only worked for the tail end of one season. After a long delay I bought a Pim Ruyter and a half decent scanner. Of course this ups the anti when the model disappears in a boomer. Fortunately, that was not very often. In fact, only when trimming and not in competition. I had no idea how to predict good air so maxing had more to do with chaos theory than knowledge. A couple of years ago I bought a Biotrack system from Ray Jones. I think this is the gold standard. However, I have had other diversions and forays. The Maycom scanner was the Chinese equivalent of a western make and a fraction of the price. It was about £60 and I still use it. The main drawback is a Yagi aerial for my trackers is large when used with it. With a Yagi directionality is great. Without it one has to use the body as a shield to find direction. One fine day at Old a Warden I met Dr Pepper who makes his own bugs at a frequency about 430. The Yagi for that is small and compact. Unfortunately, my Maycom does not cover that frequency.



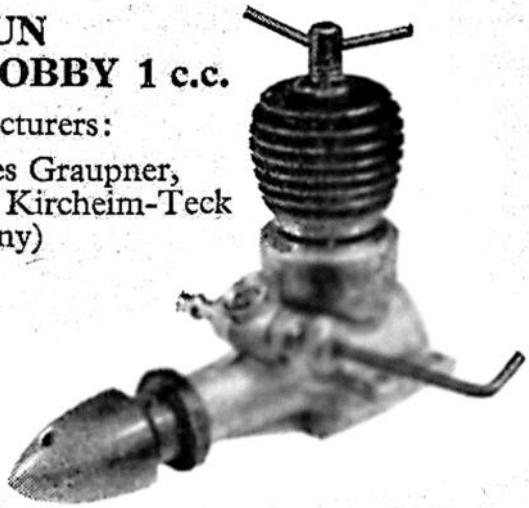
I bought a cheap Yupiteru on eBay but it was bulky and not much cop. Trevor Gray this season has been using a Baofeng scanner and recommends it. Priced at £17 on eBay it was too cheap to resist. Well, today it arrived. It covers 430 MHz and 150 and 170 which are my frequencies. It is very small and lightweight and give better range than my Maycom. So, if you can't find a cheap Biotrack then my latest recommendation is a Pete Brown tracker (£50) with a Baofeng UV3-R scanner (£17). The instructions are obvious in retrospect, after you have spent hours getting there. However, there are videos on YouTube that cover a lot and are easier to follow. It comes with a mains charger and a lithium battery. It looks very similar to the excellent but more expensive (£100) Yaesu, which I think is Japanese. The trouble is when you press the wrong button next season and it goes pear shaped on the field while you are looking for your model and the Internet and the written word are back at home. No problem of course if you still possess a good memory.

Jim Paton,

Engine Analysis: Taifun Hobby 1cc - Aeromodeller Annual 1955-56

TAIFUN HOBBY 1 c.c.

Manufacturers:
Johannes Graupner,
Kircheim-Teck
(Germany)

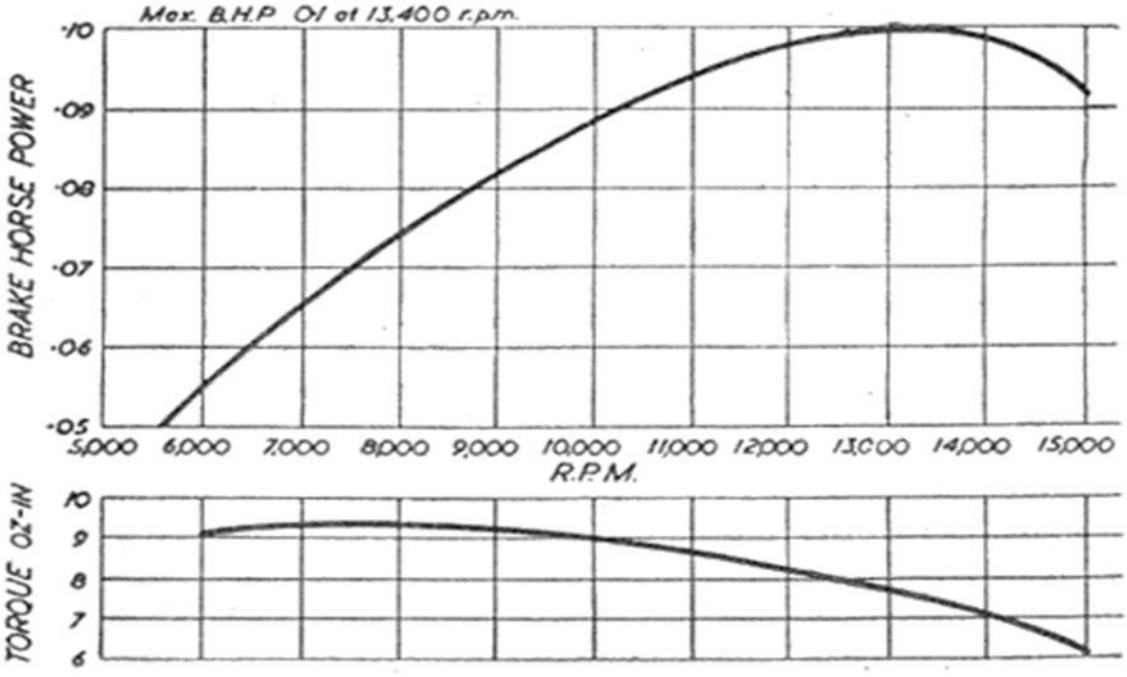


Material Specification:
Crankcase: Die-cast light Alloy
Cylinder: Nickel-chrome steel
Piston: Cast iron
Contra-piston: Nickel-chrome steel
Con. rod: Dural
Crankshaft: Alloy steel
Crankshaft bearing: Plain

Displacement: 0.98 c.c. (0.06 cu. in.)
Bore: 0.42 in.
Stroke: 0.43 in.
Bore/stroke ratio: 1.0
Bare weight: 2¼ oz.
Max. B.H.P.: .10 at 13,400
Power rating: .1 B.H.P. per c.c.
Power/weight ratio: .047 B.H.P. per oz.

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

Fuel: Mercury No. 8



Memories of Long, Long Ago Pt2 - Peter Gilbert

Approaching Thunder

In the first part of this article I wrote mainly about the people that I knew, or met, as a result of being involved with Model Aircraft. Whilst fellow enthusiasts play a big part in one's enjoyment of any pastime there is also the places that it takes you to and your own development within the "sport".

Outdoors Perivale Park was our "home ground" where we trimmed and tried our newest models. At my young age I always thought it was quite large, but there were restrictions. Go too far to the North or West and your model would run into housing estates and to the East you met the embankment of the local railway branch line that went from Greenford to Ealing. They were obvious boundaries, but to the South limits were less well defined because you came to the local Municipal Golf Course. However, we were not popular if we strayed too often on to that "Hallowed Ground" Still, the park provided us with a reasonable area and many happy hours of flying.

A cycle ride away was Hounslow Heath which was much bigger and historically part of it was a gravel extraction site. When Heathrow Airport was being built the demand for gravel increased enormously and we were gradually excluded from more and more of the Heath. I can also remember once a year cycling West along the A4 road to Langley, where Hawker Aircraft had an airfield. I don't know which competition was held there, but it was always very popular.
During the afternoon one of the test pilots would fly a full size Fighter Aircraft straight across the airfield---fairly low---doing an eight-point hesitation roll----VERY impressive. This was also the venue where I first heard the sound of a Dynajet (Pulse Jet) engine. I think the owner was Mick Guest, but I never saw it power a model of any sort. However, the sheer volume of its sound reflected from the nearby hangar was devastating!

Once, we went to Radlett where Handley Page had their development airfield. I flew a brand new 8 foot span sailplane. It strayed outside the airfield and over some trees----and we never saw it again. For London area competitions Fairlop was our venue and I know that Laurie Barr wrote in earlier editions of the New Clarion about our Sunday morning trips on the Central London Underground train from the Perivale area right across London to Fairlop. Once we got settled in the final coach of the train, with our models being given finishing touches, ordinary passengers joining the train would take one look----then rapidly decide that they really didn't want to be that far back!
On arrival at Fairlop we would find a suitable spot and make our "camp". It wouldn't be long before the calm was shattered by the scream of a high revving Arden glo-plug motor---sending a Banshee model hurtling up in a spiral climb. I can't remember who the flier was, but soon after it would be followed by the more refined sound and shape of Bill Dean's Kiel Kraft sponsored design.
The two were great competitors and usually ended the day vying for top honours. In those days we didn't see high powered motorbikes rushing along the old runway, but I can recall bicycle races using the perimeter track---with lots of cyclists going round and round for what seemed a very long time.
I wonder if anybody reading this ever went to one of the Eaton Bray residential Model Aircraft gatherings?
It must have been in the late 1940's that a group of us decided to try it out. As well as

people from the UK there was a small group from France---which included one lady---and three chaps from Yugoslavia. These three were astounded when they discovered we were using Sailplanes with a device to hold the rudder in a neutral position whilst the model was on the towline. They had interpreted the rules as saying that there could not be any moving parts---at any time, rather than "in flight". We explained that flight only began when the model separated from the towline---and just before that happened the rudder had taken up its fixed "in flight" position. This was, of course, supported by the competition organisers. With that problem out of the way we all proceeded to have a very enjoyable time. We were accommodated in adequate, but rather barrack block type buildings. On the morning when we were all due to depart to our home destinations, the chaps in our block were in various states of undress when the door opened and in walked the French lady that I mentioned earlier. She took our appearances in her stride (very continental), told us how much she had enjoyed our company, wished us "happy flying" then turned to go. What gave her most surprise was the loud chorus (in best schoolboy French) of:
"Au Revoir Madame" Wasn't youth interesting ?

Soon after joining up with the other aeromodellers in our area they encouraged me to build designs suitable for competition flying. So, I would scan the magazines for designs that took my fancy then use them as a basis for a model whose plans I would draw up and then build. I tried most types, but throughout my favourite was always the Sailplane---whatever size. At school, as well as the normal Soccer and Cricket, I enjoyed throwing things---such as Cricket ball, Discus and Javelin so I suppose it was only natural to give Chuck Gliders a go. These were a simple, cheap source of enjoyment since for the cost of a single sheet of Balsa wood---and very little else—you could have a flying model that gave endless hours of fun and taught you some of the basic things about model aircraft. They were also remarkably resilient so it took something really bad to damage them. One big decision was always what to make the "Fuselage" from. Would Balsa be strong enough?---What else could be used ? This problem was effectively solved for me one day when cycling home down Greenford's main shopping street. I was following an open-backed small delivery vehicle when the traffic lights just in front of us turned to red. The vehicle was piled high with those light weight slatted wooden boxes that something like Lettuces might have been in. Then the lights went green, the driver vigorously let in the clutch and roared away---thus depositing one box onto the road right in front of me. I had to remove it, but as I picked it up I found that the slats of wood were smooth and about one eighth of an inch thick---pre-made for chuck glider fuselages! That box solved my problem for many years to come. By the way, on that glorious day that your chuck glider went into dynamic soaring mode---making up lost height every time it turned back into wind you knew that it was much more than a child's toy.

At about this time, several of us each built a Mick Farthing Lightweight ---a 40 inch span pylon mounted wing glider that was cheap to build and very easy to fly. We were able to have our own competitions within the Club, and great fun it was. For some reason, I decided to upgrade to a one and one half scale version—taking it up to 60 inches span—and when it was finished it proved to be even better than the original. That sort of started the thought that "even bigger" might be "even better". A series of designs at (say) 7ft, 8ft, 9ft span followed---with varying success. Then one day I asked Laurie Barr if there was an upper limit to wingspan permitted for competition. I think at that time it must have been 3500mm—which translated to just under eleven and a half feet-

----WOW!

I decided to design a maximum size sailplane, but there were many things to be thought about before a start could be made. How could the wings be made strong enough to withstand the forces on such a big "beast"? By this time, I had just started work and each day would cycle the nine miles to Teddington. Just before arriving at my destination the road went over the railway near the station and on the top of the bridge was a small model shop. It was run by a man who took a real interest in his customer's activities. He had a saw bench with a very fine toothed saw and agreed to cut half inch by one eighth strips of spruce for me so that I could make the main-spar as a spruce T-section. He also kept birch ply in every thickness from one sixteenth of an inch upwards. This would be just the job for Dihedral braces, and the tongues and wing boxes that would be used to fix wings to fuselage. I sketched out the shapes of wings, tail-plane and fuselage----and then came a real problem. We were still affected by immediate post war shortages and a roll of drawing paper suitable for the full size plan wasn't easy to come by. This problem was solved for me by my father who handed me a left over roll of wallpaper, the back of which was ideal for this project. I decided that simplicity would work best, so used plenty of wing ribs with a balsa sheet covering back to the main-spar---to give strength and maintain the airfoil shape. I think the airfoil was one of the Gottingen series used on full sized sailplanes---anyway I liked the look of it! The six feet long fuselage was given plenty of diagonal braces to give stiffness----and that was about it. The model took some time to build, but the larger sized balsa stock being used made it quite straightforward.

Eventually the big day came when it was ready to fly, so after careful C/G adjustment, etc. and numerous hand launches, it was ready for its first towline launch. It was a lovely evening with a gentle breeze. So there was Laurie Barr holding the model---very firmly---waiting for me to give him the signal that I was about to start towing. Just before I was ready there was a little gust and as I watched Laurie was lifted some two feet off the ground –then gently deposited back as the gust passed! That was when we realised that we were dealing with a "Beast" that was quite different to anything we were familiar with! After various small adjustments we tried it on a full 100metre towline and were suitably impressed with the result. It appeared to have a very low sink rate in neutral conditions.

Once we took it to competitions we were usually out-flown by Roy Yeabsley's Sunspot etc. which excelled in finding and then holding thermals. When these were not present we came into our own.

Laurie was sufficiently impressed to borrow my original plans and build his own copy. I have recently been reminded that he flew it to ultimate success in the 1949 Nationals and subsequently the Aeromodeller Magazine asked if they could publish the plans---which, of course, I was happy for them to do. Up to then my creation had never been given a name, but the magazine asked for one. It had to be something that reflected the size and strength of the design---we already knew that it could lift a man clean off the ground. After much thought I came up with the name THUNDERKING.

By this time I was starting on a four year degree course at night school---4 nights a week and had met a young lady who would subsequently become my wife (61 years now) --- and call up for National service loomed at the end of the degree course. Ironically I got into the RAF, liked it and spent 16 years "playing" with full sized aircraft.

All of this spelled an end to my involvement with model aircraft, but recent reading of

the New Clarion and the writing of this article has brought back a host of happy memories---of long, long ago. Perhaps some of it will inspire others to share their early memories---and give us all even more pleasure.

This is a 'THUNDERKING' built by Keith Thomas with R/C and was built over 30years after he built his first one from the Aeromodeller plan. This 11 feet wingspan traditional free flight glider was vintage in 1984.

Laurie Barr's version of the model won the free flight Nationals in 1949

Peter Gilbert

Crookham Gala Results - John Thompson

Crookham Gala: 18th September 2016
Results:

F1H/A1 Glider:

1st Gary Madelin (O/D) 6.00; 2nd Peter Tribe (?) 4.15; 3rd Don Thomson (?) 2.16.

E36 Electric:

1st Chris Redrup (Pearl) 4.54; 2nd Ray Elliott (Nig Nog/Satellite) 4.13;
3rd Trevor Grey (O/D) 3.31; 4th Jim Paton (Eureka) 3.28

George Fuller Power:

1st Peter Watson (Dixielander E-Type) 6.00 + 2.31; 2nd Dave Cox (Dixielander) 6.00 + 2.18;
3rd Roy Vaughn (Dixielander) 6.00 + 1.53; 4th John Hook 6.00 + (-ve DT fly-off)
5th Andrew Chilton (Dixielander) 5.42

(John Hook takes this year's pride of place for a negative DT fly-off score of approx -8 mins!);, exceeding the negative score of 3.14 recorded by John Andrews at the Southern Area Gala!)

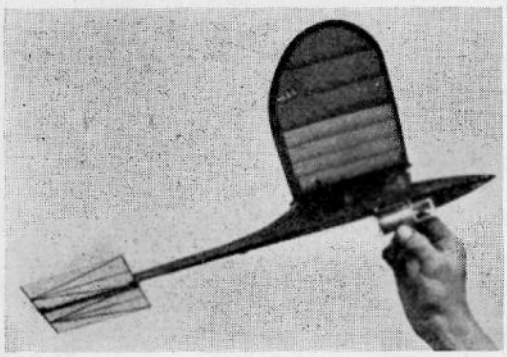
Combined F1G / Vintage Coupe:

1st Peter Hall (O/D) 8.00 + 2.13; 2nd Alan Brocklehurst (O/D) 8.00 + 1.30;
3rd Chris Redrup (Etienvre +) 7.50; 4th Gavin Manion (O/D) 7.48;
5th Jim Paton (Buchin) 7.48: (4th & 5th decided on toss of coin);
6th Martin Stagg (O/D) 6.59; 7th Don Thomson (O/D) 6.57;
8th Ray Elliott (O/D) 6.45; 9th Ted Stevens (Bagatelle) 6.25.
(Ted won highest vintage score)

John Thompson

Smokey Joe - Laurie Barr

Aeromodeller Annual 1950

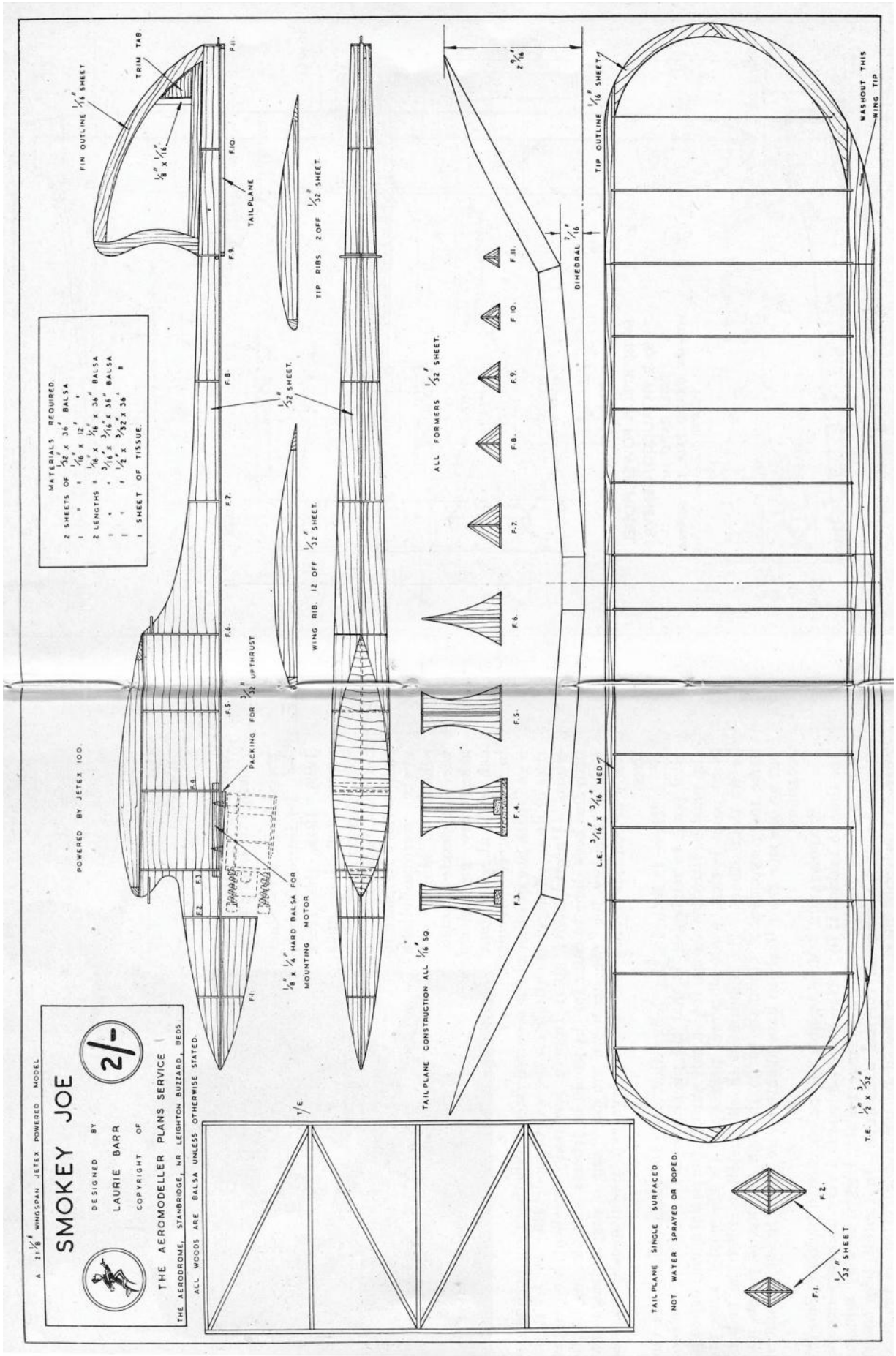


Smokey Joe. Jetex 100 design by Laurie Barr.

DESCRIPTION. — Since its introduction in June, 1948, the Jetex power unit has gone from strength to strength and can now fairly be said to have its place in every aeromodeller's scheme of things. At the moderate prices asked, few enthusiasts can resist at some stage in their career " having a go " with one or other of the assorted sizes. Whether their enthusiasm rises or drops off depends entirely on the sort of model they use for initial efforts. Unfortunately, apart from a few really excellent kit designs, little has been done to cater for the would be jetexer. In offering Laurie Barr's " Smokey Joe," we know we are providing a simple design that can win contests against the best or serve as a useful general purpose flyer.

There is little in the design that calls for explanation—the one vital point to remember, is that the packing indicated under the motor clip must be fitted as shown, for on this most of the performance depends. Next point is that, while all power pellets will fly the model, some are better than others. The uninitiated should therefore enlist the help of some more experienced clubmate to go through his box of pellets and put on one side those likely to have slightly more thrust to use on contest occasions.

PERFORMANCE.—More trouble will be occasioned by losing Smokey Joe than in making it fly. Name and address is a very necessary decoration on every fuselage. With average pellets, flights of 2-2½ minutes should be normal without thermal assistance. In contest trim under average conditions maximums should be possible as often as the next man's, provided weight is kept down to the minimum. So little material is required that it pays to make two or three Smokey Joes and switch the Jetex unit round rather than increase weight unduly by repair work.


A 21⅛" WINGSPAN JETEX POWERED MODEL
SMOKEY JOE
DESIGNED BY
LAURIE BARR
2/-
COPYRIGHT OF
THE AERODROME, STANBRIDGE, NR LEIGHTON BUZZARD, BEDS
THE AERODROME PLANS SERVICE
ALL WOODS ARE BALSA UNLESS OTHERWISE STATED.
POWERED BY JETEX 100.
MATERIALS REQUIRED.
2 SHEETS OF 1/32" X 36" BALSA
1 " " 1/16" X 12" "
2 LENGTHS " 1/16" X 1/4" X 36" BALSA
1 " " 3/16" X 3/16" X 36" BALSA
1 " " 1/2" X 3/32" X 36" "
1 SHEET OF TISSUE.
FIN OUTLINE 1/16" SHEET
TRIM TAB
1/8" X 1/16"
TAILPLANE
TIP RIBS 2 OFF 1/32" SHEET.
1/32" SHEET.
WING RIB. 12 OFF 1/32" SHEET.
PACKING FOR 3/32" UPTHRUST
1/8" X 1/4" HARD BALSA FOR MOUNTING MOTOR
ALL FORMERS 1/32" SHEET.
2 9/16"
DIHEDRAL 7/16"
TIP OUTLINE 1/16" SHEET
WASHOUT THIS WING TIP
L.E. 3/16" X 3/16" MED.
T.E. 1/2" X 3/32"
TAILPLANE CONSTRUCTION ALL 1/16" SQ
T/E.
TAILPLANE SINGLE SURFACED
NOT WATER SPRAYED OR DOPED.
1/32" SHEET
F.1.
F.2.

Laurie Barr

Salisbury Plain - Editor

Currently, if SAM1066 is to continue to promote Vintage Free Flight meetings, it seems that 2017 will see some meetings on the (dreaded by some) Salisbury Plain.
I write this article to try to show that the plain is not to be feared and to show the vast uncluttered area that is available to us. I know of no other FF venue that is as large and that includes Wallop.
This article is prompted by Mo Peters who sent me this email:

Subject: *Sport flying on SP*
Hi, in the interests of promoting SP as a perfect site for flying, this is Tony flying his Simplex last weekend, in beautiful weather. We had a wonderful day! Mo.

Tony Shepherd sends his Simplex on its way

Mo & Tony stroll across Area 8

The size of the venue has to be seen to be believed

Editor

Coupe Europa - Ray Elliot

2nd. October 2016 Salisbury Plain

This contest was flown in well-nigh perfect conditions. The day started with a gentle breeze from the north west reducing to almost zero by fly-off time. The first round started at 10 o'clock there were 10 entries in F1G and when it ended at 11.15 all 10 had maxed. Could it be that we were going to end up with all competitors in the fly-off? Only time would tell but in the conditions it was certainly a possibility.

On to round 2 it was beginning to look like another case of all maxes but then Messrs. Thomson, Paton and Jellis managed to drop flights with scores of 111, 102 and 80 seconds respectively. Perhaps it was not so easy as we thought.
Round 3 saw Brocklehurst's model down in 90 seconds (it never seemed to get away), Fryer with 85 seconds and Jellis with 100 seconds.
Round 4 resulted in Thomson just missing a max with 116 seconds and Stagg, flying a newer model than in the previous rounds, who was down in 84 seconds (what's that about never changing a winning combination?).
The final round saw Stagg drop again whilst Jellis, who thought he couldn't improve significantly on his placing, decided not to fly. Thus there were 4 left to fly-off.

The fly-off was held at 4.15 with a 5 minute slot. Vaughn, Manion and Redrup (flying his Etienvre with a 2 bladed prop) were off with about 2 minutes of the round left with Hall launching a few seconds later. It was nice to see all four models circling together but it was clear that there was little or no lift and the result was that Vaughn had won with 146 seconds closely followed by Manion with 142 seconds. Hall was third and Redrup fourth, not far behind.

Four flew in Vintage; the winner was Richard Fryer with 3 comfortable maxes for a full house. Second was Jim Paton with 326 seconds and third was David Beales with 318 seconds.

All in all a very enjoyable day's flying and a keenly fought contest; it was just a pity we didn't get more entries. Maybe it's the Salisbury Plain effect; the previous 2 years at Middle Wallop saw entries of 20 and 18 in F1G, 15 and 10 in Vintage. It certainly couldn't have been the weather.

The Croydon club thanks the London Area BMFA for their support for this event.

Results

F1G

Place	Name	Total secs	Fly-off secs
1	R Vaughn	600	146
2	G Manion	600	142
3	P Hall	600	124
4	C Redrup	600	116
5	D Thomson	587	
6	J Paton	582	
7	A Brocklehurst	570	
8	R Fryer	565	
9	M Stagg	504	
10	P Jellis	420	

Vintage

Place	Name	Model	Time secs
1	R Fryer	Etienvre	360
2	J Paton	Altair	326
3	D Beales	Etienvre	318
4	R Kimber	Jump	282

Ray Elliott

Coupe Europa Photo Call - Martin Dilley

2nd October on Salisbury Plain

Martin Stagg

Gavin Manion

Alan Brocklehurst

Richard Fryer

Roy Vaughn

Martin Dilley

Letters to the Editor

Jim Paton:

Not strictly aeromodelling.

I needed a small router for shaping mouldings. Only large ones seem to be sold these days. However, on eBay I found a small router described as a trimmer.

I quote from the instructions:

"Loose the blamp knob on height stand" & "If the plug is connected to a power receptacle"

But best of all;

"Edge guide is for cutting rabies" & "Maintain your balance at all times"

Good value at £33 though.

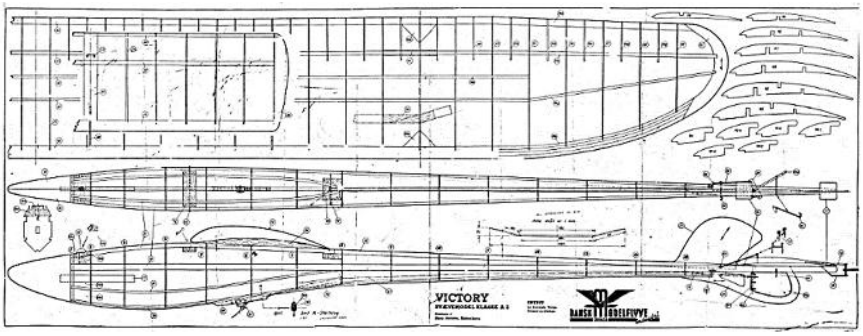
There's a job for a Chinese speaking Englishman over there, I reckon.

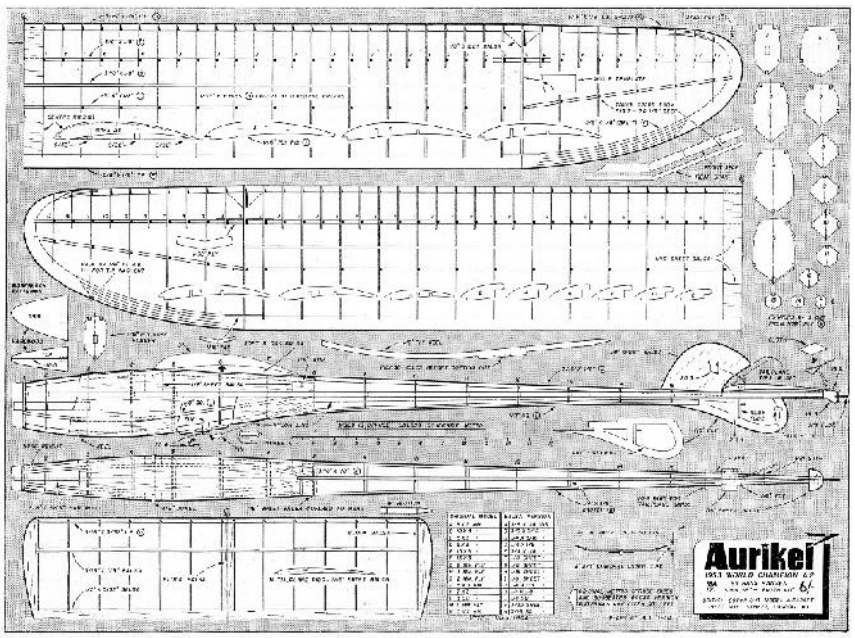
Jim Paton,

Christian Schwartzbach: Denmark,

I just downloaded the October issue of Clarion. Very nice magazine, always a pleasure to read.

It was an additional pleasure to find as "plan for the month" Hans Hansen's 1953 winner of the World Glider Championship. Hans became a legend in Danish aeromodelling. He was a clubmate of mine and a very nice person. I think it should be noted among your readers, that the drawing shows the kit version of the model issued by Dansk Modelflyve Industri under the name Victory.





The original Aurikel was somewhat different, having much shorter tip panels. On the Victory drawing the tip panel amounts to 80% of the half wing center panel. On the Aurikel drawing the number is just 44%. The explanation is that the kit boxes available to DMI were not long enough for the long main spars.

The Aurikel drawing has been published in Model Aircraft 1954 02 & Model Airplane News 1954 04

Christian Schwartzbach

Editor: Magazine articles next issue

Indoor isn't for Everyone Pt6 - Nick Peppiatt

Completing the framework

Before covering the Nesmith Cougar structure, I needed to attach the undercarriage. The 0.025" dia wire, although more than adequate functionally, is rather skinny in scale terms, so I fattened the legs up by wrapping around a strip of yellow Esaki tissue attached with dope. This was fairly thick to help it bond to the wire and thinner for the tissue layers (Fig 1). The layers were carefully wrapped around to give a build up a diameter of about 1/16". Once dry, the u/c was attached to former F7 and the fuselage frame with a small amount of 5-minute epoxy resin. Small gussets (six off) were then added to reinforce the u/c mounting area and aid covering. I also fitted a platform in the cabin area for a pilot's head (a 3-d pilot is worth one point in the BMFA Peanut Scale rules – and what do points mean?). The components at this stage are shown in Fig 2.

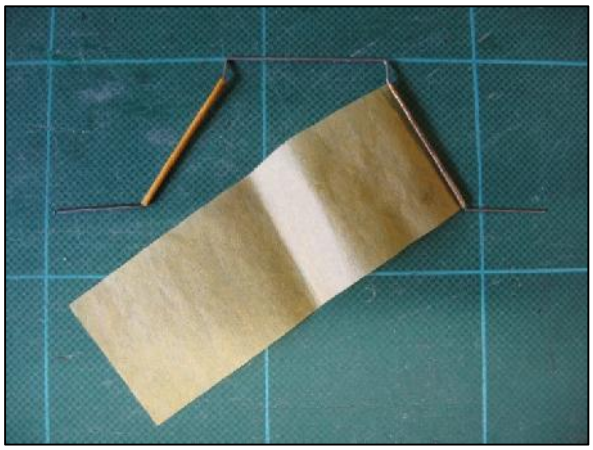


Fig 1. Thickening up the u/c legs with tissue

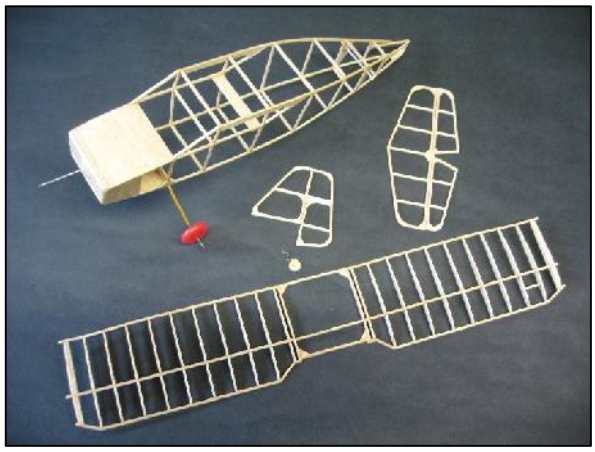


Fig 2. Nesmith Cougar framework ready for covering

Fig 3 . Earl Stahl Magister
finished as a civilian Hawk Trainer Mk 3.
Esaki silver tissue flying surfaces

Fig 4. Materials and tools for covering.
The double ended arrow shows
the direction of the tissue grain

For reference the component weights at this stage were: -

Component	Weight (or more correctly, mass)
Fuselage frame and u/c	2.58 g
Nose block and adjustable bush	1.25 g
Wing frame	1.65 g
Horizontal stabiliser frame	0.25 g
Fin and rudder frame	0.10g

I am hoping to end up with a finished weight without rubber of a little over 10 g. Obviously, it could have been made lighter, by using, for example, 1/32" sheet instead of 1/20" and 1/20" sq strip instead of 1/16" sq, but I chose to use the contents of the kit, and I'm not building a ghost ship!

Covering

My covering of choice for a model such as this is lightweight Esaki Jap tissue, obtainable from Free Flight Supplies or Flitehook. I try to store my tissue in a suitable cardboard tube to minimise the possibility of creasing. A number of adhesives can be used for attaching the tissue to the airframe including: -

Dope; Tissue Paste; Wallpaper paste; Spray mount;
Dilute Solvite overlap adhesive (50/50) with water;
Glue stick (Pritt Stick, for example)

My preference is to use dope by applying it to the frame and softening it using thinners through the tissue.

As a digression, I did not find that this technique worked with Esaki silver tissue, which I used on the flying surfaces of the Earl Stahl Magister, shown in Fig 3. The thinners removed the silvering on the tissue, but the application of dope after covering did not. As a result, I resorted to tissue paste to stick the tissue to the airframe in this case. I also found that water spraying did not penetrate the tissue pores to cause shrinkage, but the use of steam from a kettle did.

Back to the Cougar, the airframe that would contact the tissue was given a coat of sanding sealer and then a coat of 50/50 dope/thinners, sanding in between with fine or used garnet paper. The basic covering equipment is shown in Fig 4. I won't apologise for the much used dope encrusted brushes. I use the traditional broken carbon steel razor blade for trimming the tissue once it is stuck to the frame. Esaki tissue has a distinct grain and it readily tears in the direction of this grain. It also has a shiny side and a dull side. I apply the tissue with the grain along the length of a structure, shiny side out. (See also John O'Donnell's article, Better…. Habits in the October 2016 AeroModeller where he advocates using the shiny side inwards for better adhesion to the airframe, I prefer having the shiny side out for the paint finish that will be flashed on with an airbrush.)

A piece of tissue was then cut and laid on the fuselage side. A brush was loaded with clean thinner, which was applied to the tissue from the outside in the region of the structure. The thinner penetrates the tissue and softens the doped surface underneath to create the bond.

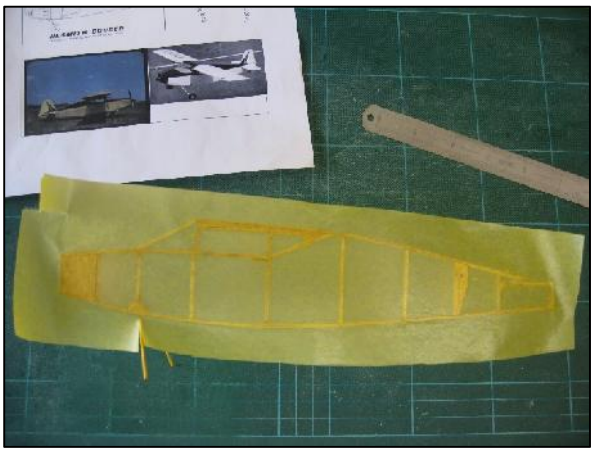


Fig 5. Applying the tissue to one side of the fuselage.

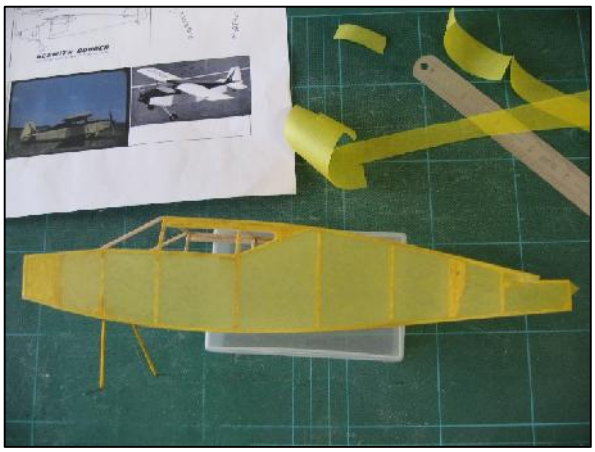


Fig 6. The side after trimming the tissue with a sharp razor blade

The excess tissue was then cut away with the broken razor blade (Fig 7). Here I have left a small flap of tissue to wrap around the stern post. If the thinner is applied and a damp (licked) finger used the tissue will readily conform. The tissue flap was then trimmed off. The other side of the fuselage was covered in a similar manner.
Fig 7 shows the tissue applied to the underside of the fuselage. Two slits were cut in the tissue to accommodate the u/c legs before attachment.

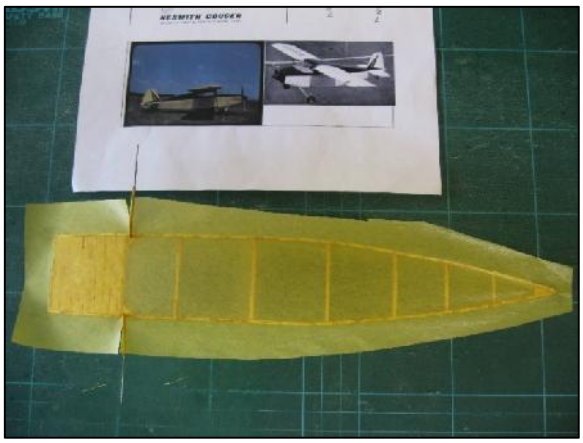


Fig 7 Covering the fuselage bottom

The use of the gussets to support the covering where the legs leave the fuselage can also be seen.
The covering of the fuselage top must wait until the flying surfaces are attached, and here I anticipate needing to use another adhesive from the list above.
More on covering the other airframe components next time.

King's Rochester Sports Centre, 24th September

Fig 8. View of the hall at the King's Rochester Sports Centre

These friendly meetings of the Tonbridge Gassers and Rubber Fanciers in the sports hall of the King's Rochester Sports Centre are advertised on the BMFA website and in the aeromodelling press. They are organised jointly by Steve Midson of Midair Models and Eric Przyjemski and held from 6.30 to 10 once a month on a Saturday evening. Both RC and Free-Flight models are flown, but, wisely in my view, the meeting is divided into slots, currently, ½ hour FF initially, then alternate 20 minute sessions for the rest of the evening. I estimate the hall (Fig 8) to be about 18m wide, more than enough for flying small free-flight models such as Peanuts and Dime Scale, but rather narrow for the larger FF scale model.

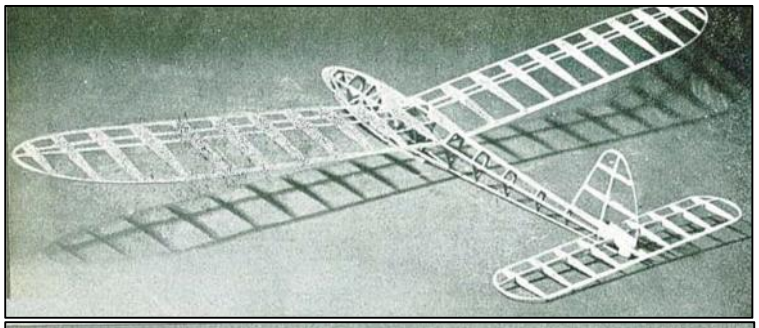
I went along to the September meeting to celebrate the start of the indoor season, and flew a couple of Bostonians in the FF slots, a Sorta Korda and a Bostonian Pup.
It was a warm evening, and I underestimated the power of the rubber motor initially and the first two flights ended up in the girders, diverting the flight path of the model into the walls. Fortunately, these models are relatively tough and I soon had the turns adjusted to suit the confines of the hall, eventually achieving flights of 60s ROG with both models. The next meeting is on 29th October.

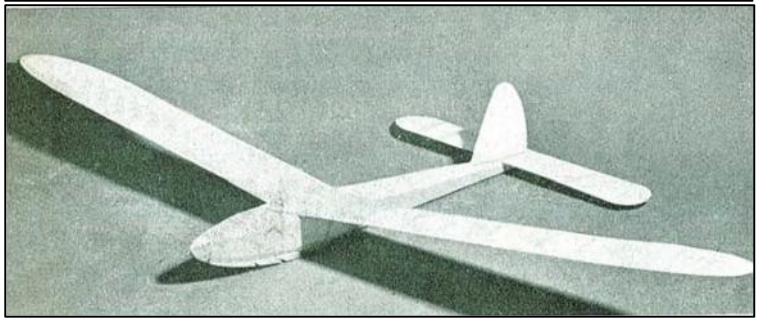
Nick Peppiatt

Report No. 70. MOVO, Milan, Italy, continued.

Last month completed a look at the MOVO catalogue of 1941 which covered MOVO kits and plans as far as MOVO M20. The MOVO catalogue for 1943 had a new simple, modern even, style of cover.

The first new kit offered in this issue is the M21 a glider for "Scuola" i.e. for school, perhaps we would call it a beginners' model. A 42" wingspan model of fairly simple construction judging just from the pictures, but fitting a DT might present some difficulties. Unfortunately this is another model where no plan has yet come to light in the vast amount of "stuff" on the Italian memory stick. I say stuff, not to be derogatory but because there is so much of it and of such variety, i.e. magazines, books, plans, catalogues, photos etc.





UN SEMPLICE VELEGGIATORE «SCUOLA»

MODELLO

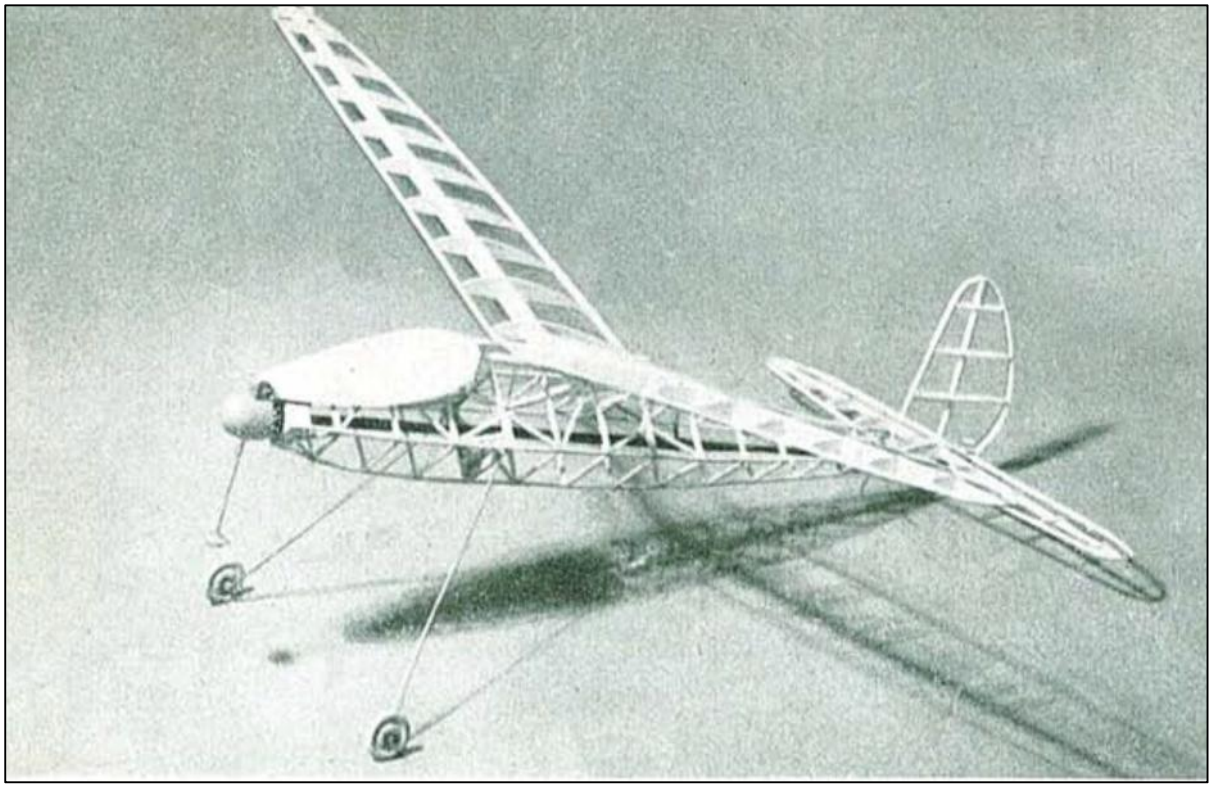
M 21

Veleggiatore «scuola» di piacevoli linee estetiche, facile costruzione - ottime doti di volo - ala monolongherone a sbalzo - pianta dell'ala rettangolare con estremità ellittiche - costruzione della fusoliera ad ordinate.

CARATTERISTICHE COSTRUTTIVE

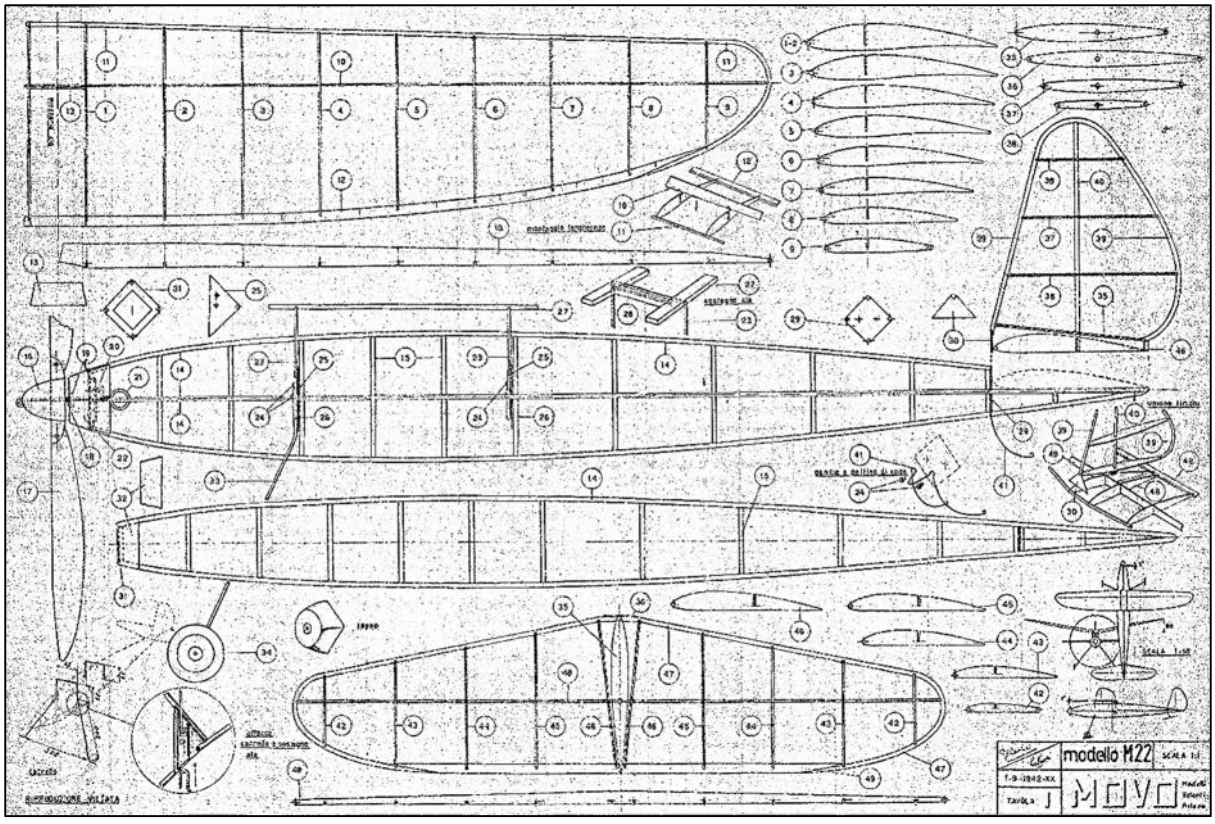
Apertura alare mm. 1660	Allungamento 11
Lunghezza totale mm. 830	Sez. max. fusoliera dmq. 0,34
Superficie portante dmq. 24,3	Superficie piani coda dmq. 5,8

The M22 is a rubber powered model of 39" wingspan with a diamond fuselage and the option of single blade or double blade folding propeller.

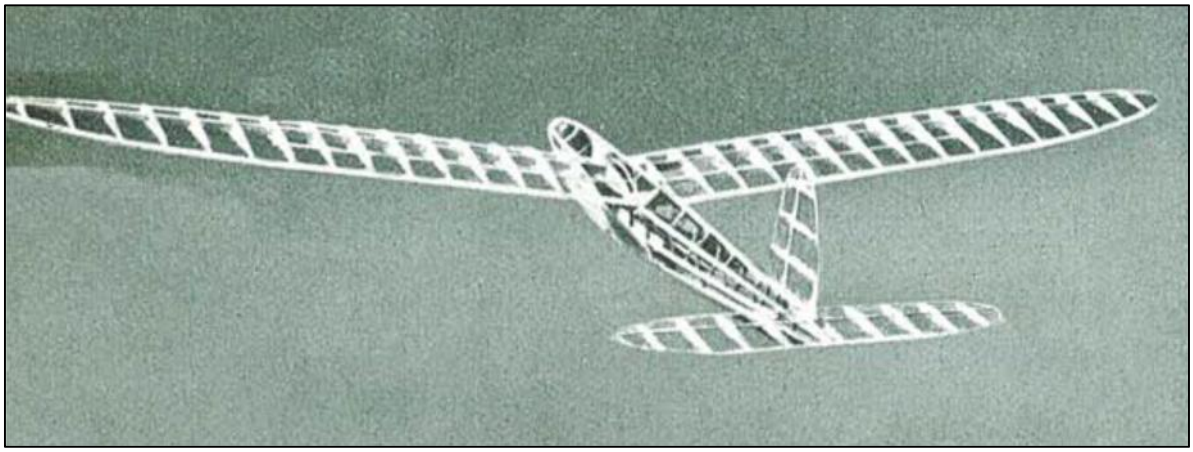


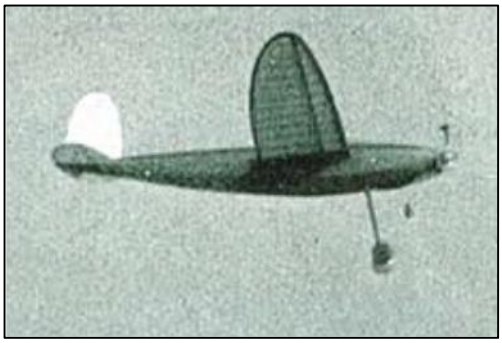
Plan as shown below available by e mail.

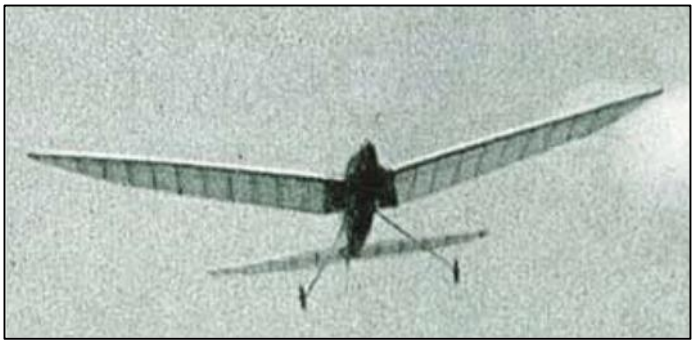
Should you build it be careful with those wing ribs which are slotted nearly top to bottom for the main spar and do report back on how best to build the fuselage using the circular cross section longerons specified.



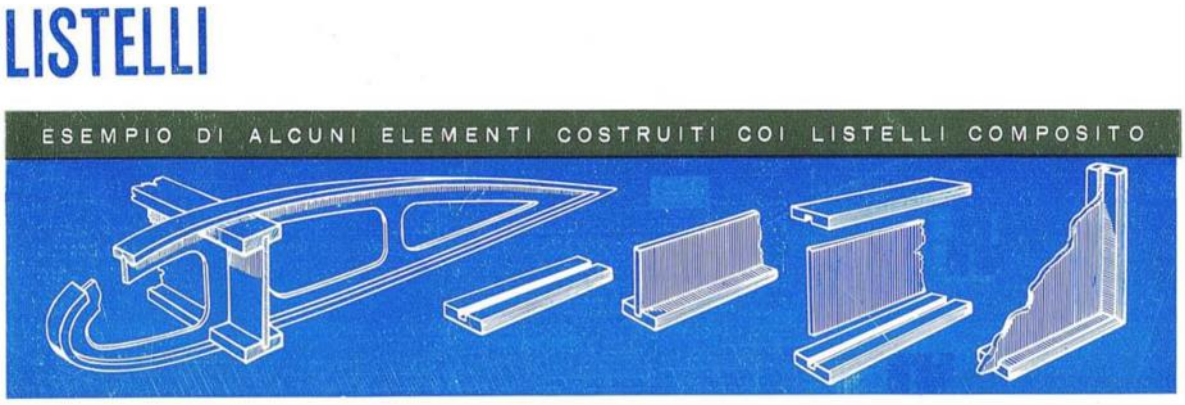
The MOVO M23 is another "Scuola" or beginners' glider, rather larger at 78" wingspan, possibly an A2 although no such claim is made. Plan available.







The final plan offered in this issue of the MOVO catalogue is the M24 a competition rubber powered model of 51" wingspan. A Wakefield? Maybe, but not claimed as such. Two sheet plan available.



The catalogue also has many pages of materials and tools, including the above "Listelli" which Google translate calls "Strips" The word "Composito" seems to mean "pre-formed" or "pre-shaped" rather than "composition". The strips are available in 2mm X 4mm with a 0.5 mm groove and larger sizes. These strips are offered in balsa and tiglio. Google translate declined to comment on tiglio, so I tried a web search which first offered me an Italian made gentleman's suit for only $149 and then a camp site on Lake Garda. Finally the answer came tiglio is lime wood.

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

Roy Tiller

Sneyd & Thorns Indoors - John Andrews

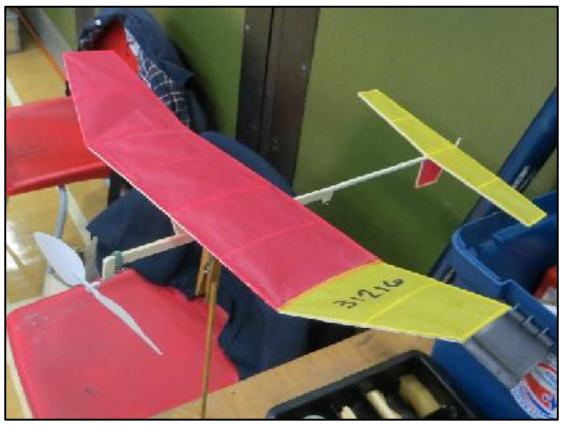
The October indoor meeting of the Walsall club at the Sneyd Sports hall coincided with the 85th birthday of our regular spectator and modeller past Ian James. Unfortunately, I had forgotten to take my camera to the event (black mark for John boy) so the picture here is one from earlier in the year. Ian was somewhat embarrassed at that time due to holding a model he had not made but he was provided with one of Pete Thompson's spare 'Planks' for a photo shoot. The picture shown is chopped out of the group photo of modellers exhibiting their Pete's 'Planks',

Back to the October meeting, we all signed a birthday greeting card for Ian and a large chocolate cake was produced and soon demolished as we all wished Ian a very 'Happy Birthday'.

Ian has asked that I convey his thanks to all those who made the afternoon such a pleasant occasion. Also he asked that I expressed his thanks: to Alan Price for keeping the events going; to Dave Wilson for getting him to and from the meetings; to Dave and Pam for the splendid chocolate cake; and finally to all the indoor flying enthusiasts who signed his birthday card that continues to delight him.

Least said about my flying the better, I was trimming my Criminnie Gicket for the Thorns xmas comp and under Sneyd's somewhat lower ceiling was not getting much over 1-30. Alan Price delightedly informed me he had just done 2min so I retired hurt and played with my new F1M I had made for the nationals until home time, when I returned to our daughter's abode,, which is close by, and soon I was tucking into a Chinese take-away which I funded of course.

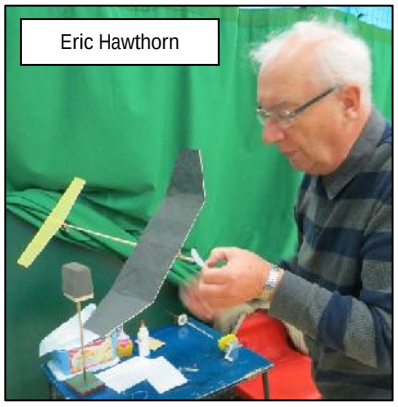
15th October and Rachel and I were zooming up the motorways to Stowerbridge and the Thorns leisure centre. I was a model driver observing all speed limits, possibly due to being caught doing 35mph in a 30mph zone and opting for the speed awareness course.



In response to Alan Prices 2min flight at Sneyd, I had built yet another Criminnie CGII somewhat lighter than my first at 5gm and was keen to see what it would do. After much messing about, as the model was turning too tightly due to excessive wing wash-in and tail tilt, I managed to record 2-10 using a .070" x 20" loop motor with 2,200 turns together with some lucky taps on the girders and was quite pleased. However, I was soon deflated by Alan who announced he had done 2-20. I then reverted to model CGI and using the same motor the older heavier model climbed much quicker than the new CGII completely confusing me. Where do I go from here? I intend to open out the turning circle on both models by removing side-thrust, wing wash-in and reducing tail tilt and see how it goes next month. If that does not do the trick, I'll only have one more meeting to save my title.


Alan Price:- 2-20

Left here is Alan Price with his 4gm, 2-20 model on the table and below we have other protaganists in the shape of Eric Hawthorn, Mick Chilton, Steve Newton and there are others, the xmas contest is hotting up.


Eric Hawthorn


Mick Chilton consoling me as I cry over Alans 2-20


Steve Newton

There are 15 minute slots for lightweight radio control models and Terry Beese brought a model that he had acquired, from source forgotten, for Rachel to to fly. Now Rachel has never handled R/C even in my radio days so first up it was Mick Chilton casting his eye over the model as Terry had never flown it. Next it was my turn to try and get to grips with the minute models rudder which seemed to flap about all over the place but Mick assured us this was normal.


Terry Beese watches as Mick Chilton does the once over


then I get my turn to fiddle


meanwhile Alan sets about preparing his German counterpart to beat me up again

I've not flown radio for quite a while so, after Mick had zeroed it up, I had a few excursions up and down and visited the wall once or twice. Having no elevator control the motor speed was used to control height and that took a bit of getting used to. Still I eventually had a few successful circuits but as yet Rachel has not laid a hand on her model. Maybe next time.

John Andrews

Coupe Europa Rd.8 - Peter Hall

The 8th. and final round of the Southern Coupe League 2016
October 2nd. 2016, Salisbury Plain

'And gentlemen now in England abed
Shall think themselves accursed they were not here'

Shakespeare's Henry V.

The best league competition day this year, Salisbury Plain to ourselves, the Croydon Club organizers offering a trophy for vintage coupe and the Flitehook Trophy for the top F1G team, engraved glassware for the top places, the customary wine and brown envelopes.* And yet only ten flew F1G and five vintage.
What a day! In the morning, embryonic cumulus dotted the crystal blue sky, drifting high in the gentle breeze, filling out to the finest examples of their type in the afternoon. Before I get carried away, here's an extract from my weather records of this year's league events to make the point.

* Brown Envelopes, these contained appropriate pecuniary awards.

Ray Elliott's report earlier has given you the details of how the day unfolded. It was a fine climax to the 2016 League even though first place was already Gavin Manion's.
Out of five qualifying rounds he won three, and got two second places, he was sixteen points ahead of second place Roy Vaughn a notable achievement. We can't let him get away with it next year and next year starts on December 4th this year with La Grande Coupe de Birmingham at North Luffenham. Expect crowds, the airfield is well placed to attract not only the south and midlands but the heavy brigade from the north.
Provisional list of Southern Coupe League events for 2017, dates to be announced.
As usual your best scores for five of these will count for the final score. Twenty-nine flew in this year's league, but with all the head winds battering us now is the time get heads down and bash on.

Provisional SCL Dates for 2017

1.	La Grande Coupe de Birmingham	-	December 4th 2016
2.	First Area meetings at Ashdown Forest Beaulieu, North Luffenham, Merryfield, Salisbury Plain and Sculthorpe.*	-	February
3.	London Gala, Salisbury Plain.	-	April
4.	Oxford Rally, Portmeadow.	-	June
5.	Southern Gala, Salisbury Plain.	-	August
6.	Odiham	-	August/September
7.	Crookham Gala, Salisbury Plain.	-	September
8.	Coupe Europa, Salisbury Plain	-	September/October

* We welcome the Sculthorpe First Area meeting to the list. *Peter Hall*

Southern Coupe League Table - Roy Vaughn

Coupe Europa Results				
	Entrant	**Club**	**Maxes**	**Score**
1	R.Vaughn	Crookham	5	17
2	G.Manion	Birmingham	5	14
3	P.Hall	Crookham	5	13
4	C.Redrup	Crookham	5	12
5	D.Thomson	Croydon	3	9
6	J.Paton	Crookham	4	9
7	A.Brocklehurst	B&W	4	8
8	R.Fryer	Oxford	4	7
9	M.Stagg	B&W	3	5
10	P.Jellis	Croydon	2	3

Southern Coupe League Final Results Table 2016

Pl	Entrant	Club	Coupe De Brum	First Area	Lond'n Gala	Oxford Rally	S'thern Gala	Odih'm	Crook Gala	Coupe Europa	Total
1	G. Manion	Birmingham	16	12	16	17			10	14	**75**
2	R. Vaughn	Crookham	12	17		7		6		17	**59**
3	A. Brocklehurst	B&W		11		11		9	13	8	**52**
4	P. Hall	Crookham			6	4		10	16	13	**49**
5	P. Tolhurst	Crookham	10	7	10	14					**41**
6	J. Paton	Crookham				12		9	10	9	**40**
7	C. Redrup	Crookham	6						11	12	**29**
8	D. Thomson	Croydon						14	5	9	**28**
9	A. Moorhouse	Vikings	10	5	11						**26**
10	M. Stagg	B&W			4	4			7	5	**20**
11	S. Willis	Vikings		5	13						**18**
12	M. Marshall	Vikings	5	3	5						**13**
13	R. Elliott	Croydon				8			4		**12**
14	T. Bailey	Coventry	2	8							**10**
15	P. Ball	Grantham	8								**8**
16	D. Chevanard	Beaujolais	7								**7**
=	K. Taylor	E.Grinstead						7			**7**
=	R. Fryer	Oxford								7	**7**
19	J. Andrews	Timperley						5			**5**
20	J. White	Croydon				4					**4**
21	B. Dennis	Grantham	3								**3**
=	G. Ferrer	Timperley		3							**3**
=	T. Stevens	B&W							3		**3**
=	P. Jellis	Croydon								3	**3**
25	D. Greaves	B&W	2								**2**
26	J. Wheeler	C/M	1								**1**
=	M. McHugh	Peterbro'	1								**1**
=	G. Hart			1							**1**
29	P. Adams										**0**

Roy Vaughn

Secretary's Notes for November 2016 - Roger Newman

Other than an indulgence at Beaulieu this month to take advantage of a really calm day & carry out some trimming, very little flying to report. Most of the activity this month has revolved around two submissions in response to the recently published "Prototype Regulation on Unmanned Air Systems" from the European Aviation Safety Agency. Our submissions are reported elsewhere in this month's NC so little else to say at present other than we have received an acknowledgement from EASA that our input has been received & will be given consideration, no doubt along with many others as the document seems to have stirred up something of a hornets nest amongst the aeromodelling community throughout Europe. Hard to predict what outcome will evolve as bureaucracy has a way of overriding common sense. The BMFA is there pitching away alongside other European modelling groups, so hopefully common sense will prevail.

RDT et al

Carrying on from last month, one other problem I failed to mention was that of the single cell 70mA Lipo – two issues actually: the first concerns termination & the second is about charge duration.

Taking the first point, the cell I opted to use has tab ends. Soldering wires to these tabs proved quite tricky, plus the tabs themselves are fairly fragile hence easy to break (or maybe it's my ham-fistedness!) The solution is, for me, to look for a slightly larger cell that has better i.e. more robust terminations. Weight is not a problem for the sport type models that I fly – ruggedness & reliability are more important.

The second point of cell capacity/duration relates back to a note written earlier in the year, essentially the Lemon Rx has a current drain of approx 30mA, which for peace of mind means changing the cell after about 1½ hours of use. Probably enough for the majority of folk – if you remember to check how long you've been operating – not always in the forefront of the mind when concentrating on other things! Plus, a slightly larger capacity cell may well have better terminations, so a potential double win. As noted above, the minimal increase in weight is not a problem for me.

Another lesson learned is that I've "over-engineered" the mounting of the Rx & battery. Life can be much simpler when the two are "lashed" in – securely of course.

Now for an imponderable question. Where is it best to mount the Rx in a model for optimal reception, bearing in mind a single button press on the Tx fires a very short burst of signal? Not having the faintest idea of 2.4Ghz radio wave propagation, should the Rx be under the fuselage or on top of the wing or in one or other side of the fuselage? Does a circling model in any way shield the received signal? Helpful answers on a postcard please!

BMFA AGM

More information has been received: Annual report & Accounts; Directory of Elected Officials; Proposed Budget for 2017/2018 & the Agenda for the meeting. To much to publish in our NC but if copies of any of this information is wanted, I can scan the relevant documents & email it. Suffice to say that income was in excess of £1.2M realising a surplus of almost £29000, with membership remaining fairly constant at around 35000. The proposed budget for next year is broadly in line with the previous year's figures.

SAM1066 AGM: A full report will be our December edition of the NC.

Ramblings

As noted above, a trimming session at Beaulieu saw a Playboy Junior (AM15), Paageboy (DC Spitfire), Simplex 40 (PAW 1cc) successfully take to the air. For good measure my old Southern Dragon (PAW 0.5cc) managed a few decent flights but the KK Outlaw, which hasn't flown for some four years suffered a complete failure to start the poor old Mills 1.3 – probably full of dried up oil or something as it would fire but not run. A removal & thorough clean-up will now be carried out! As usual, very few people around on a weekday – those who passed by all stopped for a chat. Pic shows Paageboy with refurbed & re-engined Deacon.

It's the time of year for the annual Gildings Engine Auction, with the catalogue appearing online this month. Almost 600 lots, with a multitude of kits included this time – an approx count of around 150 or so. Many sports engines are at what look to be reasonable estimates – albeit bear in mind the additional fees to be paid at auctions. The question that rings in my head every year – is what happens to all these engines? With the gradual demise of free flight, they certainly don't appear on the flying field, so do they sit & gather dust until the demise of the owner then re-appear at the next convenient auction? Likewise, how many of the kits ever get built or are we turning into a nation of collectors? Anyway, you can spend a few hours having an enjoyable & lengthy browse at what is on offer – look at:

http://www.gildings.co.uk/view_online.php?catalogue=1666

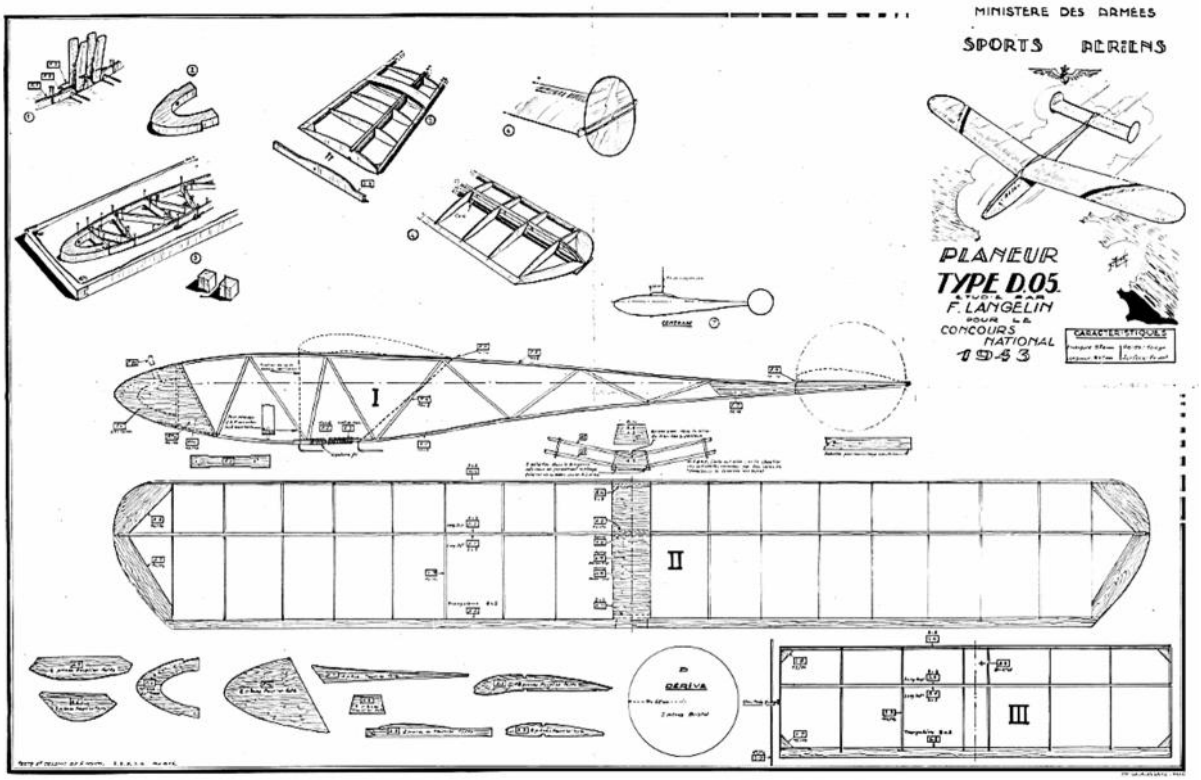
Your Editor has provided me with some very helpful hints & tips on the BMFA Gyminie Cricket for the onset of the indoor season. My problem is that building light doesn't come easily. The on-going series of fine articles by Nick Peppiatt also gives much encouragement on the peanut front. Some guys have the capability of producing quite exquisite scale models & even better, getting them to fly well. I struggle on – at least the latest Serene comes out at 4.5 grams, somewhat better than the first attempt at 6.7 grams! Whether it will take to the air for a half decent flight remains to be seen.

On a final note, the picture below somehow got included in plans received for the library – shows Lt Col Bowden certainly built a few models! Presumably the wings were housed elsewhere!

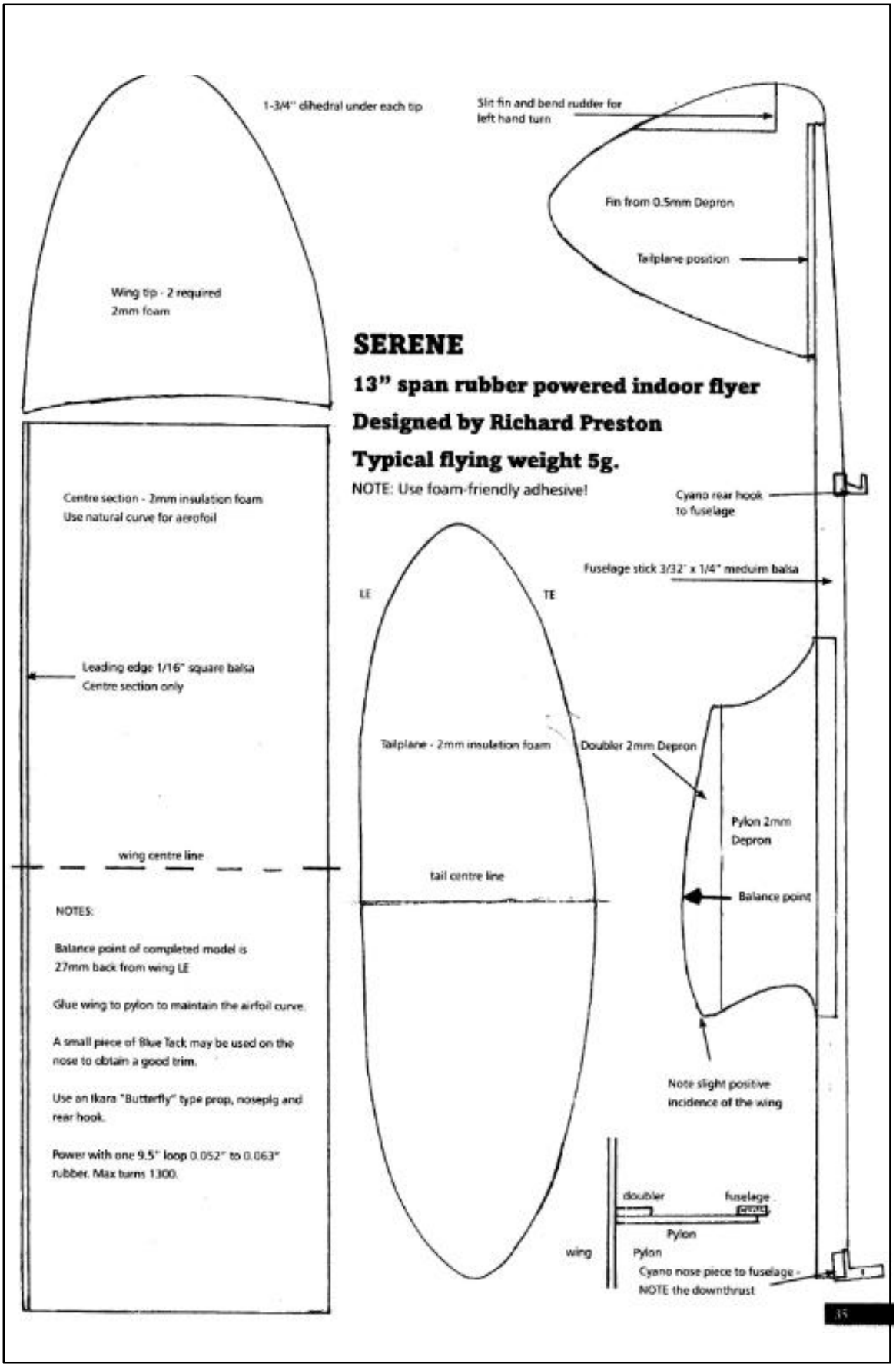
An array of fuselages built by Lt Col Bowden

Plans for the Month - Roger Newman

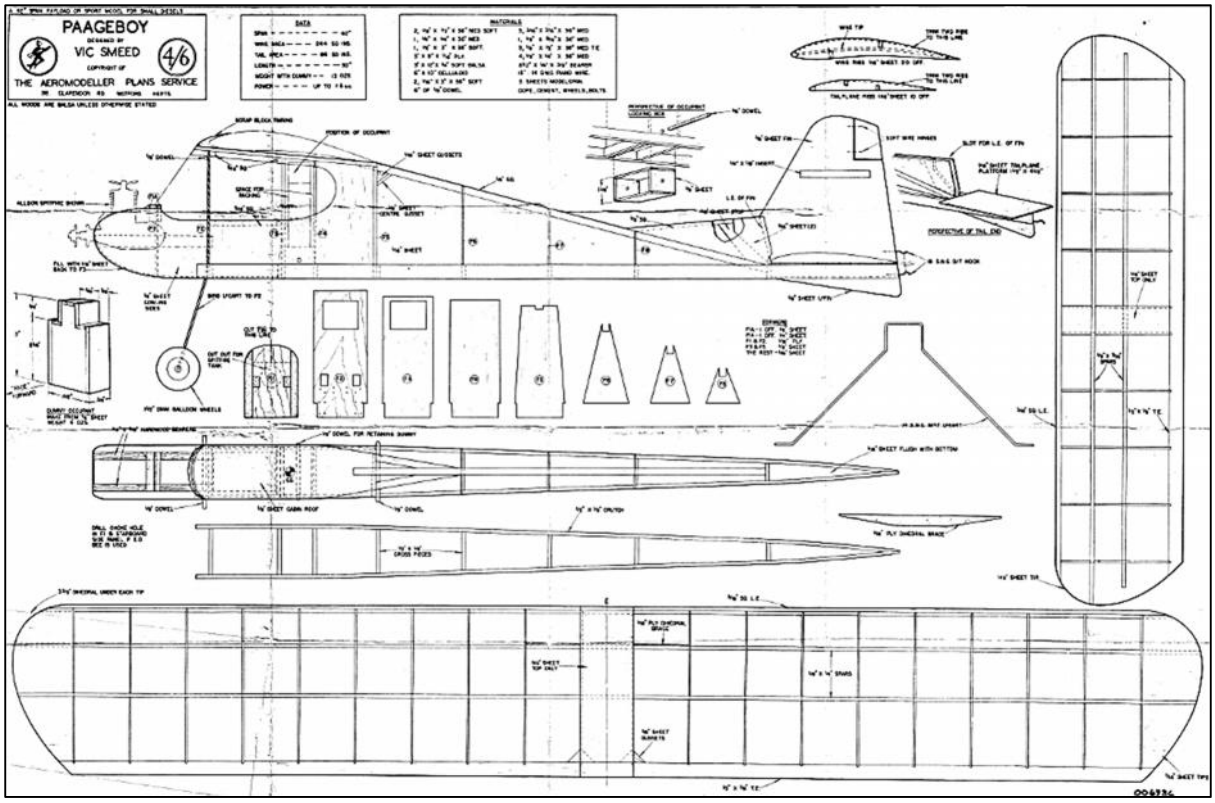
Glider: D05 – a glider from France in 1943, would be a candidate for 36" bungee class. Has the typical twin fins from French models of that era.



Rubber: Indoors & a Serene.



Power: Paageboy. Second one of this model, the first going the way of thermal thumbers at Beaulieu – never to be seen again. When I was a junior member at Wolverton & District Model Club in the '50s, one of the club members flew it on many occasions & it was added – even at that young age, to the list of models to be built one day.



Roger Newman

For Sale & Wanted

Wanted:

Frog 150 blue head diesel engine, probably circa early/mid 60's.
I had one such engine when I was a young lad, and it would be nice to own one again, not necessarily to fly, but to play with from time to time, and make some noise!

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

Clear-out:

Good home wanted for SAM Magazines;
SAM35 Speaks, Mar 2002 to Oct 2007
& SAM1066 Clarion, Jan 1990 to Aug 2004

Contact John Worsley, email; johntworsley@gmail.com

At La Grande Coupe de Birmingham on December 4th

competitors can use the opportunity to "double-up" with Mark Braunlich's 1960's Coupe postal. If they declare an eligible model to the CD on entry then the top placed such model will receive a prize in addition to any they may gain in the F1g contest.

All other details as below,

contact gavin.manion84@gmail.com for further information

La Grande Coupe de Birmingham (Part Trois)

Sunday December 4th

at MOD North Luffenham

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

F1G for the Aeromodeller Trophy
Two rounds between 10:00 & 12:00
then 3 rounds to timetable; finish at 14:45

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

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

Entry Fee £10 covers both events

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

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

For further information contact:
Gavin Manion at gavin.manion84@gmail.com
tel 01543 422509
or Stuart Darmon at stuartdarmonf1a@yahoo.com
tel 01858 882057

THE 2016 FREE FLIGHT FORUM

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

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

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

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

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

Model

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

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

Engine/motors

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

36"-44" WINGSPAN

I.C. Engines:

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

Electric Motors:

Any electric motor is admitted with direct drive

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

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

48" WINGSPAN

I.C. Engines:

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

Electric Motors:

Any electric motor is admitted with direct drive

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

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

Flights and results

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

Awards :

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

Results

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

SPECIAL PRIZE VIC SMEED

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

SPECIAL PRIZE DAVID BAKER

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

Good thermals

FLITEHOOK

Indoor Free Flight Meeting
West Totton Centre,
Hazel Farm Road,
Totton, Southampton.
SO40 8WU

Café on Site

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

Flyers £6, Spectators £2

Sundays 10.00a.m. to 4.00p.m.
2nd October 2016
6th November 2016
4th December 2016

~~Tuesday 27th December 2016~~
~~10.00a.m. to 3.00p.m.~~
CANCELLED

2017
Sundays

8th January 2017	9.00a.m. to 1.00p.m.
12th February 2017	10.00a.m. to 4.00p.m
12th March 2017	10.00a.m. to 4.00p.m
9th April 2017	10.00a.m. to 4.00p.m

Bloxwich Indoor Flyers

Free Flight & lightweight RC

Sneyd Community School

Vernon Way, Sneyd Lane,
Bloxwich, WS3 2PA

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

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

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

Indoor Flying with the South Birmingham MAC

Mainly Free Flight

Thorns Leisure Centre.

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

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

Admission - Flyers £5.50 - Spectators £2.00

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

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

BMFA South West

Indoor Flying

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

Sundays 1200 to 1600

2016

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

2017

Jan 22nd – Feb 19th – Mar 19th

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

Admission: Flyers **£7** Spectators **£1**

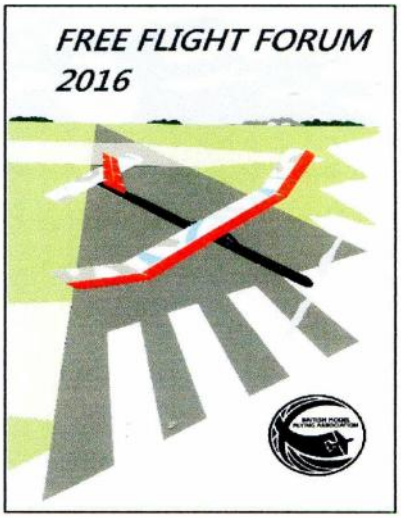
Contacts:
Cornwall - David Powis on 01579 362951
dave_powis@hotmail.com
Devon - Roger Bellamy on 01752 257826
randmbellamy@gmail.com

THE 2016 FREE FLIGHT FORUM REPORT

HOT OFF THE PRESS

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

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



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

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

Copies are available from :

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

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

BMAS

BOURNEMOUTH MODEL AIRCRAFT SOCIETY

INDOOR MODEL FLYING 2016

ALL TUESDAYS

26TH JANUARY, 23RD FEBRUARY, 22ND MARCH,
26TH APRIL, 24TH MAY, 28TH JUNE,
26TH JULY, 23RD AUGUST, 27TH SEPTEMBER,
25TH OCTOBER, 22ND NOVEMBER.

7pm to 10pm

ALLENDALE CENTRE

HANHAM RD. WIMBORNE BH21 1AS

FREE CAR PARKING IN PUBLIC CAR PARK IN ALLENDALE RD

FREE FLIGHT ONLY

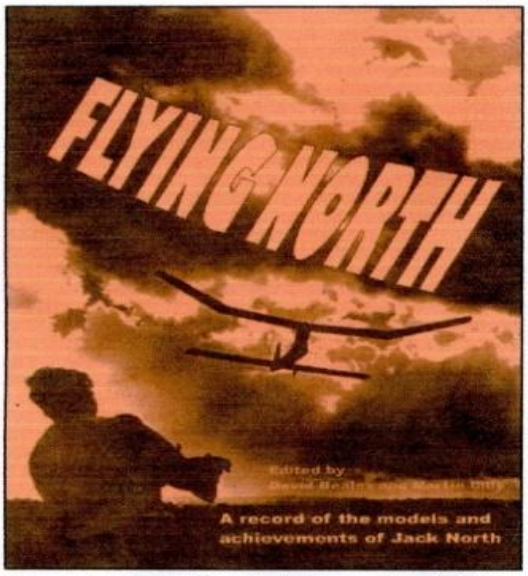
COMPETITIONS incl GYMINNIE CRICKET LEAGUE

ALL FLYERS MUST HAVE BMFA INSURANCE

FLITEHOOK NORMALLY IN ATTENDANCE

Adult Flyers £5 **Spectators £1.50**

CONTACTS: John Taylor Tel. No. 01202 232206
Aubrey Bugden e-mail bugden863@btinternet.com

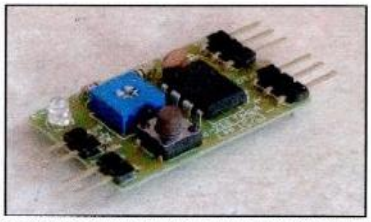


Flying North is a 163 page book covering the model flying career of Jack North, and including 23 previously un-published plans of his aircraft. Access to Jack's drawings and notes dating back to 1938 means that there are a number of designs in the book likely to be tempting to the nostalgia-minded.

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

E-Zee Timers



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

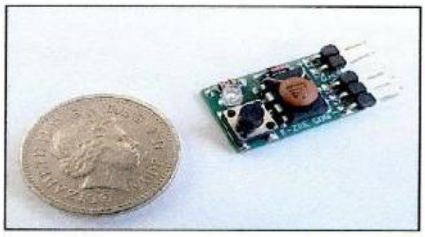
This timer controls electric motor power and run-time (via an ESC) and after a further delay drives a D/T servo to terminate the flight. The motor power is set by a single turn potentiometer and the motor run and D/T periods are set by a simple push button / LED interface

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

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

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

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



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

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

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

Timers are supplied with a comprehensive instruction manual and users guide

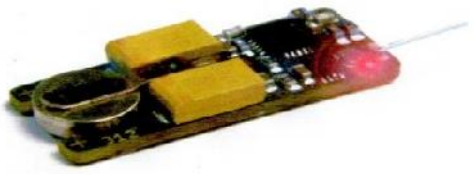
E-Zee Timers have been designed and are manufactured in the UK
Exclusively available from

Dens Model Supplies

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

BUGS

Free Flight Model Tracker



£50.00 - each including 6 batteries
Ready to use radio tracker
Suitable for most handheld receivers
Powered by one 312 ZincAir hearing aid battery
27mm long, 11mm wide, 5mm thick 3 grams including battery
Run time around 10 days
Red LED flashes when transmitting
Available in any frequency from 140MHz to 980MHz
Supplied in protective heatshrink
Very quick delivery, often next day
On sale at
http://www.leobodnar.com/shop/index.php?products_id=217
or contact Peter Brown 07871 459291 for options

Michael Woodhouse
mike@freeflightsupplies.co.uk & http://www.freeflightsupplies.co.uk

Plans of models designed by Geoff Lefever

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

DBHL Plan Service

The rules for obtaining plans.

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

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

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

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

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

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

This service is provided at no charge.

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

VINTAGE COUPE PLANS.

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

Further information will be advised in due course.

MSP PLANS PRESENTS

Vintage, Classic, Sport and other Duration Designs

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

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

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

MICK FARTHING 1942	The 40 in span Lightweight Contest rubber model with a diamond fuselage.
MICK FARTHING'S THE PAPER BAG'	Mick Farthing's last lightweight rubber model of 1946.
RAFF V *1947*	Designed by Norman Marcus who was National Champion in 1946.
ODENUAN'S 1950 *NORDIC A2*	Swedish Championship glider, placed second in the first World International in 1950.
SENATOR 1950	RUBBER Designed by Albert Hatfull and kitted in 1950. Twin plan with Ace
ACE 1950 RUBBER	Designed by Bill Dean and kitted in 1950. Twin plan with ***SENATOR.***
ENGLISH VIKING *1953 A2 GUDER*	Designed by Bill Farrance twice winner of the SAM Radislav Rybach trophy.
CRESTA	A 38 in wingspan low-wing design for small diesel or electric motor installation.
FRED BOXALL'S 1956 OPEN RUBBER MODEL	Twin plan with Boxall's ***SEAPLANE.***
FRED BOXALL'S SEAPLANE (1965)	Twin plan with the 1956 *OPEN* ***RUBBER MODEL***
LAST RESORT 1956 CLASSIC RUBBER	Open Rubber Model designed by Jim Baguley, Twin plan with ***FIRST RESORT.***
FIRST RESORT 2006	by Martyn Pressnell for the BMFA Rubber Class. Twin plan with ***LAST RESORT.***
WINDING BOYII 1956	by 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, SO41 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 2016

With competitions for Vintage and/or Classic models

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

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

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

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

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

Useful Websites

SAM 1066 -	www.sam1066.org
Flitehook, John & Pauline -	www.flitehook.net
Mike Woodhouse -	www.freeflightsupplies.co.uk
GAD -	www.greenairdesigns.com
BMFA Free Flight Technical Committee -	www.freeflightUK.org
BMFA -	www.BMFA.org
BMFA Southern Area -	www.southerarea.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
Wessex Aeromodellers -	www.wessexaml.co.uk
US SAM website -	www.antiquemodeler.org
Peterborough MFC -	www.peterboroughmfc.org
Outerzone -free plans -	www.outerzone.co.uk
Vintage Radio Control -	http://www.norcim-rc.club
The National Free Flight Society -	www.freeflight.org
Model Flying New Zealand -	http://www.modelflyingnz.org

Are You Getting Yours? - Membership Secretary

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

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

To get back on track, email membership@sam1066.org to let us know your new cyber address

(snailmail address too, if that's changed as well).

P.S.

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

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

Your editor John Andrews