



NEW Clarion

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Editorial

Our SAM1066 AGM will be behind us as you read this editorial, full report in Christmas issue.

Another Free-Flight competition season is now all but over. There is the one remaining event, the 'Grande Coupe de Brum' on Sunday December 2nd. Unlike other Midland Area events which have been switched to Barkston the 'Coupe de Brum' will still be at its traditional venue of North Luffenham and will be followed after close of play by drinks and nibbles during the prize presentations in the airfield golf club.

I start off this issue with a report on the Indoor National Championships. I've been competing for a number of years now with very little success, the exception being the Gyminnie Cricket class in which I normally place well. My philosophy, as with all my aeromodelling, is to build competition models and fly them for fun whether they are competitive or not, mostly not.

Our Chairman Tony Shepherd has penned a report on the BMFA 7th Area event at Beaulieu and we find John Hook monkeying about up a tree. There are pictures.

On the other hobbies front we have part 1 of a two part article by our secretary Roger Newman chronicling his lifelong interest in steam trains. I share his passion being the son of a railwayman and never having lived more than a couple of hundred yards from a railway line.

Peter Hall writes an amusing piece of probable fiction concerning the major non-event at the Chinook base at Odiham and follows up with details of the final 2018 event of the F1G Southern Coupe league at the Croydon club's Coupe Europa held on Salisbury plain.

As always his report is supplemented by the results interpreter Roy Vaughn and his League Table.

I take pleasure in bringing to your attention my own exploits at the Croydon meeting where a couple of walkovers netted me a couple of trophies. I'm mustard when unopposed.

Yet more on the mysteries of CO₂ is revealed by Nick Peppiatt in his 75th article penned for our information and amusement. He just keeps churning them out, many thanks Nick.

This season saw the introduction of the Vintage Coupe League by Gavin Manion, who reviews the final places of the 9 contestants who competed in the event with the winner Chris Redrup winning all save one event.

Combing through some of my Aeromodeller Annuals I came across a piece on weights in the 1954 edition. On the reasonable assumption that Balsa Wood has not changed in the intervening years I've published the article for your information.

I've popped a bit in reviewing my last Thorns indoor meeting, it's a chance to curry favour with the regulars by sticking a picture or two of them in the magazine.

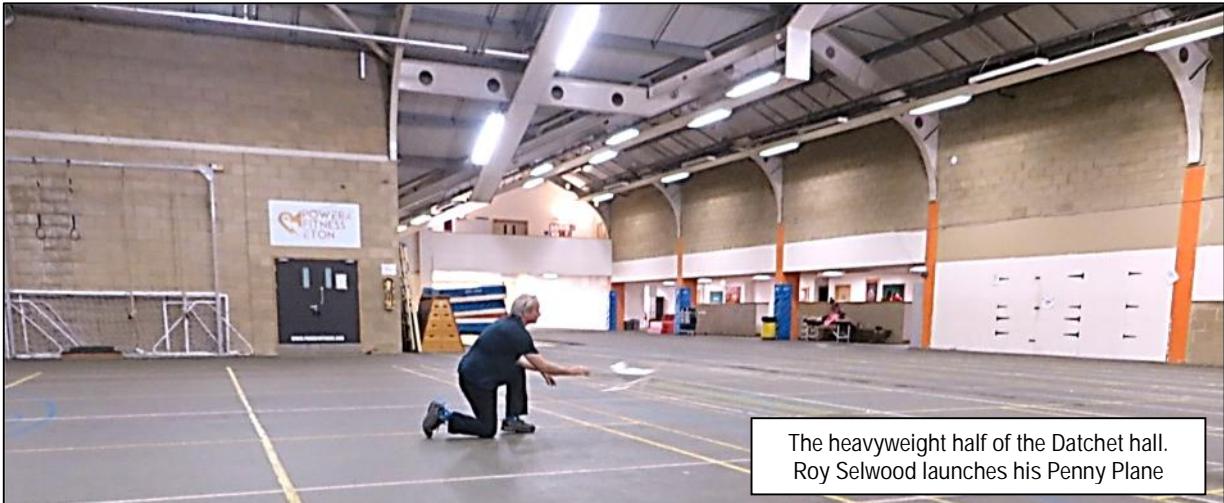
Pete Fisher's Contest Kits review is carried forward in our archivist Roy Tiller's regular monthly report DBHLibrary (Magazine). He just keeps digging up more and more data.

The CD of Croydon's 'Coupe Europa' Ray Elliott has produced his own report on the event. I would argue with his description of the conditions as benign. When 2min flights are out in the woods over the valley, the wind must have had a little strength. I think standing in the lee of the control car's boot coloured his perception of the conditions of the day.

Just nit-picking Ray, it's a un-enviable task CD'ing on a cold day, I think I speak for all contestants when I say a big THANKYOU to yourself and Roger.

Finally (and it usually is) is our secretary's monthly report with pictures of the Beaulieu everglades, the only thing missing is an alligator or two. He winds up this issue with three plans courtesy of the New Zealand vintage model archive.

Editor



The 2018 Indoor Nationals took place over the weekend 14/15/16th September in the sports hall at the Thames Valley Athletics Centre in Datchet near Maidenhead. Rachel and I stayed at the 'Holiday Inn' in Maidenhead and travelled about 8 miles to the event each day. Other contestants were also staying in the hotel so we were not short of company at meal times.

14th, Day 1:

Found the venue and set up shop in the heavyweight half of the hall. The hall was split into two by a net curtain above a 1mtr wooden wall, standard sports hall procedures. The lightweight flyers were in the other half so never the twain were supposed to meet but models could get over the top of the net here and there if unfortunate ceiling bumps deflected their flight path. Speaking of the ceiling, it was the worst one I have encountered, huge boxed beams below the actual ceiling giving aircraft carrier sized landing areas above. We were warned at the contestants briefing of the ceiling problems and advised to work upward from the floor rather than from the ceiling down when trimming. I was lucky/not good enough and had no really dangerous contacts on high. Several models were lost to the ceiling.

All of my models were the same ones I used last year and most had not been out of their boxes since, so my expectations were not high.

I started off with my 'Gyminnie Crickets' and met my first problem, I did not know which wing went with which fuselage as markings were a little confusing. I put two bits together and attempted to fly, no good, crabbing along obviously wrong match. I switched fuselages and noticed two ticks on the side and the wing had two faint marks also so I was confident I had a match. This combination flew OK so I set about rubber motor selection until I had something that looked promising. I then started making competition flights and recorded 2-51, 3-34 and a 4-21 for my first three.

My fourth flight had a ceiling bump and dropped losing altitude to record 4-06.



At some time during my last couple of flights I was holding the model on full turns when the fuselage bent like a bow in my hands, it was a good job I was holding with two hands. Still with the motor wound I creno'd, with assistance, a strip of 1/16th sq along the motor stick and the resulting flight was OK so I decided that I would continue with that model rather than attempt to trim the other one. It had taken me all day to get to this point and that was where I was at close of play.

We then retired back to the hotel for sustenance for the inner man, or woman as the case maybe. The hotel dining room ambience was exemplary in stark contrast to the Saturday evening dinner in a dimly lit public house.



15th, Day 2:

Our tables and chairs etc. had been left in the hall over night so setting up was a much quicker affair. Next to me was one Andrew Chilton, also flying 'Gyminnie Cricket' and when I enquired how he was doing he informed me that he had had a couple of 5min+ flights. This info was a bit of a blow as I was pretty sure my somewhat overweight model would not achieve 5min, still I pressed on and finished my 6 flights. My final flight was a 4-30 and my best. At the prize presentation I was surprised to find I was in 2nd place just 3secs above Ian Pearce. Andrew Chilton won comfortably only requiring his first two 5min flights. One real surprise was that, when queried by Rachel as to where he had come from, we found he lived a couple of miles or so from us in the next village, small world.

Having finally finished my GC attempts I turned to '35cm Challenge'. This event was to be flown on $\frac{1}{2}$ motors (that's carrying a weight bar the same weight as the motor). I do not like $\frac{1}{2}$ motors when there is not a fixed motor weight as part of the spec, as it means a lot of weighing of rubber and weight bar adjustment as you trim for the hall you are flying in. Neither of my two models were light enough to be competitive but I had some fun flying them.



John A. & 35 cm challenge No.2

Roy Selwood won the class with a two flight total of 12-21 whilst I was one off the bottom with 6-19. I enjoyed my day which was without mishaps even tho' I could only manage half the winners time.

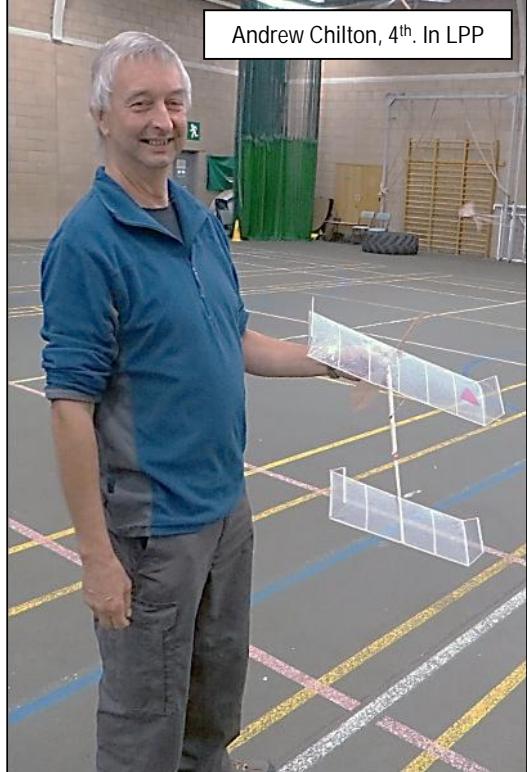
In the evening we had the formal dining out event at a nearby hostelry. It was a dimly lit affair but the beer was more than passable as we had been in the hall all day.

16th. Day 3:

This was 'Penny Plane' day for me and I once again had no aspirations of doing particularly well as my model weight was now up to 4gms.

The model flew reliably but times were well down on most other contestants. I only recorded four flights all around the 4min mark for a two flight total of 8-48, two places off the bottom of the list whilst top of the shop winner Tim Chant had a total of 14-31.

Andrew Chilton had me well beaten to boot with 13-05, just off the podium in 4th place.



The three day meeting in general was a success and we all seemed to enjoy ourselves, possibly the common delight in the flight of our lightweight models together with renewing old acquaintances. Geof Lefever and Roy Wilson were in attendance, I had not seen Roy since one of the Brackley meetings in Towcester some time back. I have a particular memory of Roy from the Cardington meetings.



One Sunday he turned up, set up his table etc. Then realised he had no models with him, he had taken them from the garage, put them on the waste bin and left them there, back in London. It was just as well that it was not collection day.

John Andrews

2018 Indoor Nationals Results

John Andrews

| No-Cal | | | | | | | | | | |
|--------|-------------|----------|---------|---------------|---------------|---------------|---------------|---------------|---------------|------------------|
| Place | Name | BMFA No. | Model | Flight time 1 | Flight time 2 | Flight time 3 | Flight time 4 | Flight time 5 | Flight time 6 | Best Two Flights |
| 1 | Chant T. | 111998 | Cassutt | 00:02:42 | 00:03:18 | 00:00:00 | 00:00:00 | 00:00:00 | 00:00:00 | 00:06:00 |
| 2 | Doyle M. | 78804 | Cassutt | 00:02:18 | 00:02:31 | 00:00:59 | 00:02:42 | 00:02:24 | 00:03:01 | 00:05:43 |
| 3 | Sellwood R. | 53324 | T28 | 00:01:31 | 00:01:34 | 00:01:35 | 00:01:59 | 00:01:58 | 00:00:00 | 00:03:57 |
| 4 | Hebb. A. | 35650 | Pilatus | 00:01:27 | 00:01:29 | 00:01:22 | 00:01:16 | 00:00:00 | 00:00:00 | 00:02:56 |

| 35cm Challenge | | | | | | | | | | |
|----------------|-------------|---------|---------------|---------------|---------------|---------------|---------------|---------------|------------------|--|
| Place | Name | BMFA No | Flight time 1 | Flight time 2 | Flight time 3 | Flight time 4 | Flight time 5 | Flight time 6 | Best Two Flights | |
| 1 | Sellwood R. | 53324 | 00:04:14 | 00:04:17 | 00:04:30 | 00:05:37 | 00:06:14 | 00:06:07 | 00:12:21 | |
| 2 | Evans M | 111999 | 00:05:47 | 00:06:00 | 00:00:00 | 00:00:00 | 00:00:00 | 00:00:00 | 00:11:47 | |
| 3 | Pearce I. | 176661 | 00:05:12 | 00:04:58 | 00:05:02 | 00:06:14 | 00:00:00 | 00:00:00 | 00:11:26 | |
| 4 | Goodwin T. | 194117 | 00:02:31 | 00:01:40 | 00:02:12 | 00:03:38 | 00:03:10 | 00:03:58 | 00:07:36 | |
| 5 | Andrews J. | 6520 | 00:03:17 | 00:02:30 | 00:03:02 | 00:02:58 | 00:02:24 | 00:02:29 | 00:06:19 | |
| 6 | Funnell R. | 55579 | 00:02:55 | 00:03:03 | 00:00:00 | 00:00:00 | 00:00:00 | 00:00:00 | 00:05:58 | |

| Catapult Glider | | | | | | | | | | | | |
|-----------------|------------|---------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|
| Place | Name | BMFA No | Flight time 1 | Flight time 2 | Flight time 3 | Flight time 4 | Flight time 5 | Flight time 6 | Flight time 7 | Flight time 8 | Flight time 9 | Best 3 Flights |
| 1 | Benns M. | 72513 | 34.00 | 31.11 | 34.80 | 27.80 | 7.50 | 31.80 | 8.95 | 0.00 | 0.00 | 100.60 |
| 2 | Goodwin T. | 194117 | 28.00 | 22.00 | 27.00 | 28.00 | 29.00 | 28.00 | 0.00 | 0.00 | 0.00 | 85.00 |
| 3 | Hebb. A. | 35650 | 8.00 | 2.00 | 24.10 | 24.33 | 24.00 | 2.00 | 0.00 | 0.00 | 0.00 | 72.43 |

| F1D | | | | | | | | | | |
|-------|--------------|---------|---------------|---------------|---------------|---------------|---------------|---------------|------------------|--|
| Place | Name | BMFA No | Flight time 1 | Flight time 2 | Flight time 3 | Flight time 4 | Flight time 5 | Flight time 6 | Best Two Flights | |
| 1 | Benns M. | 72513 | 00:11:30 | 00:10:58 | 00:12:02 | 00:12:14 | 00:11:33 | 00:10:21 | 00:24:16 | |
| 2 | Hebb. A. | 35650 | 00:11:34 | 00:11:26 | 00:11:31 | 00:11:35 | 00:11:34 | 00:00:00 | 00:23:09 | |
| 3 | Staartjes H. | 185400 | 00:10:32 | 00:10:11 | 00:09:43 | 00:00:00 | 00:00:00 | 00:00:00 | 00:20:43 | |

| F1L | | | | | | | | | | |
|-------|--------------|---------|---------------|---------------|---------------|---------------|---------------|---------------|------------------|--|
| Place | Name | BMFA No | Flight time 1 | Flight time 2 | Flight time 3 | Flight time 4 | Flight time 5 | Flight time 6 | Best Two Flights | |
| 1 | Bailey R | 2479 | 00:11:50 | 00:12:31 | 00:00:00 | 00:00:00 | 00:00:00 | 00:00:00 | 00:24:21 | |
| 2 | Hebb. A. | 35650 | 00:12:33 | 00:11:42 | 00:00:00 | 00:00:00 | 00:00:00 | 00:00:00 | 00:24:15 | |
| 3 | Staartjes H. | 185400 | 00:02:00 | 00:08:45 | 00:03:30 | 00:10:20 | 00:10:15 | 00:00:00 | 00:20:35 | |
| 4 | Pearce I. | 176661 | 00:10:07 | 00:10:25 | 00:00:00 | 00:00:00 | 00:00:00 | 00:00:00 | 00:20:32 | |
| 5 | O'Neill R. | 78813 | 00:08:27 | 00:09:21 | 00:09:14 | 00:10:13 | 00:10:17 | 00:00:00 | 00:20:30 | |
| 6 | Watt P. | 108095 | 00:06:38 | 00:09:59 | 00:10:13 | 00:10:08 | 00:00:00 | 00:00:00 | 00:20:21 | |
| 7 | Robinson E. | 142822 | 00:08:36 | 00:09:05 | 00:01:48 | 00:08:22 | 00:02:38 | 00:08:22 | 00:17:41 | |
| 8 | Bargery S. | 205791 | 00:08:38 | 00:07:27 | 00:07:30 | 00:00:00 | 00:00:00 | 00:00:00 | 00:16:08 | |
| 9 | Doyle M. | 78804 | 00:07:47 | 00:07:13 | 00:06:04 | 00:07:04 | 00:00:00 | 00:00:00 | 00:15:00 | |
| 10 | Lefever G. | 5484 | 00:07:46 | 00:00:00 | 00:00:00 | 00:00:00 | 00:00:00 | 00:00:00 | 00:07:46 | |

| F1N | | | | | | | | | | | | |
|-------|------------|----------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|
| Place | Name | BMFA No. | Flight time 1 | Flight time 2 | Flight time 3 | Flight time 4 | Flight time 5 | Flight time 6 | Flight time 7 | Flight time 8 | Flight time 9 | Best 3 Flights |
| 1 | Benns M. | 72513 | 37.30 | 33.70 | 36.10 | 38.80 | 4.00 | 0.00 | 0.00 | 0.00 | 0.00 | 112.20 |
| 2 | Goodwin T. | 194117 | 24.00 | 23.00 | 25.00 | 22.00 | 19.00 | 20.00 | 0.00 | 0.00 | 0.00 | 72.00 |
| 3 | Bargery S. | 205791 | 16.44 | 15.00 | 15.25 | 15.59 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 47.28 |
| 4 | Chant T. | 111998 | 3.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.40 |

| F1M | | | | | | | | | | |
|-------|----------|---------|---------------|---------------|---------------|---------------|---------------|---------------|------------------|--|
| Place | Name | BMFA No | Flight time 1 | Flight time 2 | Flight time 3 | Flight time 4 | Flight time 5 | Flight time 6 | Best Two Flights | |
| 1 | Bailey R | 2479 | 00:05:31 | 00:06:43 | 00:06:51 | | | | 00:13:34 | |
| 2 | Evans M | 111999 | 00:06:01 | 00:06:05 | 00:06:03 | 00:06:09 | | | 00:12:14 | |
| 3 | Hogan A. | 29400 | 00:03:22 | 00:04:23 | 00:04:37 | 00:05:47 | 00:05:52 | 00:06:16 | 00:12:08 | |
| 3 | Watt P. | 108095 | 00:06:06 | 00:01:49 | 00:06:02 | | | | 00:12:08 | |

| Gymminie Cricket | | | | | | | | | | |
|------------------|-------------|---------|---------------|---------------|---------------|---------------|---------------|---------------|------------------|--|
| Place | Name | BMFA No | Flight time 1 | Flight time 2 | Flight time 3 | Flight time 4 | Flight time 5 | Flight time 6 | Best Two Flights | |
| 1 | Chilton A. | 51970 | 00:05:14 | 00:05:24 | 00:00:00 | 00:00:00 | 00:00:00 | 00:00:00 | 00:10:38 | |
| 2 | Andrews J. | 6520 | 00:02:51 | 00:03:34 | 00:04:21 | 00:04:06 | 00:03:52 | 00:04:30 | 00:08:51 | |
| 3 | Pearce I. | 176661 | 00:04:18 | 00:04:30 | 00:00:00 | 00:00:00 | 00:00:00 | 00:00:00 | 00:08:48 | |
| 4 | Sellwood R. | 53324 | 00:02:57 | 00:03:03 | 00:03:13 | 00:03:37 | 00:00:00 | 00:00:00 | 00:06:50 | |
| 5 | Goodwin T. | 194117 | 00:02:28 | 00:02:15 | 00:02:45 | 00:02:36 | 00:03:28 | 00:03:04 | 00:06:32 | |
| 6 | Bates K. | 51145 | 00:01:49 | 00:00:31 | 00:01:25 | 00:00:44 | 00:02:09 | 00:01:04 | 00:03:58 | |

| F1R | | | | | | | | | |
|-------|------------|---------|---------------|---------------|---------------|---------------|---------------|---------------|-------------------------|
| Place | Name | BMFA No | Flight time 1 | Flight time 2 | Flight time 3 | Flight time 4 | Flight time 5 | Flight time 6 | Sum of best Two Flights |
| 1 | Hebb. A | 35650 | 00:09:57 | 00:08:59 | 00:09:17 | 00:10:14 | 00:00:00 | 00:00:00 | 00:20:11 |
| 2 | Bargery S. | 205791 | 00:06:04 | 00:04:58 | 00:07:20 | 00:03:52 | 00:00:00 | 00:00:00 | 00:13:24 |
| 3 | Evans M | 111999 | 00:05:50 | 00:06:33 | 00:06:38 | 00:00:00 | 00:00:00 | 00:00:00 | 00:13:11 |
| 4 | O'Neill R. | 78813 | 00:06:11 | 00:05:43 | 00:06:03 | 00:02:08 | 00:06:00 | 00:05:59 | 00:12:14 |
| 5 | Chant T. | 111998 | 00:01:06 | 00:01:40 | 00:03:52 | 00:03:31 | 00:00:00 | 00:00:00 | 00:07:23 |

| LRS | | | | | | | | | |
|-------|------------|---------|---------------|---------------|---------------|---------------|---------------|---------------|-------------------------|
| Place | Name | BMFA No | Flight time 1 | Flight time 2 | Flight time 3 | Flight time 4 | Flight time 5 | Flight time 6 | Sum of best Two Flights |
| 1 | Bargery S. | 205791 | 00:04:10 | 00:02:03 | 00:05:09 | 00:05:01 | 00:05:18 | 00:00:00 | 00:10:27 |
| 2 | Hebb. A | 35650 | 00:05:01 | 00:05:25 | 00:00:00 | 00:00:00 | 00:00:00 | 00:00:00 | 00:10:26 |
| 3 | Goodwin T. | 194117 | 00:02:34 | 00:03:19 | 00:03:45 | 00:03:51 | 00:00:00 | 00:00:00 | 00:07:36 |
| 4 | Funnell R. | 55579 | 00:03:08 | 00:03:06 | 00:03:18 | 00:00:00 | 00:00:00 | 00:00:00 | 00:06:26 |
| 5 | Bates K. | 51145 | 00:01:03 | 00:01:04 | 00:00:00 | 00:00:00 | 00:00:00 | 00:00:00 | 00:02:07 |

| Osprey | | | | | | | | | |
|--------|------------|---------|---------------|---------------|---------------|---------------|---------------|---------------|-------------------------|
| Place | Name | BMFA No | Flight time 1 | Flight time 2 | Flight time 3 | Flight time 4 | Flight time 5 | Flight time 6 | Sum of best Two Flights |
| 1 | Bailey R | 2479 | 00:04:35 | 00:03:22 | 00:03:35 | 00:00:00 | 00:00:00 | 00:00:00 | 00:08:10 |
| 2 | Evans M | 111999 | 00:03:20 | 00:03:38 | 00:04:04 | 00:04:02 | 00:00:00 | 00:00:00 | 00:08:06 |
| 3 | Chant T. | 111998 | 00:01:33 | 00:02:15 | 00:02:57 | 00:03:02 | 00:00:00 | 00:00:00 | 00:05:59 |
| 4 | Goodwin T. | 194117 | 00:01:35 | 00:01:53 | 00:01:41 | 00:01:17 | 00:00:00 | 00:00:00 | 00:03:34 |
| 5 | Bates K. | 51145 | 00:01:31 | 00:01:21 | 00:01:22 | 00:00:35 | 00:00:00 | 00:00:00 | 00:02:53 |

| LPP | | | | | | | | | |
|-------|-------------|---------|---------------|---------------|---------------|---------------|---------------|---------------|-------------------------|
| Place | Name | BMFA No | Flight time 1 | Flight time 2 | Flight time 3 | Flight time 4 | Flight time 5 | Flight time 6 | Sum of best Two Flights |
| 1 | Chant T. | 111998 | 00:04:31 | 00:04:11 | 00:06:00 | 00:03:43 | 00:08:31 | 00:00:00 | 00:14:31 |
| 2 | Evans M | 111999 | 00:05:54 | 00:06:06 | 00:03:12 | 00:06:57 | 00:07:05 | 00:00:00 | 00:14:02 |
| 3 | Bailey R | 2479 | 00:06:31 | 00:07:06 | 00:00:00 | 00:00:00 | 00:00:00 | 00:00:00 | 00:13:37 |
| 4 | Chilton A. | 51970 | 00:05:36 | 00:04:52 | 00:06:08 | 00:06:56 | 00:06:09 | 00:00:00 | 00:13:05 |
| 5 | Robinson E. | 142822 | 00:06:24 | 00:06:35 | 00:03:20 | 00:05:43 | 00:05:32 | 00:05:34 | 00:12:59 |
| 6 | Sellwood R. | 53324 | 00:05:08 | 00:05:51 | 00:05:23 | 00:00:00 | 00:00:00 | 00:00:00 | 00:11:14 |
| 7 | Bargery S. | 205791 | 00:05:26 | 00:05:31 | 00:02:59 | 00:03:01 | 00:04:56 | 00:05:02 | 00:10:57 |
| 8 | Doyle M. | 78804 | 00:05:07 | 00:02:39 | 00:05:34 | 00:04:39 | 00:00:00 | 00:00:00 | 00:10:41 |
| 9 | Andrews J. | 6520 | 00:04:34 | 00:04:14 | 00:03:41 | 00:04:00 | 00:00:00 | 00:00:00 | 00:08:48 |
| 10 | Bates K. | 51145 | 00:02:52 | 00:02:38 | 00:02:39 | 00:02:44 | 00:02:53 | 00:02:49 | 00:05:45 |
| 11 | Hogan A. | 29400 | 00:04:30 | 00:00:00 | 00:00:00 | 00:00:00 | 00:00:00 | 00:00:00 | 00:04:30 |

| Overall Championship 2018 | | | | | | | | | | | | | | | |
|---------------------------|--------------|---------|--------|------|------|-----|-----|-----|-----|----|-----|-----|-----|-----|-----|
| Place | Name | BMFA No | No Cal | 35cm | Cata | F1D | F1L | F1N | F1M | GC | F1R | LRS | Osp | LPP | Tot |
| 1 | Bailey R | 2479 | | | | | 12 | | 5 | | | | 6 | 9 | 32 |
| 2 | Evans M | 111999 | | 5 | | | | | 3 | | 3 | | 4 | 11 | 26 |
| 3 | Hebb. A | 35650 | 1 | | 1 | 2 | 10 | | | | 6 | 4 | | | 24 |
| 4 | Chant T. | 111998 | 5 | | | | | 1 | | | 1 | | 3 | 13 | 23 |
| 5 | Bargery S. | 205791 | | | | | | 3 | 2 | | 4 | 6 | | 5 | 20 |
| 6 | Sellwood R. | 53324 | 2 | 7 | | | | | | 3 | | | | 6 | 18 |
| 7 | Chilton A. | 51970 | | | | | | | | 7 | | | | 8 | 15 |
| 7 | Pearce I. | 176661 | | 4 | | | 7 | | | 4 | | | | | 15 |
| 7 | Goodwin T. | 194117 | | 3 | 2 | | | 3 | | 2 | | 3 | 2 | | 15 |
| 10 | Benns M. | 72513 | | | | 4 | 4 | | 5 | | | | | | 13 |
| 11 | Robinson E. | 142822 | | | | | 4 | | | | | | 7 | 11 | |
| 12 | Andrews J. | 6520 | | 2 | | | | | | 5 | | | 3 | 10 | |
| 13 | Doyle M. | 78804 | 3 | | | | 2 | | | | | | 4 | 9 | |
| 13 | Staartjes H. | 185400 | | | | 1 | 8 | | | | | | | 9 | |
| 15 | O'Neill R. | 78813 | | | | | | 6 | | | 2 | | | 8 | |
| 16 | Watt P. | 108095 | | | | | 5 | | 2 | | | | | 7 | |
| 17 | Bates K. | 51145 | | | | | | | | 1 | | 1 | 1 | 2 | 5 |
| 18 | Hogan A. | 29400 | | | | | | 2 | | | | | 1 | 3 | |
| 18 | Funnel R. | 55579 | | 1 | | | | 1 | | | | 2 | | 3 | |
| 20 | Lefever G. | 5484 | | | | | | | | | | | | 1 | |

John Andrews



Extract from Aeromodeller August 1974

Back to the Land

Nowadays government departments and local councils are too busy parcelling out that precious heritage, our land, to motorway builders and property speculators to pay much heed to the needs of low-in-the-pecking-order model flyers. Not that the scraps of left-over land would be much good to us anyway; so it's not surprising that we have gone to the only people who sit upon any substantial part of the tawdry remains of Mother Nature's domain: the farming folk. You may have to ask the cows to move over a bit - and tread warily when they have, but the rural pasture can be quite a paradise after the rows and problems of the urban pitch.

Red at Night

In certain areas of the world looking up to heaven is not usually encouraged, except, it seems, where the devout gaze is focused on a model plane, breaking yet another record for the glory of the Fatherland. Intriguing thing about the latest 25 hour R/C Glider flight, though, is how viewability was maintained throughout the witching hours of night. Perhaps the Aurora Boris what-not or even Infra-Red. ('Out all night flying a model plane . . . that's a likely story . . .')

Hangers On

Like the fleas on the nose of a swimming fox, we tend to rush to the higher terrain when conditions lower down get decidedly murky; which is why we pressurised flat earthers take to slope soaring. But we are not alone in running to the hills for reasons other than the sound of music; we are being jostled on our precarious perches by other seekers of the built-in updraught: notably the hang glidists. These intrepid gentlemen launch themselves off the pitiless peaks with nothing but a few yards of canvas to support them. Naturally when anyone is doing anything likely to result in a broken neck there is always a strong backing of human curiosity. This makes for some congestion on the sometimes narrow ledges, and an 'excuse me' from a would-be radio flyer is not likely to be given much heed. After all, he is only out to damage an old model plane, and however satisfying the sight of a plunging model may be, it takes very much a second place to the spectacle of a nose-diving homo sap.

Usually such fads are not lasting, and it will not be long before these drop outs drop-out. People may laugh at the boys with toys at the top, but at least they do not have to climb back up the slope after each flight.

Multi-Channel

Those old aeronauts, Bleriot, Santos Dumont & Co., must surely have been aeromodellers at heart. How otherwise would their venerable craft fly so well as model planes? One thing is certain: it is a good thing old Bleriot made his cross-channel flight when he did, for, according to what we see on television these days, he'd have to dodge the model helicopters going the other way.

Ribby Idea

There is a type of model, seemingly gaining in popularity, which I feel to be offensive to the fitness of things. I mean those sheet wing models, with the ribs hanging nakedly underneath, like an emaciated streaker. There is only one type of model that looks better without full covering, and it's not the aircraft variety.

There was a good turnout on Sunday Sept.17th at Beaulieu for the 7th Area meeting and Crookamites were under significant pressure to fly in the Plugge events as the club's lead at the top of the league with just two meetings to go was rather precarious. Those who know the site will be aware of the thousands of acres of trees along the whole of the north side of the airfield and lo and behold the wind was due to be coming from the south west and be reasonably strong and the forecasters got it right!

In Classic Rubber & Power Roy Vaughn flew a magnificent, classic power Creep powered by his a much fettled AP15. It climbed almost straight up for the first few seconds before breaking into a right hand spiral and perfect rollout at astronomical height. The glide circle was a little on the large side but Roy informs that altering that would mess up that climb so that's how it was staying. All was going well until the third flight which DT'd down into the top branches of a rather tall conifer in the middle of a clump of equally tall conifers just beside the main road to Lyndhurst. It



was easy to spot, even from the launch point, as the wind blew it around and the sun created little flashes as it reflected off flying surfaces.

There was plenty of time until the fly-offs so the Crookham Support Crew went out mob handed with poles and ace tree-climber, John Hook, all with a successful retrieval on their minds.



The poles wouldn't quite reach the model but when you have a Hooky this isn't an issue and in the blink of an eye he was 30' off the ground, half way up the trunk of the adjacent tree. Quickly getting to work with the 8m poles, he hooked the Creep out of the branches and before you could say Brian Eggleston the model came down vertically and rested nicely at Roy's feet, completely unscathed.



Fortunately Hooky's descent was a tad slower and more controlled and he too came down fully intact to rapturous applause. All this was good news for Roy who now knew that he was honour bound to fly-off !!!

Dave Cox revels in windy conditions and comfortably maxed out in the same event with his bitsa Dixielander which went up on rails for every flight. Wings from one of Jack Allen's Dixies, fuselage from another and tailplane courtesy of Coxy. He was going to swap models for the fly-off but wisely stuck with this one. Hooky was also flying in the event. He'd chosen to compete with one of John Thompson's high flying Dixielanders. Only the day before he'd been out at the airfield and had it climbing to perfection but unfortunately that wasn't to be the case on comp day and a max from the first flight was followed by a less than perfect climb and resultant dropped flight for the second to end his power flying for the day.

Both Coxy and Roy flew off and produced good flights but the wind, although having dropped a bit, its direction still meant that it would've been foolhardy to fly unlimited and Coxy DT'd down for just over 5 minutes whilst Roy's landed at 4'32".

These were the only fly offs of the day at Beaulieu.

In Team Rubber, the Croydon Crew of Ray Elliott, Don Thompson and Peter Jellis had a good crack at it but Don dropped his first flight by a small margin (and on retrieval the model appeared to have been roughly handled by a member of the public) and Peter had a very poor second flight. Ray maxed out very nicely but his retrievals all took a long time and the third saw him arriving back well after the scheduled fly-off time (I think he was quite relieved).



Ray Elliott and Don Thompson give their models the old 'Heave ho!'



We also had a visitor from the North, John Leadbeater of the North West Free Flight Group who brought a well turned out open rubber model.

Unfortunately for John, his first flight piled in for just 8 seconds and he had to set to work on a repair session.

This was obviously a successful stick and glue as the model flew magnificently for the re-flight, but his RDT battery must've run down during the

period of the repair works and the model flew happily on its way in a lovely bit of air without the DT working and was soon OOS.

Anyway, happy to report that a farmer contacted John the following day after finding the model in one of his fields and both were happily re-united before heading back off up to Lancashire.

In Classic Glider, Crookhamites Geoff Smith, John Hook and Dave Cox all gave it a whirl. Geoff's beautiful XXX dropped on its first flight and was damaged on landing (a lot of old and brittle tissue??).

Hooky's Caprice just didn't perform on its one flight of the afternoon.

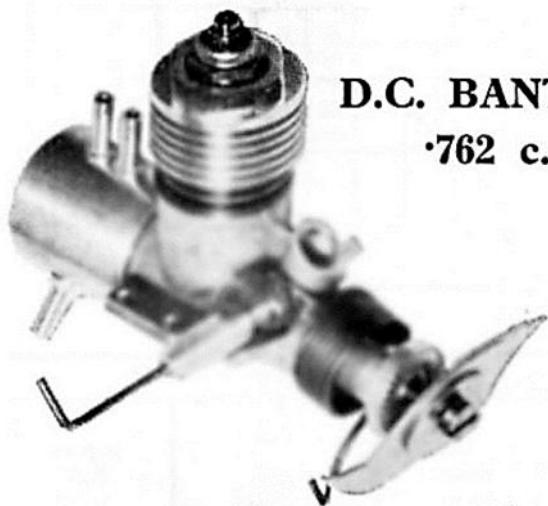
Coxy was closest to the full house with his Inchworm but his final flight was still well short of the max so there was no fly-off for him in this class.

Dave Etherton flew too, also with an Inchworm, but two dropped flights found him not contemplating a fly off. However he still persisted and his third flight caught some good lift and "Oh dear" was the cry as it became evident that the DT had failed and the model was heading off towards Totton (still better than the Solent!) Lesser mortals would have just spent the rest of the afternoon searching the countryside but not our Dave and instead, he got out his ever dependable Nord and entered Combined Glider. This is the excellent model with which he won Mini Vintage at the recent Crookham Gala (including beating your scribe into second place!!), but the model's ability to hang around in air that seems to be lifeless deserted it and all the flights were well short of the max. Pleased to report that Dave found his Inchworm the following day albeit after quite a time consuming retrieve.

So there you have it. Despite the strong breeze it was rather a fun day with several of the attendees going home with sunburnt necks.

One more Beaulieu event to go this year!

Tony Shepherd



D.C. BANTAM .762 c.c.

Manufacturers:
DAVIES-CHARLTON LTD.,
Hills Meadows, Douglas, Isle of Man
AEROMODELLER Plans Service Coding "C"

Plug: KLG Miniglow X, short reach, 1.5 volt
Spraybar assembly: light alloy Propeller driver: dural

Specification

Displacement: .762 c.c. (.0465 cu. in.)
Bore: .410 in.
Stroke: .352 in.
Bore/stroke ratio: 1.17
Bare weight: 1.3 ounces
1.5 ounces (with tank)
Max. power: .053 B.H.P. at 15,000 r.p.m.
Max. torque: 4.5 inch/ounces at 10,500 r.p.m.
Power rating: .07 B.H.P. per c.c.
Power/weight ratio: .035 B.H.P. per ounce

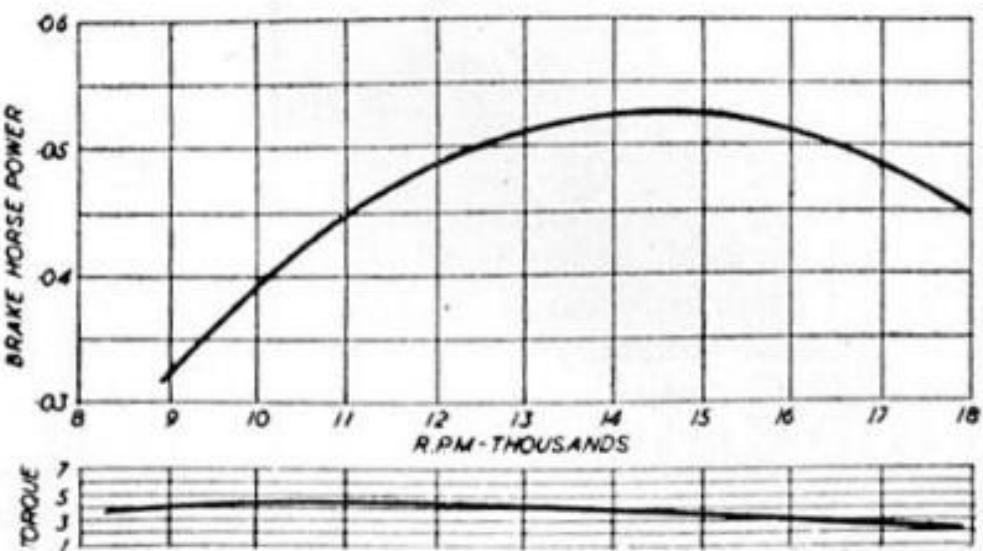
Material Specification

Crankcase: light alloy pressure die casting
Cylinder: leaded steel
Cylinder jacket and head: turned dural
Piston: hardened steel
Crankshaft: hardened steel, 6 B.A. propeller shaft (bolt)
Connecting rod: light alloy forging
Bearings: all plain

PROPELLER—R.P.M. FIGURES

| Propeller dia. x pitch | r.p.m. |
|--------------------------------|--------|
| 6 x 4 (Stant) | 9,200 |
| 6 x 4 (Trucut) | 9,000 |
| 5 x 3 (Trucut) | 13,600 |
| 6 x 4 (Frog nylon) | 12,400 |
| 5 x 6 (Frog nylon) | 10,600 |
| 5 x 6 (Frog plastic) (styrene) | 11,700 |
| 6 x 4 (Tornado nylon) | 10,800 |
| 6 x 3 (Tornado wood) | 12,200 |
| 5½ x 3 (O.K. plastic) | 12,900 |
| 6 x 4 (D-C nylon) | 14,200 |
| 5½ x 3½ (D-C nylon) | 17,600 |

Fuel used: Davies-Charlton "Quickstart"



Odds & Ends

Editor

In response to the plans of Ray Malmstrom's 'Avenger' published last month in the October issue, I received the following communication from Ken Bates.

Hi John,

Just seen the October New Clarion and thought you might like to see my Avenger. Getting a bit ancient now but it will still circulate.

Best Wishes Ken.

**Nick Peppiatt: Rearwin Speedster**

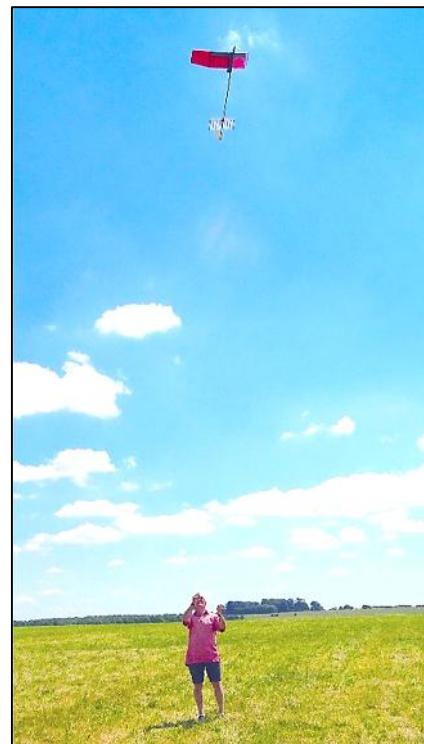
You may recall that in the September 2018 New Clarion I reported that my Rearwin Speedster had gone AWOL in its second official flight of the Earl Stahl competition. I had a phone call from Ron Johnson a couple of weeks ago, he had been scouring the surroundings of Old Warden in search of one of his own models, which had also been lost over the Scale Weekend. Apparently the tall undergrowth had died back and he came across and recovered the remains of the Rearwin. He reported that it was in a fairly wrecked state, so my guess is that it ended its last flight in one of the trees and damaged itself tumbling down to ground. Anyway I am very grateful to Ron for finding it and letting me know. I will arrange to be re-united with it in the New Year.

Nick Peppiatt

Looking through my various computer files I still come across the odd picture or two that have not been used and I'm not always sure of where they came from. Here are a couple.



This one I know:
Ted Challis tailless trimming at Salisbury



No idea, looks like electric & Salisbury

Editor

As a final follow up to John's request for "other hobbies", I confess to having an abiding & lifelong interest in all things concerned with steam trains. It comes from having a Father, Grandfather & two step brothers (three out of the four being carpenters/coach finishers) all of whom worked in the Carriage & Wagon Works at Wolverton for all their lives, on what is now the West Coast main line but in my mind still the London, Midland & Scottish Railway or LMS for short. Here are some recollections which I hope won't bore the pants of you all.

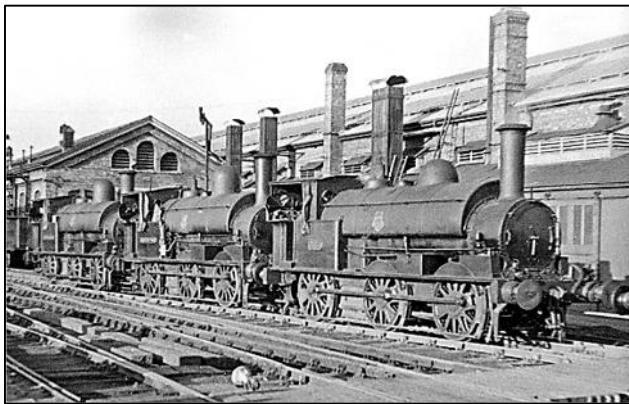
A brief history of the Works

The Works in its heyday a century ago, employed over 5000 people and was the very reason for Wolverton's existence. It was built to service the World's first long distance intercity line, the London to Birmingham Railway, who chose the greenfield site to locate their main Works in around 1836 because it was roughly half-way between London and Birmingham. It was also adjacent to the Grand Union Canal making it easier for building materials to be brought to site and ironically started the demise of the canal's fortunes as railways transported goods.



The Works: we used to fly in the big field at the top centre of the picture outlined in blue & latterly as a member of Wolverton & District Model Club, in the field outlined in green. I lost a Corsair A2 here before I knew about a dt.

Initially the Works constructed locomotives but rationalisation saw locomotive production move to Crewe, with carriage & wagon production focused on Wolverton such that the Works was the main production source of carriages & wagons for the LNWR & LMS. It was also heavily involved in three war efforts, the Boer War and both World Wars. It built General Haig's train and ambulance trains as well as repairing planes in WW2.



Works shunters



The Works: Carriage Shed

Employees were allowed (if I recall correctly) at least one load of scrap wood a year. This was pushed home in a truck with large wheels & my treat was to be pushed back to the Works in the truck by my Father.

After British Rail ownership, Wolverton Works was bought in 2001 by Alstom to carry out acceptance and reliability modifications to their new train fleets such as the Pendolinos. When this work was complete, the French train builders sold the Works to the property developers St Modwen who leased the works to Railcare. They in turn entered administration in July 2013, just weeks before the 175th anniversary.

In September 2013, the Administrators sold the business to Knorr-Bremse, (KB) of Munich, but only after half the 250 strong workforce had been made redundant. It seems that KB are now in the act of pulling out, with a demolition plan in place by St Modwen so the future looks bleak. Yet another tale of the demise of a once great industry & tradition.

Royal farewell?

The Royal Train has been constructed and based at Wolverton since 1869 and is now likely to be relocating after 150 years there. It was traditionally staffed by members of the Works. The existing Royal Train Shed was built in 1988 and will also be demolished to make way for housing overlooking the canal.

Some of the Royal Train staff now fear that the train will no longer operate if relocated from Wolverton but if it carries on, it is understood that Derby could be the new home - but the train may be retired and enter preservation.

Childhood through to school leaving

The schoolboy collection of engine numbers figured highly in my youth - leisure time seemed to be spent at various track side locations entwined with flying (or trying to fly) not so well built model aircraft. Wolverton was brilliantly located in terms of access to different regions. As well as being located on the West Coast main line, there was the old Midland at Bedford, the LNER a little further east at Sandy, the Great Central at Finmere & the Great Western line to Birmingham a little further west. All within cycling distance but if we felt lazy, there was always the local bus service.



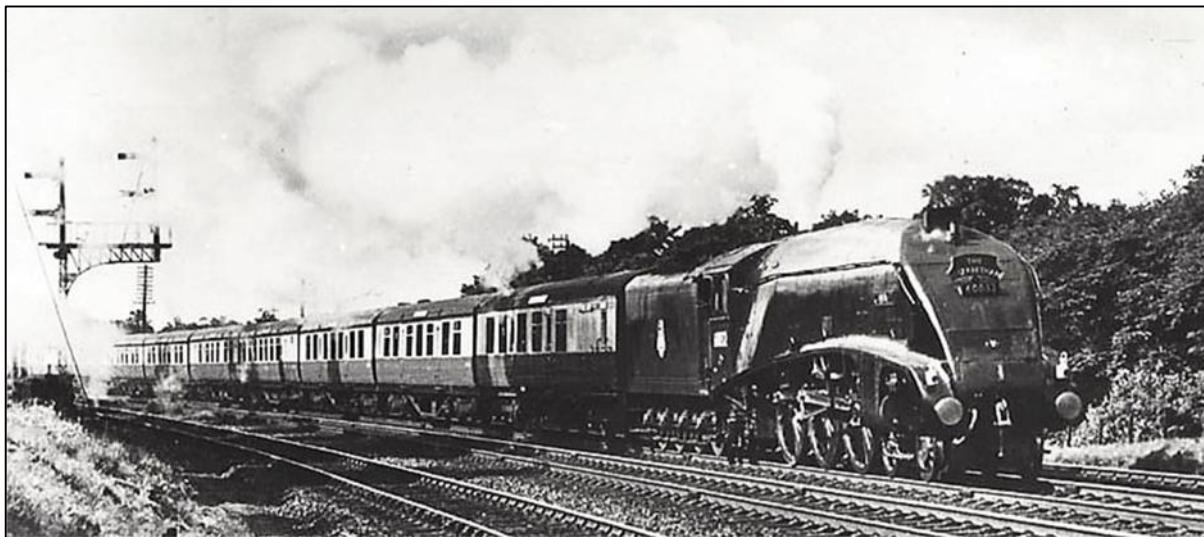


Bedford Station



Sandy Station

Spotting at these locations was mostly done from station platforms, usually for free but occasionally having to part with a penny for a platform ticket & a luggage trolley serving as a resting place. No problems with access as long as you weren't a nuisance & the platform was a wonderful place for viewing. The evocative sight & sound of a Gresley A4 pounding through Sandy on the Elizabethan at about 90mph, sounding that marvellous Gresley whistle is embedded deep in the subconscious to this day!



An A4 heading the Elizabethan

The same is true of the magnificent Stanier Pacifics hammering through the curves at Wolverton station on the Royal Scot at over 70mph.



A Coronation class pacific on the Royal Scot

Spotting on home territory was at a variety of locations, the parapet of the road bridge over the railway by the station, the park steps if it was wet, the embankment by the Grand Union canal adjacent to the main line & the Blue Bridge (so called as it was constructed of blue engineering bricks) over farm fields just to the south of the works entrance.



Wolverton Station



Blue Bridge

Wolverton Station in 1988: Park steps are to the left & road bridge parapet to the right. Sewage pipes over the lines made for a very convenient sitting place! The station was rather more tatty in my youth!

Blue Bridge Modern pic - no trees when we were young, just open fields

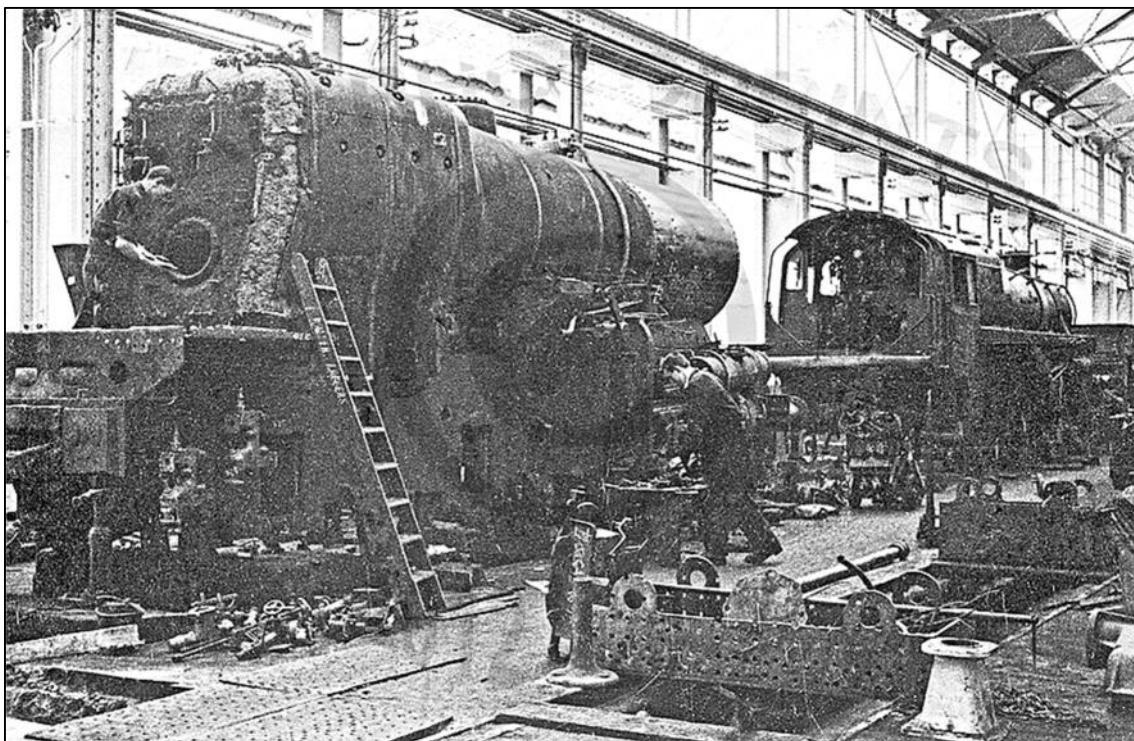
The Grand Union embankment was a favourite place as trackside access was easy & pennies could be placed on the rail for the local Wolverton to Newport Pagnell branch line train to run over - mind you we rarely found any of the aftermath.

This was all enhanced by quarter fare tickets as a privilege for railway workers & their families, so I got the opportunity as well to travel to various locations such as Northampton, Rugby, Leicester, Birmingham & to the main London terminus stations during school holidays for a day's excursion. Birmingham was good because it was easy to walk through the park from New Street to Snow Hill - LMS & Western in one day, with the added bonus that one passed by the Model Aerodrome shop on the way. No worries then about such activities. Plus once a year, we had the luxury of a "foreign" pass which allowed us to travel on regions other than the LMS for holidays. This resulted in trips to Aberdeen (Aberdonian), Scarborough (Scarborough Flyer), Newquay (Cornish Riviera) amongst many places - exciting days. As a bonus & because the Southern was the only region not readily accessible, I had a cousin in Winchester whom we used to visit once a year, travelling through London via Euston & Waterloo, where I first clapped eyes on Bulleted Pacifics or spam cans as they were rudely known.



Spam Can at Waterloo Station

Winchester is of course very near to Eastleigh, latterly home of locomotive, carriage & wagon building for the Southern & many happy hours were spent parked on Eastleigh Station, accompanied by an incredibly patient Aunt. One visit to the Works was made when I was still quite young - all I can remember is that it was dark & gloomy punctuated by flashes of light from (presumably) welding but all very exciting shuffling along congested gangways full of bits. Who mentioned Health & Safety?



Eastleigh Works: taken round on an open day when quite young

This all finished when I left school at the tender age of 16 to start an apprenticeship in Malvern at the Royal Radar Establishment which, after a year, ended up with a transfer to GCHQ in Cheltenham. All good Western Region territory.

Roger Newman



Southern Area Gala, RAF Odiham
Saturday August 18th. 2018
Ninth Round Southern Coupe League
(Postponed Due To Bad Weather)

(Please refer to my report in the October issue of the New Clarion (nc102017) on the Southern Area Gala 2017 for the backstory to the following)

The Air Marshall jerked upright, eyes glaring, ears straining, nostrils flaring moustaches bristling..... nothing. Only the murmur of traffic in the Mall and a gentle air from the open window riffling the papers on his desk.

Only a bad dream, Mrs May had commanded him to scramble the Chinooks at Odiham to join the rescue operation in the Philippines. Those bloody hurricanes again just like last year when the Southern Gala had been cancelled and the consequences still reverberated.

He relaxed and hoisted his feet back onto the desk, the Gala was safe this year, there would be no emergencies. Even a small war couldn't disturb the period of peace and plenty that had settled on his command. Only the other day he'd slipped a requisition for another half dozen Chinooks in front of the P.M. and she'd signed without even reading it.

Unintended consequences are usually negative, but the total distraction of Brexit had paralysed all other Government business and oversight, freeing him from Mrs May's eagle eye and the Chancellor's parsimony.

He found himself with little to do this afternoon. He called for his car, he'd pop down to Odiham to see how the Southern Gala was getting on and count his Chinooks. Jolly good.

No one had warned them, so the guard turned out in a frantic scramble, half of them still buttoning up. Too late, the Air Marshall's car was already through the barrier and heading for the field. It was pouring with rain. Two or three Chinooks were parked on the apron, rotors drooping forlornly. 'Where's the bloody Gala!' He shouted, 'And get those Chinooks inside!' He didn't like them getting wet.

This was another aeroshambles - were those bastards at the M.o.D. up to something? Had the Russians hacked his systems?.....His buttocks clenched defensively.

Later, the Base Commander explained that because of the bad weather the Gala had been postponed at the request of the Gala organisers. A new date would be fixed but because of the uncertainty, the coupe event would now not count in the Southern Coupe League.

Coupe Europa on September 30th. would be the next and final league event this year.

The Air Marshall sighed with relief. The rain had stopped, the sun appeared. Six, seven, eight, nine, ten, he ticked off the Chinooks in his note book and settled back at peace in the soft leather of the Jag. for the ride home.

**Coupe Europa, Salisbury Plain Sunday September 30th.
Final Round Southern Coupe League 2018**

Thin grey gruel, later lumpy porridge overhead, cooling further as the day progressed. Two rounds before twelve then three, one per hour and a half to finish at four-thirty, a two minute max, and a nor'westerly breeze dropping us into the woods if we over-ran by just a few seconds unless we were lucky enough to find the gaps. Death Valley ready to swallow the low-flying and the long grass to tangle our legs and hide the un-bugged.



General view with Peter Jellis winding

So quite a nice day really and twelve flew, one from East Grinstead, one from Birmingham, four from Crookham, two Bristol and West, one Biggles, one Oxford and two Croydon. Andy Crisp flew a Les Trumeaux, Jim Paton a Bukin and Ken Taylor a modified Super Coupe, the rest flew their own designs. Three used systems, the rest locked down. That's enough data let's have a some human interest, some personal stories.

I asked Jim Paton who maxed out and won the event. 'Jim,' I said, 'What's your secret?' 'It's mainly down to model building and purchasing skill, followed by trimming for ten years followed by more trimming when Super Sport changed. Followed by a morning at Port Meadow the Thursday before. Followed by winding thirty more turns than I have previously managed. Followed by better air-picking, never helped by anyone else standing beside me, including Chris (Redrup) and Ted (Tyson) Followed by (not) launching the same time as other flyers. Retrieving by car maintains stamina for javelin launches at the correct angle, and being high enough to max. when the D.T. is set for 1.45 mins. on two rounds. And in round one by catching excellent air following a power-stall due to adequate speed of launch. Of course I didn't use delayed prop. release, so I could have improved there.'

Thanks Jim, inspirational stuff. Next I asked Alan Brocklehurst who came second how his day went.

"When I got there It was reasonably calm but by the time I was ready to start flying the breeze had picked up and so I put my 3/16" long-run motors back in the tin and selected my stronger rubber to try and climb high quickly. I was lucky to max. on the first flight. We thought that the model (C-04) had D.T.'d a foot or two above the ground but on getting to it the tail was still held down - whoops! I had had a similar sort of event on the last flight at the previous comp. and since then had taken the e-timer and RDT out of the model and cleaned the circuitry and replaced the Li-Po battery. In fact I had inspected everything except the servo and the start button. Even allowing for some finger - trouble earlier this year, the system has not been the same since it had a night-out in the rain after it landed in a tree last year!"

Therefore I changed to my reserve model (C-02) which flew quite well after its long hibernation (Tomy timer technology!) considering the conditions. We were operating from a point close to the side of the valley in an increasing N.W. wind and I suffered the turbulence and 'valley of death' as did the others. I thought I had blown my chances when my next two flights were 1.58 and 1.57 - both looked good initially but found poor air over the valley. Martin Stagg also dropped one then another later on. (We joked that this would spoil our team score forgetting that Crookham would have a full team) I was lucky to finish with another two only-just maxes. Nice to finish on a high, certainly an enjoyable, if arduous, day's flying."

Thanks Alan, also for reminding me that there was as always at Coupe Europa a team prize which was won (again) by Crookham represented by Jim Paton, Ted Tyson and Roy Vaughn.



Chris Redrup eating pie, watching Martin Stagg preparing and Alan Brocklehurst timing



Then Martin Chucks

Finally I asked myself, in third place, 'What went wrong why did you drop round one?'

' My Coupe went left on launch and so flopped onto its' back at transition then dived to lose all the height gained, I was down in 1.50. I found that the wing wiggler adjustment screw had worn through its seating giving me twice the wiggle angle, hence the left burst.'

That's a very rare fault and prompts me to offer a small prize next season - for the most obscure, amusing or unlikely malfunction. Please send your entries to phall789@btinternet.com

At the 3.0 p.m., the start of round five, there were three with four maxes looking certain to make the fly-off.

Peter Jellis, after a faultless performance launched badly leftwards, lost the burst and was down in 1.06.

Unstoppable Jim soared away untroubled.

Roy Vaughn mis-set his e-timer so the prop. failed to release and the V.I.T. stayed down bunting him into the ground for an attempt. He re-launched and the crowd gasped as a prop. blade fluttered down, the root damaged by the crash. The Coupe still climbed away bravely but the flight was disqualified.

Ray Elliot, C.D. for the Croydon events and Roger Newman for SAM 1066 had stood immobile and freezing at their station recording scores and settling disputes all day.

Now at around five o'clock they sat before a table groaning with trophies, piled with small brown envelopes and surrounded by cases of wine for the fortunate winners whose wives would greet those bearing trophies with cries of delight and adoring admiration.

At the end everyone expressed their sincere thanks to Ray and Roger for their work.

| Coupe Europa Results | | | | | |
|----------------------|----------------|-------------|-------|-------|-------|
| | Entrant | Club | Maxes | Score | Time |
| 1 | J.Paton | Crookham | 5 | 17 | 10.00 |
| 2 | A.Brocklehurst | B&W | 3 | 12 | 9.55 |
| 3 | P.Hall | Crookham | 4 | 12 | 9.50 |
| 4 | E.Tyson | Crookham | 4 | 11 | 9.40 |
| 5 | M.Stagg | B&W | 2 | 8 | 9.26 |
| 6 | P.Jellis | Croydon | 4 | 9 | 9.06 |
| 7 | R.Fryer | | 3 | 7 | 8.59 |
| 8 | R.Vaughn | Crookham | 4 | 7 | 8.00 |
| 9 | D.Thomson | Croydon | 1 | 3 | 7.59 |
| 10 | K.Taylor | E.Grinstead | 1 | 2 | 7.04 |
| 11 | A.Crisp | Biggles | 1 | 1 | 6.38 |
| 12 | G.Manion | Birmingham | 2 | 2 | 4.47 |

The 2018 League was won by Peter Hall with Gavin Manion second and Roy Vaughn third.

It is once again obvious that attendance and air-picking are the keys to success.

The first requires no skill so you've only got to master the second.

Your first chance to shine is at the first League event for 2019:

La Grande Coupe de Birmingham Sunday December 2nd. 2018.

To be held at North Luffenham.

Peter Hall

Southern Coupe League Final Results

-

Roy Vaughn

| Place | Entrant | Club | Coupe De Brum | First Area | London Gala | Sam 1066 | Fifth Area | Dreaming Spires | Southern Gala | Crookham Gala | Odham | Coupe Europa | Total |
|-------|-----------------|--------------|---------------|------------|-------------|----------|------------|-----------------|---------------|---------------|-------|--------------|-------|
| 1 | P. Hall | Crookham | | 11 | | 15 | | 13 | 17 | 12 | | 12 | 69 |
| 2 | G. Manion | Birmingham | 9 | | 12 | | 12 | | | 10 | | 2 | 45 |
| 3 | R. Vaughn | Crookham | 17 | 13 | | | | 6 | | | | 7 | 43 |
| 4 | A. Brocklehurst | B&W | | | | | 7 | | 9 | 6 | | 12 | 34 |
| 5 | E. Tyson | Crookham | | | | | | | 11 | 11 | | 11 | 33 |
| 6 | P. Ball | Grantham | 13 | | | | 17 | | | | | | 30 |
| 7 | J. Paton | Crookham | | | | | | 10 | | | | 17 | 27 |
| =8 | M. Stagg | B&W | | | | | 10 | | 7 | 1 | | 8 | 26 |
| =8 | C. Redrup | Crookham | | | | 11 | | | | 15 | | | 26 |
| =10 | W. Beales | Croydon | 14 | 11 | | | | | | | | | 25 |
| =10 | D. Thomson | Croydon | 7 | | | | 1 | 7 | | 7 | | 3 | 25 |
| 12 | R. Fryer | | | | | | | | 13 | | | 7 | 20 |
| 13 | W. Dennis | MFFG | 2 | 2 | | | | 15 | | | | | 19 |
| =14 | G. Foster | Grantham | | 17 | | | | | | | | | 17 |
| =14 | E. Challis | Crookham | | | | | 9 | | | 8 | | | 17 |
| =14 | B. Hobbs | Oxford | | | | | 4 | 7 | 6 | | | | 17 |
| 17 | J. Andrews | Timperley | | 4 | | | 11 | | | | | | 15 |
| =18 | B. Whitehead | | 2 | 9 | | | | | | | | | 11 |
| =18 | K. Taylor | E.Grinstead | | 9 | | | | | | | | 2 | 11 |
| =20 | P. Woodhouse | Morley | | 9 | | | | | | | | | 9 |
| =20 | P. Jellis | Croydon | | | | | | | | | | 9 | 9 |
| 22 | A. Moorhouse | Vikings | 8 | | | | | | | | | | 8 |
| 23 | R. Elliott | Croydon | 4 | | | | | | | 3 | | | 7 |
| 24 | M. Marshall | Impington | 5 | | | | 1 | | | | | | 6 |
| 25 | A. Crisp | Biggles | | | | | | | | 3 | | 1 | 4 |
| =26 | T. Bailey | Biggles | | | | | 3 | | | | | | 3 |
| =26 | M. McHugh | Peterborough | | 3 | | | | | | | | | 3 |
| 28 | G. Ferrer | Timperley | | | | | 2 | | | | | | 2 |
| =29 | P. Tribe | B&W | | | | | | | | | | | 0 |
| =29 | R. Willes | Epsom | | | | | | | | | | | 0 |
| =29 | S. Willis | Croydon | | | | | | | | | | | 0 |

Roy Vaughn



Sunday September 30th saw Rachel and I on Salisbury Plain for the Croydon Coupe day, in conjunction the postponed Wakefield day together with Sam 1066.

I was there to fly Wakefield and defend my unopposed win of the 'Ted Evans Trophy' last year. Roger Newman had retrieved the 'Jaguar Trophy' from his loft and this was also up for grabs for the best performance by a 'Jaguar', the Ted Evans design that won the Wakefield Trophy for Roy Chesterton in the States in 1948, 70 years back. I had my 'Jaguar' so I was all set.

A couple of days prior, not having flown the model since Wallop days, I thought I'd better look in the Jaguar motor box. There were two motors, 95gm and 80gm, the 95 looked OK (ie not too dry being wrapped in a plastic bag), but the 80 was dry and broken presumably from use on the models last outing. I broke down the 80, knotted it in a few places, caster oiled it and re-stranded. 20 strands of 3/16th. pre-tensioned. I was ready to go, still not looked into the model box, but no damage was recorded in my flight log.

Come the day I opted for the 80gm motor as it was quite breezy on the plain and the flight path was out over the valley towards the woods. A quick climb is advisable to be high when crossing the valley.

I decided that a test flight was necessary and with 200 turns on the motor I let the Jag rise from my grasp and away she went, perfect. Glide was OK if a little wide on the turn. In the conditions of the day I made a mental note to the leave the trim well alone.

Rachel trotted off for recovery and on her return the poor old Jag had obviously been blown over on landing and the left wing had split open at the wing tongue box and the model looked a real mess. Rachel had photographed the model as it lay on the ground, hoping to prove she was not the one who damaged it. I surveyed the damage and, with a trophy in the offing, I set about sticking a gluing bits back in place.

The worrying bit was the little wing tab that locates in a slot to set the wing incidence, it had sheared off. I moved the remnants backward on the wing root and hoped for the best.



I decided there were to be no more test flights, so I presented myself at control and signed on where I was informed that I was the only 'Jaguar' flyer so I reasoned I was in with a shout. In the circumstances I decide that a first flight on low turns would suffice even if the model piled in. 400 turns and up and away for 1-00min exactly. I had gotten away with the wing tab re-location, although the glide turn had all but disappeared. Rachel returned with the model undamaged this time so we rested on our laurels and partook of our petrol station sandwiches and all was well with the world. Even the England test match on the radio was going our way. After a long period of inactivity I just had to have another flight. 500 turns this time still low but did not want to go too far. Away went the Jag, stalling at first but hung on and out over the valley for a 1-40 odd.

Rachel sets off for recovery and before long I get the phone call, "it's gone too far, I can see someone through the binoculars picking up a model over towards the wood, come and get me." I drive down to the end of the track and Rachel is still there looking out across the valley. I then get a call on my mobile from Chris Redrup, he'd found my model and was bringing it back. There was much arm waving to locate us and Chris advised us of the best track for the car to get to the valley bottom. We retrieved the Jag and Chris & his model and drove back to base. Rachel decided we'd had enough so there was to be no third flight.



Come the prize presentation I had not only won the Jag Trophy but had also, being the only flyer of an 8oz wake, again won the Ted Evans Trophy. I was a happy bunny.

Set up alongside us was Paul Notley (got his name from model address label). Paul had what seems to me to be a 'Lanzo Duplex' 4oz. It looked a bit clean and new to me, so I imagine he was test flying but I did not see it in action. He may well have decided that conditions were a bit iffy for long undercart models and refrained from risking damage. His RDT installation looked neat and simple.



Rachel took a few more pics.



Well frozen event CD's, Ray Elliott and Roger Newman

Crookham Team Coupe, Winners of the Flitehook Trophy
Jim Paton; Roy Vaughn; Ted Tyson



Troops gather for the prize presentations

Dave Etherton keeps his eye on the wine

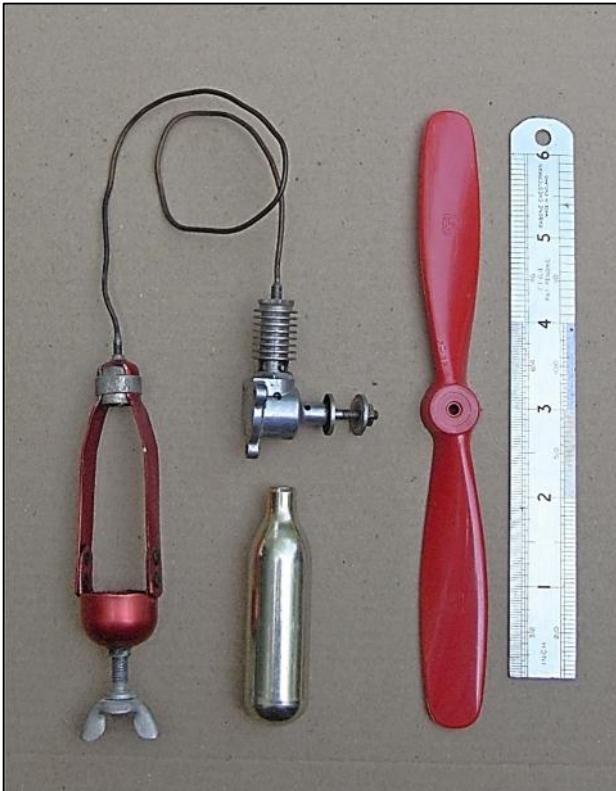
The weather was cold and windy with long distance recoveries if you flew well. Ted Challis for one was set against the 5 flights in coupe. I think it was survival of the fittest or he with the biggest off roader.

John Andrews

CO₂ Miscellany

It must be said that the motors described in this article are far more suitable for outdoor flying, but they would certainly power a large lightly built model in a large indoor space such as Kensington Olympia or the Cardington airship sheds. Sadly such large sites are not currently available to us in the UK for aeromodelling use.

OK CO₂ Motor Revisited



OK CO₂ motor with gas holder and bulb



Close-up of OK motor. The lubrication holes are clearly visible.



OK CO₂ motor and bulb holder



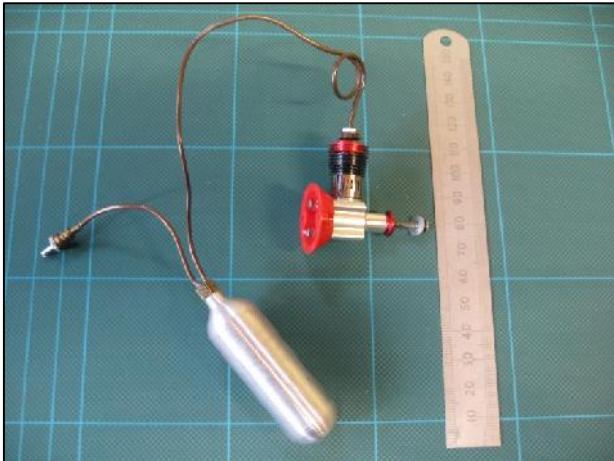
View showing back plate, describing clearly what it is.

I was chatting with Alan Callaghan at the Old Warden Scale Weekend in July, and he mentioned he had a CO₂ motor with a cartridge holder.

It turned out to be a Herkimer OK model, which was designed by Bill Brown and first produced in 1947 and he kindly sent me some fine photographs, which are a major improvement on the blister pack photo of the OK that I downloaded from the internet for IIFE 17. In the top left photo, the motor is shown with a period red Kaysun 7x3 propeller.

In fact, Alan has run this 290 mm³ displacement motor on a light wooden 8x4 propeller and I'm sure it would handle something even bigger. He reports that the weight of the engine and holder is 40.5 g, which is slightly heavier than the $\frac{3}{4}$ oz (35.4 g) reported in the old magazine adverts for the OK motor and bulb holder.

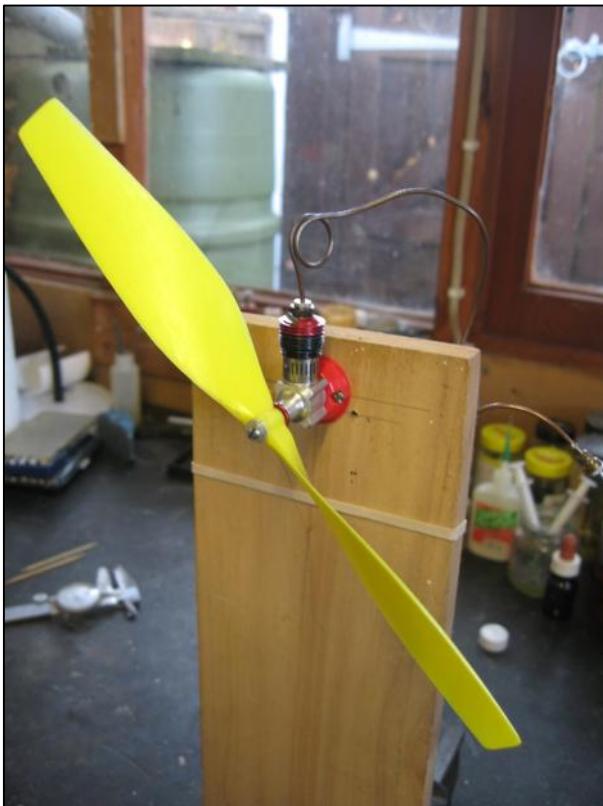
Davis CO₂ Conversions



Davis Diesel conversion of Cox Pee Wee



Cylinder head of conversion showing ball valve



CO₂ Pee Wee on test stand with Iggra P30 propeller



Motor in action, happily swinging the 240mm dia prop.

In the mid-1980s Bob Davis of Davis Diesel Development introduced CO₂ conversions of Cox 0.020 and 0.049 cu in engines under the name Carbonic Motors. I understand that the development and production was carried out in conjunction with Bill Brown. Certainly the filler and tank look characteristic of Brown's products. The Cox Pee Wee conversion with a displacement of 320 mm³, shown in the photos is clearly of similar size to both the Herkimer OK and the Modela at 270 mm³. The weight of the converted Pee Wee with 10cc tank and no propeller, as shown, is 35 g. A clever feature of the design is that the only the glow head is replaced by the CO₂ head. The flat top of the standard piston lifts the 0.125 in dia ball in the head valve. There is a knurled knob at the top of the head that is rotated to screw the ball valve in and out and thus control the lift of the ball and hence the motor speed.

The gas feed pipe has a rotating seal within the head. The instructions supplied with the motor suggest that propellers of 8 or 9 in dia are suitable and that an 11x4 prop has been successfully used. Mine quite happily swings an Igra P30 propeller, as shown in the photos. This is one motor I must build a model for!

Russian DP-03 Motor



DP-03 packaging



DP-03 contents of box

This is a motor mentioned in Tony Brooke's 'CO₂ Powered Model Aircraft' book, but I have no experience of it, and I'm not sure I've even seen one in the flesh, but for completeness I've raided the internet for the pictures above. The motor is clearly of similar displacement to the Modela, but is of a different design. It was also supplied as the power unit for a Cessna-like Styrofoam RTF, the Junior 451. More information on the DP-03 motor is available at:

www.airplanesandrockets.com

Nick Peppiatt

Vintage Coupe League 2018

Gavin Manion

The final positions in the inaugural Vintage Coupe League are as follows.

| Place | Competitor | Total Points |
|-------|----------------|--------------|
| 1 | Chris Redrup | 14 |
| 2 | Ken Taylor. | 3 |
| =3 | Bill Dennis. | 2 |
| =3 | Ray Elliott. | 2 |
| =5 | Peter Hall. | 1.5 |
| =5 | Richard Fryer. | 1.5 |
| =7 | Gerry Ferer. | 1 |
| =7 | Andy Crisp. | 1 |
| =7 | Robin Kimber. | 1 |



So a runaway victory for Chris Redrup who's tactic of entering every event and winning all but one of them was surprisingly successful.

Chris was presented with the handsome Alain Landeau vase at the Croydon Coupe Europa. Of note is Ken Taylor's excellent win at the Coupe Europa with his Fuit3 proving that it's not only Etievres which have winning ways.

First round of the 2019 league will be at La Grande Coupe de Birmingham on December 2nd at MOD North Luffenham, come and join the fun. (this event WILL BE at North Luffenham)

Gavin Manion



There is no need for formulae to get your back up when, like this Dutch aeromodeller, you can carry them along to the flying field for handy reference. (Photo: J. van Hattum.)

In the trade balsa is graded according to density, ranging from soft stock of about 6 lb. per cubic foot up to hard of 16 lb. per cubic foot wood. Roughly, strength is proportional to weight, although since balsa is a heterogeneous material, considerable variations in both weight and strength may be experienced throughout any single specimen. Selection of balsa for specific constructional jobs is a matter of judgment based on experience. To give meaning to the terms such as "medium," "medium-hard," etc., commonly expressed on plans, Table I lists a range of wood densities in terms of the weights of appropriate standard sheets. Corresponding strip weights can be calculated by simple proportion.

It should be understood that such a specification grades balsa by weight only. Once selected by weight, individual specimens must further be selected according to strength characteristics, and cut. In the construction of old-rule Wakefields, for example, where it was necessary to reduce structural weight to a minimum, nothing heavier than "light" balsa was acceptable for wing ribs.

Not all 1/32-in. sheet weighing 1/4 ounce or less

could be used for ribs. A majority of sheet falling in this category was, in fact, unsuitable from the strength point of view. By careful selection, however, quarter-grain stock of as little as 0.2 ounce per sheet could be used, giving adequate strength and a resulting light wing structure.

Again as general rules:

Soft or *light* is generally used for sheet covered wing leading edges; *light* (quarter-grain) stock for wing ribs, or *light-medium* where weight saving is not important; *medium-hard* stock for longerons and main stringers; *medium* stock for spacers; *medium-hard* or *hard* for wing mainspars; *medium* for wing leading and trailing edges.

Weights of covering materials are given in Table II. These represent average figures which may be expected, using normal covering technique and applied to white material. Colouring material may be expected to give slightly greater weights.

Apart from the different weights of different covering materials it will be seen that the increase in weight following doping is greater for certain kinds of tissues than others. Jap tissue is the least absorbent, giving the lowest increase in weight on doping.

For design analysis the total surface area of a model, i.e., the total area to be covered, can be taken as five times the actual wing area. This holds reasonably true for orthodox free flight models of all types, where wings, fuselage and tail unit are all covered. Hence the anticipated increase in weight due to covering and doping can be estimated on this basis, as in Table III. This shows that the increase in weight on a small model may be prohibitive if the wrong kind of covering material is employed.

The breakdown into component areas is useful, since this allows the increase in weight with "mixed" covering schemes also to be estimated— e.g., rubber model fuselage covered in "heavyweight" tissue, remainder in Jap or lightweight tissue. Use of these data will also enable a fairly accurate estimate to be made of the total finished weight of the model on completion of the airframe.

If this is higher than required it allows the structure to be lightened to reduce weight before covering. Component structural weights may be estimated on a percentage total weight basis. Typical data are given below, based on an analysis of a number of first-class designs. All weights referred to are for covered and finished components:

see all tables below.

TABLE I. WEIGHTS OF BALSA SHEET

| Sheet Size 36 x 3 x | Hard | Medium-Hard | Medium | Light-Medium | Light | Soft |
|------------------------|----------------|----------------|----------------|-----------------|----------------|----------------|
| $\frac{1}{4}$ | 4 | $3\frac{1}{2}$ | 3 | $2\frac{1}{2}$ | 2 | $1\frac{1}{2}$ |
| $\frac{3}{16}$ | 3 | $2\frac{5}{8}$ | $2\frac{1}{4}$ | $1\frac{7}{8}$ | $1\frac{1}{2}$ | $1\frac{1}{8}$ |
| $\frac{1}{8}$ | 2 | $1\frac{3}{4}$ | $1\frac{1}{2}$ | $1\frac{1}{4}$ | 1 | $\frac{3}{4}$ |
| $\frac{3}{32}$ | $1\frac{1}{2}$ | $\frac{5}{16}$ | $1\frac{1}{8}$ | $1\frac{5}{16}$ | $\frac{3}{4}$ | $\frac{9}{16}$ |
| $\frac{1}{16}$ | 1 | $\frac{7}{8}$ | $\frac{3}{4}$ | $\frac{5}{8}$ | $\frac{1}{2}$ | $\frac{3}{8}$ |
| $\frac{1}{32}$ | $\frac{1}{2}$ | $\frac{7}{16}$ | $\frac{3}{8}$ | $\frac{5}{16}$ | $\frac{1}{4}$ | $\frac{3}{16}$ |
| $1/64$ | $\frac{1}{4}$ | $\frac{7}{32}$ | $\frac{3}{16}$ | $\frac{5}{32}$ | $\frac{1}{8}$ | $\frac{3}{32}$ |

Weight of Sheets in ounces

TABLE II. WEIGHTS OF COVERING

| | Weight of Covering—ounces per 100 sq. in. | | | |
|------------------------|---|------------------------|-------------------------|-------------------------|
| | Covering Only | Plus 1 Coat Clear Dope | Plus 2 Coats Clear Dope | Plus 3 Coats Clear Dope |
| Jap Tissue | .028 | .0315 | .034 | .0375 |
| White (Utility) | .0535 | .0585 | .0625 | .0675 |
| Lightweight Modelspan | .0264 | .0382 | .053 | .067 |
| Heavy-weight Modelspan | .055 | .070 | .089 | .104 |
| Japanese * Silk | .05 — .15 | — | — | — |
| Nylon * | .15 — .20 | — | — | — |

*Subject to considerable variation according to Grade used.

TABLE III. SAMPLE ANALYSIS COVERING WEIGHTS
200 sq. in. model. Total surface area = $5 \times 200 =$
1,000 sq. in.

| | Covering Scheme | | |
|--------------|-----------------|-----------------------|-----------------------|
| | Jap Tissue | Lightweight Modelspan | Heavyweight Modelspan |
| Covering | .28 oz. | .264 oz. | .55 oz. |
| 1 Coat Dope | .315 ,, | .382 ,, | .70 ,, |
| 2 Coats Dope | .34 ,, | .53 ,, | .89 ,, |
| 3 Coats Dope | .375 ,, | .67 ,, | 1.04 ,, |
| 4 Coats Dope | .41 ,, | .82 ,, | 1.125,, |

Figures represent increase in weight.

Note: for further breakdown, surface areas of individual components may be estimated as follows:

Wing surface area = 2 x wing area.

Fuselage surface area = 2 x wing area.

Tail + fin surface area = wing area.

| RADIO CONTROL MODEL—16 oz. per. sq ft. wing loading. | | |
|--|-----|--------------|
| Fuselage + undercarriage | ... | ... |
| Wings | ... | 20 per cent. |
| Tailplane | ... | 4 " |
| Engine, prop, fuel tank | ... | 10 " |
| Radio control gear (incl. batteries) | ... | 33 " |
| | 100 | |
| | " | |

| OLD RULE WAKEFIELD—unlimited rubber. | | |
|--------------------------------------|-----|--------------|
| Fuselage + fin | ... | 15 per cent. |
| Wings | ... | 12 " |
| Tailplane | ... | 2.5 " |
| Undercarriage | ... | 3.5 " |
| Prop. assembly | ... | 12 " |
| Rubber motor | ... | 55 " |
| | 100 | " |

| NEW RULE WAKEFIELD—80 grams rubber weight. | | |
|--|-----|--------------|
| Fuselage + fin | ... | 20 per cent. |
| Wings | ... | 15 " |
| Tailplane | ... | 5 " |
| Undercarriage | ... | 5 " |
| Prop assembly | ... | 15 " |
| Rubber weight | ... | 33 " |
| Trim weight | ... | 7 " |
| | 100 | " |

| A2 GLIDER (FAI CONTEST). | | |
|--------------------------|--------------------|--------------|
| Short nose | normal nose length | |
| Fuselage — fin | 35 per cent. | 38 per cent. |
| Tailplane | 30 " | 35 " |
| Wings | 2.5 " | 3.5 " |
| Ballast | 32.5 " | 23.5 " |
| | 100 " | 100 " |
| | " | " |

| POWER DURATION (OPEN) | | |
|----------------------------|-----|--------------|
| Fuselage — fin — undercart | ... | 30 per cent. |
| Tailplane | ... | 6.5 " |
| Wings | ... | 20 " |
| Engine, prop, timer, tank | ... | 43.5 " |
| | 100 | " |
| | " | " |

| POWER DURATION (FAI) | | |
|----------------------------|-----|--------------|
| Fuselage — fin — undercart | ... | 30 per cent. |
| Tailplane | ... | 8 " |
| Wings | ... | 22 " |
| Engine, prop, timer, tank | ... | 40 " |
| | 100 | " |
| | " | " |

Thorns Indoor

John Andrews



Saturday September 22nd. 2018 saw Rachel and I 60 odd miles down the M40/M42/M5 to finish up at the Thorns Leisure Centre sports hall for the South B'ham club's second indoor meeting of the winter season.

I had taken with me my EZB box which contains my sports hall versions built a little more rugged at around 3gm. These models survive better and will still do 4min flights with the right motor and a couple of friendly taps on the lights.

I had not had the box open since sometime last season and I was surprised to see four wings but only two fuselages. The only model I recognised (senile decay) was the one pictured alongside but it now sported a long piece of sellotape across the wing repairing a covering split. There was a bit of confusion as to which fuselage went with which wing but I got two combinations which looked OK. One fuselage had 'X' marked in one place and 'III' in another and one wing had three dashes on a wing post. The first combination was wrong as a low turns test flight crabbed across the hall, so wings were swapped and all then seemed OK. I re-identified the pieces and pressed on and eventually achieved a 4min + flight which satisfied my expectations for the afternoons meeting.

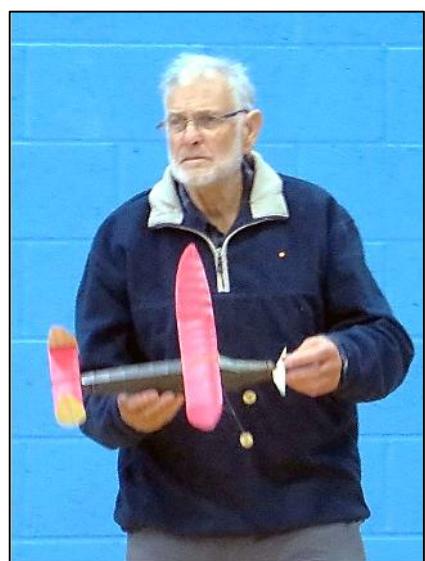
Then it was a few pics of the regulars.



Allan Price with 'peanut'?



Eric Hawthorn and his 'Cricket'



Mike Brown with ½ scale Wakefield



Eric piles the turns on the 'Cricket' whilst Allan effects repairs



Peter Dolby fiddles with a 1/2 size 'Copland'?



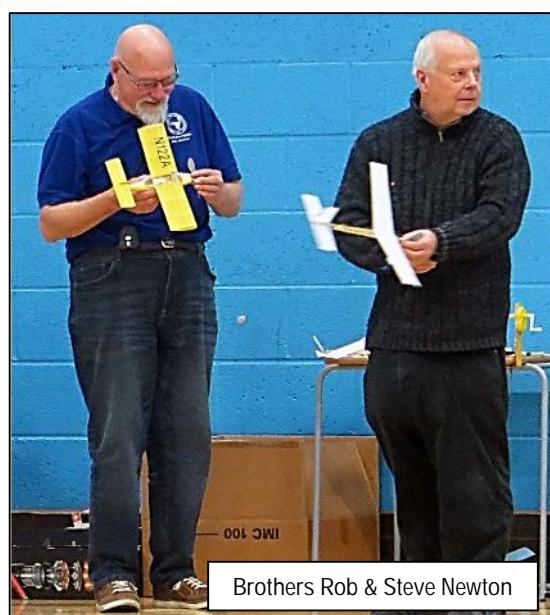
David Dyer and Gill Broadway prepare



John Penton makes a point to Peter

The meetings at Thorns have a pretty loyal following and the atmosphere is very friendly, I suppose it must be to put up with yours truly.

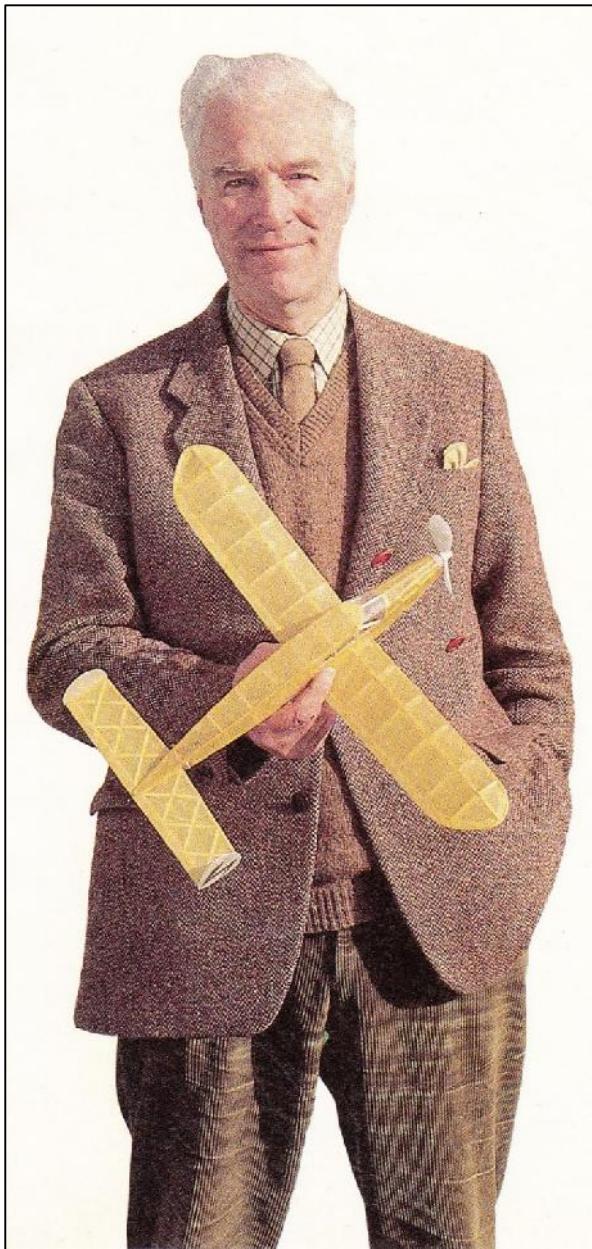
The recently introduced 15min slots for lightweight radio control have a number of flyers performing, mostly the free-fighters themselves. The 'Night Vapour' is a popular model which, being particularly light, survives visits to the walls and lights without damage, unlike the 'ugly stik' models which fly a little faster and can get bent.



Brothers Rob & Steve Newton

John Andrews

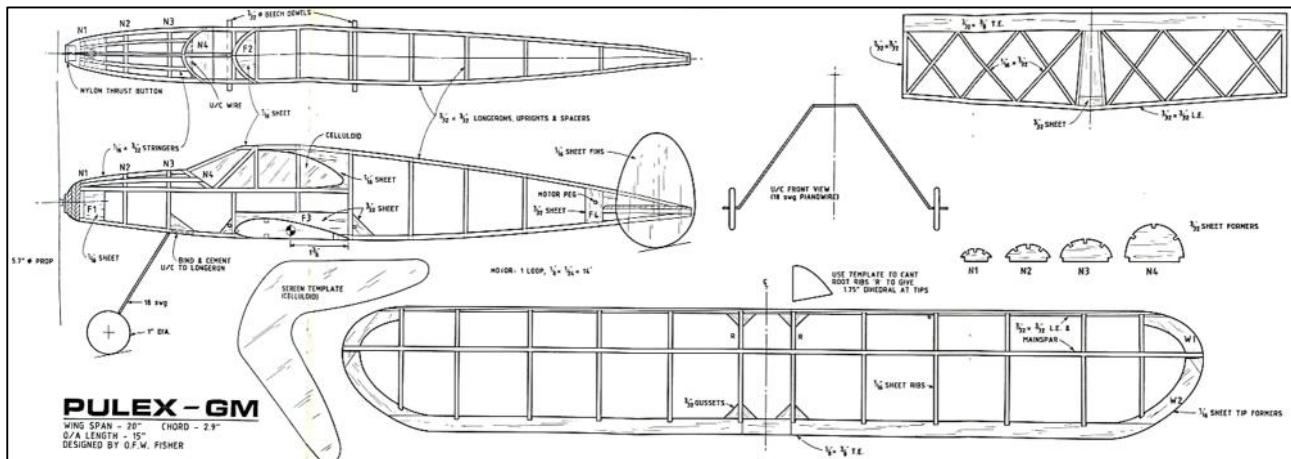
Report No. 93. Performance Kits, continued.



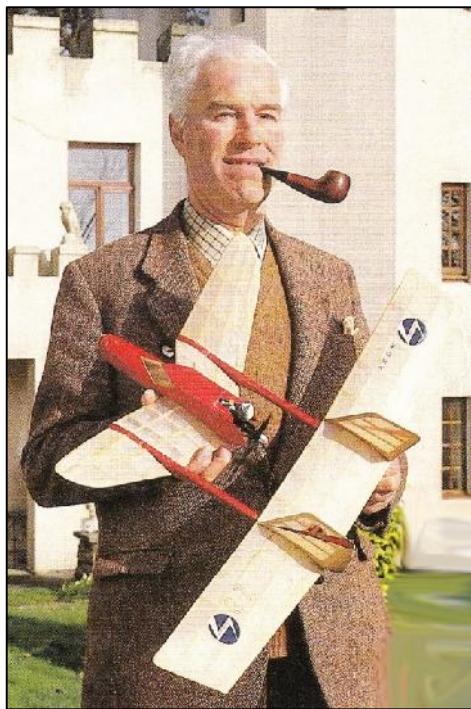
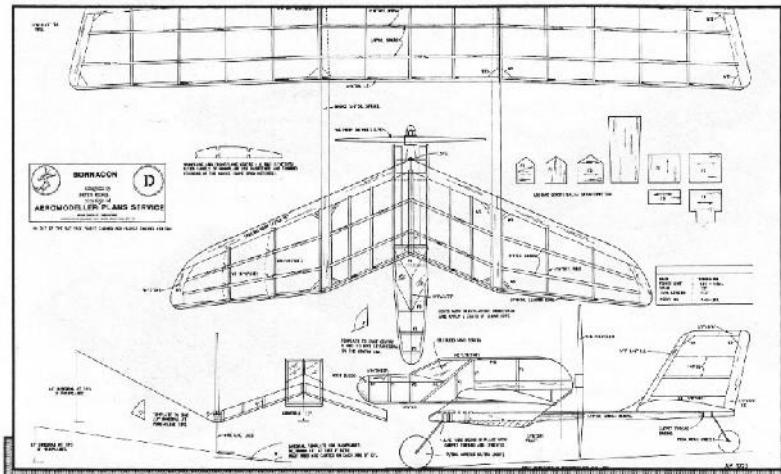
There being no further actual kits from Performance Kits we continue with Pete Fisher's designs as published in Aeromodeller, and 1993 brought a trio of them.

The 'Pullex GM' appeared as an article and full size plan insert in Aeromodeller July 1993.

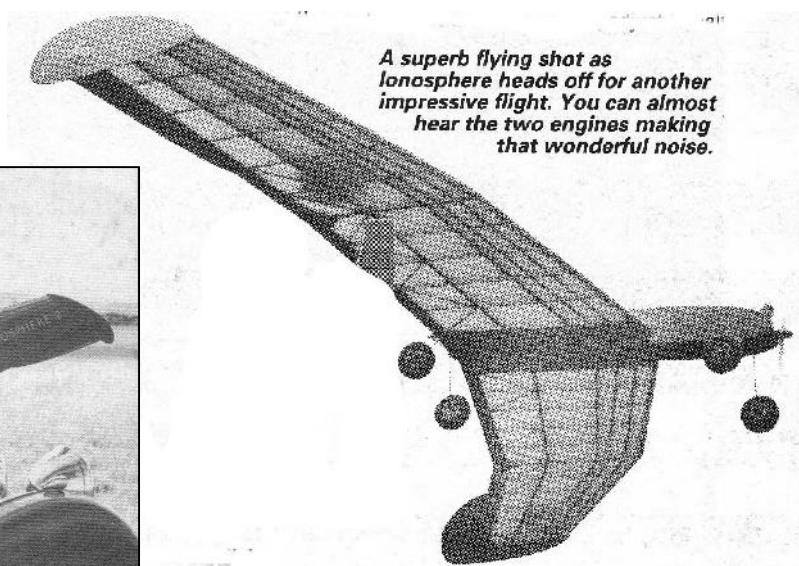
The Pulex GM, is named from Pulex, which is Latin for a flea and GM, which stands for 'Garden Model'. It has been specially designed for sports free-flight in very limited areas and more specifically domestic gardens. It's compact dimensions and a wing span of only 20", means it can easily be accommodated in a standard carrying box, well below the maximum size for transit, as cabin luggage, by most airlines. The Pulex GM has been developed from the well known Performance Kit's "Dynos" low-wing rubber model kit. It is robust, very stable and possessed of considerable elegance in the air. It has been designed to have a low rate of climb, slow flying speed and flat glide, ideal for limited areas.



Next month, August 1993, Aeromodeller featured the Bonnacon 32" wingspan powered canard model, a typical Fisher out of the rut design. The somewhat cropped reduced plan as published in Aeromodeller is all that we have, so if you should happen to have a full size plan, please get in touch.



Then in Aeromodeller December 1993 came the Ionosphere 21, a 60" wingspan push-pull powered tailless model. Unfortunately Aeromodeller got a bit mixed up with their plans and published with the article a plan of a ducted fan job from Radio Modeller. So no reduced plan in Aeromodeller and no known source of supply, and you know what follows next.



MK 21

Next month the conclusion of a look at Performance Kits, if you have something to add to the story, please do send it in.

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

Roy Tiller

Salisbury Plain 30th September 2018



This contest was flown in generally benign conditions, starting with a light breeze which picked up in the afternoon although flying conditions never became difficult. However the undulating terrain made for energy sapping retrievals particularly for older competitors.

Events flown were the usual F1G and Vintage Coupe but with the addition of Combined 4oz and 8oz Wake. This class was added because Croydon Wakefield Day did not take place having been cancelled twice due to inclement weather and, particularly, as 2018 is the 70th anniversary of Roy Chesterton winning the Wakefield World Championship, the last time that GB did so. In addition to the usual 4oz and 8oz trophies, thanks to the efforts of Roger Newman we also had the Jaguar Trophy to award to the highest place Jaguar (Roy Chesterton's winning model).

F1G was flown in rounds to a 2 minute max with 2 flights before noon and 3 rounds at 1½hr intervals thereafter. 12 entries made for a keenly fought contest. The first round resulted in 6 maxes; one notable drop being Southern Coupe League winner Peter Hall who made 1.50. He then proceeded to score 4 maxes. In the third round Gavin Manion had a problem with the Montreal stop on his model and retired after a flight of 47 seconds. Come round 5 there were 3 left with 4 maxes; messrs. Jellis, Paton and Vaughn. Jellis, who had been flying purposefully all day, had a less than perfect launch resulting in a time of 1.06. Meanwhile over in the Vaughn camp there was also drama. Roy had a malfunction with his electronic timer which meant the prop did not start resulting in a 4 second flight. On his second attempt a prop blade broke on launch and therefore he scored a zero. Jim Paton maxed thus he was the worthy winner. Second place went to Alan Brocklehurst who dropped 5 seconds and third was the aforementioned Peter Hall.

Vintage Coupe had 4 making flights although only 3 completed them, Gavin Manion retiring after one flight. The winner was Ken Taylor flying a Fuit II with a score of 5.40 with Chris Redrup second with his Etievre scoring 5.26 and third was last year's winner, Robin Kimber flying a Dore with a score of 5.19.

As to Combined Wake despite the significance of the occasion only 2 flew. Nick Peppiatt was the winner with 6.48 and took home the Fairlop Cup for 4oz models while in second place John Andrews, flying a Jaguar, collected both the Ted Evans Trophy for 8oz models and the Jaguar Trophy.

Croydon DMAC would like to thank the BMFA London Area for their support.

Results

| F1G | | | | | | Vintage Coupe | | |
|-----------------|----------------|-------|------------------|-----------|------|-----------------|--------------------|------|
| 1 st | J Paton | 10.00 | 8 th | R Vaughn | 8.00 | 1 st | K Taylor (Fuit 11) | 5.40 |
| 2 nd | A Brocklehurst | 9.55 | 9 th | D Thomson | 7.59 | 2 nd | C Redrup (Etievre) | 5.26 |
| 3 rd | P Hall | 9.50 | 10 th | K Taylor | 7.04 | 3 rd | R Kimber (Dore) | 5.19 |
| 4 th | E Tyson | 9.40 | 11 th | A Crisp | 6.38 | 4 th | G Manion (Etievre) | 1.30 |
| 5 th | M Stagg | 9.26 | 12 th | G Manion | 4.47 | | | |
| 6 th | P Jellis | 9.06 | | | | | | |
| 7 th | R Fryer | 8.59 | | | | | | |

Combined 4oz / 8oz Wakefield

| | | | | | |
|-----------------|-----------------------------|------|-----------------|--------------------|------|
| 1 st | N Peppiatt (Northern Arrow) | 6.38 | 2 nd | J Andrews (Jaguar) | 2.41 |
|-----------------|-----------------------------|------|-----------------|--------------------|------|

Coupe Europa F1G Picture Parade
Courtesy Martin Dilley



Peter Jellis waiting for the right time



Roy Vaughn checks the timer settings



Jim Paton gives it the old 'Heave Ho'
 Watched apprehensively by Andy Crisp



Ken Taylor gets away a little left of the wind

Ray Elliott

Croydon Coupe Day/SAM1066 Results

The results for the Croydon events and the coupe leagues are recorded elsewhere in this issue so I will complete the event picture with the SAM1066 competition results.

Ryback A2

| | | | |
|---|-------|--|-------|
| 1 st - Geoff Smith (Coolite) | 6.00; | 2 nd - Dave Etherton (Seraph) | 5.55; |
| 3 rd - David Cox (Chief) | 5.10; | 4 th - Bob Taylor (Uppat) | 3.16 |

Geoff won the Ryback Trophy.

Mini-Vintage

| | | | |
|--|-------|--|-------|
| 1 st - Dave Etherton (Nord) | 6.00; | 2 nd - Chris Redrup (Dyna-Mite) | 5.56; |
| 3 rd - Jim Paton (Hump) | 1.31 | | |

Reports on the goings on of the day appear elsewhere in this edition.

Beaulieu 8th Area report

What one might call a miserable day on rising, with the rain lashing down in stair rods.

However some 14 hardy souls turned up at Beaulieu & were rewarded by the rain stopping around 11.00am. The rest of the day was cold & quite windy but the hardy souls, mostly from Crookham, managed to get in quite a bit of flying - sufficient probably to retain the Plugge Cup for another year.

The day was potentially made a little complicated by one of the fairly regular pony drifts - however, the ponies must have got wind of what was happening & promptly vacated the area. Other than seeing the odd pony or two, a small string of Shetlands & two guys on horseback in the far distance, we were fortunately not bothered & the day passed without incident.



Wet & windy Beaulieu plus a smattering of wild life - (Peter Hall picture)

Beaulieu 8th Area Results

Combined Team Glider (Model Engineer/Plugge)

| | | | |
|---|-------|--|-------|
| 1 st - Chris Redrup (Caprice/Lulu) | 5.12; | 2 nd - Dave Etherton (Nord) | 5.02; |
| 3 rd - David Cox (O/D) | 3.45; | 4 th - Geoff Smith (Nord) | 3.34 |

SLOP (Frog Senior/Plugge)

| | | | |
|--|-------|---|-------|
| 1 st - Roy Vaughn (Dixielander) | 6.57; | 2 nd - Tony Shepherd ((O/D)) | 6.37; |
| 3 rd - David Cox (O/D) | 6.24 | | |

F1B (Duce/Plugge)

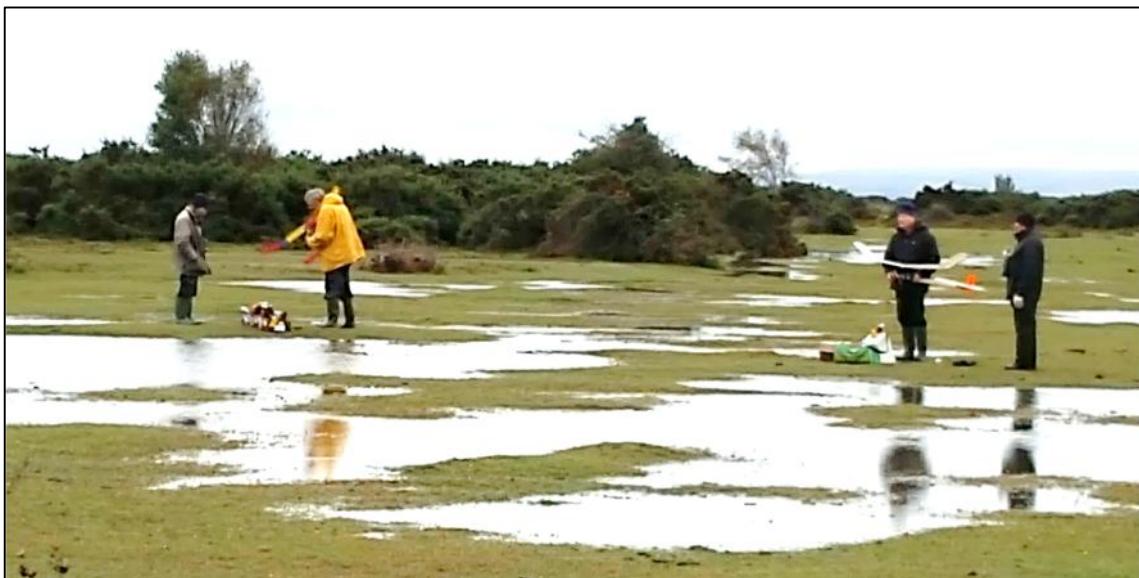
| | | | |
|-------------------------------------|-------|-------------------------------------|-------|
| 1 st - Ray Elliott (O/D) | 9.03; | 2 nd - Trevor Grey (O/D) | 8.27; |
| 3 rd - Peter hall (O/D) | 3.49 | | |

Mini-Vintage

| | |
|--|------|
| 1 st - Dave Etherton (Nord) | 3.32 |
|--|------|



Preparation before a max by Peter Hall



Getting ready for SLOP flights by Roy Vaughn & David Cox



Geoff Smith & Nord looking pensive

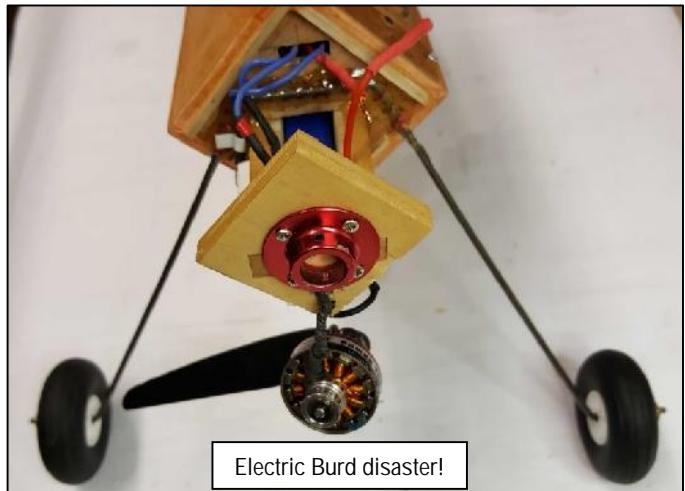
Ramblings

AGM & Middle Wallop

By the time this edition of the NC is read, we will have held the AGM. You should have seen the note emailed to members on the possibilities for Middle Wallop free flight meetings in 2019. One can only hope that the gods will look kindly on us in our attempts to re-establish free flight on this wonderful airfield, even if it may be initially somewhat constrained. We probably will not know if our application is successful by the time of the AGM, as the Airfield User dialogue has been traditionally held in November, but as soon as any decision is made known – good or bad, a notice will be placed on our website.

Flying sport models at Beaulieu

There has been some very fine days of late that could not be passed by without an excursion to Beaulieu. Most have ended with no lost or broken models & a satisfactorily weary set of legs. However, one trip resulted in two models – both electric – needing resuscitation! A Baby Burd shed a prop blade in flight & the resultant motor run with a single blade ended with the model spinning in (fortunately without damage) & the motor tearing itself apart – new motor required. The other, a Slicker Mite, impaled itself on one of the numerous gorse stumps left after a Forestry Commission burning session, ending with a stove in wing tip – now repaired. The most recent trip, last Sunday, saw very light winds & almost perfect conditions, so a Simplex 40, Simplex 50, Diamond Demon, Wedgy & Southern Dragon all took to the air during the day. Most had not been flown for over a year, so some finger flicking was called for to get things going. Other than the Simplex 50 being initially off trim, all was well!



Electric Burd disaster!

News from Italy

Not a lot, as Gianni is still busy translating notes on "that engine". He did find time to send a pic of his control line model that has occupied him on & off for the past 40 years or so - mostly off!

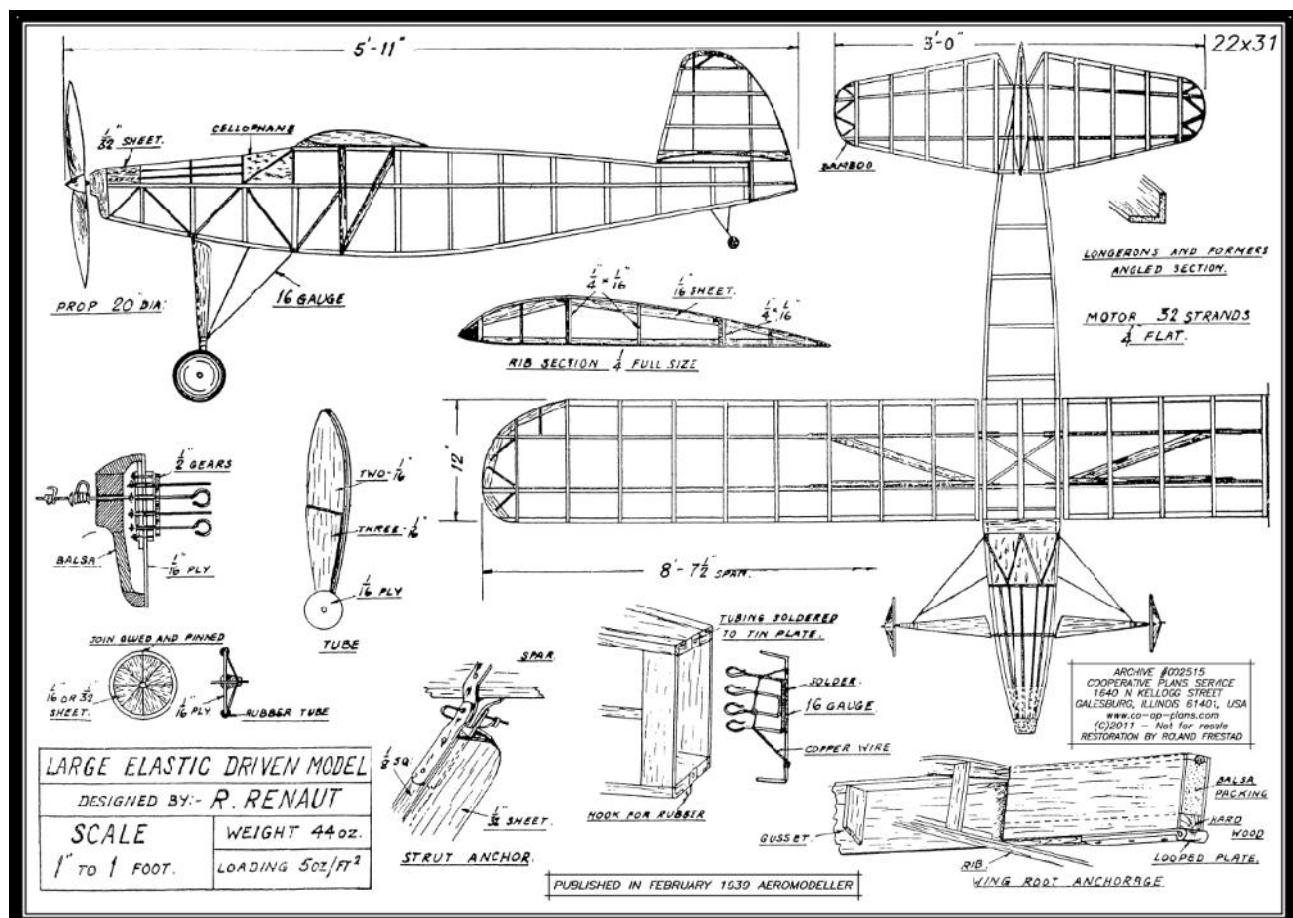


Progress!

Plans for month

Rubber:

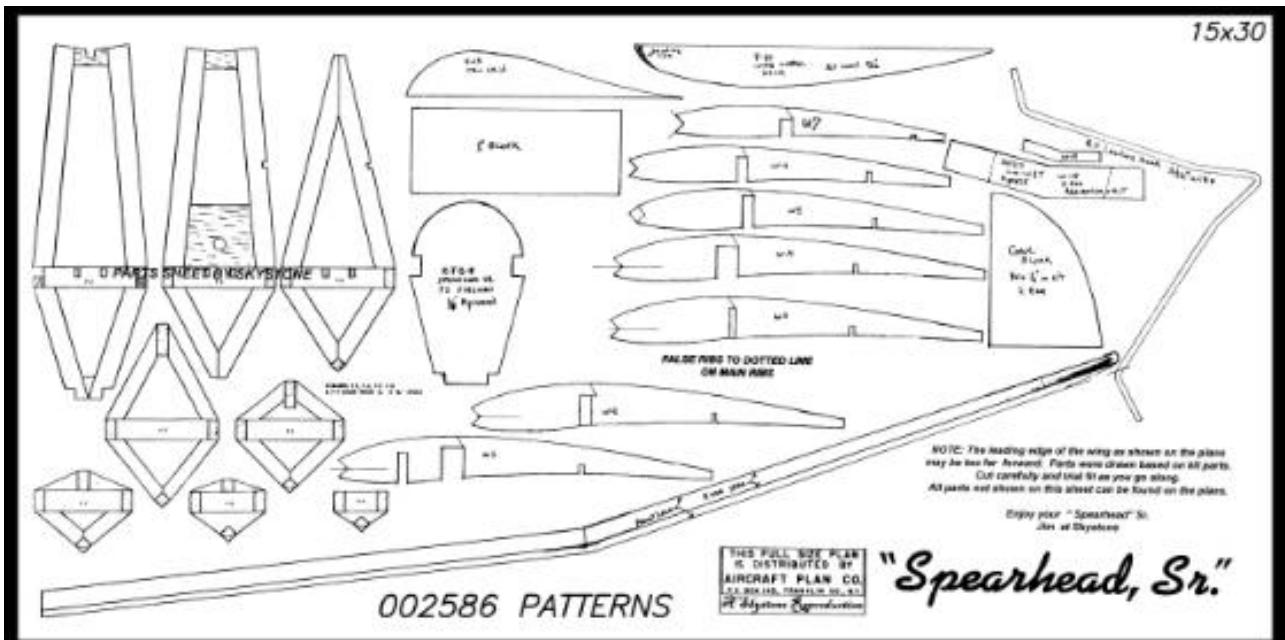
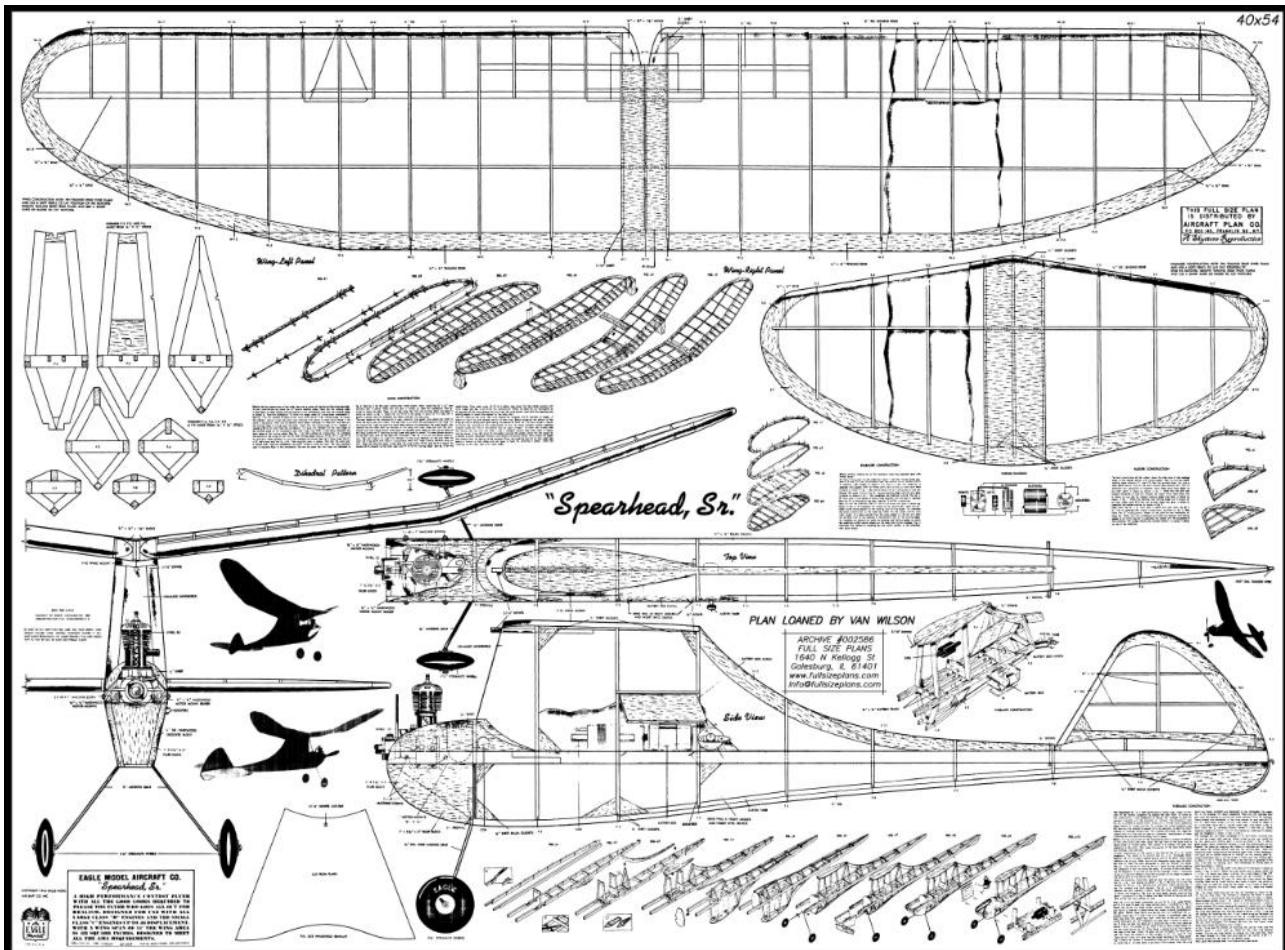
Large Elastic Driven Model by Renault
published in 1939 Aeromodeller - just look at the weight of the model!



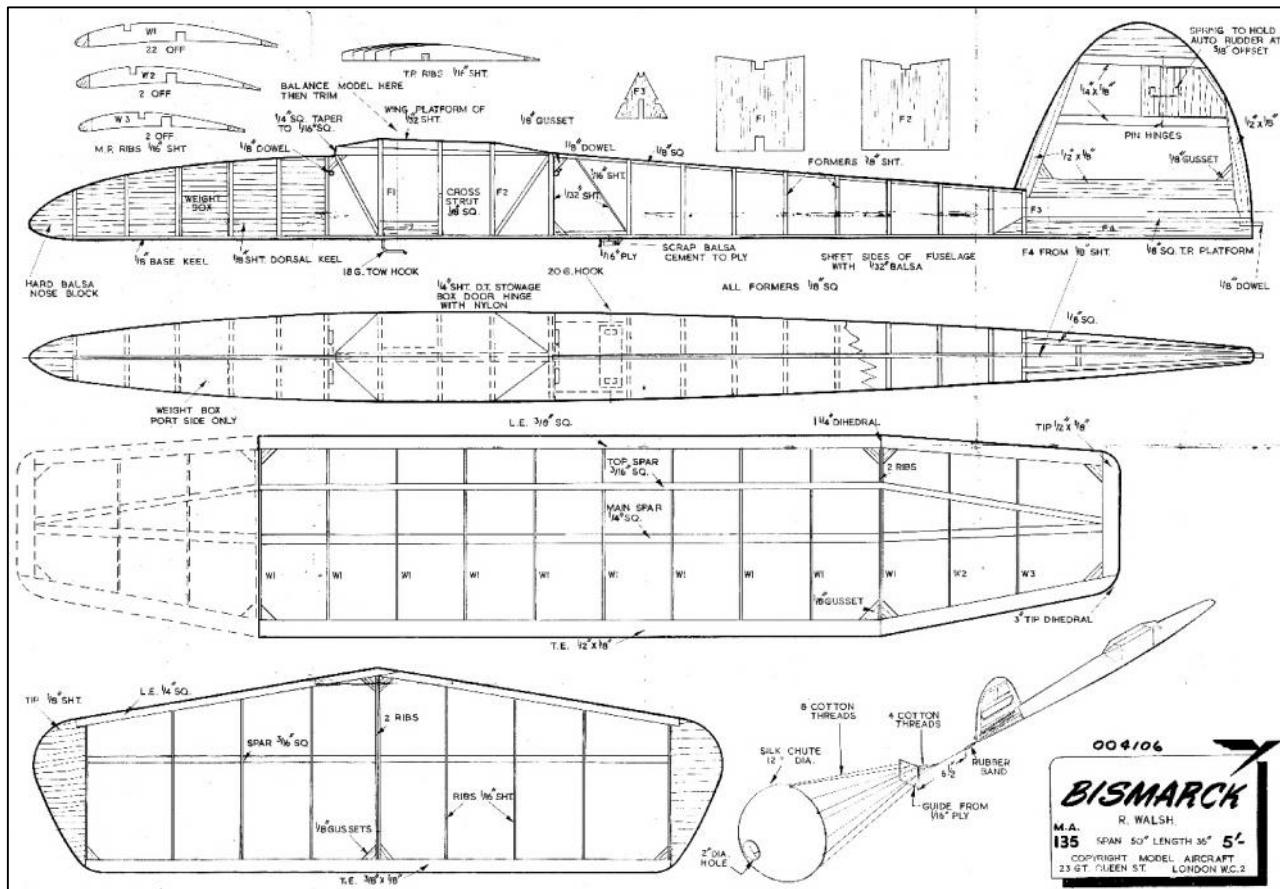
Power:

Spearhead Senior -

I think Peter Carter flies a Spearhead Junior, but I've never seen a Senior?



Glider:
Bismarck - note the novel dt arrangement



All plans this month are courtesy of Mark Venter from the files of the New Zealand vintage model movement & form part of our library.

Roger Newman

Salisbury Plain Area 8. 2018.

Area 8, Salisbury Plain is available for Free Flight use every Saturday/Sunday, plus 3 Bank Holiday Mondays from January to December. This is always subject to confirmation the preceding Friday morning. An annual permit is available for sport flying/trimming, and is issued by the BMFA Office. Apply through donna@bmfa.org or by phone/letter. The conditions of use, code of conduct, and undertaking remain the same as in 2017. The annual permit fee has increased slightly to £18.

The permit is for sport flying/trimming only. Anyone entering a contest will be required to pay a 'field access fee' of £5/day, whether they have an annual permit or not. The exceptions to this are those BMFA Centralised contests, plus the Stonehenge/Equinox Cups, for which the contest entry fee, or if applicable, a BMFA Free Flight Season Ticket, also covers the 'field access fee'.

Anyone not having a permit can enter organised contests, or sports fly/trim on contest days, on payment of the appropriate fee.

This apparently cumbersome fee structure is considered to be the fairest way to raise the necessary income to cover the cost of the annual licence to use the Area.

The 2018 Free Flight Forum.

try it – you might like it.

The thirty-fourth BMFA Free-Flight Forum will open at 10 a.m. on Nov. 18th, the day after the AGM, at the Hinckley Island Hotel, A5 Watling Street, Hinckley, LE10 3JA. We have once more gathered a wide range of speakers covering numerous free-flight topics and all are welcome, even those not yet been bitten by the free-flight bug.

Dave Phipps - Drone Legislation and Free Flight;

Simon Dixon - Classic 1/2A Models;

Stuart Darmon - International Flying Post BoM;

Phil Ball - F1G Development;

Mike Woodhouse - The Management of Models;

Mike Smith - Trimming the Sopwith Snipe;

Stuart Lodge - A Review of Contemporary FAI Space Modelling;

Alan Brocklehurst - Flat Plates, Cambered Plates and Coupe Aerofoils;

Stuart Darmon - Developments in Carbon Wing Construction;

Mike Woodhouse - GPS versus Radio Trackers;

Gavin Manion & Stuart Darmon - Buckminster - We've Got It; How Can We Use It?

Lunch will be available and the finish will be at around 5 p.m. The cost for the session will be just £10, with proceeds going towards the expenses of the teams that represent us at World and European F/F Championships. Pre-booking will ensure that you get a seat, so send your cheque, payable to 'BMFA F/F Team Support', to the BMFA office at 31, St. Andrews Road, Leicester LE2 8RE.

The New 2018 Free Flight Forum Report

For thirty-four years these Reports have included papers covering the widest possible range of free-flight topics. Have a look at what this year's Report covers and order yours now.

F1D Prop Selection for Slanic 2017 European Championships - Tony Hebb; The Power Egg - John Emmett; Use and Abuse of GPS Model Trackers - Chris Edge; Designing for BMFA Scale Competitions - Andy Sephton; Generating Youngsters' Interest in Aeromodelling - John Jacomb; Experience with Making Carbon/Foam "Moulded" Wings - Alan Jack; A Rubber Stranding Device - Russell Peers; Small Field Flying - John Ashmole; A Last Hurrah for the Outsize Open Glider - Stuart Darmon; All in a Day's Retrieving - Mike Woolner; Why FAI? - Stuart Darmon; A Simplified Description of Electric Drives for Free Flight Models - Alan Jack

UK price is £10 including postage; to Europe it's £14 and everywhere else £16. Sales of the Forum Reports help to defray the heavy expenses of those representing Great Britain at World and European Free-Flight Championships.

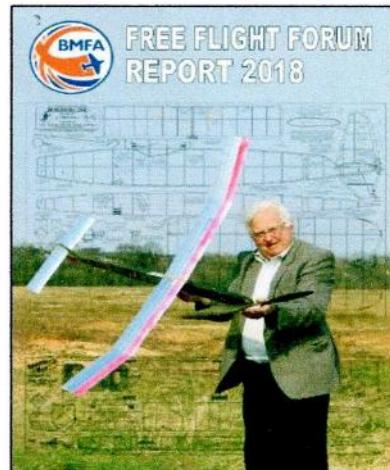
Cheques should be payable to 'BMFA F/F Team Support Fund' in pounds sterling, drawn on a bank with a UK branch; you may also order by credit card, which is a lot easier (and cheaper).

Be the envy of your friends, get yours now.

Copies are available from :

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

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



SAM Speaks USA.

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

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



La Grande Coupe de Birmingham (part cinq) Sunday December 2nd 2018

Note: This event WILL BE at North Luffenham, 10am start

Qualifying event for the "Euro Challenge F1G" 2018/2019 (provisional)

F1G for the Aeromodeller Trophy

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

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

<>

Pre '58 Vintage Coupe

for the Vintage Plate

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

<>

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

Entry Fee £10 covers both events

Fly-offs (Not DTI) and maxes as determined by conditions on the day
Prize giving and hot drinks/nibbles in the Golf Club on the flying site
(hot food available for purchase at the club bar)

For further information contact:

Gavin Manion

at gavin.manion84@gmail.com - tel 01543 422509

Or Stuart Darmon

at stuardarmonf1a@yahoo.com - tel 01858 882057

L'AQUILONE SAM 2001

TOMBOY RALLY INTERNATIONAL POSTAL CONTEST 01/06/2018 - 31/05/2019

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

Model

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

Engine/motors

I.C. engines are admitted within the following limits: 36"-44" wingspan: _Any engine 1 cc. max, Fuel tank : 3 cc.

R/C carburettor is admitted.

Electric Motors:

Any electric motor is admitted with direct drive

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

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

48" Wingspan;

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

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

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

Flights and results

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

Awards :

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

Results

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

Special Prize Vic Smeed

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

Special Prize David Baker

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

Impington Village College - Cambridge Indoor flying on 4th November 2018 9 am to 5 pm

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

SAMS MODELS will be in attendance to supply all your needs on the day.

Competitions:

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

- A **Peanut** event using a simplification of the usual international rules,
Maximum size of model either 13" span or 9" length excluding propeller
A GA drawing, photograph or any other proof that the actual aircraft existed.
A single judge for all entrants to award up to 30 scale points and up to 90 "difficulty bonus points", the purpose being to encourage those flying models of difficult and adventurous prototypes
Any number of flights with a 10 second bonus for ROG.
Total of best two flights plus scale and bonus points to decide final score
- The usual duration event for **Bostonian** models. There was a healthy increase in Bostonian numbers at our last two meetings so let's have even more this time. Any design to the Bostonian formula (If you are unclear about the Bostonian formula rules ring or email the contact below). Minimum airframe weight 14 gm and all flights to be ROG. Total score from best 3 flights
- For both competitions get your flights timed and reported to control. As many attempts as you like. Awards in each event for overall winner and best junior (under 18). Bostonians to be weighed. No builder of the model requirement in any competition. Build one for your wife (or husband), child or grandchild who just has to wind and launch
- We will also feature the **Racing Car event** as usual. This is a fun event for rubber powered cars. We vary the distance to be covered, number of heats etc depending on the entrants on the day! Ring or email below for any further information and for plans of suitable vehicles.

Exhibition

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

Seminar

The seminar will be given by Peter Smart and his subject will be his experience of eccentric indoor scale models and solving the problems they present!

RTP and Small Radio

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

Refreshments

Hot drinks and snacks will be available from the Sports Centre

Web Site

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

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

Directions to Impington Village College: Post code CB24 9LX

Leave A14 at the first junction East of M11 J14, signed Cambridge B1049. At the roundabout take B1049 to North signed Cottenham, Histon. In 1/4 km at 2nd lights turn right into New Road. Pass hospital entrance on right. Village College is next on right (two entrances, 1/3 and 2/3 km). Entrance to be used and car park will be signed.

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

Waltham Chase Aeromodellers

INDOOR F/F MEETINGS

Waltham Chase Aeromodellers, in association with South Hants Indoor Flyers, are pleased to announce the continuation of the Indoor F/F Meetings held at the Main Hall at:

Wickham Community Centre, Mill Lane, Wickham, Hants PO17 5AL

These meetings will be held on the following dates:

Meetings will run from 7.00 p.m. to 10.00 p.m. on Tuesdays in the Main Hall

2018

2nd Oct - 6th Nov - 4th Dec

2019

8th Jan - 5th Feb - 5th Mar - 2nd Apr

7th May - 4th Jun - 2nd Jul

The hall is particularly suitable for indoor free flight models of all types,
with a ceiling free of obstructions.

Tables and chairs will be available in the hall, the organisers are always grateful for assistance with moving furniture. A hot drinks machine is available on site.

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

Fliers will be required to show proof of insurance.

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

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

Waltham Chase Aeromodellers welcome all indoor F/F fliers to these events.

For further details please contact:

Alan Wallington, "Wrenbeck", Bull Lane, Waltham Chase, Southampton, Hants.
(Tel. 01489 895157) (e-mail: alan@wcaero.co.uk)
or see our web site: www.wcaero.co.uk

FLITEHOOK

Indoor Free Flight Meetings

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

Café on Site

Flyers £8

Juniors & Spectators Free
Flyers must be BMFA Members

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

2018

9th Sep - 14th Oct - 11th Nov - 9th Dec - 30th Dec

2019

13th Jan - 10th Feb - 10th Mar - 14th Apr

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

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

2018

May 5th - Sep 22nd - Oct 20th – Nov 17th – Dec 15th

Admission - Flyers £6 - Spectators £2.00

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

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

Bloxwich Indoor Flyers

Free Flight & lightweight RC

Sneyd Community School

Vernon Way, Sneyd Lane,
Bloxwich, WS3 2PA

Saturdays 2pm until 5pm

Flyers - £8 Spectators £2

2018 dates

Sep 8th - Oct 6th - Nov 3rd - Dec 1st

Contact:- Allan Price: Tel: 01922 701530

e-mail: montrose32@btinternet.com

BMFA South West Area

Indoor Flying

Cornwall Vintage Aeromodellers

at

Saints Health and Fitness Centre

St Austell Rugby Club

Tregorrick Park, St Austell

Cornwall, PL26 7AG

Flying from 1200hrs to 1600hrs on Sundays

2018

23rd Sept. - 21st Oct. - 18th Nov. - 16th Dec.

2019

13th Jan. - 10th Feb. - 17th March

Mainly free flight

some micro R/C (fixed wing & helicopters)

Admission: - Flyers £10 - Spectators £1

Phone: David Powis on 01579 362951

Email: dave_powis@hotmail.com



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

Contact: Martin Dilly on 020 8777 5533 or write to: 20, Links road, West Wickham. Kent BR4 0QW or e-mail: marlindilly20@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 only, and drawn off a bank with a branch in the UK, you may also order by credit card, all proceeds help to fund the expenses of those representing Great Britain at World and European FF Championships

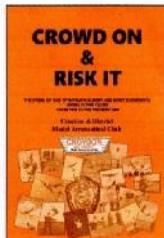
CROWD ON & RISK IT

This is the story of one of Britain's oldest and most successful model flying clubs, Croydon & District MAC, from 1936 onwards. The club contributed much to aviation, both model and full-size, and the late Keith Miller compiled its history till around 1980. Now, this up-dated 73 page version of the club's history, copiously illustrated with many previously unpublished photos, takes the Croydon saga up to the present. Contributions by past and present members vividly capture the atmosphere of the heyday of free-flight, with almost weekly contests at Croydon or Bassingbourn.

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

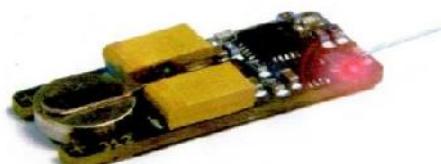
Just £8 by PayPal or cheque.

Contact Martin Dilly (marlindilly20@gmail.com), phone/fax 020 8777 5533 or write to 20, Links Road, West Wickham, Kent BR4 0QW for your copy.



BUGS

Free Flight Model Tracker



£50.00 - each including 6 batteries

Ready to use radio tracker

Suitable for most handheld receivers

Powered by one 312 ZincAir hearing aid battery

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

including battery

Run time around 10 days

Red LED flashes when transmitting

Available in any frequency from 140MHz to 980MHz

Supplied in protective heatshrink

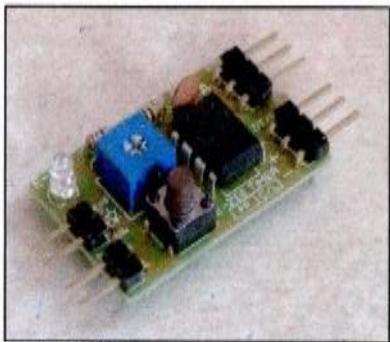
Very quick delivery, often next day

On sale at

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

or contact Peter Brown 07871 459291 for options

E-Zee Timers



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

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

a simple push button / LED interface

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

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

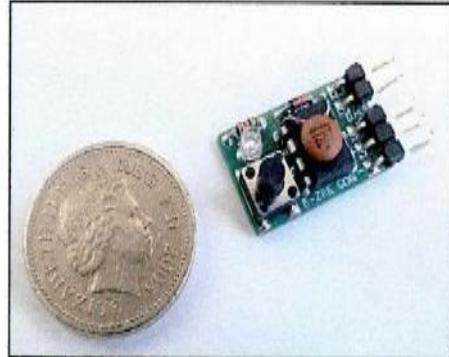
For installations where the timer is inaccessible remote pushbuttons and LED's are available

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

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

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

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



Timers are supplied with a comprehensive instruction manual and users guide

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

Dens Model Supplies

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

Provisional Events Calendar 2018

With competitions for Vintage and/or Classic models

| | | |
|---|-----------------|---|
| February 18 th | Sunday | BMFA 1 st Area Competitions |
| March 4 th | Sunday | BMFA 2 nd Area Competitions |
| March 25 th | Sunday | BMFA 3 rd Area Competitions |
| March 31st | Saturday | Northern Gala, Barkston |
| April 2 nd | Monday | SAM1066 Meeting, Salisbury Plain (Croydon Wakefield Day) Cancelled |
| April 28/29 th | Sat/Sunday | London Gala & Space, Salisbury Plain |
| May 20 th | Sunday | BMFA 4 th Area Competitions |
| May 26 th | Saturday | BMFA Free-flight Nats, Barkston |
| May 27 th | Sunday | BMFA Free-flight Nats, Barkston |
| May 28 th | Monday | BMFA Free-flight Nats, Barkston |
| June 17 th | Sunday | SAM1066 Meeting, Salisbury Plain |
| June 24 th | Sunday | BMFA 5 th Area Competitions |
| July 8 th | Sunday | BMFA 6 th Area Competitions |
| July 15 th | Sunday | SAM1066 Meeting, Salisbury Plain |
| July 21 st /22 nd | Saturday/Sunday | East Anglian Gala, Sculthorpe |
| July 28 th | Saturday | SAM1066 Meeting, Salisbury Plain (Croydon Wakefield Day) Cancelled |
| August 4 th | Saturday | Timperley Gala, North Luffenham |
| August 18 th | Saturday | Southern Gala, Salisbury Plain |
| September 2 nd | Sunday | Crookham Gala, Salisbury Plain |
| September 16 th | Sunday | BMFA 7 th Area Competitions |
| September 23 rd | Sunday | Southern Area Gala, Odiham |
| September 30 th | Sunday | SAM1066 Meeting, Salisbury Plain (Croydon Coupe & Wakefield Day) |
| October 14 th | Sunday | BMFA 8 th Area Competitions |
| October 27 th | Saturday | Midland Gala, Barkston |
| December 2 nd | Sunday | Grande Coupe de Brum, Luffenham |

Please check before travelling to any of these events.

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

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

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

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

Useful Websites

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

Are You Getting Yours? - Membership Secretary

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

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

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

P.S.

I always need articles/letters/anecdotes/pictures 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