


	<h1 style="color: red;">NEW Clarion</h1> <h2 style="color: red;">SAM 1066 Newsletter</h2>	<p style="text-align: center;"><b>Issue</b> <b>112020</b></p> <hr/> <p style="text-align: center;"><b>November</b> <b>2020</b></p>
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[www.sam1066.org](http://www.sam1066.org)

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## Editorial

Well here we go again, things are beginning to ease a little and a very successful Coupe Europa meeting was held on Salisbury Plain. I have reports galore on the event and quite a few pictures left over for a picture parade article in the Christmas issue.

This issue kicks off with a couple of reports from our Chairman which were overlooked last month, namely a Salisbury Plain trimming session and a piece on the 6<sup>th</sup> Area comp at Beaulieu. Sandwiched in between is another archive article of mine from 2004 (*I do enjoy reading these relics of mine, it reminds me I was more active at one time*) and there's more vintage Pylonius.

Scratching about for something to exercise my literary prowess, I picked on indoor models and the way I put them together. The article is backed up with pictures from my own extensive collection. (*you should see some of the rubbish archived, I do have periodic clean ups but there is a lot more to go*).

Gerry Ferer continues to provide us with a little insight into the activities of the Timperley club and their outings to Tatton Park. I am a member of the club but Manchester is a little too far for me to attend the meetings. Way back I used to be able to bum a nights accommodation with Kathy & John Wingate, mainly to fly indoor meetings in the Velodrome. Sadly John has passed on and Kathy is now deep into her athletics coaching and refereeing.

One sad note, Gerry informs us that **Trevor Payne** the well-known flier of very large power models died on 26<sup>th</sup> August, another iconic modeller gone.

Wandering through old Aeromodeller Annuals I came across plans for an engine starting pistol, I cannot imagine anyone using one even if they managed to construct it. I just thought it was good for a giggle if nothing else.

The 7<sup>th</sup> Area comp at Beaulieu is reported by Roger Newman. A bit of a skeleton report of the activities but good to see things are moving on. Roger confesses to being a little under-prepared for the event and lists his forgotten items, I think it would have been a shorter list if it was things he remembered.

Nick Peppiatt tells of a visit, a short while back, to the Boeing Everet factory in Seattle and his trip around The Museum of Flight a short trip away. A bunch of really interesting photographs to boot.

I've picked out another of Ray Malmstrom's little wonders from the book 60 years of IVCMAC, I've a funny feeling I may have featured it before now I come to look at it, but sometimes things are better second time around. I still marvel at how much information Ray was able to draw on one sheet of paper.

The magazine then becomes a Coupe Europa bonanza with reports from all quarters, stories of the day's activities, detailed results and an absolute bevy of pictures as I remarked at the start of this editorial. I've sprinkled a few in the reports and I apologise to the photographers for not properly attributing their efforts, bad housekeeping I confess. I hope I can make amends next month in the Coupe Europa Picture Parade.

The usual suspects, Roy Tiller, with DBHLibrary report, and Roger Newman with his Monthly Notes & Plans for the month bring this edition to a close.

**P.S.** Note this year's Free Flight Forum is to be a ZOOM affair, see martin Dilly's add.

*Editor*



### Salisbury Plain trimming, August Bank Holiday Monday



Sid Hylan with Christine. Enjoyed the first day out flying since sometime in 2019

August Bank Holiday Monday was traditionally the final day of the SAM Champs at Middle Wallop. Alas, no more, but this year a few SAM 1066ers did at least get out to Salisbury Plain to join others for what was, for many, their first post-lockdown flying. At one stage around 20 cars were lined up on the trimming field in perfect conditions for a wonderful day of fun flying and trimming.

Models were going up throughout the day and retrieves were almost always short, landing conveniently on the trimming field, just a short walk from their points of launch.



Mike Edwards prepping and launching his Madcap after getting it back from its attempted flyaway.

Flight of the day award went to Mike Edwards, flying a DC Spitfire powered, Vic Smeed Madcap. A nice launch and away in gentle lift, heading in a North westerly direction. Hitting the button on the home-brew RDT made no impact and the model slowly carried on. After several minutes it decided that it wanted to come back and started to head East and eventually turned south and landed about 200 yards from Mike's car having been in the air for 10-15 minutes. A flight much enjoyed by everyone on the flight line.



## A couple more pictures



Rare picture of Peter Carter smiling! Holding his Vic Smeed Pushy Cat which had ended up in the trees earlier in the day.



Yours Truly's Mini Madcap. First time out and flew well after a few minor adjustments. Lots of stooging around, just overhead.

*Tony Shepherd*



*Extract from Model Aircraft January & May 1952*

Now that it has been proposed that the S.M.A.E. shall immediately purchase a set of accurate scales, may I, on behalf of all officials and competitors, offer a vote of thanks to that anonymous little girl who has so kindly assisted us in the past with the generous loan of her set of Kiddies' Kitchen Scales.

### Conversation Piece

Said the Rubber to the Winder :  
 "You gave me quite a turn.  
 Why can't you treat me kinder ;  
 A little patience learn?  
 You're all too heavy handed,  
 And grind your teeth so rude,  
 While you often leave me stranded  
 Without a coat of lube."

Said the Winder to the Rubber :  
 " Why—you squirmy, little wretch.  
 You never stop that blubber  
 Even for a stretch.  
 But if you feel that for my past  
 I've amends to make.  
 Then I'll wind away, until at last  
 You get a decent break,"

Extract from a model article;

"Having produced the model, wait for a day with a nice hefty gale and go out and fly in it."  
 Obviously this is intended for foreign consumption; in Britain you wouldn't have to wait—any day would do.

<>

### Taking the Mike

At long last the B.B.C has become aware of the existence of that lesser order of ether-basher, the aeromod. This is all *very* flattering, and immediately gives rise to the optimism of such interest expanding into a comprehensive 'airing' of all aspects of our hobby. Undoubtedly there is plenty of scope. For instance, a commentary on an R/C model being prepared for flight would make an excellent radio feature—in, say, eight weekly instalments. More promising still would be snap visits of the recording van to the small local modeller in his small local park.

B.B.C. Rep: I'm standing in the middle of Prangem Park now. It's a beautiful morning . . . no sign of any model aircraft yet, I'm afraid . . . ah! but wait a moment, I think I can see a gentleman carrying a model- -no, he's got no less than two models. We'll see if we can get him to say a few words \* \* \* Good morning, sir. You seem to have two jolly good models there. Can you tell me what you call them ?

Gent : A blankety-blank nuisance.

B.B.C. Rep: Erm . I take it that they haven't been performing quite to your satisfaction ?

Gent: Don't know about that. All I know is that I'm going to bung the blankety-blank things in the incinerator.

B.B.C. Rep: But, surely sir, that's rather drastic treatment even for one of you model aircraft people,

Gent: Who said anything about being model aircraft people. I'm the park-keeper.

<>

The authors of a recent article on "Free Flight Stunt" *seem* to think that the only way to achieve a series of weird and wonderful manoeuvres is through the agency of a complicated gadgetry. Obviously they've never *tried* trimming a power duration model.

*Pylonius*



Extract from the old paperback Clarion circa 2004

**John Andrews at Alumwell & North Luffenham**

Saturday May 15th saw yours truly motoring up the M6 from Rugby to junction 10 to attend the Alumwell Indoor meeting organised by Pete Ashmore. I flew my usual collection of ageing Hanger Rats and some of my Flimsies, flights of about 4 minutes or so from the best of the lightweights and struggling towards 2 minutes from the Rats. Attendances at these indoor meets seems to be dropping off, I think we should all make a special effort to attend, when we can, to keep the venues going.



Pete Illfe's delightful Scale Models

Alumwell is something of the home of indoor scale and three of the leading lights in this sphere of modelling excellence were flying some beautiful examples of the scale modeller's art. This type of modelling I do not, nay could not do, but I do appreciate the work and workmanship that goes into these beautiful models. The fact that these Co2 powered models actually fly still amazes me.





David Vaughn's Swordfish



Mike Allen's Sopwith Seaplane

*The next day, Sunday 16th. May I was motoring up the A14 from Rugby, then the A6008 and on up towards Rutland Water. I was bound for North Luffenham for the B.M.F.A. 3<sup>rd</sup> Area Competition. Open Power/SLOP and Vintage were the events in which I intended to compete. I drove onto the airfield and, muggings that I am, I proceeded to go in the wrong direction and circumnavigated most of the peri-track before I got to control.*

*I had my Stomper No.2 for the power comp, so I set about checking the trim and motor run ready for my first flight.*

*I had removed some trim strips from the fin and cracked the fin over to compensate and all appeared to be well. I had set up next to a coup flyer, whose name still evades me, and I borrowed his timekeeper John for the day.*





Author with Stomper No 2

There were some real boomers of thermals about so I fired up the PAW for my first flight. With consummate ease I avoided all the lift and was down in 2 minutes or so, bummer. Undeterred, I fired up for the second flight and, with my usual skill, I repeated the performance. Not to be one to chicken out, I ran up the motor for the third and final flight. By now I had finally noticed that there was a good pole and mylar streamer 50 yards or so upwind and another about 5 yards away, quick me. Third flight straight into a real zinger of a thermal and up and up went the Stomper. After three minutes or so, as I was beginning to wonder if I had set the D/T, it popped. The model took about another minute and a half to come down and looked to be somewhere near the edge of the airfield. I picked myself a small clump of bushes and set off down the line for retrieval. Halfway across the field I passed the coup flyer returning with his model, so I had a quick chat and this gave me time to forget which clump of bushes I was aiming for. I picked one and away I went again, all the way to the edge of the airfield and found myself peering into a huge crop of shoulder high rape. There was another clump of bushes about 50 yards to my right so I moved across and began searching back up that line, still thinking my model was on the drome. A glider flyer picked up a model nearby and, when asked for his flight time by another flyer, replied "three and a half minutes". Knowing I had done about four and a half minutes, I was soon back at the edge of the rape field. I balanced on one or two short posts here and there using my binoculars to search the crop but nothing to be seen. Not being sure of the correct line, I decide to go back to base, up my original line, to see timekeeper John, as I was not going into the rape field without a proper line.

Back at base, I consulted timekeeper John and sure enough, I had picked the wrong clump of bushes. Back goes I to the rape field, I spent the next hour walking up and down the tractor tracks in the crop, which of course were not on the exact line, and eventually gave it best. I emerged from the rape plastered from shoulders to knees with the yellow pollen or whatever and below knee level, the purple black from the lower stems of the ripe crop. I was a right mess and not feeling too chuffed with the whole episode. It reminded me too much of the 2002 Nationals when I lost Stomper No.1 in the grain field there, never to be seen again.

As I morosely traipsed back across the field up the line I glanced to my left and, lo and behold, there was my Stomper resting quietly in the long grass a good 200 yards from the edge of the field. It was so far back I hadn't started looking for it when I searched first time. Result, a quick change of demeanour and off back to base with a spring in my step ready for an onslaught on Vintage.



*First things first, the immediate priority was to feed the inner man. I sat down in my chair under the shade of my fishing umbrella and demolished a pork pie and a couple of cups of tea, all seemed well with the world. Lunch break over, it was competition time again.*

*I had my somewhat battered Hep-Cat with me for vintage, the fuselage had really been in the wars, broken in two twice and now had more patches and cemented tissue splits than original tissue. The wing was fresh from a repair and, in the strong sunshine of the day, had gained an enormous warp. I decided on a test flight and, sure enough, the warp had taken away all the glide turn, straight off downwind goes the Hep-Cat with John boy in hot pursuit. A couple more flights and I had the glide turn back and a little packing at the rear of the tailplane got the model a little nearer the stall on glide. I was ready to go.*

*My next door neighbour, the Coup flyer, had been making his competition flights and was picking lift quite well using the two streamers. I had been taking quite an interest in them myself and felt that even I might be able to pick a bit of good air, all I had to do was not launch if the streamers were down.*

*I have always used 30 grams of rubber in my Hep-Cat, made up using 10 strands of 3/16<sup>th</sup>. I put about 900 turns on these motors as a normal run of the mill wind and 950 if I am pushing it. These motors give me a near vertical climb for the first 50 feet or so at a fair old rate of knots, that's the way I like it. The only drawback to this power approach seems to be that my model is quite sensitive to side thrust adjustment. The thickness of a business card of side thrust will make the Hep-Cat spin round in two flat circles before climbing away, particularly if I launch a little flat out of wind.*



Author's ageing Hep-Cat

*Where was I, back to the comp. The maximum for the day was 2-30 and when I wound up for the first flight the motor seemed to go a little tight at about 850 turns so I left it at that. With my newly found confidence in somebody's streamer, I waited. The mylar rose level with the top of the pole and I put the Hep-Cat straight up in a boomer. The model was still rising when it D/T'd, John boy was on a roll. Recovery from the edge of the field was no problem, apart from the complaints from my somewhat elderly knees. I then proceeded to repeat the exercise twice, I was in the fly-off.*

*The fly-off was not so good, 4 minutes or so, but I was there. I'll be back next time with my 3 day exploits at the 2004 B.M.F.A. Nationals.*

*John Andrews*





**6th Area Meeting Sunday Sept.20<sup>th</sup>.  
at Beautiful Beaulieu.**

A rare situation arose at Beaulieu for the 6th Area Meeting when the spectators outnumbered those doing the flying. Illness and general infirmity among the regulars meant that only 2 turned up to fly whilst Mike and Jill Parker came over from their holiday campsite just a few miles up the road and John Boxall popped over from Portsmouth for a day out.

It turned out to be a beautiful, sunny day, with the breeze being just a tad too much for easy flying but never anywhere near bad enough to cause major problems.

Crookham's John Hook and Ray Elliott of the Croydon club provided the entertainment, both entering the Classic Rubber and Power comp.

Ray's day didn't start well when his blast tube slipped forward whilst winding the rubber on his Bilgri Wakefield and the inevitable happened when the motor burst taking out a load of fuselage cross pieces - nothing terminal but sufficient damage to render the model un-flyable until a building board could be accessed.

He switched to a Mercury Mentor for his three flights and scored a max with accompanying DT failure (*operator error - must do better Ray*) and subsequent OOS with the model still circling a long way up.





Fortunately the model came down before reaching the Solent and was found by a couple of walkers who kindly contacted Ray during his attempted retrieval and sorted out a handover rendezvous in a nearby campsite car park allowing him to finish his flights.

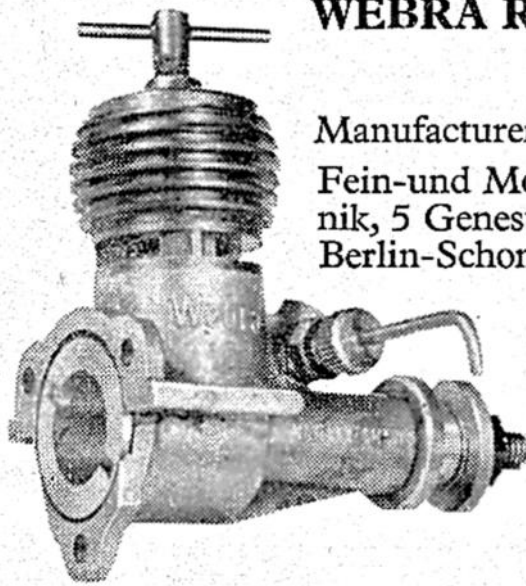
Meanwhile John was flying a very potent Dixielander built by our former Chairman. In true Thompsonian style it was light and had a rather powerful engine on the front giving it a pretty brisk climb. Despite this, one max in lovely air was followed by a couple of dropped flights as perhaps the glide or maybe just the air picking ended Hooky's hopes of a fly off.

Thommo wouldn't have minded as both glides and fly offs were never high on his list of model flying related priorities.



*Tony Shepherd*





## WEBRA RECORD 1.48 c.c.

Manufacturers:

Fein-und Modelltech-  
nik, 5 Genestrass  
Berlin-Schöneberg,  
Germany.

Displacement: 1.48 c.c. (.09 cu.in.)  
Bore: .51 in.  
Stroke: .45 in.  
Bore/stroke ratio: 1.13  
Bare weight: 3 oz.  
Max B.H.P.: .133 at 13,800  
Max. torque: 12 oz.-in. at 8,600  
Power rating: .09 B.H.P. per c.c.  
Power/weight ratio: .044 B.H.P. per oz.

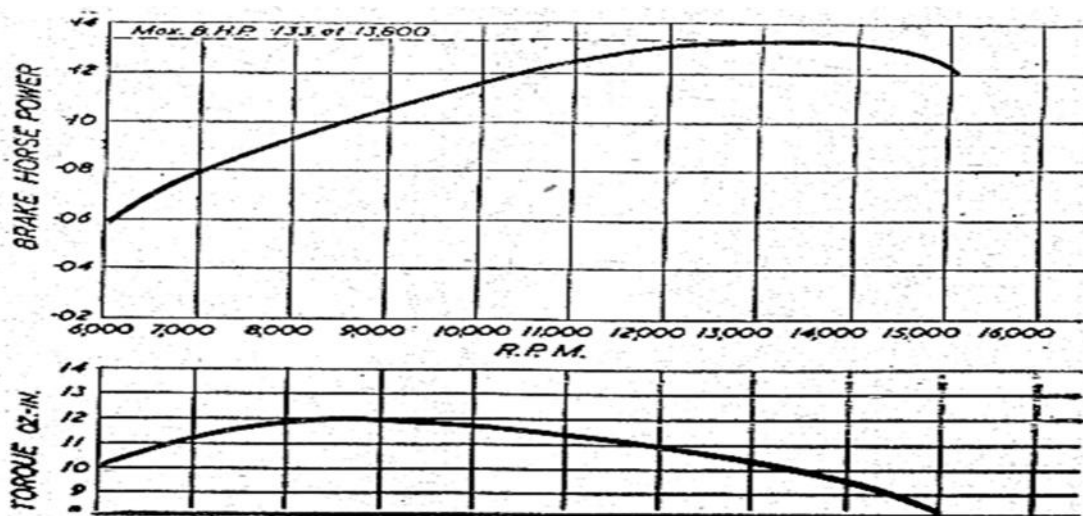
Retail price in U.K. for export only 65/-

### Material Specifica- tion:

Crankcase: Pressure  
die-cast light alloy  
Cylinder: Steel  
Cylinder jacket: Dural  
(anodised red)  
Contra-piston: Steel  
Connecting rod: Dural  
Crankshaft: Steel  
Crankshaft bearing:  
Plain

PROPELLER dia. pitch	R.P.M.
6 × 6 (Stant)	13,000
7 × 6 (Stant)	11,400
7 × 6 (K-K)	10,200
8 × 4 (Stant)	10,000
8 × 6 (Trucut)	8,600
9 × 4 (K-K)	7,900

Fuel: R.M. diesel





### Indoor Duration My Way

Having been in lockdown for so long I have been next to nowhere aeromodelling wise and have no meetings to write about (*loud cheers*), so I thought perhaps an insight into my approach to indoor duration models might fill a page or two.

I have little or no interest in semi-scale or scale models, whilst I admire those who have the patience to build such marvels I just could not do it.

I build duration models to the various specifications mainly because they are quick and simple to put together the way I do it, which suits my impatient and somewhat idle nature.

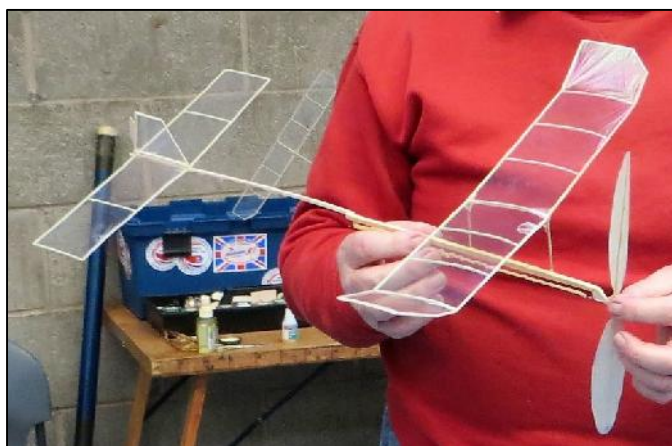
The types I favour are:



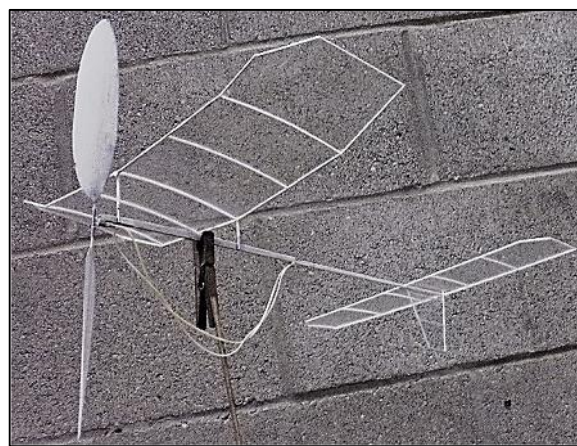
Lightweight Gyminnie Crickets (LGC)



Limited Penny Planes (LPP)



EZB's



35cm (challenge)

Although I build them principally for flying in my local meetings (*that's a joke, each venue is over a 100 mile round trip*) ie. Thorns and Sneyd, I do compete at the Indoor Nationals, albeit with little success other than the Lightweight Gyminnie Cricket, with which for some reason I seem to be competitive.

Performance of indoor models is governed principally by building to the minimum weight allowed, there are not too many thermals indoors.

Minimum weights allowed for the above depicted classes are:

Lightweight Gyminnie Cricket - 3gms

Limited Penny Plane - 3.09gms

EZB - 1.2gm

35cm (challenge) - 1gm

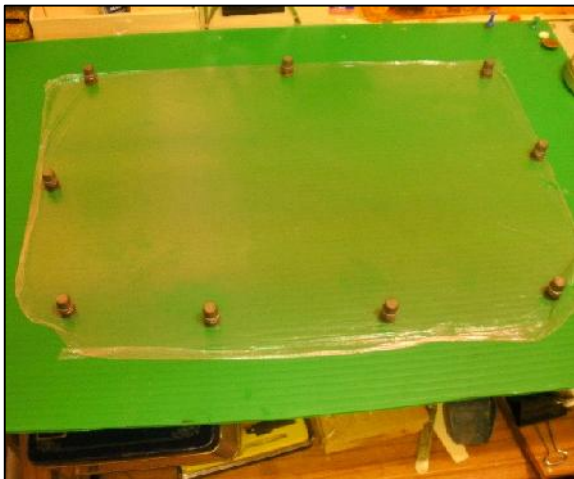
I can just manage the 3gm LGC & the 3.09 LPP, but the other two minimums are beyond me.



The way I build them is quick and easy, I only use cyno for adhesive as I do not like waiting for balsa cement to dry. I use a bottle with an extension nozzle that allows a tiny bead of glue to be dispensed. I dry assemble my framework holding in place with lead weights (*I use .455 bullet heads from my pistol shooting reloading days*), a bead of glue is dropped onto the joint and a squirt of kicker melts the cyno into the joint. I build on plate glass covered with cling film which minimises framework sticking to the glass.

I cover with mylar in a normal manner. Using an instrument soldering iron I cut off a length of mylar from the roll. Squeeze into a small ball (*not too hard or you can pop a hole in the film*), spread out onto a smooth surface, pick up with a Vaseline coated framework, even out the wrinkles with the thumbs and the film is ready for attaching the model framework. The pieces of the model framework are coated with a quick spray of 3M's Photomount (*expensive but necessary*) and dropped onto the framed mylar and then finally cut free with the soldering iron. The cut is about  $\frac{1}{4}$  in clear of the framework and the excess is afterwards cut away by running the iron around the edges which helps seal the mylar to the framework.

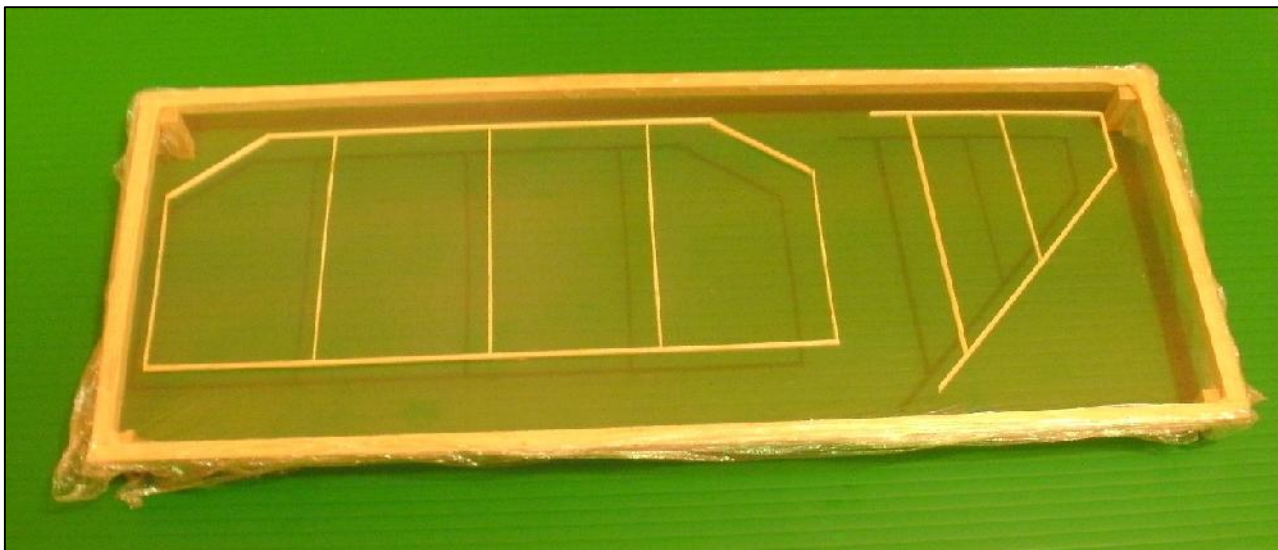
I cover wings in two halves with no dihedral joints yet set. It is necessary to cut a slot at one end of the framed mylar to pass the wing framework through to lower one half onto the film. After covering the dihedral joints are cracked in and set.



Smoothed out Mylar Film



Vaseline coated 3/8 sq framework dropped on film



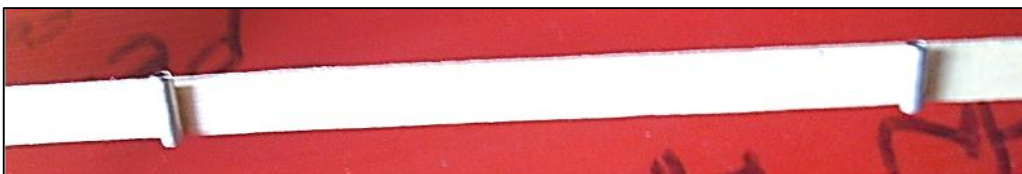
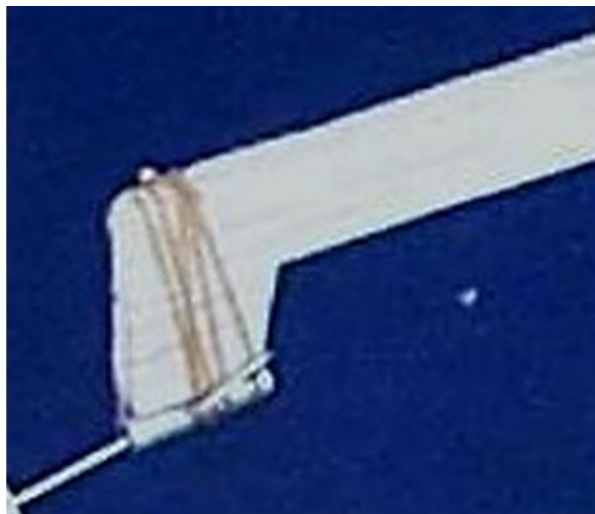
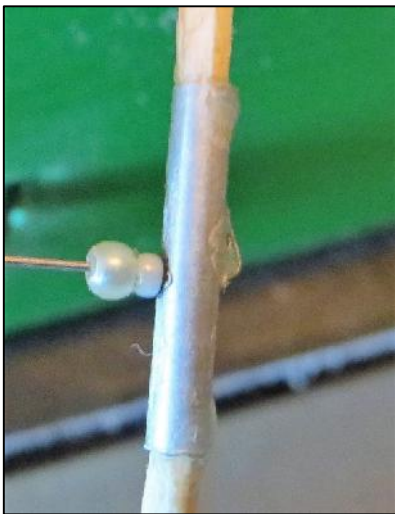
Model framework dropped onto framed Mylar ready to cut with soldering iron





A completed model above, an LPP, it looks as though this model was covered with dihedrals intact and tips covered separately, it might have been repair covering. At one time I did try covering the centre section of the wing first, without tip frameworks, then tip frameworks were glued on and covered last. This enables a better dihedral joint to be set before covering and keeps film tight at joint. I no longer cover this way.

I have difficulty rolling tissue tubes, so I don't. My prop hubs, prop bearings and wing mounting sockets are all alloy tubing, once again quick and easy and not particularly heavy.



For props I use 1/32 sheet for the LGC & LPP 3gm models, obviously the lighter the better but specialist cut thinner sheet is required for the lighter EZB & 35cm models, .012" to .015" can be acquired. I get mine from Derek Richards of the South Brum club. I keep a small stock of indoor quality wood but most of the time I build with model shop wood I have selected from John Hook's stock with his help.

Prop blade shape is debateable, I have used various elliptical forms but recently I have used straight taper with no apparent difference in performance. I had to refurbish my Crickets due to the motor sticks deteriorating to a serious degree due to handling, one bent like a bow sideways on full turns at the 2018 nationals. Having fitted new sticks and prop bearings I made straight taper props using lighter wood to try and keep repair weight increase to a minimum. As models get older the repair of inevitable damage through general sports hall use, collisions, hang-ups etc. pushes up model weight. My 3gm's are nearer 4gms at the moment.

I use a 5" dia alloy tube and strap my wet prop blades at a 10 to 15deg angle onto the surface using crepe bandage. The angle is dependent on blade width/prop diameter. Blades are fitted with stub spars on the 1/32 blades and full length taper spars on the thinner blades. The spars are plugged into the prop hub tube and pitch set in a crude jig. Roughly a 40deg angle at the root. Pitch can be adjusted when trimming if model wags, then fixed with a dab of cyno on each stub to tube joint when flight is smooth.

I did have one spell of making props from razor plane shavings. A razor plane is set up to produce shavings well below 1/32 thick. Using very soft wood you can produce strips about  $1\frac{1}{4}$  in wide, the plane is used at an angle to get reliable cuts. The shavings are then made flat by wetting and drying. It takes a lot of messing about to get sufficient bits to make a prop. The shavings are then stuck together with slightly overlapping angled joints to make a thin sheet from which to cut the blade profile. As I say it's a lot of messing about and you find yourself sitting in a pile of useless wood shavings before you get a few that are useable. It was interesting at the time but I'm too idle/lazy to do it nowadays.

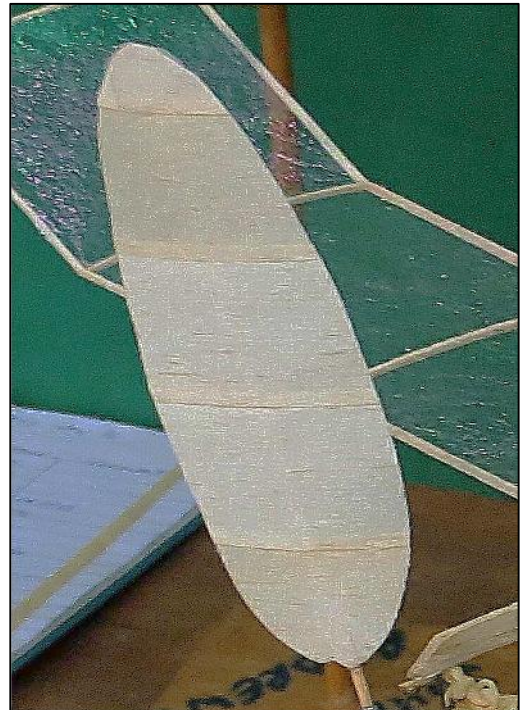
A much repaired 3 going 4gm model will still do about 4 minute flights in an ordinary sports hall if you get the motor and turns right. That is where the fun comes in.

I cannot build EZB's nor 35cm down to minimum weight. I do have a small indoor wood stock, but am keeping it on standby in the hope that one day I may be confident enough to try. I have made EZB's in the past at about 2gm but that's the best I can recall. Nigh on 20 years back in the Cardington days I built a Bernard Hunt design and made flights of over 11 minutes in the big shed but I cannot recall its weight.

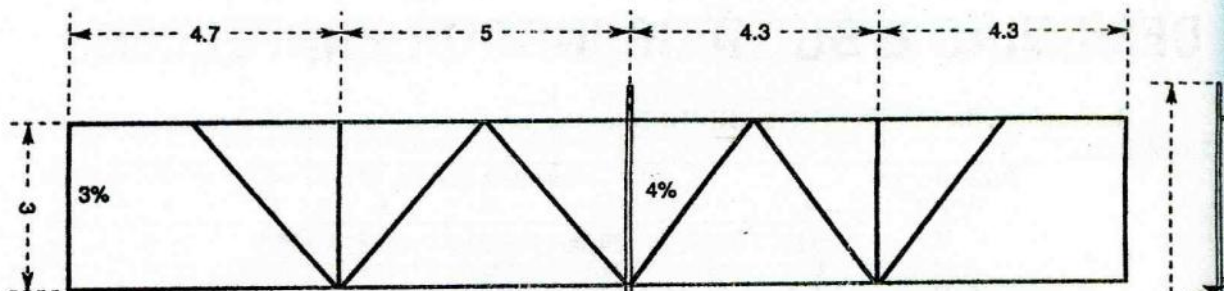
Indoor duration is a fun pastime particularly if you have regular indoor meets to go to. The models are quick to build if you are not looking for contest winning performance but have a liking for reasonably long flight times. A ruggedly built EZB at 3gm will serve well and survive quite a few collisions and hang-ups without repairs increasing the weight too much. I find that the EZB spec makes an easily trimmed model and will fly on about .090" wide rubber strip. It's worth a try.

Well that's enough waffle for now, be glad when covid is in the rear view mirror.

Below is the Bernard Hunt design I built many moons ago.





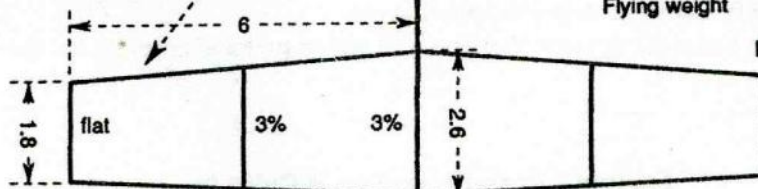


Wing spars 4.8 lb/cu ft cut from 0.035 sheet, 0.080 at root, taper to 0.055 at dihedral break and 0.020 at tip. Wing ribs 0.030 deep from 0.020 sheet. No centre rib. Tip is 0.030 x 0.020 flat. Centre panels flat; 1.5" tip dihedral both tips, both tip panels have slight washin.

### BERNARD HUNT'S RECORD BREAKING EZB FLOWN AT CARDINGTON HANGER ENGLAND — 1993

Cover with Polymicro mylar, available from Wayne Trivin & Lou Gittlow. Use 3M spray adhesive, sprayed into a small container and diluted with lighter fluid until like water. Apply sparingly with a fine brush. Allow to dry. Mount Polymicro on over-size frame. Place wing upside down and using a fine brush and lighter fluid re-activate the adhesive.

Tailplane spars 4 lb/cu ft cut from 0.024 sheet taper from 0.045 at root to 0.024 at tip. Ribs 0.030 x 0.020. No centre rib.  $\frac{1}{4}$ " tail tilt for turn, also washin this panel.



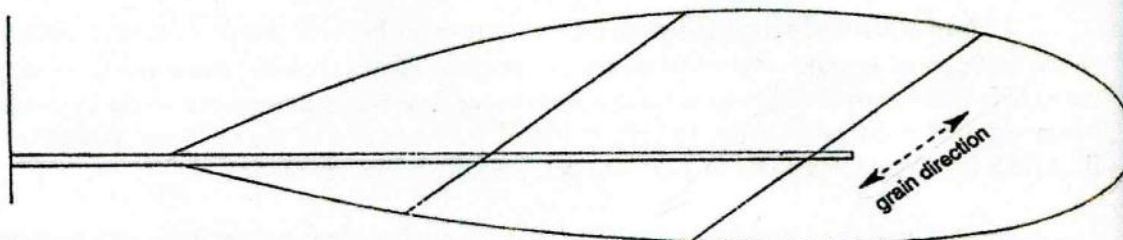
Wing set at zero incidence on  $\frac{3}{8}$ " long posts which are glued to motorstick. Wing has tissue tubes from and rear. Tailplane on similar mounting. Prop shaft 4° upthrust and 2° left thrust in 0.012" wire pigtail bearings. CG 1.5" behind wing TE.

0.012" wire hook

Motorstick 4.8 lb/cu ft balsa 9" long  
0.174 x 0.77 nose  
→ 0.214 x 0.095 centre  
→ 0.195 x 0.069 rear  
Tailboom 4.5 lb/cu ft balsa 11.5" long  
0.080" sq taper to 0.063 x 0.044

WEIGHTS	gm
motorstick	0.24
tailboom	0.11
tailplane	0.06
wing	0.20
prop	0.18
Total airframe	0.79
Rubber	0.90
Flying weight	1.69

Fin outline 0.024 sq



13" diameter prop shown full size. Blades moulded on block 22.5" pitch. Rotate to 26" pitch at 5" radius when attached to spar. Blades are 0.008" C-grain 4.5 lb/cu ft. Spar is 5 lb/cu ft, 1/16" dia. taper to 1/32". Spar is underneath blade.

**USA rules EZB  
by Bernard Hunt**  
Unofficial world record time 28.33



Unknown C/L stunt model at Woburn.



Unknown C/L stunt model at Woburn.





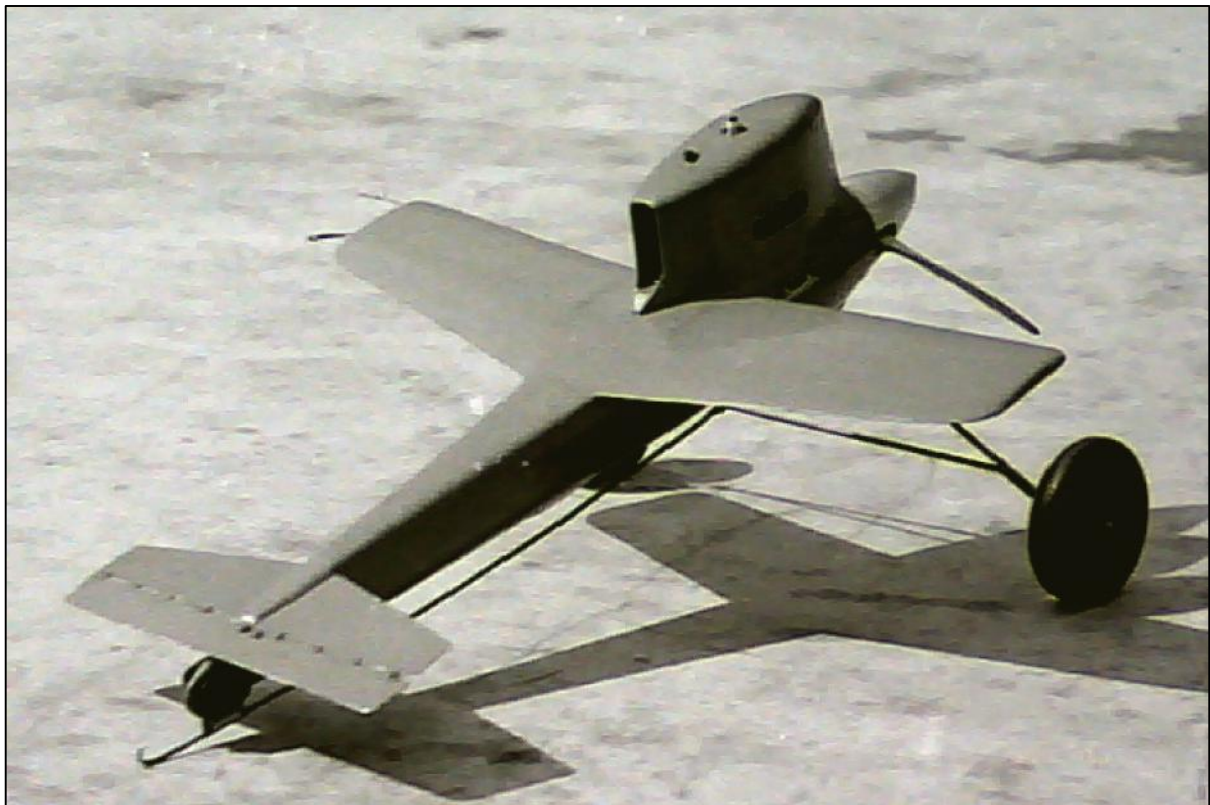
Unknown C/L stunt model at Woburn.



Team race model by Ron Ward (CDMAC) in the 50's.



Alan Hewitt starts his speed control line model possibly at Fairlop in the 50's.



Speed control line model by Fred Deudney (West Essex) at Fairlop in the 50's.



**REPORT----For the Handicap at Tatton on 1<sup>st</sup> October.**

A pleasant day with a light west wind, sunshine between fluffy cumulus clouds producing thermals. Flying from the left-hand copse halfway up the field, the longest flights landed well before the path. Mike Macconnell purposely flew the second flight without a dt. When Mike and Gerry Ferer flew their last flights together, the white clouds had changed to dark cumulus-nimbus producing a strong thermal. Both models climbed very high, drifting towards the Old Hall. Gerry's Senator dt/d down just under the trees. Mike operated his radio dt. An enjoyable day out.

Handicap 1st Oct 2020								
Name	Model	Factor	Max	1	2	3	Total	Total %
Gerry Ferer	Senator	1.10	1.49	1.44	1.38	2.49max	5.11	285.00
Derick May	P30	1.20	1.40	1.51max	1.18	1.44max	4.38	278.00
Ralph Sparrow	Cameron Flight Cup	1.60	1.15	1.18max	0.54	1.16max	3.24	272.00
Mike Macconnell	Thermal Bug 29in	1.10	1.49	1.41	3.00max	1.13	4.43	259.00
Roger Shaw	Eaglet 24in	1.60	1.15	0.28	0.35	0.36	1.39	132.00
Basic Max			2.00					



Derick May

Ralph Sparrow

Mike Mcconnall

**TATTON.** ---The next meeting is for any model, with the max for the model set at 3 x wingspan.

At present the xcweather.co.uk forecast is dry, wind at 9mph from the NNE

**NEWS:** Trevor Payne. died on 26 August. Well known in recent years for flying large 40-motor power models, placing high in many events. Also latterly he also flew electric power.



Gerry Ferer

## GADGET DEPARTMENT

## Engine Starting Pistol

A LOT of time has been spent thinking out a simple and portable mechanical starter for power models. The starting pistol described here, provides the answer in a simple and safe manner. It requires no special skill in construction and can be modified to suit components that may be readily available. A similar pistol was recently demonstrated to us at Eaton Bray, which worked quite well with engines of small capacity, but lacked power to turn over a larger motor where its employment would have been readily appreciated. This pistol, however, which hails from Italy, has enough punch to turn over motors up to 5 c.c. at least, and a stronger spring could easily be incorporated to turn over the largest engine in normal use.

The pistol comprises two main parts :

- (a) The hand grip and trigger with a spring holding it in the off position.
- (b) The prop engaging dog and spring winding mechanism.

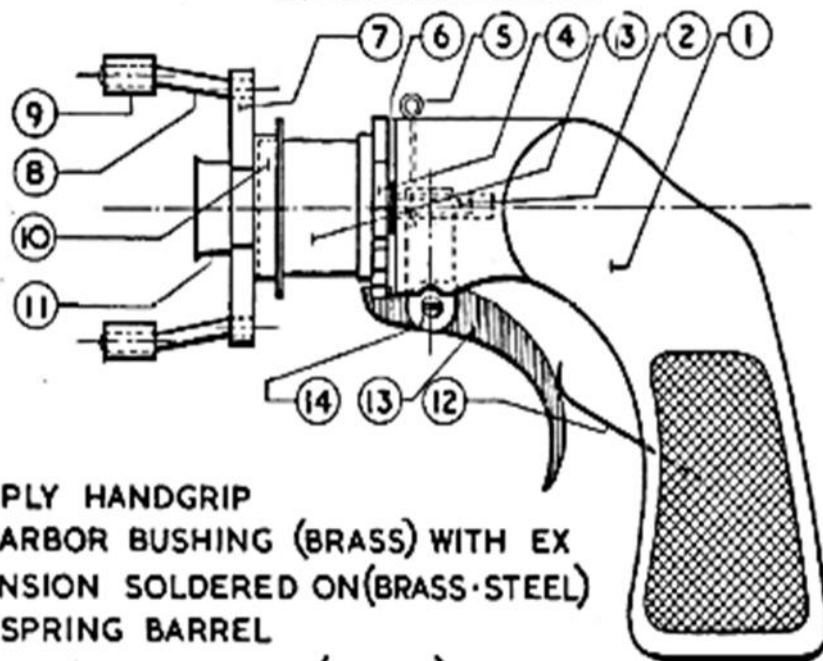
The handle is made up of thick plywood, or any other suitable material fixed to a hardwood base, which houses the arbot bushing. It can be given a knurled finish like its more lethal counterpart or left a plain wood. An extension piece is soldered to this arbot, making a firm fixing for the pivoting bolt holding trigger in place.

The operative part consisting of a spring barrel and ratchet wheel, held normally at the off position by the spring loaded trigger, and a crosspiece with two engaging dogs for the airscrew can be made up as shown, or in many cases suitable ex-government surplus parts can be found that will obviate any fabrication.

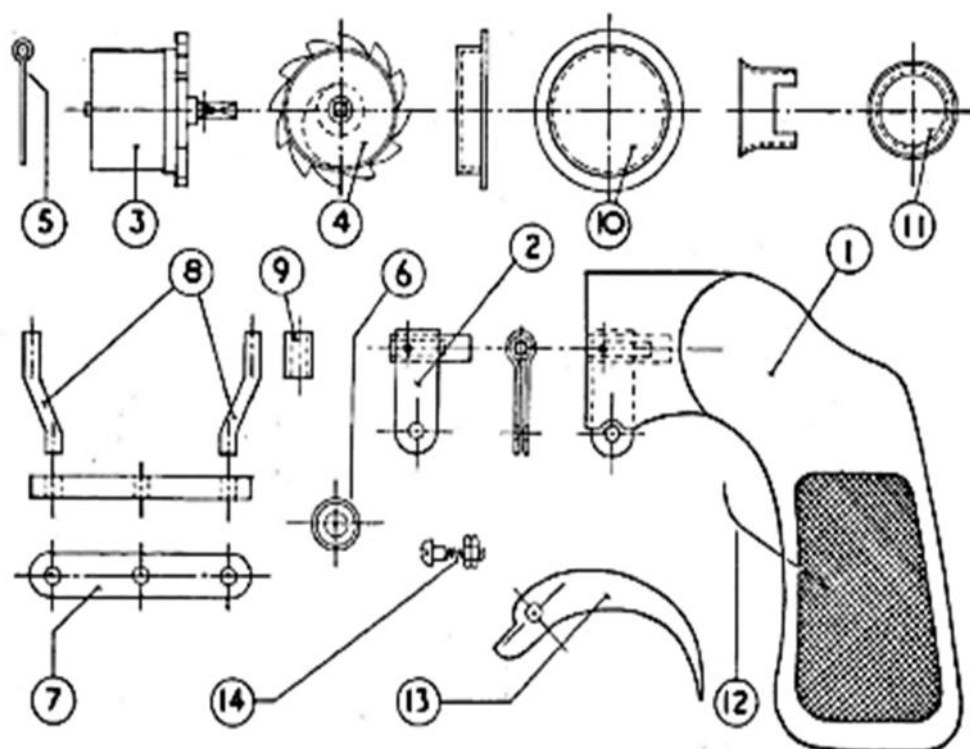
Two methods of winding up are available. The user can simply wind up by turning the dog in the opposite direction to that required for starting, when the ratchet wheel will freely click round. Alternatively, a length of cord can be wound round the spring barrel and pulled sharply thus winding up a good store of energy. This method is to be preferred for larger size engines.

A helper then holds the model firmly and the starting pistol is applied to the airscrew, the trigger released and a good healthy swing results. Should the engine backfire, then the starter's hand will be pushed back, disengaging the dogs—and no harm done. A few hours spent making the starting pistol will be repaid by possession of an entirely practical inertia starter, and a happy freedom from cut fingers and black fingernails.





- ① PLY HANDGRIP  
 ② ARBOR BUSHING (BRASS) WITH EX-  
 TENSION SOLDERED ON (BRASS-STEEL)  
 ③ SPRING BARREL  
 ④ RATCHET WHEEL (BRASS)  
 ⑤ SECURING PIN (BRASS) ⑩ CAP-SPRING BARREL (BRASS)  
 ⑥ DISTANCING COLLAR " ⑪ CENTRING BUSH (BRASS)  
 ⑦ MAIN CROSS PIECE " ⑫ TRIGGER SPRING (STEEL)  
 ⑧ ENGAGING DOG (STEEL) ⑬ TRIGGER (STEEL)  
 ⑨ PROTECTIVE RUBBER TUBE ⑭ FIXING BOLT (STEEL)





Report on:  
**BMFA 7<sup>th</sup> Area Sunday October 12<sup>th</sup> 2020**  
**At Beaulieu**

**Conditions:**

Nice sunny day but a bit chilly, wind generally about 9 to 11mph from NW with lulls.

Really good to see everyone today. Mixed fortunes for some.

Roy Vaughn started SLOP with nice model & one piece wing, short but rapid first flight ended with two piece wing.

Peter Hall started well in Mini-vintage but second flight ended quickly with broken prop but intact model in component parts, however not enough spares to put together for further flights.

Tony Shepherd in E36 got the benefit of the best air of the day for his fly off.

David Cox & Dave Etherton finished the day with a bit of gentle glider flying.

I was completely disorganised after months of inaction, forgetting bins, stop watch, chair & food! I blame Boris!

Very nice day nevertheless.

**Results**

**E36:**

Tony Shepherd:	2.00 + 2.00 + 2.00	Tot. 6.00 plus F/O of 4.06
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**CE:**

Ray Elliott:	2.30 + 2.30 + 2.14	Tot 7.14
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**SLOP:**

David Cox:	2.30 + 2.00 + 2.30	Tot 7.00
Roy Vaughn:	One attempt, disaster	

**Mini-Vintage:**

Peter Hall:	2.00 then disaster
-------------	--------------------

Best regards

*Roger Newman*



### Ramblings

Yes, this month's epistle is a bit of a ramble. It is good to see that outdoor flying meetings have re-started, although I haven't attended one yet. I missed the Crookham gala on Salisbury Plain, as we were away on holiday. I knew the weather was good for flying, as we were walking over Exmoor on that day.

Indoor meetings are another matter, and the 'rule of six' made me feel very gloomy about their prospects. It appears that the majority of coronavirus infections are spread indoors and that this spread is reduced by improved ventilation. Ventilation, of course, means increased turbulence. However, it looks as though some could take place provided the participants take the usual precautions of wearing masks and using hand sanitiser. Time will tell, as will steamed up glasses!

Lowry CLG (AeroModeller free plan, March 2020)

In the September NC Derek May also reported that he had built one and commented that the glide was not much. I have to disagree, having eventually got mine to transition to some extent by increases to the decalage (easily done with the adjusting screw) and tweaking in more left rudder, it circled in a nice floaty manner. It still requires some further small adjustments to see if the transition can be further improved with less height loss. I've resorted to reading Mick Page's excellent HLG trimming notes (AeroModeller September 1986) and various online articles. George White, editor of the Pensacola Free Flight Team newsletter, the Thermalier, collected a vast quantity of documents on various free-flight topics. Unfortunately, in 2015 the PFFT club disbanded, but the articles are now available from the Flying Aces Club Library [www.flyingacesclub.com](http://www.flyingacesclub.com). Seek here if you are looking for a good way to do something. Returning to the Lowry glider, I have to agree with Derek about the efficacy of the D.T. system.

### Museum of Flight, Seattle







Two views of the T.A.Wilson Great Gallery in the Seattle Museum of Flight. What can you recognise?

Just over a year ago I took up the offer of an expenses paid invitation to attend the annual meeting of the International Fluid Power Society, which, was taking place in downtown Seattle. This included a visit to the huge Boeing Everett factory to the north of Seattle, where the 747 is still made after over 50yrs, as well as the 767, 777 and 787 Dreamliner. This is claimed to be the largest building in the world by volume, and, from the viewing galleries, these huge airliners looked very small in comparison as they were progressing along their production lines. I also took the opportunity to go to the Museum of Flight, which is situated an easy bus ride away at King County International Airport (Boeing Field) about five miles south of downtown. This is a large museum and a one day visit cannot really do it justice. The accompanying photographs obviously reflect my preferences. All I can attempt to do is to give a feel of the place. The Great Gallery contains 39 full-size historic aircraft, either on the ground or suspended from the ceiling. I think they are all of American origin. There are also an Aviation Pavilion, which is a covered outside space for large aircraft and a Personal Courage Wing containing aircraft from the two World Wars.



Caproni Ca 20 - a unique original.





Sopwith Triplane replica of 'Black Prince' built by Carl Swanson and my 18" span rendition from the VMC kit. Which is the correct colour?

Most of the WWI exhibits are replicas, but the Aviatik Berg and Nieuport 28 are beautifully restored originals. The machine that intrigued me the most was the Caproni Ca 20, a single seat fighter prototype from 1914, which had a single Lewis gun mounted above the propeller arc. This example had been stored in an Italian monastery for many years before being acquired by the Museum of Flight. Only one was produced, but it certainly looks like a good Peanut subject.

I have included a photo of the Sopwith Triplane replica, as I have recently built one for three channel radio from the Vintage Model Company laser-cut kit, inspired by Peter Smart's example. 'Shake the box and a model falls out', Peter said. Well, it wasn't quite as simple as that, but it was certainly a nice build with good quality wood. The Tripehound in the museum and my model represent William 'Mel' Alexander's 'Black Prince' from the famed RNAS all-Canadian Black Flight. However, what colour was the original? There is a body of serious opinion, for example in 'Sopwith Triplane' the Windsock Datafile 22 by J.M.Bruce, which considers that RNAS Triplanes were finished in PC12 (brown) rather than PC10 (khaki). The Shuttleworth Collection's Dixie II replica is also finished in brown.



MacCready Gossamer Albatross II



Taylor Aerocar III

The other photos show some of my choices of the aeroplanes on display in the Great Gallery. The Gossamer Condor was the reserve machine for Bryan Allen's successful English Channel crossing in 1979. It is also an indoor aeroplane, having been flown inside the Houston Astrodome.



The Taylor Aerocar III from 1968 was the last iteration of this roadable aeroplane, which never went into production. The flying surfaces and tail, including the pusher propeller, could be detached (and attached) in around 15 min and left at the airfield or towed behind. It is powered by a 140 hp Lycoming engine.



Stearman C-3B



Boeing Model 40B replica



Heath Parasol



Fairchild 24W

The Stearman C-3B and the Boeing Model 40B are radial engine airmail carriers from the 1920s. The Pratt and Whitney Wasp powered Boeing could also carry two passengers in an enclosed cabin behind the mail compartment.

The Heath Parasol was a successful homebuilt designed by Edward Heath (not the Prime Minister!) in the 1920s. The original was powered by a 25 hp four cylinder Henderson Motorcycle engine.

The Fairchild 24W is a four seat light transport popular with businessmen and Hollywood stars. The museum's example, in striking orange with yellow trim, dates from 1941 and is powered by a Warner Super Scarab engine.

The first Boeing aircraft were manufactured in a two storey wooden building known as the Red Barn from about 1916. This was removed from its original location several miles away in the 1970s and restored and re-erected on the museum site. It now contains a collection of early aviation artefacts and the early history of the Boeing Airplane Co.

So, this is a museum very well worthwhile visiting if you get the chance. Much more information about the exhibits can be found at [www.museumofflight.org](http://www.museumofflight.org) . Watch out for Wonder Woman's Invisible Plane!

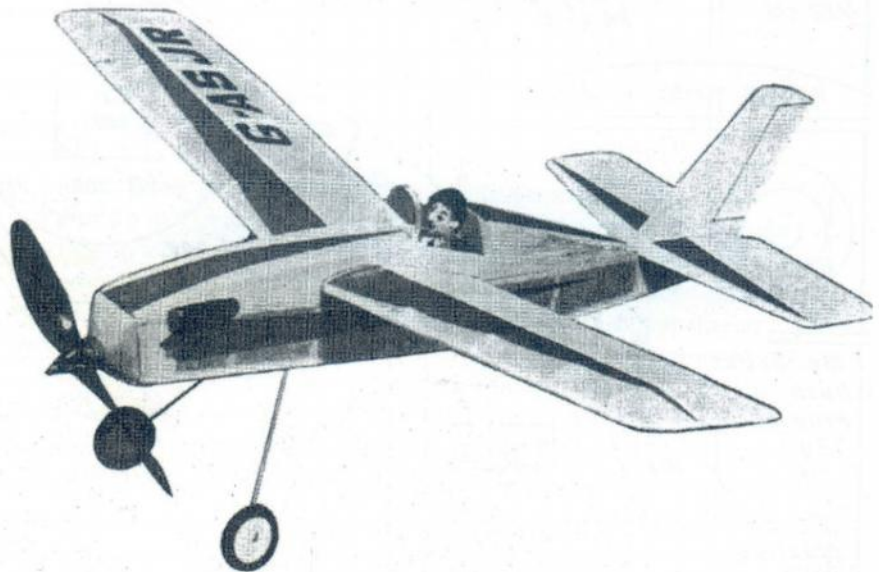
*Nick Peppiatt*



From Ray Malmstrom's book 60 years of IVCMA, courtesy Chris Strachan

# 'STARDUST'

**Good flying  
and good looks  
can go  
together! Ray  
Malmström  
invites you to  
build this special  
M. M. model**



**M**ODEL aeroplanes built for duration flying are often criticised for not looking very much like real aeroplanes. On the other hand, those that are faithful replicas of real aircraft are usually difficult to build and tricky to fly. However, 'Stardust' is a compromise between the 'duration' and 'scale' models, and is known to aeromodellers as a sport or semi-scale type model. It combines easy building and good flying qualities, with the look of a real, light aeroplane.

With a pilot in the cockpit, engine cylinders and the wing in the fashionable shoulder-wing position, you could easily mistake 'Stardust' for the real thing as it climbs skywards. If you wish to build this super little model, full plans and instructions are given here.

Build two fuselage side frames over the plan, one over the other. Use greaseproof paper between the frames and over the plan to prevent them sticking together. Remove the side frames from the plan and join with cross pieces A, B and C. Add reinforcing sheet pieces D at the nose and the rear peg anchorages E. Accurately cut out two incidence pieces and cement in position. This must be done carefully.

Bend the undercarriage wire in a vice and then cement it to piece X. Secure the wire in place with a piece of thin linen or silk cemented over the wire, then add the wheels. Next construct the nose block as shown in the 'easy-build' sketches. It should be a good push fit in the front of the fuselage.

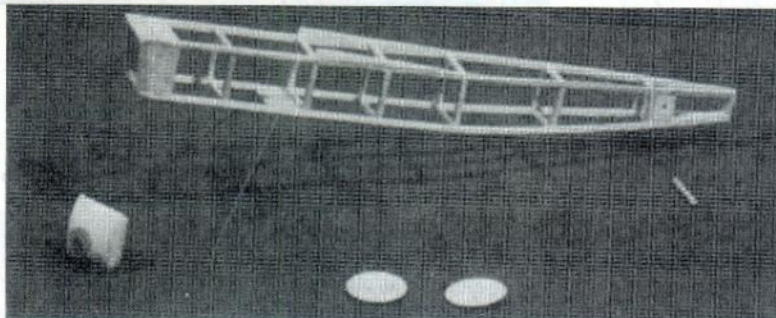
Now cover the fuselage with lightweight tissue, using balsa-cement as the adhesive. Spray on water and allow to dry and tighten, then give one coat of clear dope. Add the tailplane and fin in that order. These should have been given a coat of clear dope first. Pin all doped parts including the wing panels to a board, raised on small blocks of balsa to avoid sticking, while the dope dries. This avoids the possibility of warping.

Build the wing as shown. Join the two panels by the centre ribs. Cover with lightweight tissue, water shrink and give one coat of clear dope. The centre section is left uncovered. The wing is then firmly cemented to the incidence pieces.

Now cut out the two decking pieces from  $\frac{1}{4}$ " sheet and cement to the top of the fuselage. Add the cross pieces and cover the top with  $\frac{1}{2}$ " sheet. Give the completed top decking a coat of clear dope. Put a small piece of  $\frac{1}{4}$ " diam. dowel rod through the holes in pieces E. Assemble the propeller on the driving shaft as shown, finally forming the driving hook. When the nose block/propeller assembly is in position, the propeller driving shaft should *point downwards* when viewed from the side. This is most important.

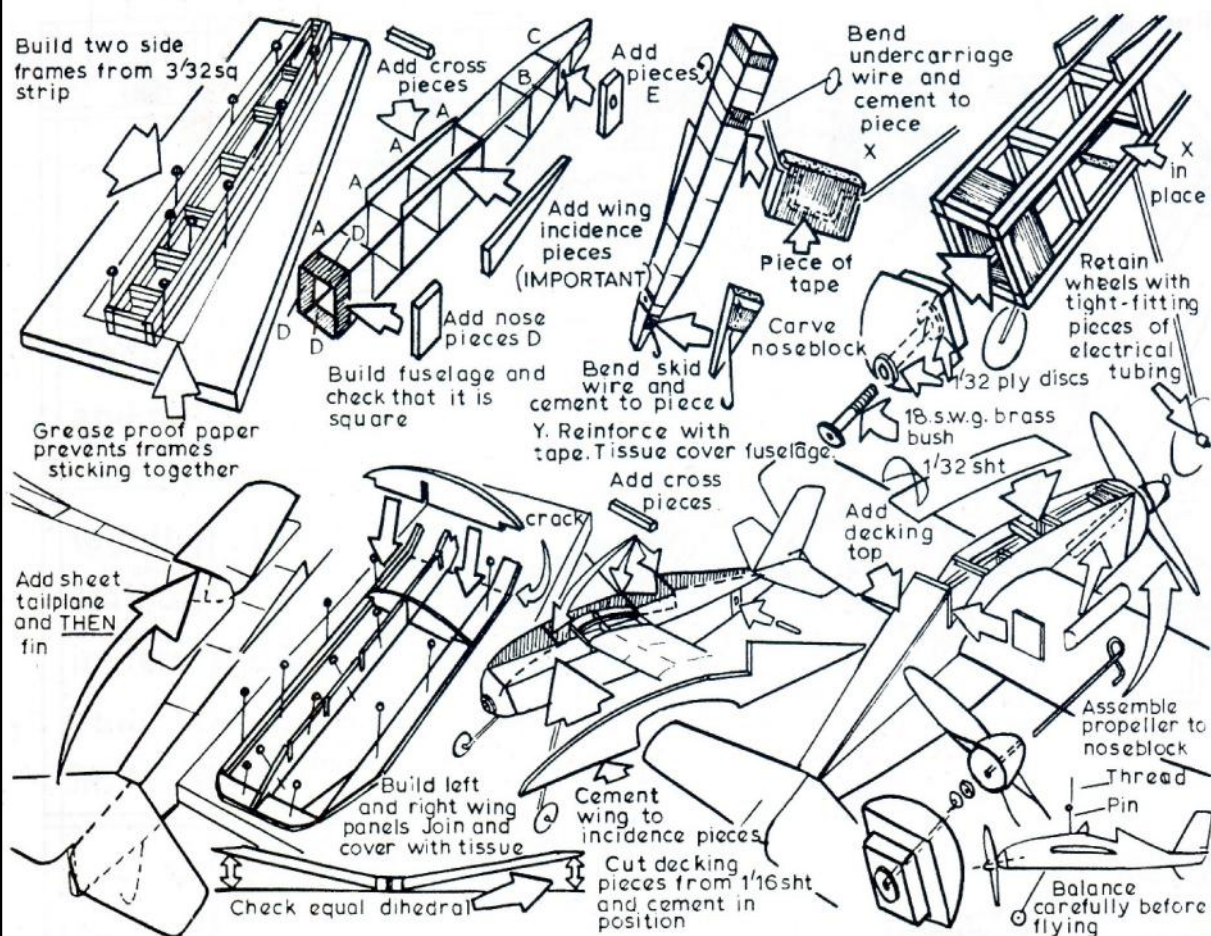
Add the cylinder blocks and wind-screen. Trim your 'Stardust' with coloured tissue doped in position. Never

*The basic structure of 'Stardust'—simple and strong!*



*Continued on page 46.*





use colour dope on a small rubber-driven model—it will increase weight far too much. Take 34 inches of  $\frac{1}{8}$ th rubber and tie into a 17 inch loop. Rub on some rubber lubricant (4d. a tube from your model shop) and install the motor in the fuselage. The rear end is held by the dowel peg and the front end is slipped over the propeller drive shaft hook.

Finally, carve a small pilot head and shoulders and paint with poster or powder colours. Cement the pilot to

the wing centre ribs inside the cockpit. He really does add the final touch of realism to your model.

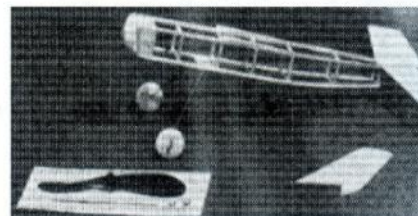
### Flying the model

Balancing the model from the point shown is vitally important. Very small amounts of lead or Plasticine may be added to the nose or tail to correct balance. When properly trimmed, glide test the model over long grass on a calm day. Gently thrust the model forward from your hand and watch its flight path. It should glide straight and land about 12 to 15 feet in front of you. If it turns to one side or the other, bend the trailing edge of the fin very slightly in the opposite direction. You can now try a power-flight.

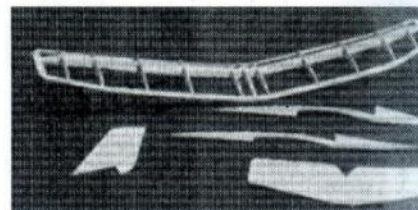
Put about 200 turns on the propeller and launch the model into wind. Do this gently and never throw it. If the nose rises and the model falls backwards on its tail and then dives (stalling) add a small strip of balsa ( $\frac{1}{8}$ th square) between the top of the nose block and the fuselage. If the model dives gently, bend up the trailing edges of the tailplane about  $\frac{1}{8}$ th of an inch. Correct steep turns by bending the fin as described above. Maximum turns, with the motor in your 'Stardust' well-lubricated, are about 650. Take my word for it, 'Stardust' looks and flies well!

### Materials required

6 strips  $\frac{1}{8}$  in. by  $\frac{1}{8}$  in. by 36 in. balsawood  
1 sheet  $\frac{1}{8}$  in. by 3 in. by 36 in. balsawood.  
1 sheet  $\frac{1}{8}$  in. by 3 in. by 12 in. balsawood.  
1 strip 3 in. by  $\frac{1}{8}$  in. by  $\frac{1}{8}$  in. balsawood (soft).  
1 block  $1\frac{1}{2}$  in. by  $1\frac{1}{2}$  in. by  $1\frac{1}{2}$  in. balsawood.  
1 block  $\frac{1}{2}$  in. by  $1\frac{1}{2}$  in. by 1 in. balsawood (soft).  
Small piece of  $\frac{1}{8}$  in. sheet balsawood.  
Small piece of  $\frac{1}{8}$  in. plywood.  
1 Sheet lightweight tissue.  
Coloured tissue for trim (to choice).  
12 in. length 20 s.w.g. wire.  
16 in. length 18 s.w.g. wire.  
1 18 s.w.g. brass bush.  
1 in. length  $\frac{1}{8}$  in. diameter dowel rod.  
1 small piece of thin celluloid.  
Small piece of silk or linen.  
1 K.K. 5 in. diameter plastic propeller.  
2 cup washers.  
2 1 in. diameter streamlined plastic wheels.  
34 in.  $\frac{1}{8}$  in. wide rubber strip.  
1 tube balsa cement.  
1 tube rubber lubricant.  
1 bottle clear dope.

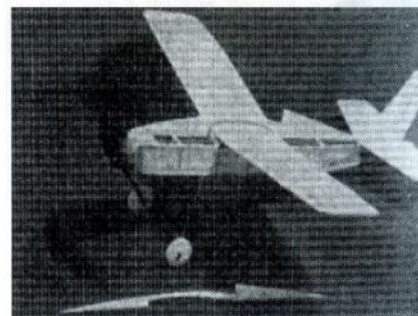


Fuselage of 'Stardust' ready for tissue covering

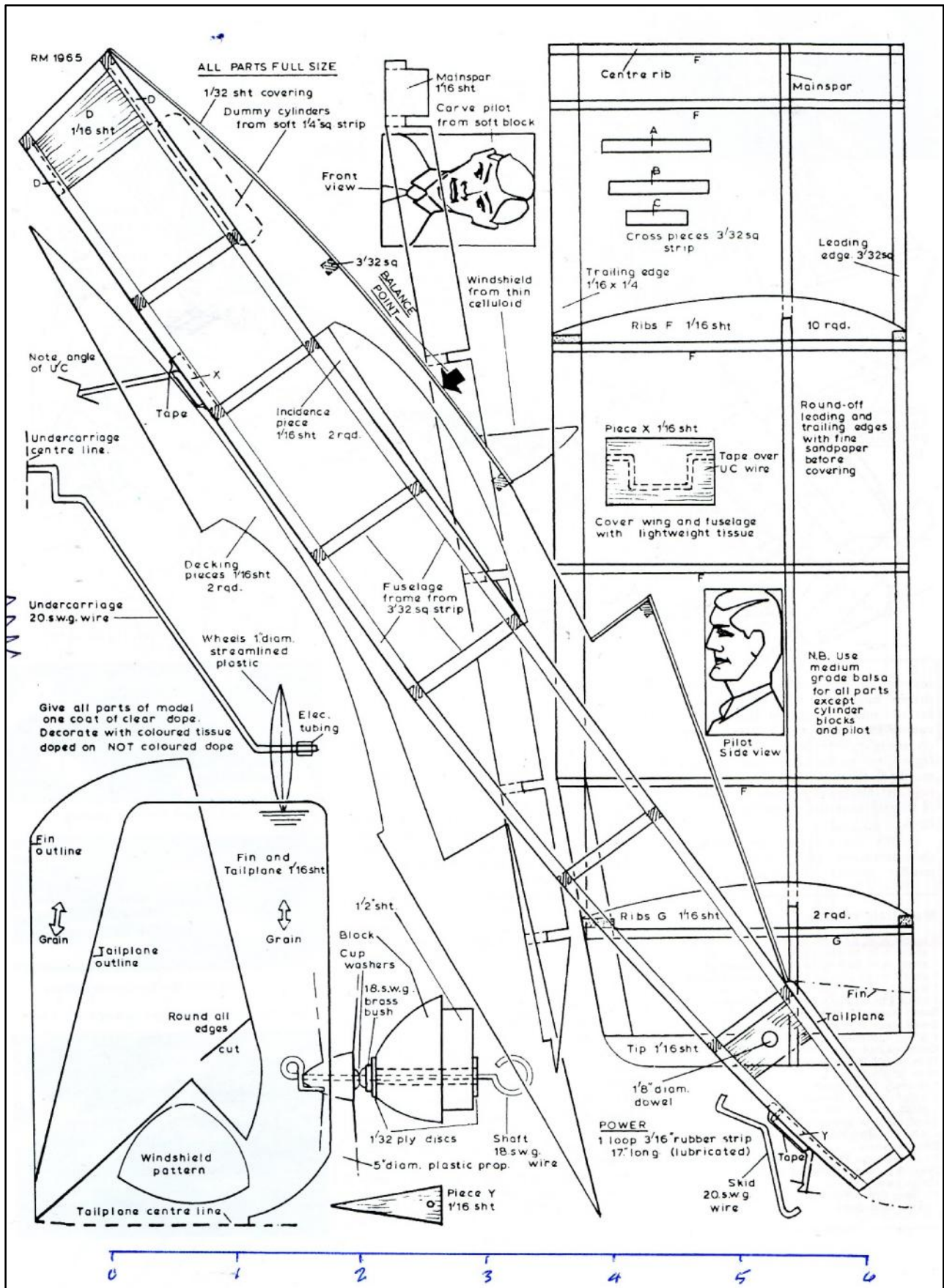


Above: The simple wing structure provides rigidity

Below: Wing positioned and one decking piece in place







### Croydon Coupe Day & SAM1066 Salisbury Plain, Saturday 17<sup>th</sup>.October 2020

We had a great day at Salisbury Plain. The wind was light and in a direction that the models stayed on the meadow. Amazing.

I flew team coupe with Chris Redrup. He dropped his third flight, so the pressure was off me. One of my prop blades fell off on launch, but I glued it back on the spike and flew for a max. For my third flight the rdt went off on launch. That was an 8 second attempt.

I replaced the battery and checked all was ok for a second attempt. Blow me it happened again. That was twenty grams of rubber wasted. I tried with another battery borrowed from Chris in the next round only to walk into the line post and smash the tail and one wing leading edge. Having missed the fourth round I flew my second Bukin which was never quite good enough. After a poor launch the Montreal Stop clicked away and the model reached about half the necessary height. It then floated around for over two minutes at low level in good air. I also flew my Buckeridge in mini vintage. It maxed easily in all three flights and did just under 3 minutes to win the fly-off by about a minute.

It had the right length of 1/8th rubber in the right number of strands for a great climb and the glide was in a left circle just short of a stall.

I came home with two bottles of McGuigans Australian wine, much to the wife's approval. All agreed it was a great day for flying. I counted about twenty cars.

Roy Vaughan won coupe yet again, and with Peter Hall won the team. Peter couldn't make the flyoff.

Chris Redrup beat Tony Shepherd in E36 fly-off having put in a dozen trimming launches in 15 minutes to get the transition perfect. In the end he used a 4.5sec motor run with his Cobra motor. His model is very light and glides well from a dizzy height.



Alan Brocklehurst piles on the turns in Coupe

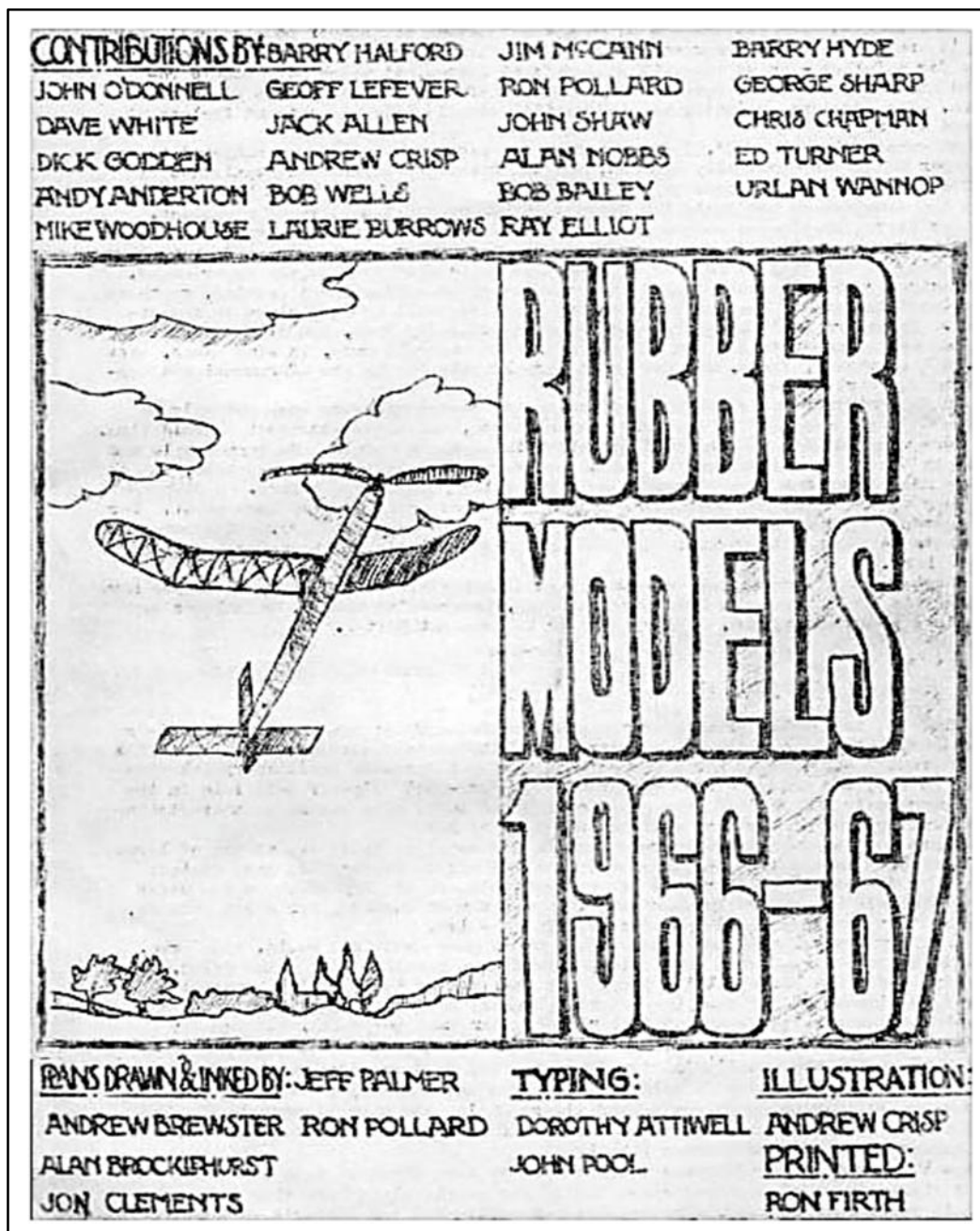
Picture courtesy Martin Dilly



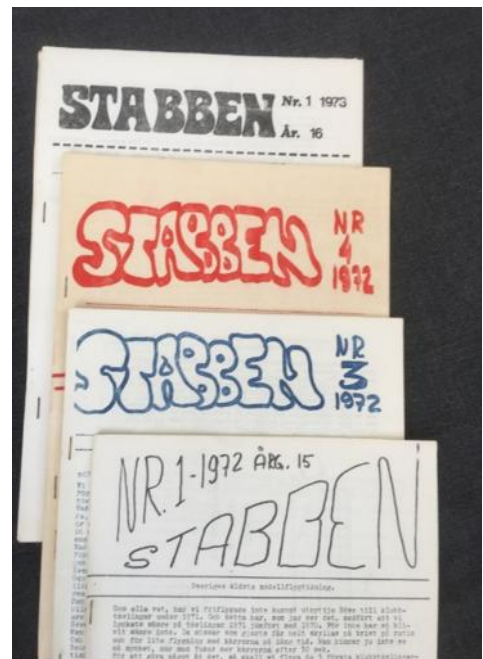
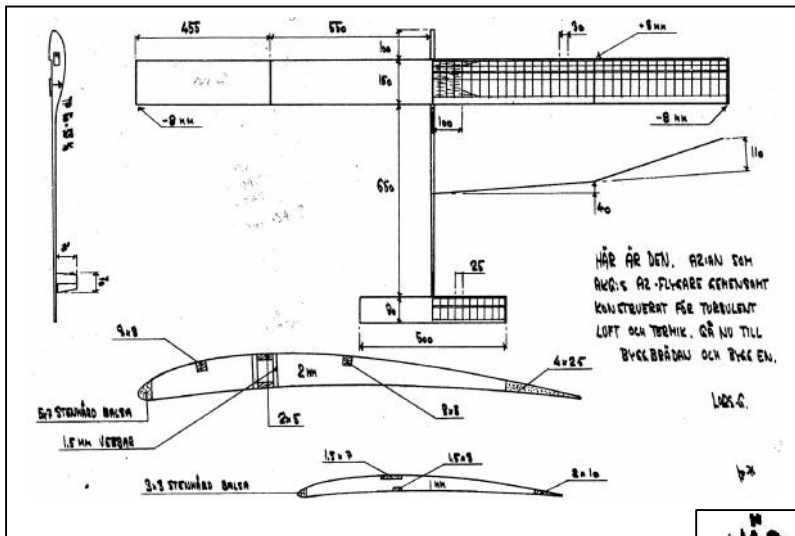
**Report No. 117 Tidy up, continued.**

Last month's report included a plea for copies of "Northern Area News" which brought a response from Alan Brocklehurst such that we now have a complete run from August 1965 through to March 1969, thank you to Alan, not only for that, but also for two NAN supplements, **Rubber Models 1961** and **Rubber Models 1966-67**, each of which comprise about 50 pages of articles and reduced plans. Details to follow in a later report, but look at the names on the front cover of the 1966-67 supplement. They are listed here as the original cover was in blue and has faded somewhat and is showing its years.

Contributions by:- Barry Halford, Jim McCann, Barry Hyde, John O'Donnell, Geoff Lefever, Ron Pollard, George Sharp, Dave White, Jack Allen, John Shaw, Chris Chapman, Dick Godden, Andrew Crisp, Alan Nobbs, Ed Turner, Andy Anderton, Bob Wells, Bob Bailey, Urlan Wannop, Mike Woodhouse, Laurie Burrows, Ray Elliot. Plans drawn and inked by:- Jeff Palmer, Andrew Brewster, Ron Pollard, Alan Brocklehurst, Jon Clements. Typing:- Dorothy Attiwell, John Pool. Illustration:- Andrew Crisp. Printed:- Ron Firth. What a cast!



There is another thank you due to Alan as he enquired whether we had copies of **Stabben**, a Swedish newsletter, to which my reply was " Just the one, the 1973 Nr. 1". That has now been joined by 1972 Nr. 1. 2. 3 and 4.



**Stabben** contains, in each issue, 3 or 4 plans and some contest reports with the rest being Double Dutch to me, but Google Translate on the iPhone comes to the rescue. This app is absolutely brilliant, turn it on, select camera, position the phone so that the screen shows just the required text, scan, and select all and then translate and within seconds you have both the original and the translation. It works equally well with printed paper text and text on the screen of a monitor but there are some caveats. Type written text is coped with well but hand written text can be somewhat problematic. Google Translate will try to translate every word sometimes including Proper usage, therefore 50 year old styles of text can give aeromodelling terms. The word "Freeflight" can be an airline flight ticket without payment.

The plan above is from **Stabben** and in order to add it to the list of "Plans in Magazines" it is good to know the name of the model and the designer. The drawing has no title box but the words on the right of the drawing are enlarged in the box above with the Google translation below. Some of the translation makes sense and some not! Is the name of the model "A2-FLYCARE"? Is the designer Bygg Bradau, or is that the name of his club? Or is it all as Ron Firth showed on his reproduction of the drawing in Model Aeroplane Gazette April 1972 i.e. "A2 for turbulent conditions by Lars G. Olofsson". A recognisable signature of Lars is on the drawing but as designer or draughtsman? Reward offered to any Swedish language fluent reader who can send the answers. The reward? A spare original copy of **Stabben** 1973 Nr. 1. This month we are seeking any other issues of **Stabben** and advice of the first/last issue dates. **Good News.** Clarion, New Clarion, SAM 35 Speaks and Sticks & Tissue all complete, nil required.

HÄR ÄR DEN. AZIAN SOM  
 AKE:s AZ-FLYGARE GEMENSAMT  
 KONSTRUERAT FÖR TURBULENT  
 LUFT OCH TERMIK. GÅ NU TILL  
 BYGGBRÄDAN OCH BYGG EN.

HERE IT IS, AZAN AS AKA'S A2-  
FLYCAR JOINTLY CONSTRUCTED  
FOR TURBULANT AIR AND  
THERMAL, NOW GO TO BUILD  
BRADAW AND BKR EN.





**Salisbury Plain 17th October  
Third And Final Round Southern Coupe League 2020**

Coupe Europa is the acknowledged summit of the coupe year. This competition is not for wimps, five two minute rounds flown from a line, and an unlimited fly-off. I usually campaign for three rounds and other o.a.p. concessions but not this time, this competition was the real thing. The organisers (the Croydon Club and for the accompanying events, SAM1066) had chosen the perfect day and the perfect location, administered the Covid regulations with exemplary rigor and conducted the proceedings with reassuring authority and fairness.

We flew from the eastern limit of the 'meadow' west north west up the gentle rise which falls into the valley at the far end. The day was sunless with a light cool-cold breeze, Ideal conditions for seeing how the models behaved without any obvious lift, sink or turbulence.

The flights were easily retrieved so all ten competitors completed the five rounds without emergency assistance.

Jim Paton, Ken Taylor and Chris Redrup even found the time and legs to win other events:

Jim, mini-vintage; Ken, vintage coupe; and Chris, E36.

Air-picking was easy - wait for a calm and cross your fingers for even in these conditions, you know there's always a bit of help or hindrance waiting for you.

Out of fifty flights there were only eleven sub-maxes. Three of these were frustratingly close Alan Brocklehurst stalled on the climb in round one leaving him with a final score of 9'-59" ! Martin Stagg just missed maxing in rounds two and three, total score 9' 56". I would ask for a Bristol and West stop-watch check.

Jim Paton dropped two flights. In round three a blade flew off as he launched but the model took no notice and climbed away as usual. It would have maxed but Jim disqualified himself and d.t'd. A case of kicking yourself when you're down. The next round his d.t. line came off the timer on launch. He declined a second attempt.

Ken Taylor's model needs a bit of lift to get it over the line and he was unlucky in three rounds. Dusan Jiricny a welcome newcomer to the league, flew a 'Kadet 2' published in Czechoslovakia in 2017. Wing area 183 square inches, aspect ratio 8.4, prop diameter 14 inches, carbon-free construction. Dusan flies a locked-down version with a right/left pattern. He also dropped three flights.

Four maxed out but Peter Hall left before the fly-off leaving Chris Chapman, Gavin Manion and Roy Vaughn to fight it out. A five minute launch window was set, the air was calm and lifeless, there was no point in waiting so they all launched just after the hooter. They finished in reverse order:

1st. Roy, - 3' 17"

2<sup>nd</sup>. Gavin, - 2' 33"

and 3<sup>rd</sup>. Chris, - 2' 12".

It was a thoroughly enjoyable day and some compensation for a wretched year.

1<sup>st</sup>. Roy Vaughn2<sup>nd</sup>. Gavin Manion3<sup>rd</sup>. Chris Chapman

Coupe Europa				
	Entrant	Club	Maxes	Score
1	R.Vaughn	Crookham	5	17
2	G.Manion	Birmingham	5	14
3	C.Chapman	B&W	5	13
4	P.Hall	Crookham	5	12
5	A.Brocklehurst	B&W	4	10
6	M.Stagg	B&W	4	9
7	C.Redrup	Crookham	4	8
8	K.Taylor	Crawley	2	5
9	D.Jiricny	Birmingham	2	4
10	J.Paton	Crookham	3	4

### Southern Coupe League Final Results

	Entrant	Club	Coupe De Brum	Crookham Gala	Coupe Europa	Total
1	C. Redrup	Crookham	14	10	8	32
=	R. Vaughn	Crookham		15	17	32
3	G. Manion	Birmingham	6	11	14	31
4	C. Chapman	B&W		12	13	25
5	P. Hall	Crookham		9	12	21
6	M. Bennis		17			17
7	A. Brocklehurst	B&W		4	10	14
8	P. Ball	Grantham	13			13
9	P. Woodhouse	Morley	11			11
=	D. Jiricny	Birmingham	7		4	11
11	M. Stagg	B&W		1	9	10
12	A. Crisp	Oxford	8			8
=	E. Challis	Crookham		8		8
14	B. Dennis		6			6
15	B. Hamms	Oxford		5		5
=	K. Taylor	E.Grinstead			5	5
17	J. Paton	Crookham			4	4
18	D. Thomson	Croydon	3			3
19	C. Foster	Morley	2			2
=	A. Moorhouse	Vikings	2			2
=	B. Guest		2			2
22	P. Gibbons	Peterborough	1			1
=	R. Elliott	Croydon	1			1
=	S. Darmon	Birmingham	1			1
25	M. Marshall	Impington				0
=	S. Philpott	Biggles				0
=	B. Taylor	E.Grinstead				0

Results courtesy Roy Vaughn



Chris Redrup and Roy Vaughn share first place in the league this year, Gavin Manion second and Chris Chapman third. As reported earlier, due to the covid-ravaged programme the cup was not awarded. Never mind, I predict (but see below) we will enjoy a full programme in '21 and most of us will get vaccine priority for Christmas.



Ever present Roger Newman presiding over proceedings

#### **P.S.**

When 'factory' coupes were developed some years ago some predicted that home-made models, let alone stick and tissue home-made, would never compete. A perfectly reasonable prediction which like all perfectly reasonable predictions (the weather excepted) is never fulfilled.

The only factory coupe I've seen in the Southern Coupe League is Jim Paton's Bukin.

The majority of models are still locked-down stick & tissue, at this event, six out of ten, and yet Roy's carbon/systems coupe demonstrated a clear advantage in the conditions prevailing, and at F.A.I. level of course everyone depends on factory models.

I can think of six reasons for the continuing popularity of traditional practices.

1. Systems multiply the effect of 'sods law'.
2. For fundamentalists, systems control is not true free-flight.
3. Carbon and cyano are unpleasant and expensive.
4. Air picking, fine trimming and mistake-free operation are paramount.
5. Nostalgia, the aesthetic pleasure of balsa and tissue stressed skin construction and the smell of balsa cement.
6. Inertia.

By the way, for those interested, I flew my VHAR (very high aspect ratio) coupe and maxed out as reported above. The climbs looked a bit sluggish so I checked the motor run - 58 seconds, so no surprise then, I intended about 45 - I should have shortened the motor. Also the nose block was unseating at prop-fold leaving a blade stuck over the wing. Teething problems.

#### **P.P.S:**

Ben Hobbs would like to express a special 'thank you' to Roy and Gavin who were there with the necessary jump leads and help, when his car engine failed to start after the Coupe meeting on Salisbury Plain, not the best place to call the RAC man to!

*Peter Hall*

Salisbury Plain 17<sup>th</sup> October 2020

The weather forecast had been looking good for some days and fortunately this carried through to the day of the contest. The wind was light, cloudy but no rain. Another plus point was that the wind was generally from the east so we were able to fly from the trimming area. Turnout was pretty good, given the situation with Covid 19, I counted 21 vehicles.

Flying commenced at 10am with F1G to 5 flights in rounds and Vintage to 3 flights not in rounds. F1G attracted a total of 10 entries with 4 in Vintage.

In the 1<sup>st</sup> round of F1G there were 8 maxes with Alan Brocklehurst unluckily dropping 1 second and Ken Taylor scoring 1.35.

The 2<sup>nd</sup> round saw another 8 maxes but this time it was Alan Brocklehurst's clubmate Martin Stagg who dropped 1 second. The other flyer who dropped a flight was Birmingham's Dusan Jiricny.

The 3<sup>rd</sup> round saw 5 maxes with Chris Redrup dropping a flight whilst Jim Paton was having technical issues.

Round 4 resulted in 7 maxes with Jim Paton still having problems.

The last round saw all 10 fliers maxing after which it transpired that 4 had maxed out

(messrs Chapman, Hall, Manion and Vaughn ).

The fly off took place at 4:15 with 3 taking part as Peter Hall had to leave. The winner was Roy Vaughn who found a nice patch of air for a time of 3.17, 2<sup>nd</sup> was Gavin Manion with 2.33 and Chris Chapman 3<sup>rd</sup> with 2.12.

For detailed F1G results see Peter Hall's report above.

Vintage was a Taylor brothers benefit with Ken winning with 4.35 (making some compensation for dropping flights in F1G ) and Bob 2<sup>nd</sup> with 4.12. Ray Elliott was 3<sup>rd</sup> with 2.59 and Brian Silcocks (returning after a 7 year break) 4<sup>th</sup> with 2.29.



Vintage Coupe Results			
1st	Ken Taylor	Fuit	4-35
2 <sup>nd</sup>	Bob Taylor	Etienvre	4-12
3 <sup>rd</sup>	Ray Elliott	Etienvre	2-59
4 <sup>th</sup>	Brian Silcocks	Fuit III	2-29

**The Flitehook Trophy** for F1G teams had 4 teams participating; winners were Crookham A (messrs Hall and Vaughn).

Many thanks to Roger Newman for kindly offering to take the entries and record the scores, allowing me to fly.

The Croydon Club would like to thank the London Area of the BMFA for their support for this event.

Ray Elliott



The good weather god finally smiled on us for the Croydon Coupe day. Pretty well flat calm & no rain, with a very favourable wind direction. What more could we have asked for? An attendance in the mid 20s with an average age around the late 70's!, & everyone socially distancing ensured we had a fitting end to our much concatenated season. Even two passing tanks failed to disturb the equanimity of those flying. There will be reports elsewhere in this month's NC.

### Croydon Coupe Day & SAM1066: 17<sup>th</sup> October

For full competition results see earlier reports by Peter Hall, Roy Vaughn and Ray Elliott

Vintage Coupe: Steady flying from the Taylor brothers who took first two places.

F1G: Excellent fly-off by Roy Vaughn & good to see both Gavin Manion & Colin Chapman in action.

Remarkably both Alan Brocklehurest & Martin Stagg managed to clock a 1.59 flight.

Flight Cup (Team): Roy Vaughn/Peter Hall with a perfect score.

E36: 1<sup>st</sup> Chris Redrup 6.00 + 2.02; 2<sup>nd</sup> Tony Shepherd (Super Pearl) 10.00 + 1.20

Mini-Vintage: 1<sup>st</sup> Jim Paton (Buckeridge) 6.00 + 2.53; 2<sup>nd</sup> Nick Peppiatt (Pinocchio) 6.00 + 1.42;  
3<sup>rd</sup> David Cox (Suomi) 5.42; 4<sup>th</sup> Dave Etherton (Satu) 5.26

Another very good fly-off time from Jim Paton.



Jim Paton & Buckeridge in Mini-Vintage fly-off



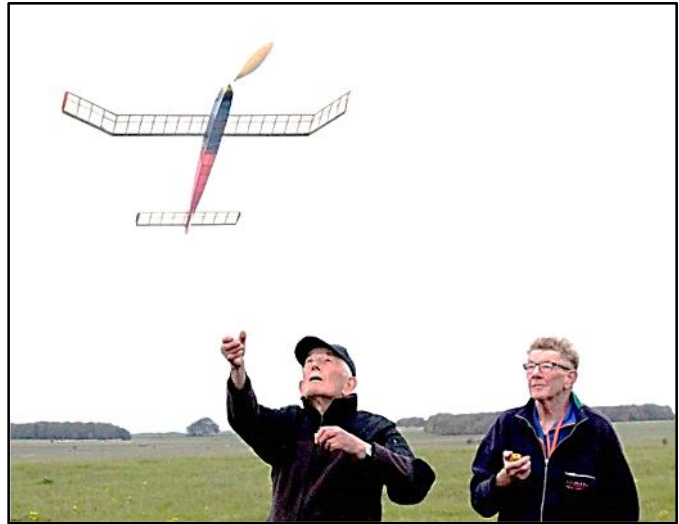
Nick Peppiatt in same fly-off with Pinocchio



One of the passing tanks



Ken Taylor in F1G



&amp;

brother Bob Taylor

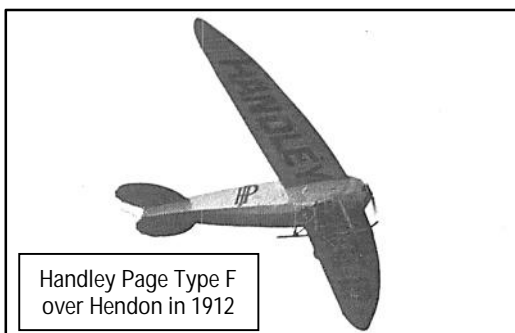
**Elsewhere in the world:** The BMFA has very recently published an update on Covid-19 rules applicable to model flying. It can be read via:

<https://bmfa.org/News/News-Page/ArticleID/2692/Model-Flying-and-Local-Covid-Alert-levels-Tiers-England>.

There seems to be no change to what has previously been published regarding outdoor activity, so provided we are sensible then model flying can continue.

*A further mite of welcome news is that BMFA fees for 2021 are proposed to remain the same as for this year - namely The membership fees for 2021 are set as follows: Senior £38, Junior £17, Family Partner £25 & Family Junior £13. A slight shadow on the horizon is that our insurers will be changing, which I guess means that fees may go up or down (latter is unlikely in the current financial environment!)*

As a minor diversion from model flying, a visit was made very recently by your Chairman & myself to the Old Sarum Aviation Museum (near Salisbury) to view the collection of full size aircraft on display. Not a large museum, but very impressive in content & what is on show - even to the extent of being able to climb into the odd cockpit or two if possessed with sufficient physical attributes to do so! It is a couple of years since I last visited & there have been quite a few changes, including the addition of the very first Hawker Siddeley (now BAE Systems)

Handley Page Type F  
over Hendon in 1912

Alsomitra Macrocarpa seed

Hawk T1 trainer - this example was built in 1974 & only recently retired. Apparently it was airlifted into Old Sarum by a Chinook! Another very recent addition is a fine exhibit of RFC memorabilia, within one of the two main hangers which are now over 100 years old, being built in WW1 & are listed buildings.

Contained with the exhibit are (I'm guessing) a series of 1/72 scale models - one of which caught my attention as I has never seen it before (not that I have any claims of great aeronautical knowledge).

This was the Handley Page Type F, which looks to be a candidate for a fine free flight scale model powered by a Mills .75. Note the wing & tailplane planforms - the wing particularly - shades of the Alsomitra macrocarpa seed.

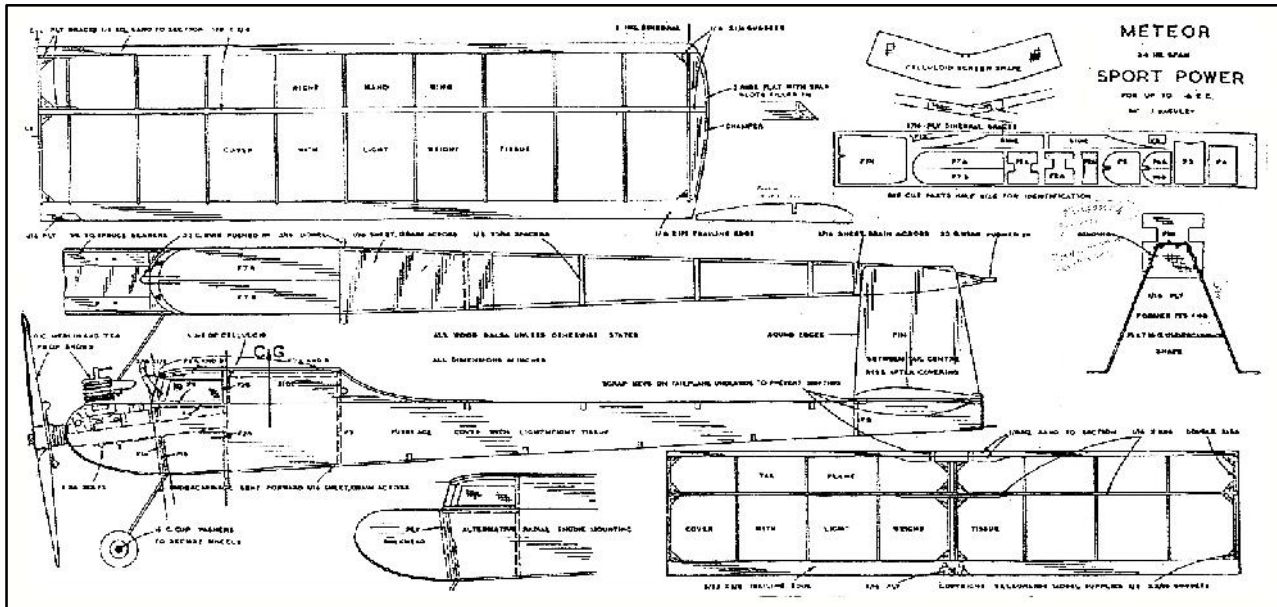
Only one example of the Type F was built & it was destroyed in a crash.

Roger Newman

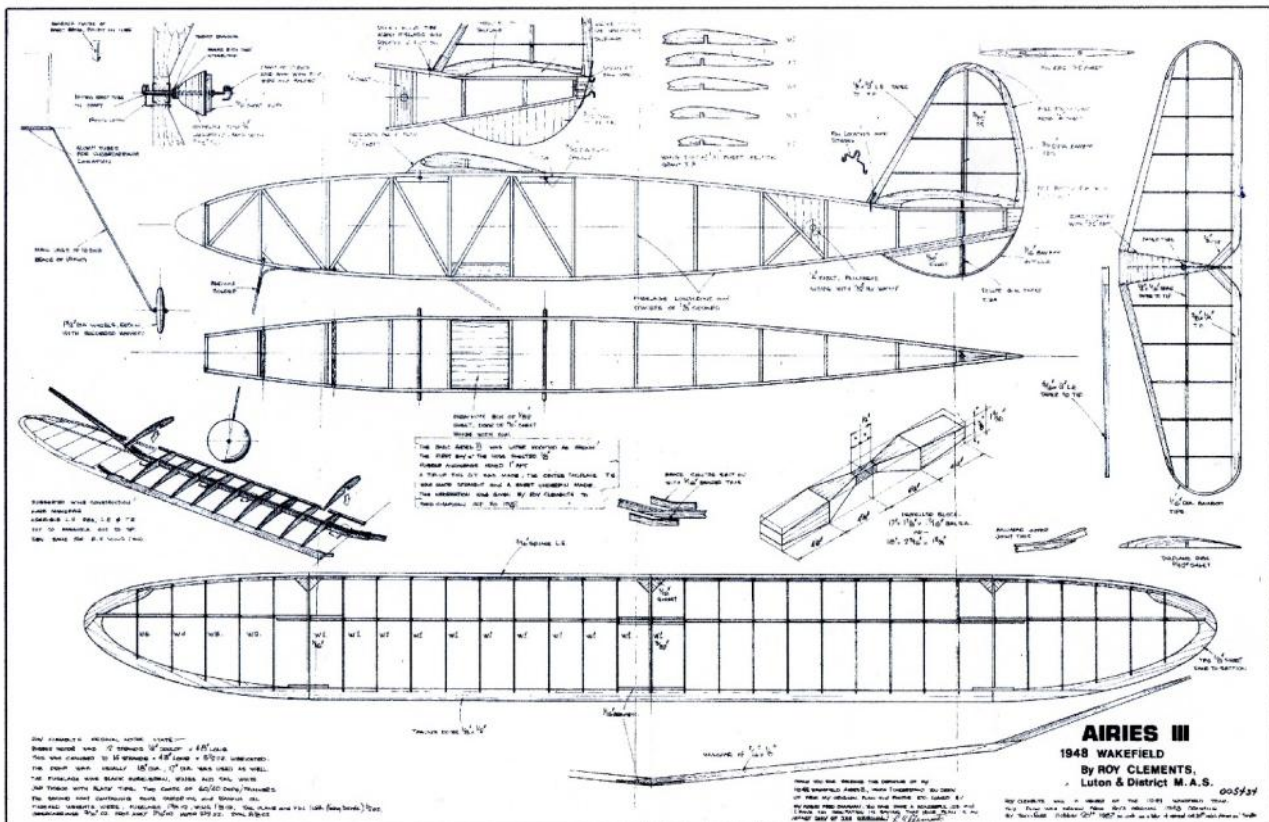


(pdf files of these and other plans are available free of charge from the DBHL Plans Service)  
(see the website [sam1066.org](http://sam1066.org) for details)

### Power: Meteor - nice little sport model for DC Merlin



### Rubber: 1948 Wakefield - Clements. Will we ever see these again?





<https://freeflight.bmfa.org/2020-forum>



## Grande Coupe de Birmingham December 2020

Given the current (as in mid-October) UK Covid situation the decision has been made to cancel this year's Birmingham Coupe event. Over half the UK faces some form of travel restrictions, even if advisory at the moment and the situation seems likely to get worse before it gets better. Given this it is felt inappropriate to hold a competition for the prestigious Aeromodeller Trophy this year.

If circumstances allow and a venue found the organisers will hold a competition on the 5th or 6th December. Classes to be decided but certainly to include:

Vintage Coupe and F1G, Classic A1 and, likely, E36 & 1/2A  
combined, details will follow soon.

Gavin Manion [gavin.manion84@gmail.com](mailto:gavin.manion84@gmail.com)

### British Model Flying Association Scale Technical Committee



#### BMFA Scale Sessions on Zoom

Welcome to the BMFA Scale Session #10 on Zoom. Each session takes the form of an internet gathering and includes a formal presentation during the meeting.

Mike Stuart will be presenting "Introduction to Kit Scale"

For those of you new to Zoom, here are a few notes that may be of help.

- Zoom meetings can be joined on any PC or MAC and most Smartphones and Tablets. Each meeting has a Meeting Number and a Password, these are shown at the bottom of this page, and these are used when you select "Join a Meeting" on your Computer, Phone or Tablet.
- For PC and MAC users, you will need to first go to <https://zoom.us/> and select Join A Meeting, this will download a little program that is the Joining Interface. Once downloaded you will need to enter the Meeting Number and Password. There will also be the option of "Join with Computer Video" which you select **YES** to. You only have to download this once, next time you join a meeting it will automatically load.
- Once the details are entered you will be admitted to the meeting and you should be able to view the host and other participants on screen. Please ensure also your audio is not muted, this is a small microphone symbol on the bottom left hand side of the Zoom window.
- For Smartphone and Tablet users, you should download the Zoom App from the App Store or Google Play Store and the joining procedure is much the same.
- Your microphone connection to the meeting will be remotely muted by the host during the presentation, if you wish to ask any questions there will be an open Q&A session after the presentation.
- If you have a pair of headphones that you can plug into your device you may wish to use them. This is helpful if you have others in the room and maybe a TV on that others are watching.
- Please note the meeting will be recorded and be available for others to watch at a later date. If you do not wish to be recorded please let us know in advance.
- Times shown are BST (which is GMT + 1hr)

The meeting will go live at 20.10hrs, the Welcome will commence at 20.30 sharp! This will allow 20 mins for everyone to join.

The Meeting Number: 885 9654 0303

Password: 5544332211

Times shown are BST (which is GMT + 1hr)

## BMFA South West Area Indoor Flying

organised by

**Cornwall Vintage Aeromodellers**

at

**Tregorrick Leisure Centre**

**Tregorrick Lane**

**St Austell**

**Cornwall, PL26 7FH**

**All meetings cancelled  
due to Covid virus**

Phone: David Powis on 01579 362951

Email: [dave\\_powis@hotmail.com](mailto:dave_powis@hotmail.com)



# FLITEHOOK

## Indoor Free Flight Meeting

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

Contact: Tel. 02380 861541

E-mail [flitehook@talktalk.net](mailto:flitehook@talktalk.net)

Café on Site

**Flyers £8**

**Juniors & Spectators Free**

Flyers must be BMFA Members

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

**13<sup>th</sup> Sept 2020      11<sup>th</sup> Oct 2020**

**Further dates T.B.A.**

## Salisbury Plain Area 8. 2020.

Bids have been submitted to use Area 8, Salisbury Plain, for free flight, every Saturday and Sunday, plus 3 Bank Holiday Mondays in 2020.

At present these bids have been formally authorised until the end of March, although I do not anticipate there will be any problem with the later bids.

For those wishing to sport fly/trim, an annual permit must be obtained through:

[donna@bmfa.org](mailto:donna@bmfa.org) for £20.

The terms and conditions remain the same as in previous years.

On contest days only, non-permit holders can sport fly/trim on payment of a site access fee of £5.

All flyers entering a contest must also pay the site access fee. This applies to Club Galas, Centralised, and Decentralised BMFA events. The exception to this is for BMFA Contest Season Ticket holders, who will not be required to pay the site access fee for BMFA Centralised events, and the World Cup events.

We have been politely asked not to create any new vehicle tracks on the area and to ensure that we stick to the established tracks when driving.

Most of you will be aware that part of the area was used as a film set in the spring of 2019. This has resulted in the access track being improved. The set was a French farm, the film is 1917, and will soon be showing at a cinema near you.

Peter Watson.

## Driving on Salisbury Plain.

We have frequently been reminded by the authorities that allow our access to Area 8 of,

The need to drive and behave safely, as it is a potentially dangerous place.  
Respect the environment, as it is a conservation area with numerous vulnerable species.

More recently all users of the Plain have been asked to avoid creating any new vehicle tracks.

The Salisbury Plain Military Lands Byelaws 1983, state that a driver may only leave the road (Public Right of Way), by 15 yards, and then only to park. For practical reasons, the interpretation of this can be somewhat liberal for our purposes.

Three farmers have grazing licences for Area 8, and an annual hay crop is taken from the plateau. Their rights and livelihoods must be respected.

This leads to the conclusion that vehicle movements should be kept to a minimum on grassy areas, and any motorised retrieval should be confined to the well-established tracks.

We never know who is watching our behaviour on any of our few remaining flying sites.

Peter Watson. FFTC Area 8 liaison.



## Free Flight Supplies

Michael Woodhouse

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

Free Flight Supplies is still operating. I have made arrangements to both receive and despatch materials. If you need stuff I can supply, it just might take a bit longer to get things to you. Carry on building!

Stay safe and look after yourselves.

*We are only posting on an occasional basis. Any calls or e-mails asking "where's my order" will receive a curt load of invective from me or June.  
If you get June the reply will leave you stunned!*

## E30 Batteries

I have bought some batteries direct from China which are suitable for E30. They are labelled 75mAh. I have so far only had time to test three and I can report that they are all good and in fact give a better performance than any I have previously tried. If you send me **£10** I will put four in a Jiffy bag and send them to you.

Ron Marking, Pros Kairon, Pennance Road, Lanner,  
Redruth TR16 5TF

## CARBON BOOMS For Hand Launched Gliders

If you need tapered carbon tubes for HLG booms I may have what you want. As supplied they are 99cm long, taper from 5.2mm to 2mm and weigh 6.4gm. As a rough test a 58cm length, suitable for a Yashinskiy type of model, weighs 3gm after a little application of wet-and-dry paper (used wet, of course) and it looks as if there's quite a bit more that can come off. The thin end that's left is good for a catapult glider.

Price is £7.00. In normal times I'd sell direct at contests, but postage and packing would be extra, depending on how many you need.

Contact Martin Dilly to order

Tel: 0208 7775533 or e-mail [martindilly20@gmail.com](mailto:martindilly20@gmail.com).

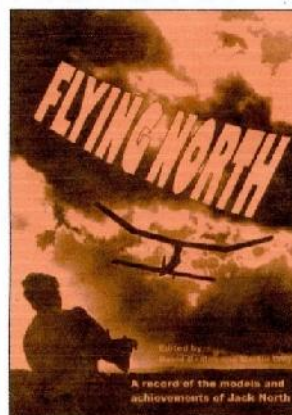
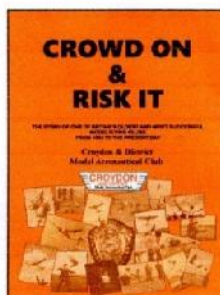
## CROWD ON & RISK IT

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

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

Just £8 by PayPal or cheque.

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



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

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

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

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



## DILLY JAP IS BACK

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

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

To re-cap on the details, it's 12 gm/M<sup>2</sup> and has a strong unidirectional grain. It's white and low absorbency, so remains very light when doped. For those of you old enough to remember, it's identical to the Harry York tissue sold at his South London model shop in the 1950s. I normally sell it in rolls at contests, as it's a shame to fold it for mailing, but I can do that if you prefer.

I'm on 0208-7775533 or e-mail: [martindilly20@gmail.com](mailto:martindilly20@gmail.com)

### INDEPENDENT REVIEW OF DILLY JAPANESE TISSUE

The following appeared on the Hip Pocket Aeronautics Builders' Forum. Nine different tissues were tested, doped and un-doped.

"I am really impressed with how well this tissue performed. Dilly Jap tissue with 2 coats of thinned nitrate dope is around 8% stronger than the old 00 silkspan with 2 coats of dope, yet Dilly Jap is 0.09 grams per square foot lighter. Here are the test results:

Test#	Tissue Type	gm/sq ft	Avg Ten Str lb	Spec Str lb/gm
9a	Dilly Jap tissue (UD)	1.20	14.74	12.28
9b	Dilly Jap Tissue (D)	2.04	19.70	9.66

So far, the Dilly Jap tissue has the highest specific strength of all the tissues and silkspans tested. Doped Dilly Jap has nearly double the strength of doped Japanese Esaki tissue and yet doped Dilly Jap weighs 0.1 grams per square foot less than doped Esaki. Dilly Jap can't be beat for weight critical contest models requiring the torsional rigidity afforded by tissue papers!"

## FREE FLIGHT FORUM REPORT 2020

Warps - Right way? Wrong way? What way? – Mike Woodhouse;  
 Moment Arm - A Novel Stability and Control Arrangement - George Seyfang;  
 How Big Should I Build My Next Coupe? - Alan Brocklehurst;  
 Scale Matters - Ivan Taylor;  
 Evgeny Verbitski - An Appreciation - by Mike Fantham, Ken Faux and Peter Watson;  
 Do Freewheelers Drag? - Spencer Willis;  
 The Hammer and the Feather - Aram Schlosberg;  
 The Performance of Rubber Motors - John Gibbings;  
 Gurney Flaps - George Seyfang;  
 Gyros in Free Flight Scale - Ivan Taylor;  
 A Glass Act - Russell Peers;  
 A Glider for Every Occasion - Stuart Darmon;  
 A Love Letter to the Free Flight Community - Bernard Guest.



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

Copies are available from :  
 Martin Dilly  
 20, Links Road,  
 West Wickham,  
 Kent,  
 BR4 0QW

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

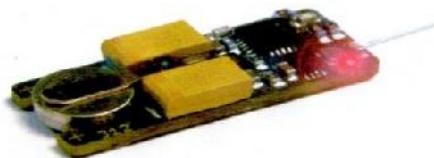


Cover From June 1930 AMERICAN BOY



# 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

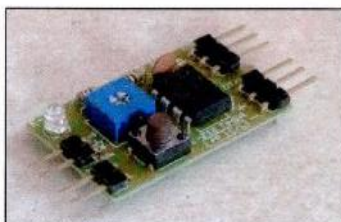
Very quick delivery, often next day

On sale at

[http://www.leobodnar.com/shop/index.php?products\\_id=217](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

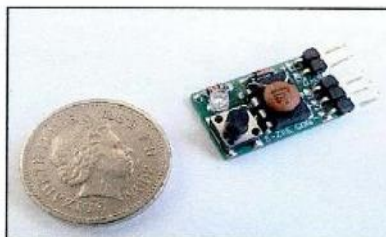
- motor run duration:-adjustable 1 to 30 seconds, set in 1 second increments
- d/t duration:-adjustable 10 seconds to 5 minutes, set in 10 second increments
- motor power:-adjustable at all times from zero to full throttle (by potentiometer)
- push button immediately stops the motor at any point during 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](http://www.densmodelsupplies.co.uk)  
Or phone Den on 01983 294182 for traditional service*



### BMFA FFTC COVID RULES FOR COMPETITION DAYS

In order to restart the contest programme, it will be necessary to apply the following risk assessed measures to mitigate the spread of the Covid 19 virus. These measures will be monitored and amended as necessary

The following procedures and measures will apply to all BMFA free flight contests and all non BMFA (privately run contests) that take place on sites operated by FFTC, including but not limited to, Barkston Heath, North Luffenham, Salisbury and Sculthorpe

No person shall attend any contest or flying site if they are showing signs of Covid 19 or have been told to self-isolate or are required to quarantine in a regional lockdown.

All persons who attend the flying site and contest are required to register their contact details and BMFA number at contest control.

Where a site requires a gate, access point to be manned and a sign in is required i.e. Barkston Heath. The attendee must sanitise before and after touching any gates or barriers and use own pen to sign the site log.

#### General

Sites have their own Covid 19 risk assessments and measures in place to mitigate the risk. The following measures are additional and will run alongside any existing site procedures,

- The CD will have available at control suitable hand sanitiser
- The CD will at all times social distance from all persons at control and engage in frequent use of hand cleaning and or wearing of latex/vinyl gloves to reduce the risk of transmission of virus from score sheets etc.
- Competitors should only visit control as necessary for registration, entry, score recording, or information. Avoid forming any groups around contest control
- Travel to and from contest site All contestants and attendees should travel to the contest site in their own vehicles and only carry passengers who are from the same household bubble.,
- Entry to site to be in accordance with site specific rules,
- Parking, all vehicles should be parked to form a line leaving a clear space of 4 metres between adjacent vehicles (This will allow sufficient social distancing when doors are open for access and egress),

#### Contest entry

**All contests for the remainder of 2020 will be free of charge. no entry fee or site fees.**

(This will be reviewed for 2021 along with concessions for season ticket holders)

- Contestants will register with the CD, ensuring at all times a social distance from the control table (Self entry and recording scores Entrant shall only use their own pens)
- NO flight cards will be issued,
- All official flights and attempts will be recorded by verbal communication to the CD and or by themselves self-scoring on official score sheets (using own pen).

#### Flying

- All practice flying, and trimming must be undertaken at a distance from the competitors flying in the contest
- All competitors must position themselves to maintain a social distance of at least 2 metres from other flyers helpers and timekeepers.
- For events and classes where it is required to fly from a line or box The line and box will be of sufficient length and area to enable all flyers, helpers and timekeepers to social distance of at least 2 metres

#### Handling

Where possible models and equipment should only be handled by the owner and or a member of the same household bubble.

In cases where it is absolutely necessary for another person to handle -models etc THE OWNER MUST FIRST SANITISE THE MODEL AND EQUIPMENT

The handler is advised to wear suitable latex/vinyl gloves and or sanitise hands before and after handling.

Glider (Towline) Specific This class of model generally requires the model to be launched by another person, the following should be adopted.

- flyer mount the model on a self launch devise,
- flyer to operate a self-launch procedure with model in own hands. This procedure is compliant with BMFA rules
- In the event the flyer requires another person to launch the model, preference is that the helper be a person from same household
- If this is not possible then the model should be made ready for flight by the flyer and attached to towline, placed on the floor or other safe place.
- The helper should only pick up and handle the model when a safe social distance is in place between flyer/helper. After handling the model, the model must be sanitised, and the helper must sanitise hands,
- It is essential that the flyer, before collecting the model after the flight, sanitises the model (taking suitable cleansing wipes and or sanitiser on retrieval),

#### Timekeeping

- The timekeeper must observe a 2-metre social distance from the flyer and others on the site
- Flight scores to be verbally reported or if self-recording use own pen and recorded on official score sheets (avoiding hand contact with score sheets),

#### ADDITIONAL:

**All On Site Should Avoid Forming Groups of more than 6 people in any one location and always social distance.**

All persons attending the contest whether they compete or not must sign in at control and provide BMFA number and contact details

ANY person who during a contest day displays symptoms of Covid 19 MUST leave the site immediately and inform the CD

The BMFA and the FFTC are committed to ensuring that all contests take place with the minimum of risk of contacting and spreading the Covid 19 virus

The measures outlined must be followed in full.

## Provisional Events Calendar 2020

With competitions for Vintage and/or Classic models

**The published BMFA Freee-Flight Contest Calendar  
became active again on 1<sup>st</sup>.September.  
Contests will conform to the calendar and will be run under the published  
BMFA - COVID CONTEST RULES - until further notice.**

**A copy of the rules is printed above**

September 5 <sup>th</sup>	Saturday	Ad Hoc, R,G,P,E, Salisbury Plain
September 6 <sup>th</sup>	Sunday	Ad Hoc, F1A,B,C,Q, Salisbury Plain
September 13 <sup>th</sup>	Sunday	Crookham Gala, Salisbury Plain
September 19 <sup>th</sup> /20 <sup>th</sup>	Sat/Sun	Vintage Weekend, Old Warden
September 20 <sup>th</sup>	Sunday	BMFA 6 <sup>th</sup> Area Competitions
October 3 <sup>rd</sup>	Saturday	Buckminster Gala
October 4 <sup>th</sup>	Sunday	Buckminster Gala
October 5 <sup>th</sup>	Monday	Buckminster Gala
October 11 <sup>th</sup>	Sunday	BMFA 7 <sup>th</sup> Area Competitions
October 17 <sup>th</sup>	Saturday	Croydon Coupe Day & SAM1066, Salisbury Plain
October 24 <sup>th</sup>	Saturday	Midland Gala, Barkston Heath

**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](http://www.SAM1066.org)

For up-to-date details of all BMFA Free Flight events check the websites  
[www.freeflightuk.org](http://www.freeflightuk.org) or [www.BMFA.org](http://www.BMFA.org)

For up-to-date details of SAM 35 events refer to SAM SPEAKS or check the website  
[www.SAM35.org](http://www.SAM35.org)



## Useful Websites

SAM 1066	-	<a href="http://www.sam1066.org">www.sam1066.org</a>
Flitehook, John Hook	-	<a href="http://www.flitehook.net">www.flitehook.net</a>
Mike Woodhouse	-	<a href="http://www.freeflightsupplies.co.uk">www.freeflightsupplies.co.uk</a>
BMFA	-	<a href="http://www.bmfa.org">www.bmfa.org</a>
BMFA Southern Area	-	<a href="https://southern.bmfa.uk">https://southern.bmfa.uk</a>
SAM 35	-	<a href="http://www.sam35.org">www.sam35.org</a>
National Free Flight Society (USA)	-	<a href="http://www.freeflight.org">www.freeflight.org</a>
Ray Alban	-	<a href="http://www.vintagemodelairplane.com">www.vintagemodelairplane.com</a>
Belair Kits	-	<a href="http://www.belairkits.com">www.belairkits.com</a>
Wessex Aeromodellers	-	<a href="http://www.wessexaml.co.uk">www.wessexaml.co.uk</a>
US SAM website	-	<a href="http://www.antiquemodeler.org">www.antiquemodeler.org</a>
Peterborough MFC	-	<a href="http://www.peterboroughmfc.org">www.peterboroughmfc.org</a>
Outerzone -free plans	-	<a href="http://www.outerzone.co.uk">www.outerzone.co.uk</a>
Vintage Radio Control	-	<a href="http://www.norcim-rc.club">www.norcim-rc.club</a>
Model Flying New Zealand	-	<a href="http://www.modelflyingnz.org">www.modelflyingnz.org</a>
Raynes Park MAC	-	<a href="http://www.raynesparkmac.c1.biz">www.raynesparkmac.c1.biz</a>
Sweden, Patrik Gertsson	-	<a href="http://www.modellvänner.se">www.modellvänner.se</a>
Magazine downloads	-	<a href="http://www.rclibrary.co.uk">www.rclibrary.co.uk</a>
Aerofred Plans	-	<a href="http://www.aerofred.com">www.aerofred.com</a>

control/left click to go to sites

### **Are You Getting Yours?** - Membership Secretary

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

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

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

*P.S.*

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

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

Your editor *John Andrews*