



NEW Clarion

SAM 1066 Newsletter

Merry Christmas

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2018

Affiliated to
SAM 1066 Website:



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www.sam1066.org



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Editorial**STOP PRESS****IMPORTANT ANNOUNCEMENT.****Birmingham Coupe event Sunday 2nd December, BARKSTON**

Due to the unavailability of MOD North Luffenham La Grande Coupe de Birmingham will now take place at **RAF Barkston Heath**. All details from the previously advertised event remain unchanged except that there will be no indoor prizegiving.

The (manned) gate will be open from 9.00.

*Thanks are due to Phil Ball, the FFTC and Grantham and District MAC
for making this excellent venue available.*

Gavin Manion

SOUTHERN COUPE LEAGUE 2019 SEASON

We have scrutinized the five hundred pages of the Brexit document and we can find nothing that might affect our 2019 programme. As you now know, it begins with le Grande Coupe de Birmingham on Sunday December 2nd at Barkston. A report on this event and the season's programme will be published in the Clarion and Free Flight News in their January editions.

Peter Hall

We kick off this Xmas issue with a full report on our Annual General Meeting, there was a reasonable turnout and no contentious issues.

I report on goings on at the many indoor meetings I seem to have attended since the last issue, I think it's about four in all including a trip to Wales.

Now comes the plea, please write something for the magazine about the indoor meetings that you will be attending this winter, with the end of the outdoor season copy is a bit hard to come by. I will keep weighing in with my two meetings a month but we could do with a bit of variety.

Dick Twomey has sent in his latest aeronautical piece that he has had published in the Mauritius Weekly Magazine. The man powered machines never cease to amaze.

The Keith Miller Black & White archive is still producing pictures from the past, I suppose I'll come to the end one day but not for a while yet.

Part 2 of Roger's thesis on his passion for steam trains includes another minor passion of his for jigsaws. Rachel, my better half, shares his interest in these chopped up pictures but not so much as to frame any. I found it intriguing that Roger went to the length of manufacture of a missing piece in one puzzle that is undetectable.

Our chairman Tony has penned a piece on use, or rather non-use of mobile phones when recovering. A bit tongue in cheek perhaps but with serious undertones. We can get isolated out in the boondocks.

Nick Peppiatt is in again with his 26th rendition not that I got his contribution count right when I said it was Pt 75 last issue.

I came across a Spitfire on floats somewhere so I looked it up on tinternet.

Tony Tomlin sums up Cocklebarrow Farm for 2018, still going strong, roll on 2019.

Roy Tiller wraps up the Pete Fisher story and finally, as always, our secretary Roger gives us his notes for December and the plans of the month.

May I wish you all a very Merry Christmas.

Editor



**Minutes
of**

**The 2018 Annual General Meeting of the Society of Antique Modellers chapter 1066
Held in the conference room at the Middle Wallop Museum
On 28th October 2018**

The meeting opened at 2-00pm with chairman Tony Shepherd in the chair, supported by the secretary Roger Newman, and our treasurer Ed Bennett. Membership secretary Mike Parker was unable to be with us.

The attendance was good with New Clarion Editor John Andrews & Archivist Roy Tiller with the members.

The chairman welcomed members new & old and requested apologies for absence.

Apologies were accepted from: Mike Parker, and others.

The minutes of the 2018 AGM, having been previously distributed in the new Clarion and received without comment were considered approved.

The Chairman's Report (see below) was read and unanimously approved.

The Secretary's Report (see below) was read and unanimously approved.

The Membership Secretary's Report (see below) was read by the chairman, and unanimously approved.

There was comment from the floor on the low membership count (200), the need to re-join due to the implementation of our new privacy policy being the main cause.

Treasurers Report & Accounts were adopted and unanimously approved.

(Proposed by Rachel Andrews & Seconded by Ken Brown.)

There was discussion on the possible need to generate some income.

- ✓ Increased competition entry fees were suggested as one option and Chris Redrup observed that the major cost to members was the fuel cost for travelling to meetings and he would be willing to pay a £5 entry fee.
- ✓ Assuming we had meetings again at Wallop it was suggested that the old £1 gate fee could be increased to £2
- ✓ The secretary advised that he would be covering the issue with a presentation under AOB.

The remaining officers' reports were presented in order and unanimously approved

Chairman's Report 2018

Good afternoon everyone and welcome to the 2018 SAM 1066 Annual General Meeting.

When I was asked to step into Thommo's shoes as Chairman of 1066, I was advised by Mike Parker that it was primarily the case that it was a role that had to be filled rather than one that required bucket-loads of work and to a great extent, this is how it's been for my first year. I'm not suggesting that there isn't a lot that goes on behind the scenes, it's just that the work necessary is carried out quietly by the holders of the various roles and they just get on and do it and that's why it runs so well.

I know that Thommo seemed to spend a good many mornings on the phone to the various committee members and doers but this was perhaps because he just loved to talk about aeromodelling and indulge in aeromodelling based chat. Well the fact is that I still have to go out to work for a living (much against the best advice from Mike Parker to knock it on the head!) so that's not really an

option for me – and probably much to the relief of Roger and his wife! However despite that, SAM 1066 rolls on and has had yet another good year with flying meetings held, the Clarion published, the website and IT side updated, the accounts balanced and library preserved and basically, business has gone on much as before.

Last year I mentioned that my experiences with serving on committees have sometimes coincided with periods of great upheaval and enforced change (not of my making I hasten to add) but I'm pleased to report that there hasn't been anything disastrous for 1066 in the past 12 months. In fact the future might possibly end up being very bright indeed with the news that free flight at Middle Wallop could be back on the menu. Roger in particular has spent a lot of time working on this since we lost the use of this wonderful airfield and he will be giving you a detailed report on this later in this meeting, but in summary, the news looks good.

So before handing you over to the individuals that really run this organisation for their contributions, I need to make sure that we give thanks where thanks is due as they won't do it themselves.

Mike Parker has kept the website running and the membership sorted out despite having to accommodate the requirements of the new data protection laws which have impacted on so many walks of all our lives.

Ed Bennett has kept the records of the accounts and all is fully under control in that department, ably assisted by Nick Peppiatt who performs the auditing function.

Roy Tiller is still running and providing space for the library which is available to all of us AND providing an input to the coffers from sales at indoor meetings down in this neck of the woods.

The New Clarion continues to be published regularly due to the fantastic work put in by John Andrews. It still ranks up there with the best of the online newsletters due to his work and that of the contributors. I think we're in the glorious position of having articles in hand at the moment – a very healthy situation.

And lastly Roger. What an amazing secretary he is. It soon became apparent to me that so much of the overall running of this organisation is down to Roger. Whether it be printing off contest score sheets, Contest Director duties, liaising with the authorities that own our flying sites, buying prizes, reviewing new legislation, his finger is always on the pulse and we owe him a great debt for the work that he does for us.

So it's a thank you to all of these guys and I would ask you to put your hands together for a heartfelt round of applause to show our thanks for all the effort they've put in to keep 1066 alive and kicking.

Thank you.

Tony Shepherd

Secretary's Report 2018

A relatively quiet year. In spite of some glorious summer weather, we had to cancel the shared Croydon/Sam1066 Wakefield Day not once, but twice due to high winds & heavy rain. Nevertheless, still constrained to Area 8 of Salisbury Plain, we did manage to have two relatively successful days of mainly competition flying. Unfortunately numbers will never be very great at this location due to perceived access difficulties.

In these circumstances of somewhat reduced activity, we are fortunate that the New Clarion continues as a source of both news & information to hold us together. For this I personally am most grateful to our hard working Editor.

Drone regulation, contrary to my optimism of last year, did not go away & in fact currently is a source of concern to all modelling activities, particularly with pending UK Government legislation. There is however some scope in that models of 250 grams or less are stated to be exempt of such legislation. It is our intention to take advantage of that particular aspect for 2019.

As you are all very well aware, we have not been permitted to fly on the Middle Wallop airfield for the past three years. However, the possibility has now arisen that we may be allowed to do so in that we have been invited to submit an application for dates for 2019, in conjunction with other airfield users. There is no guarantee that our application will be successful, but your Committee is committed to trying very hard on behalf of the members. That said, if we do receive approval, then it is fair to say that we will have to operate under specific restrictions. More on this topic in any other business. Additionally we shall continue to organise further meetings on Salisbury Plain probably in conjunction with the Croydon Club as in previous years, where we can enjoy unrestricted flying albeit with continuing detriment to aging bodies & legs,. Details will appear on our website & in the New Clarion as usual.

As in previous years, I pay tribute to my committee member colleagues who work hard on your behalf – particularly this year to our new Chairman who has settled in the role as if it were made for him. Please continue to give your support to probably the best value free flight club in the UK!.

Roger Newman

Membership Secretary's Report 2018

Following the introduction of the new privacy policy and the need to re-join the club the current membership list has over 200 members. This somewhat lower number probably reflects the many notices of members passing away over the last ten years and the many email addresses that had ceased to function. I am still occupied in keeping the club website up to date and new members are still coming in from all over the world.

Once again this year I applaud the hard work and dedication our all of our committee members, our new chairman Tony Shepherd is doing a sterling job, if John Thompson is looking down on us I am sure he will be very pleased, our New Clarion editor John Andrews continues to be the glue that binds us all together and without whom the club would not function, and special thanks to Roger Newman whose endless energy continues to keep us all flying.

Like many members my mobility (or lack of it) doesn't make using Salisbury plain very easy but remains a much needed alternative to Middle Wallop, however I remain ever hopeful of us returning to our activities at Wallop in the future. I continue to fly some radio control models locally, an activity better suited to my health issues these days.

Mike Parker

Treasurer's report 2017/2018

For year ending 30TH September 2018

On this occasion, in addition to the usual statement of facts, I shall present a brief analysis of our sources of income and of our necessary expenditure for the last few years in order that Committee and members can collectively come to a decision as to for how long we continue the present policy of reducing our bank balance.

The Balance Sheet.

We have again benefitted from two contributions, totalling £134 from the David Baker Library. Our thanks are due to Roy Tiller and his team. Long may folk continue to purchase plans and mags.

The bulk of expenditure has been for renewal of subscriptions to providers who keep our web site and e-mail functioning properly. I am given to understand that the web site rewrite was a one off. My lack of expertise in this field restricts me to merely reporting that though apparently expensive, the rewrite was vital and used several professional man-hours.

The use of a petty cash account has enabled Roger to deal with comp. entry fees and the purchase of prizes without recourse to the main account. This has proved convenient as Roger is generally present at flying meetings whilst I, to my regret, am not.

The matter of the Odiham Gala has now been dealt with and the account closed.

Our financial year ended with a balance at bank of £685.6 with £43 in petty cash, a total of £728.6.

Our Financial Wellbeing.

Our scrutineer noted the falling trend in our end of year balance over the last few years and suggested that the meeting might want to consider at what point we might halt this trend.

The following may help to inform discussion. The reduction has been by design rather than by circumstance. At John's suggestion, the Committee agreed to reduce our balance to a point where we could cover our obligations for a financial year, with a set aside for contingencies, without benefit of additional income during that year. Free comp. entry plus no SAM charge for Middle Wallop entry were two of these. The loss of MW removed this second ploy in any case.

Vital Expenditure.

As previously noted we are a wholly e-organisation and as such need to maintain our web and other e-facilities to the highest standard. Such expenditure should have priority. Our payments for these services have averaged out at just over £100 a year.

The possible availability of Middle Wallop raises the question of how much the MOD licence would cost. Costs have previously averaged around £200 per year.

Competition prizes continue in the form of the ever popular "bottle of plonk". Our thanks are due to Roger for ensuring that all those on the podium receive their just reward. Setting aside about £150 for the year for prizes would seem adequate.

To the total for these three items of £450, I would add a CONTINGENCY set aside of at least 50%, bringing the estimate for the year to £675. Members will almost certainly wish to debate this.

It is painfully obvious that were we to receive no further income during the year 2018/2019 then we would survive to the end of that year and no further. The welcome boosts that we receive from time to time from the David Baker Library are "market dependent" and therefore unreliable. Since SAM1066 went e- it has been those who attended meetings who were by default the major financial contributors. Might I venture to suggest that any member with on-line banking facilities could, given our account number and sort code, make a small annual contribution direct into our bank account. (absolutely no cheques and or "snail mail") This is the painless method I use to send pocket money to grandchildren. I would be willing to deal with e-queries and despatch e-thankyou's. A welcome change from household chores.

In conclusion, my thanks to fellow Committee members for their support during the year.

SAM1066 INCOME AND EXPENDITURE/PETTY CASH ACCOUNTS, 1ST OCTOBER 2017 TO 31ST SEPTEMBER 2018					
INCOME		EXPENDITURE			
Date	Details	Amount	Date	Details	Amount
01/10/2017	Balance b/f	941.41	04/12/2017	Reimburse Roger, AGM refreshments	50
13/10/2017	Donation, David Baker Library	50	21/05/2018	"Daily Hosting" Renew linux home pro	64.67
18/09/2018	Donation, David Baker Library	84	22/06/2018	Reimburse M Parker cost of website	
	TOTAL INCOME	1075.41	28/08/2018	rewrite	250
				Reimburse M Parker cost of domain	
				renewal/ email plus	25.14
				TOTAL EXPENDITURE	389.81

PETTY CASH ACCOUNT, HELD BY SECRETARY					
INCOME		EXPENDITURE			
01/10/2017	Balance b/f	40	13/07/2018	Purchase of wine for prizes	45
07/06/2018	Salisbury Pln. Comp entry fees	16	29/09/2018	Purchase of wine for prizes	20
15/07/2018	Salisbury Pln. Comp entry fees	34		Total expenditure	65
30/09/2018	Salisbury Pln. Comp entry fees	18			
	Total Income	108			
				BALANCE HELD BY SECRETARY	£43.00

Items relating to the SABMFA Odiham Gala, handled using our system as a convenient vehicle.					
INCOME		PAYMENTS OUT			
30/09/2017	Balance b/f	25	15/11/2017	To SABMFA for 2018 Odiham meeting.	125
20/10/2017	Repayment of MOD Licence fee	300	22/01/2018	To RAF Odiham Service Fund	200
	Balance	325		Total payments out.	325

THIS ACCOUNT IS NOW CLOSED.					

Balance at bank 30th. September 2017	941.41				
Income for year	134				
Total	1075.41				
Deduct expenditure	389.81				
Balance at bank 30th. September 2017	685.6				
Balance held in Petty Cash Account	43				
			Signed.	N.A Peppiatt	

Ed Bennett

DBHL (Magazines) Report 2018

The sale of spare plans and magazines has continued at indoor meetings at Totton and Wimborne. This year the library has been able to cover its operating costs and pass £84 to the SAM1066 treasurer.

Should you need an Aeromodeller or Model Aircraft magazine for your collection, send me an email with your requirements and I will check our stock of spares. Should you just need an article from any of the magazines or books held, again send me an email and I will scan the relevant pages and email them to you.

If you are having a clear out of aeromodelling magazines, books or plans please do consider donating them to the library where they will either add to the collection or be offered for sale for the benefit of club funds. Either way good for your library good for SAM1066. Look at the SAM 1066 Website. Click on "David Baker Heritage Library" and then "Magazines held" to see the Excel chart with a list of the magazines held, and the gaps in the collection. If you can help to fill any of the gaps please get in touch. Also on the website is the "Index of Plans in Magazines". Again this is an excel file and to best use it I suggest that you download the file. You can then sort the data by any of the headings i.e. model name or by designer or by magazine title/date etc... You can sort by multiple factors, select DATA, SORT and then, for example, by Designer, Type and Model Name. Sort by any factor and I am sure you will find something of interest.

Roy Tiller

DBHL (Plans) Report 2018

Very little to report this year. Significantly less requests & very few additions, although I still have a large pile of plans to catalogue ready for scanning. However with the continued loss of Middle Wallop, people seem to building less hence no great urgency to complete the task. A pile of duplicates is ready for Roy when the occasion arises.

Outerzone have added the majority (if not all) of the digitised back up we provided to their own online library. A full copy has also been given to the BMFA, but as yet, nothing has been done with it.

Roger Newman

Election of Officers

After the chairman verified that the existing officers were willing to stand for re-election and that there were no other nominations, the officers were re-elected En Bloc proposed by Rachel Andrews, seconded by Dave Etherton.

Chairman:	Tony Shepherd
Secretary:	Roger Newman
Treasurer:	Ed Bennett
Membership Sec.	Mike Parker
Editor NC:	John Andrews
Archivist	Roy Tiller

Annual Subscription for 2018

It was agreed that subscriptions remain at £0.

It was further agreed that the committee would monitor finances in light of our 2019 flying programme when the situation became clear.

Any Other Business

The secretary took to the rostrum and, with Power Point assistance, reviewed the agenda items.

-]) **Salisbury Plain activities:** 1066's activities on the plain had been reasonably successful, despite the perceived difficulties of access, with an average attendance of 25 cars. We would continue to have two dedicated 1066 meetings and would also share with two of the Croydon Club's events, which would enable flying of aircraft weighing above 250gms.
-]) **Update on the status of Middle Wallop availability:** We have been invited by Mark Goodwin, the airfield manager, to request use of the airfield and to this end Roger has requested 3 days in 2019 and will be attending the airfield users meeting shortly. Membership will be informed of the result of our application when details are known.
- Models flown at any meeting at Wallop must conform to our under 250gm rules and are to be flown in accordance with the 'Rules for operation at Middle Wallop in 2019' (which can be found in the adds section.)
-]) **Review of SAM1066 Classes relative to proposed Drone Legislation:** Roger displayed the list of model types he felt were useable at Wallop for competition classes under our proposed 250gms rules.



 SAM 1066 comps relative to 250 gram rule	
<ul style="list-style-type: none"> The following classes are possibilities - not all are SAM1066 classes. 	
<ul style="list-style-type: none"> Glider: up to 36" (vintage & classic) – Hi-Start Glider: up to 50" (vintage & classic) Glider: Vintage/Classic CLG/HLG Glider: A1 (to BMFA rules) Rubber: Under 25" Rubber: Small Vintage Rubber: Vintage Coupe Rubber: P30 Power: Mini-vintage (with 250 gram weight restriction?) Unorthodox: (weight restriction of 250 gram) Any others??? 	

| **Suggestions for 2019 competition programme:** Roger displayed financial implications of various versions of our competition programme for 2019. The programme was dependent on the result of our application for use of Middle Wallop therefore no realistic programme of 2019 events could be finalised until after the imminent airfield users meeting.

Possible Finances from events for 2019																																							
1: Middle Wallop Licence granted																																							
Assumptions: Permission for 2 days; reasonable weather; ignores licence fee entry																																							
Payments: Sports flying on Day 2																																							
<table> <tbody> <tr> <td>Day 1: Income.</td> <td>Attendance: 30 at £2 = £60</td> <td></td> <td></td> </tr> <tr> <td></td> <td>Comp entries: 25 at £2 = £50</td> <td></td> <td></td> </tr> <tr> <td>Outgoings.</td> <td>Comp prizes: 5 comps at £15 = £75</td> <td>£110</td> <td></td> </tr> <tr> <td>Day 2: Income</td> <td>Attendance: 50 at £2 = £100</td> <td></td> <td>£75</td> </tr> <tr> <td></td> <td>Comp entries: 25 at £2 = £50</td> <td></td> <td></td> </tr> <tr> <td>Outgoings.</td> <td>Comp prizes: 5 comps at £15 = £75</td> <td>£150</td> <td></td> </tr> <tr> <td>Licence fee for MW (estimate):</td> <td></td> <td></td> <td>£180</td> </tr> <tr> <td>Library Income (estimate)</td> <td></td> <td>£50</td> <td>-----</td> </tr> <tr> <td>Income/(Expenditure)</td> <td></td> <td>£310</td> <td>£330 (£20)</td> </tr> </tbody> </table>				Day 1: Income.	Attendance: 30 at £2 = £60				Comp entries: 25 at £2 = £50			Outgoings.	Comp prizes: 5 comps at £15 = £75	£110		Day 2: Income	Attendance: 50 at £2 = £100		£75		Comp entries: 25 at £2 = £50			Outgoings.	Comp prizes: 5 comps at £15 = £75	£150		Licence fee for MW (estimate):			£180	Library Income (estimate)		£50	-----	Income/(Expenditure)		£310	£330 (£20)
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Most likely scenario if we were granted two days at Wallop																																							

There was a small amount of discussion but no serious dissent on the committee's intentions for the 2019 competition & sport fliers programme.

Roger concluded that no real decisions on finances could be taken until the 2019 programme was finalised but the committee would initiate appropriate actions should a possible short fall in income become apparent.

The meeting concluded with a round of applause for Roger and closed in good order at 3-03pm.

The members then descended en masse on the tea & biscuits.

Editor



Sneyd



Pete Thompson was in attendance this meeting with one or two of his gang and Ian James spectating from his chariot

Saturday October 6th and I was at the Walsall Club's indoor meeting at Sneyd Sports Hall. Nothing spectacular to report and not many pictures as I had deposited wifey Rachel at our daughters for the afternoon as Rebecca lives not far from the venue.

As Colin Shepherd was not in attendance I set up on the opposite side of the hall to my usual spot and spent the afternoon alongside Mike Brown. I know it might sound silly but being on the other side of the hall I had difficulty at first knowing where and in which direction to launch models. I flew one of my heavy EZB's to no great effect, managed to squeeze about 4min on a couple of flights.

Mike was flying his 'Canard' it really does look ungainly in the air especially if it should happen to stall.

I did manage to get a reasonable picture of one of Graham Smith's big polystyrene R/C electric scale models being test flown prior to finishing.



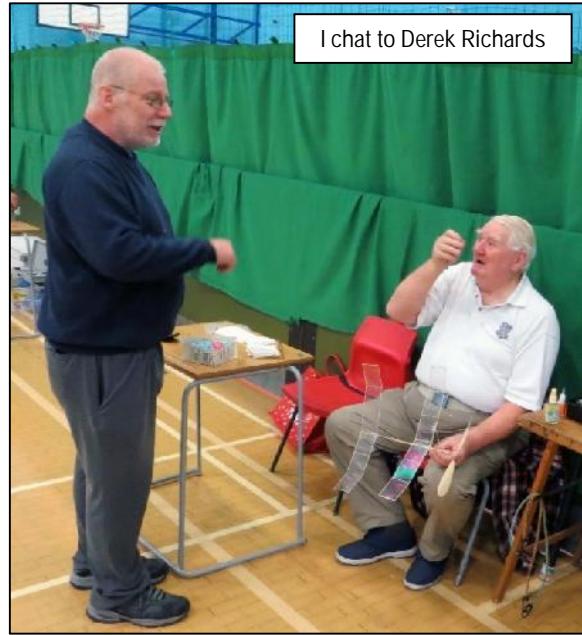
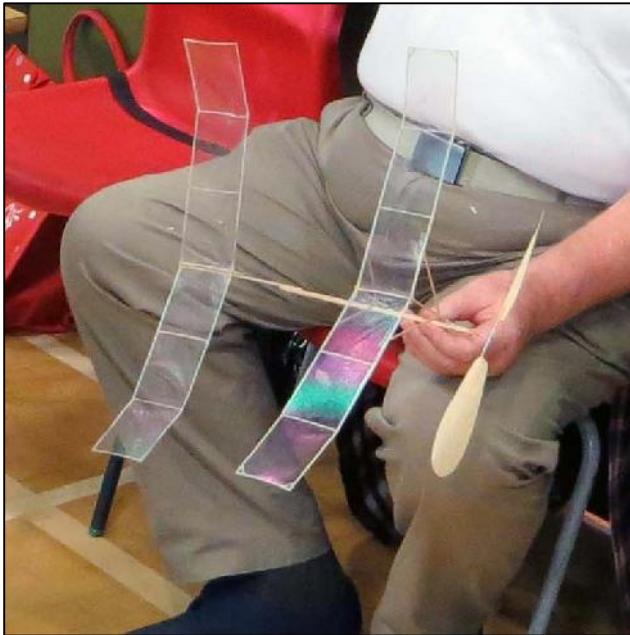
I had a quiet afternoon, no great activity but quite relaxing. Attendance was a little up on last time but still needing more support.

Thorns

Saturday 20th October and Rachel and I were at the 'Thorns Community College' sports hall for Colin Shepherd's South Birmingham Club's monthly indoor meeting. Once again I did not do a lot of flying. We had hardly set up shop when it was decided that we would partake of sustenance so, with a carton of tea for myself and hot chocolate for Rachel from the office a small dinner party ensued. Then it was on to the flying.

I still had my EZB box left in the back of the car since the Sneyd meeting a couple of weeks before. The only thing different was that I had taken the two spare EZB wings and grafted

them onto a motor stick in a tandem configuration. In the past I had done the same trick with a couple of old Penny Plane wings and that model was a sports hall 4 minuter.



This knock-up definitely was not, it wallowed about all over the place and it will be retired to the scrap bin. The rear wing was obviously too heavy for the flexibility of the rear boom. Still you've got to drop a clanger or two sometime.

It was good to see Derek Richards up and about after his severe heart attack. He is slowly recovering and now is getting a little movement back in his left arm and hand.

Having given up on the tandem I assembled one of my EZB's, I'm still not sure which wing goes with which fuselage, there are all sorts of marks on the bits now. It seems I get one flying well then at the end of the afternoon I put the other one together and it's useless. Next time out I start with what I think is that one, get it flying only to find at the end of the afternoon the other combination is duff again. I must make an effort to fly both and mark them once and for all, or screw them up and start again. It maybe the wings from the tandem might be useful.



Colin Shepherd assisted by Mike Brown on a CO2 seal hunt



David Saul, Allan Price & Eric Hawthorn pose for the mug shot

Free-Flight flying activity, like my own, was low for some reason. However the radio sessions by comparison looked much more active, although with models continuously zipping back and forth it may give a false impression.

John Andrews



Extract from Model Aircraft June 1975

Long trail a-winding

Just think back to those hoary pioneering days when the free flight modeller - they were all F/F modellers in those less choosey times - just wound up his motor, which he would unabashedly call elastic, by revolving the prop, with his finger, and then consider the amount of gadgetry now required to achieve the same end. There is the mechanical winder, the cartridge loader, the winding tube, and, not least of all, the team of trained helpers. And where the pioneer just took himself and the model to the flying field, usually the local park, his modern equivalent has to mount a special expedition to that far off airfield. He takes with him not just his sturdy index finger but a whole range of complex equipment. There is inevitably the rusty retrieving bike and the muddy pair of wellies, plus, if he is really keen, the club bubble machine. On top of this there is the tree-climbing equipment, including the spiked irons, the weighted line and its projecting catapult. Among other impedimenta there's the sighting apparatus, cardboard arrows, various coloured flags, and, of course, the binoculars. I am not too sure about the kitchen sink, but it might be advisable to load it just in case. Thus, heavily and costly prepared, you get to the airfield, only to spin your model in on the first comp flight.

Scaling the depths

An unfortunate effect of the brief but disastrous bombardment of local flying sites by the new-fangled radio models is that the ban they inevitably incurred also extended to anything with an engine, however innocuous it might be. This may be why the sports model is now such an uncommon sight, and why there is a return to those highly unflyable contraptions of my youth: rubber-powered scale models. Most of us have tried our hands at this particular game of frustration in our innocence, to find that the flimsy little what-not always turned out looking like a wrongly put together sports model rather than the hyper-realistic illustration on the carton. One thing of which you could be sure, whether it flew two feet, or six yards, is that it would resolve itself into its component parts, plus a few extra, on contact with the merest blade of grass.

What surprises me about the new cult is the cult within the cult, by which I mean the vintage aspect. Exactly why anyone should wish to build scale models to outdated designs I just cannot imagine, particularly if you think of the suffering they inflicted on our poor old antecedents.

Getting hooked

The approaches to our hobby are many and diverse -particularly if you are trying to find your way on to an airfield - and just how diverse was brought home to me the other day upon seeing an advert for ready-to-fly radio models, plus tuition, just after I had spent two finger-blistering, naughty-wording hours bending up an S-hook for a rubber motor shaft. I got there in the end, though, and was as pleased as a dog with two tails -which was what the shaky S-hook looked like.

On the face of it, it does seem rather odd to be bending up wire hooks for elastic motors in this press button, electronic age. Put to the layman (he gets that way dodging radio models) he would have no hesitation in recommending the wire bender for immediate committal. 'Round the bend' would be the undoubted verdict. Yet that reckons without the law of diminishing returns, which does not mean those calamitous flyaways, but finding that tenth flight of your ready to fly model getting just that little bit tedious. Either you carry on playing with the same old toy or to go on to bigger and better things. The bigger and better things, though, cost quite a bomb, and all too often behave as such. You soon learn where the term multi-millionaire came from, for you'll be digging deeper into your pocket than a nose cone into the ground for that advanced kit, and even deeper for its radio equipment.

Still, bending wire hooks can be fun - ouch!

Pylonius

The Aeronautical Society of Mauritius

All of us (of a certain age) who are cinema-goers will have seen - and very likely envied - the extra-terrestrial "ET" with his teen-age human friends enjoying a bicycle ride in the air in the 1982 Spielberg film of that name. Although in that famous story the "lift" of the convoy of bikes was due to alien magic (telekinesis) it has been proven now for over half a century that pedal-power really can get you into the air.



The earliest recorded attempts – not too successful - began as long ago as the 1923, when one Frederick Gerhardt succeeded in getting his 7-winged "Cycleplane" to make an airborne jump of 6 metres just half a metre off the ground. The design however was not promising, and the same must be said of several others which followed over the next few decades ... valiant but unsatisfactory attempts made mostly in Germany and in Italy. What was needed was enough stimulus to spark some serious aerodynamics and materials research.

Then in Britain along came the late Henry Kremer, "without whose generosity and enthusiastic support human powered flight would probably still be only a dream", says the Royal Aeronautical Society. "By offering prizes for the various competitions which have been set, he provided a focus for research and made possible the building of extraordinary aircraft." In 1959, with the encouragement of the RAeS, Kremer offered a prize of 5,000 GB pounds for the first British human-powered flight to complete a figure-of-eight course around two markers half a mile apart. The UK's Southampton University immediately took up the challenge and on 9 November 1961 achieved a best-of-40 flights of 650 metres. The pilot was the renowned glider pilot Derek Piggott (he who later braved all in flying a replica of Cayley's famous 1853 glider in 1973.) The achievement of SUMPAC (Southampton University Man Powered Air Craft) was however eclipsed only a week later on 16 November 1961 by the De Havilland aeronautical professionals when the athletic John Wimpenny flew the Hatfield Puffin for a best distance of 908 metres, a distance not bettered for the next 11 years.

In 1973 Henry Kremer then raised the value of his prize to 50,000 GBP and removed the awkward British-only restriction, resulting in a new impetus for the designing of these remarkably lightweight flying machines. So far no-one had attempted the figure-of-eight challenge, which required an aircraft with a very high degree of stability and controllability in the turn. On 23 August 1977 Dr Paul MacCready's "Gossamer Condor 2", flown by amateur cyclist Bryan Allen, won the Kremer prize with a left/right twisting flight covering a total of 2162 metres. Two years later Bryan flew across the English Channel - a human-powered repeat of the Louis Bleriot epic - in a new MacCready design, the "Gossamer Albatross". The straight distance of 35.82 kilometers took 2 hours and 52minutes of muscle-aching pedaling, making an average speed 12.5 kph or just under 8 miles per hour.

While these headlines were being made in Europe the USA's Massachusetts Institute of Technology (MIT) had been working away with even lighter materials to construct their own human-powered creations. (NOTE: no longer "man-powered".) The first was called "Chrysalis", which "was able to demonstrate full controllability and was flown by 44 different pilots including female pilots", as reported by Wikipedia. More advanced MIT designs followed (Monarch, Light Eagle, and two Daedalus types), finally achieving an FAI-recognized world record with a flight made on 23 April 1988 between the Greek islands of Crete and Santorini, a distance of 115.11 kms. taking 3hrs 54minutes. The pilot was Kanellos Kanellopoulos, appropriately a Greek name, since all of this began many years BC with the well-known Icarus/Daedalus Greek myth. The successful aircraft? The "Daedalus 88"!



This article was published in "Weekly Magazine" in Mauritius 25-31 October 2018.

Dick Twomey

**FROG .049****.808 c.c.***Manufacturers:*INTERNATIONAL MODEL AIRCRAFT LTD.,
Morden Road, Merton, S.W.19.**Specification**

Displacement: .808 c.c. (.04926 cu. in.)
 Bore: .400 in.
 Stroke: .392 in.
 Bare weight: 1.8 ounces
 Max. power: .037 B.H.P. at 12,000 r.p.m.
 Power rating: .046 B.H.P. per c.c.
 Power/weight ratio: .0205 B.H.P. per ounce

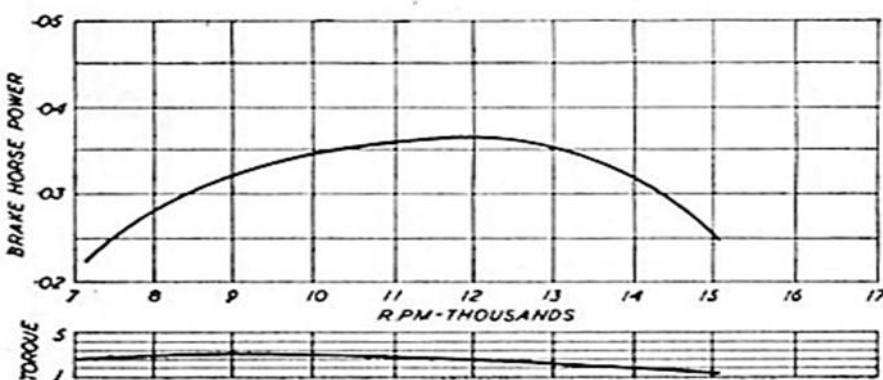
Material Specification

Crankcase: light alloy pressure die-casting
 Cylinder: leaded steel
 Piston: cast iron
 Connecting rod: light alloy forging
 Crankshaft: hardened steel—3 B.A. propeller shaft
 thread
 Main bearing: plain
 Prop. driver: dural
 Cylinder head: dural
 Spraybar: brass (ratchet spring locking)
 Glow plug: KLG Miniglow "X"

PROPELLER—R.P.M. FIGURES

<i>Propeller dia. × pitch</i>	<i>r.p.m.</i>
7 × 4 (Stant)	7,400
6 × 4 (Stant)	8,400
6 × 4 (Trucut)	7,600
5 × 3 (Trucut)	11,900
6 × 4 (Frog nylon)	11,400
6 × 6 (Frog nylon)	8,400
5 × 6 (Frog nylon)	10,600
5 × 6 (Frog plastic) (styrene)	9,700
6 × 4 (Tornado nylon)	9,600
6 × 3 (Tornado wood)	10,600
5½ × 3 (O.K. plastic)	11,500
6 × 4 (D-C nylon)	12,400
5½ × 3½ (D-C nylon)	14,400

Fuel used: equivalent 60-25-15, methanol, castor, nitromethane blend





Rachel and I spent the weekend 3rd/4th November with Martin Pike & family in Bethesda North Wales and took in his indoor meeting on the Sunday.

Details of his meetings can be found on: www.facebook.com/FlyingBethesda

Martin organises these meetings and he has invested in kits for resale at cost and also provides ready built models for newcomers to fly. To date he has few regular flyers and has yet to attract enough attendees to cover his costs.

I took my 35cm Challenge models for an airing and had quite a few good flights but not until after I effected repairs to damage on both models caused by my bumble fingers.

Model No1, I assembled and after winding I managed to break off the nose, then a wing post trying to disassemble. Not a good start. After fitting new wing posts the wing warp was wrong and much squeezing and twisting of balsa was required before a respectable flight path was back. My No2 model had lost its turn circle and that required much squeezing and stroking of the rear boom to rectify. I've a feeling that my models, being kept in the garage, get damp and warp in the storage slots in the boxes.

My good flights were much appreciated by one newcomer who took pictures and video of models in flight. He showed his partner his recordings when he got home and this resulted in her emailing me with a request for details of a kit she could buy him for his birthday. The guy himself had built a BMFA 'Dart' for a first model, then a 'Fokker Eindecker' from a kit and made a real good job of it and it flew the full length of the hall much to his delight. I think he may be a convert to duration.



One regular is making good progress and is now flying a 'Gyminnie Cricket' with an aerofoil wing. We got the model going really well after I sorted out a suitable rubber motor for him.

He had trimmed with 4 strands of some thin stuff and the Gyminnie would zoom up to the girders, bounce around a bit, run out of steam then dead stick down. I picked out a long loop of .1" of mine and on trying that, the model steadied down but did not reach the girders. I cut 2" off the loop and retied and next flight was perfect, up to girders, cruised, then let down a treat. I gave him the motor and another length of .1 in case of breakages.

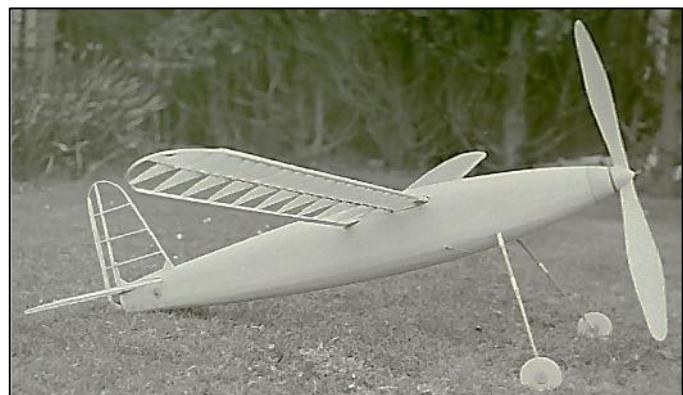
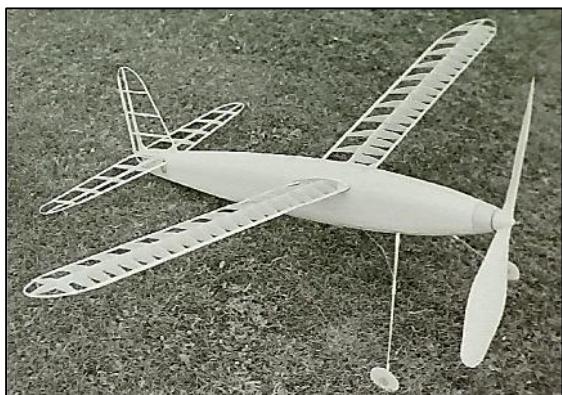
A good weekend break.

John Andrews





Vic Dubery (SAM35) ROG's his '36 Judge Wakefield at Warwick in 1984. Joint 1st place in 4oz class.

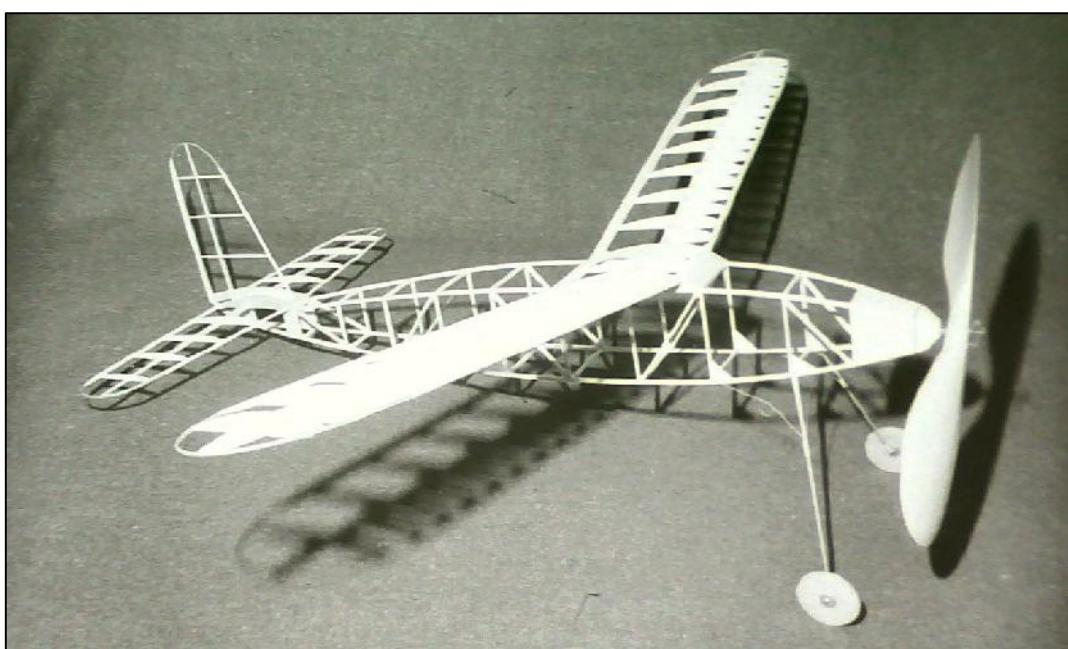


Keith Miller's (CDMAC) 1937 Copland's Wakefield. Winner of Rubber class at the 1982 SAM35 National Exhibition.



189 Keith

Keith Miller's (CDMAC) Elfin 1.8 powered scratch-built C/L "Mini Mustang".



Keith Miller's (CDMAC) "Northern Star" rubber model.



Unknown modeller ROG's his "Clodhopper" 8oz Wakefield at Middle Wallop in the 80's.



Rex Oldridge (SAM35) ROG's his McKenzie Wakefield at Middle Wallop in the 80's.

Demise of steam

The demise of steam has been well documented - suffice to say that during the '60s we first lived in Scarborough & all of our journeys back home to the Midlands (East & West) were by steam train. By the end of 1966 we had moved down to Crawley in West Sussex - on the Brighton Line & frequent outings were made to view the Brighton Belle before it was retired. There was no steam at all on the Southern Region by now - for a "fix" we could visit the preserved Bluebell Line which was in its emergence.



Brighton Belle at speed



Locos on shed at Sheffield Park on the Bluebell

Visits

Over time we have probably visited the majority of restored lines in England plus several of the narrow gauge railways in Wales. This month hopefully will see a long held ambition of travelling on the Welsh Highland line fulfilled. Have I a favourite? Hard to say as they are all generally of a very high standard but our local line is good; The Watercress from Alresford to Alton, always with a variety of visiting locos.



Last year saw us again in North Wales, visiting the Talyllyn & Vale of Rheidol. The former has exquisitely restored Victorian rolling stock & locos & a very leisurely ride from Towyn up the valley & back. Both excellent.

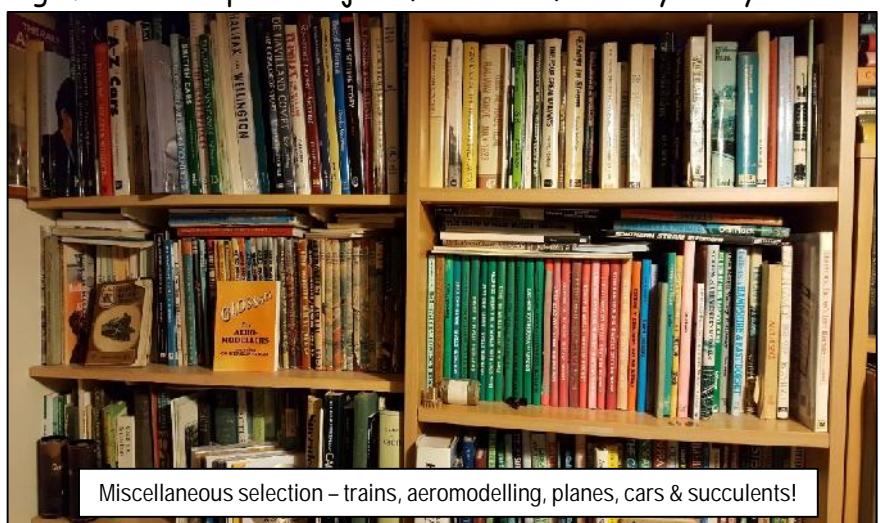


Models & exhibitions

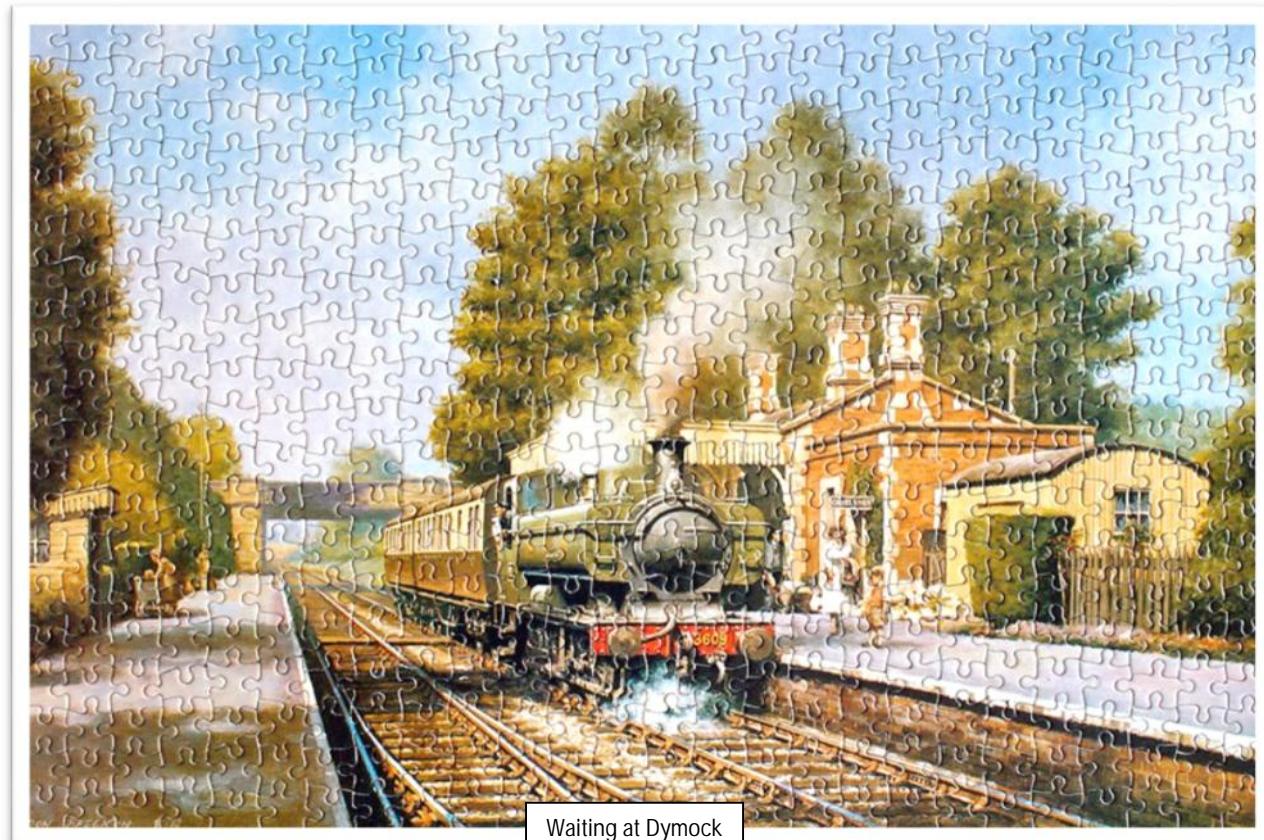
Did I ever build a layout? Well, yes - for one of my grandsons more than twenty years ago. It was on an 8' by 4' baseboard with twin oval tracks, sidings & a few buildings. Designed to be hung vertically & dropped down for use. It lasted quite a few years but was eventually scrapped as interest waned. Nowadays the standard of modelling has changed dramatically for the better & some of the modern day layouts have to be seen to be believed in terms of detail & authenticity. Plus the fairly recent innovations of digital control & modern day electronics have been complimented by highly accurate moulding of locomotives & rolling stock such that the hobby is now incredibly popular - particularly relative to that of aeromodelling in all its forms. Just look at the variety of railway modelling magazines on the bookshelves of newsagents to get a flavour.

Books & Jigsaws

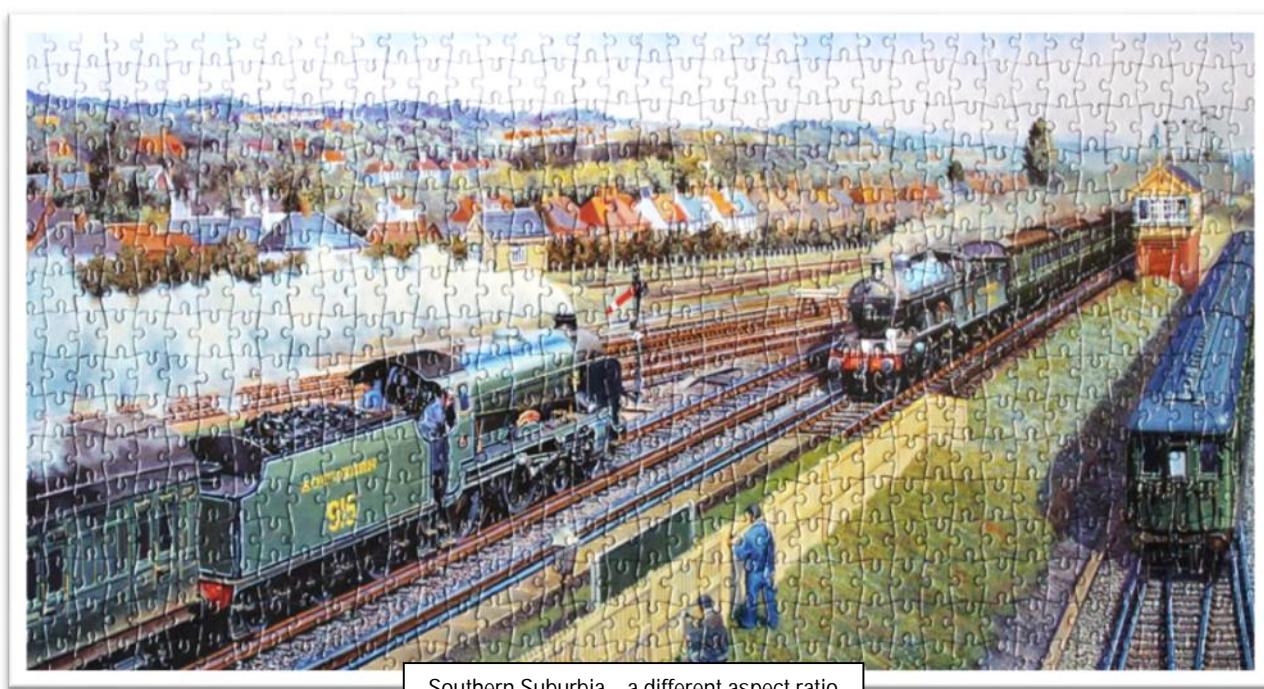
Over time, a large collection of books has been amassed - I guess in the region of 400 plus but I've never counted them! Our small chalet bungalow has a room approx 9' x 7' which serves as my "office" or retreat, one wall of which is clad with bookcases that are mostly full of books related to steam trains, locomotives & rolling stock - the majority of which have been acquired from a variety of sources & hardly ever paying full price for any. There are also a couple of shelves devoted to aeromodelling & succulent plants - just for a bit of variety! They are all a great source of reference & make for interesting winter reading as it is difficult to tire of looking at them. Downside is that acquisition is somewhat addictive & it's easy to find bargains via the Internet - books can cost as little as 1p but the postage is usually in the region of £3. The range appears almost limitless as well, which doesn't help.



Similarly, a collection of steam related jigsaw puzzles has been acquired over the years. This totals some 230 now & storage is a big problem! These have mostly come from charity shops for fairly modest sums & get done mainly in the winter as an alternative to the dreaded TV. Problem being that they tend also to be addictive in that once you get going, it's hard to stop & before you realise the time - the early hours of the morning have arrived & the heating has long been off. Occasionally one strikes a real chord - for example, we came across Dymock Station on the old Daffodil Line between Gloucester & Ledbury, where the father of one of my brothers-in-law was station master long ago. We completed it & it was minus one piece, which I carefully made up & my wife painted it - we then framed the puzzle & gave it to my brother-in-law, who was delighted - he still can't spot the missing piece!.



Waiting at Dymock



Southern Suburbia - a different aspect ratio

Jigsaws are good - especially if a fold up carry case is used. We have one from Argos which will accommodate up to 1000 piece puzzles - adequate for all the ones that I have & fits nicely on the kitchen table.

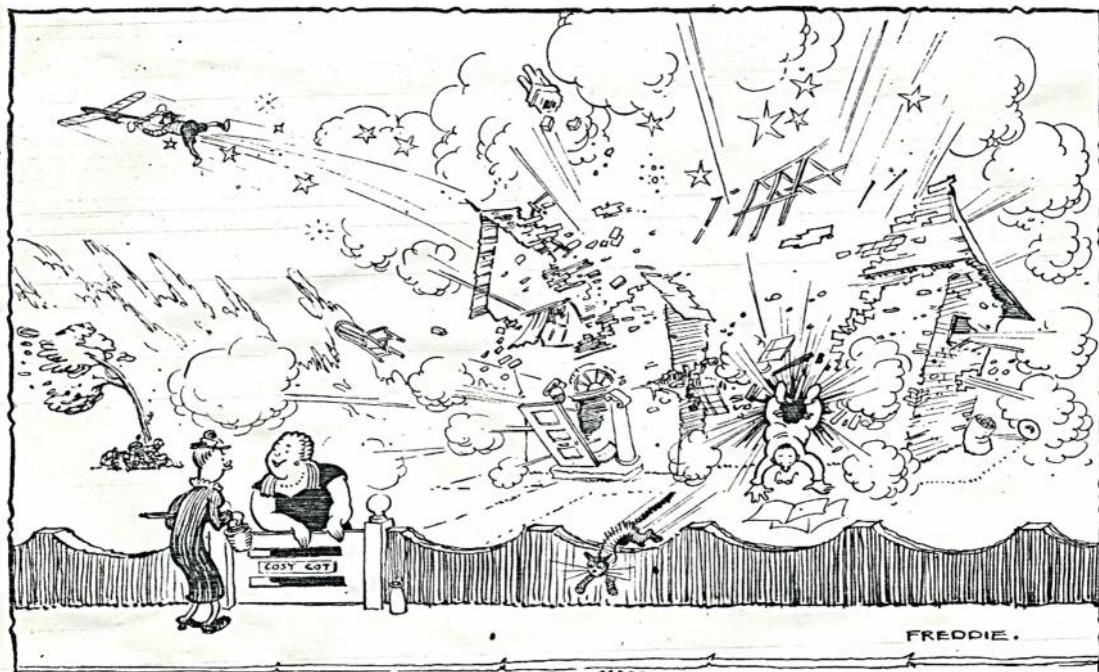
I even created an Excel spreadsheet with every one listed & commented as it is completed - how sad can you get! Plus we take a photo of each completed puzzle for posterity.

There you have it. A brief synopsis of a life-long interest - still maintained.

Roger Newman



Our secretary/wannabe engine driver, performing on our chairman's garden railway



"MY CYRIL HAS BUILT A ROCKET PLANE"

Mobile Phones !!!!! (by Flyer No3)

At a recent area meeting Flyer No 1 launched his vintage glider for a comfortable max. The only downside was that the wind was pretty strong and the model landed getting on for a mile away so he headed off out across the field on his retrieve knowing that it was going to take a while.

Part way across the field he turned on his tracker and randomly waved it around, unable to get his head around the signals he was receiving but carried on as he knew that he had yet to reach the area in which his model had landed.

A little bit further on he bumped into Flyer No 2 who had just successfully retrieved his own model and together they looked for No 1's model.

Even further out they met Flyer No 3, also returning from a retrieve, and between them they decided from each individual's flight time that No 1's model had still not been reached so No's 1 & 2 carried on whilst No 3 headed back to Control.

A little later, back at the flight line, No1's model was handed in at the CD's desk by yet another flyer, who had found it whilst retrieving his own model so the CD phoned No1 to tell him to search no more but No1 had foolishly left his phone in the car and all of those up at the flight line could hear it ringing.

Suspecting that No2 would be assisting No1 as they are good buddies and regularly help each other, the CD phoned No2 but his phone was turned off so the CD rang No3, who he knew was out there somewhere to ask if he knew whereabouts of either No1 or No2 and if he saw either of them to advise them of the good news about the return of No 1's model.

Fortunately No3 is a well disciplined flyer who took note of the regular moaning's of the Great John Thompson and always carries his phone with him, and being a decent sort, after cursing a bit (for he was now halfway back from his own retrieve), turned and headed back out into the wilderness to see if he could see either Flyer No1 or No2.

After a few hundred yards he bumped into No1 who by then had given up the ghost and they discussed the situation. Unfortunately No2 was still a long way out and nowhere to be seen as he was still looking for No1's model so No1 turned back to try and find No2 whilst No3 once again headed back to the flight line.

About 20 minutes after No3 arrived back at his car, No1 appeared from the gorse (but without No2) and gratefully collected his model from the CD.

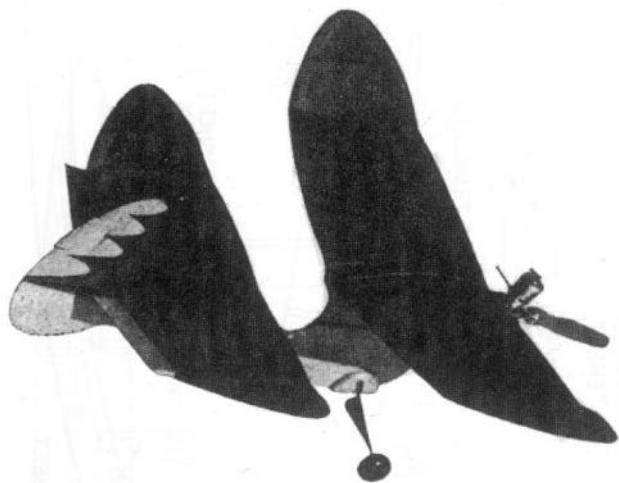
Then, after a further 10 minutes, No2 finally appeared in the distance and eventually he too had made it back to the flight line so all were safely gathered in ready to fly again despite all having spent a lot more time walking around aimlessly looking for a model that wasn't there.

The moral of this tale is very simple.

Nearly all of us have mobile phones so when you go flying,
remember that they are MOBILE,

**SO SWITCH THEM ON, TURN THE RINGER VOLUME UP LOUD
AND TAKE THE BLASTED THINGS WITH YOU WHENEVER YOU GO!!!**

Tony Shepherd



MARTIAN

by Ray Malmstrom

**Strange but true,
this little tandem
wing job really flies. Any $\frac{1}{2}$ c.c.
motor will supply ample power.**

I CAN almost hear the aeromodelling wits murmuring, on seeing the *Martian*, "evidently a case of what you lose on the tailplane (non-existent!) you make up for on the wings". Well, frankly, that's about it, and when it comes to real flying, this tiny tandem-wing certainly has no need of a tailplane. Simple to build, easily trimmed, it has proved to be a very stable little job in the air. The following notes are for the less experienced. To the old hand, resting for a while from the nerve racking business of building contest jobs, the *Martian* should present no problems, and provide just about a couple of evenings' light entertainment, before this diminutive little job is ready for the wide open spaces.

Fuselage

Trace the shape on $\frac{1}{8}$ sheet. The lucky ones with some 6-in. wide stock tucked away can do it in one go. Others with only 3-in. wide sheet handy must make the fuselage in two parts and dowel and cement them firmly together. Add the engine mount, drilled for the engine of your choice, noting here the right thrust (viewing model from the rear). Add blocks A, wing platforms, fin, and the four dowels firmly cemented in, for the rubber bands. Add to this the undercart blocks and $\frac{1}{16}$ ply inserts, if you are going to use an undercart. The undercart legs are simply bent from 16 s.w.g. wire with bushed balsa or celluloid wheels retained by small washers soldered on. Round off all edges. Give two coats of clear dope and lay aside.

Wings

Front and rear wings are built in exactly the same way. Leading and trailing edges are cut from sheet. Pin these over plan and add ribs. Set root ribs by means of the template X, provided. A V-cut is made on the leading and trailing edges

at the points shown, and the outer panels raised by $1\frac{1}{2}$ -in. Cement generously at crack, and add gussets. Join right and left wing panels together, supporting at correct angles until dry. Sheet with $\frac{1}{2}$ the two centre sections. Cover, water shrink, and give one coat of clear dope. Please see that your wings are absolutely true, and free from warps. This is important. Add the trimming elevator tabs to trailing edges of the rear wing, with aluminium hinges. Cement incidence block (from $\frac{1}{8}$ sheet) to L.E. of front wing. Decorate model with either coloured tissue or trimstrip, and give one coat of fuel proofer. Bolt engine complete with 6 x 4 propeller in place, assemble wings and balance model at point indicated.

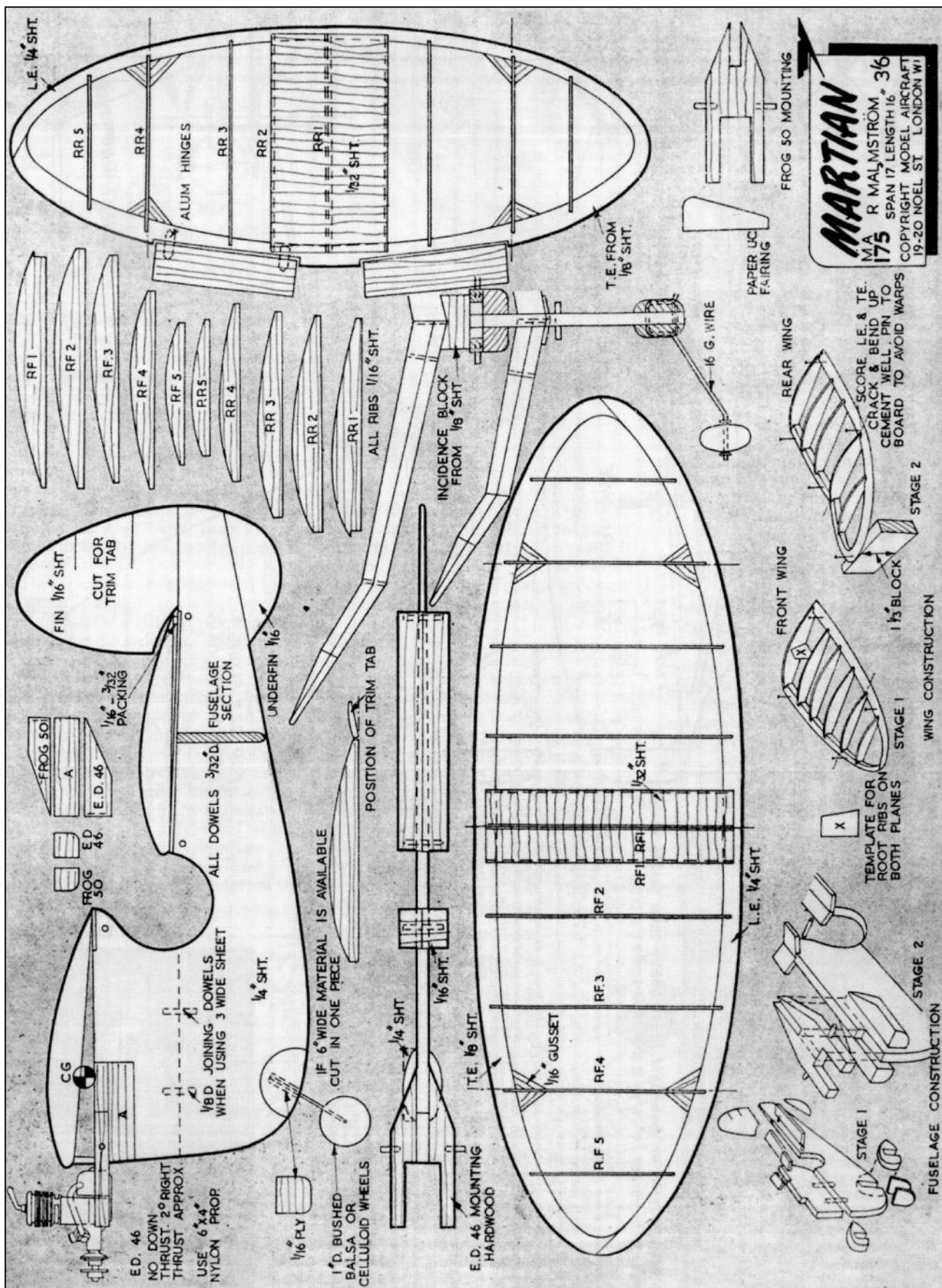
Flying

Choose a calm day and a field of long grass for your test flying. The model is usually flown without the u/c, and the settings that produced a very satisfactory flight performance with the original *Martian*, are detailed on the plan. Slight engine right thrust, with the trim tab on the fin offset to the right (model viewed from the rear) about $\frac{1}{8}$ in. The elevator tabs on the rear wing are bent up to the angle shown. The model is very sensitive to these elevator tabs, and they should be adjusted a little at a time. When the correct setting has been found, they should be locked by cementing. A $\frac{1}{16}$ - $3/32$ packing under the trailing edge of the rear wing was found to be necessary. Naturally the settings will alter from model to model but these from the original model can serve as a starting point. Get the glide as shallow and as straight as possible, avoiding any tendency to stall. Violent turning on the glide can be cured by raising the wing tip on the inside of the turn by packing at the centre section. Throttle the engine down, or fit the prop. on the wrong way round for your first power flight. The engine torque should give a wide climbing turn to the left. With this first flight successfully logged you can begin to open up. One other thing, avoid power turns to the right. With this type of model they usually build up into a spiral dive.

With a $\frac{1}{8}$ full tank (ED46 engine) the *Martian* climbs to a dot in the sky. So either limit your power run, or start chasing. You have been warned!

From the book

'Ray Malmstrom, 60 Years of IVCMAc'
(supplied by Chris Strachan)



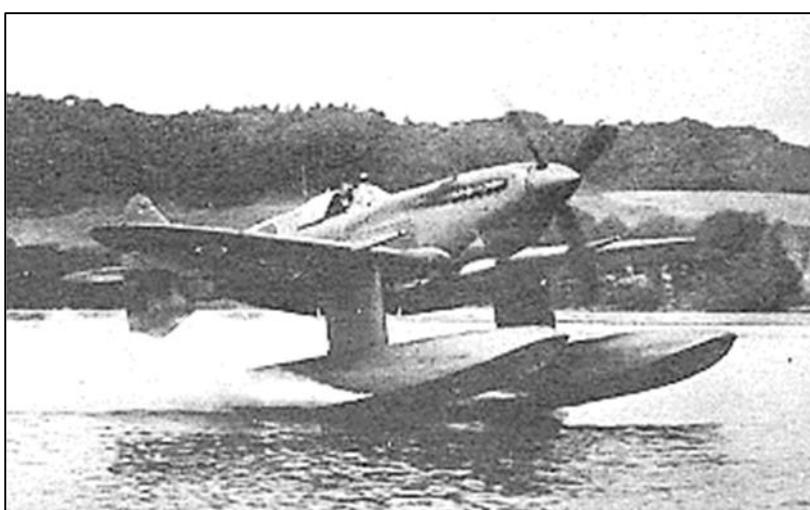
Enlarge to 17 inches wingspan

Ray Malmstrom



The Spitfire Floatplane That Reginald Mitchell Would Have Loved

During the 1940 Norwegian campaign, the RAF found itself at a disadvantage with relatively few airfields to operate from during the German invasion of Norway and Denmark, Operation Weserübung. In fact, on the day of the invasion, 9 April, German paratrooper units seized three main airfields in the southern part of the country near the capital, Oslo. The British Air Staff issued a priority requirement for floatplane versions of both the Supermarine Spitfire and Hawker Hurricane that could operate out of the many fjords of the Norwegian coast. Folland Aircraft began work on a Spitfire Mk.I using floats from a Blackburn Roc, but within 24 hours of the invasion, major cities as far north as Narvik had already been seized by German forces. As a result, the requirement faded away and the aircraft was demodified and returned to normal configuration. However, the idea of a Spitfire floatplane resurfaced in 1942 following some low-priority work on the concept at Folland that had continued even after the fall of Norway. This time a Spitfire Mk.V was used and this time, specially designed floats were used that were the brainchild of Arthur Shirvall, who had designed the high speed floats that were used in the 1920s and 1930s on the Supermarine family of racing floatplanes that the Spitfire claimed its ancestry. Additional modifications to the Mk.V Spitfire included a four-bladed propeller to replace the stock three-bladed unit and an extended ventral fin below the tail to counteract the reduced directional stability caused by the twin floats.

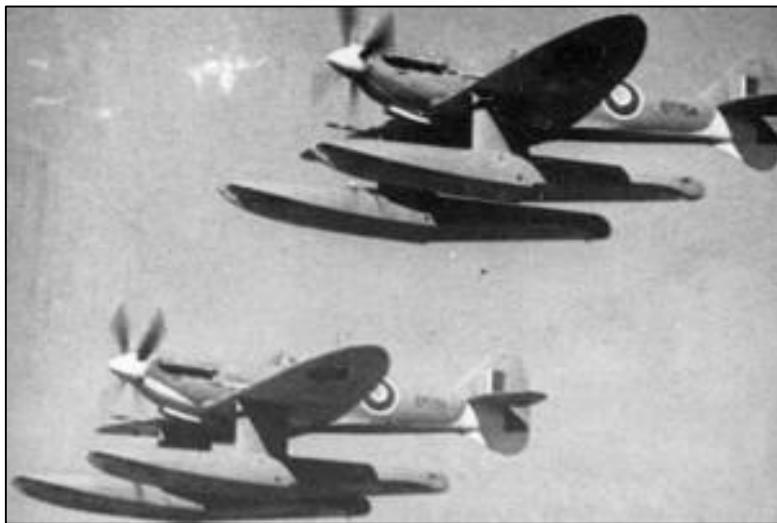


On 12 October 1942 the Spitfire floatplane made its maiden flight from Southampton harbour and initial test flights showed the need for a larger ventral fin. After more modifications, the Spitfire floatplane prototype flew again in January 1943 from Glasgow, Scotland, on its first RAF service trials. Fully loaded, the Spitfire floatplane only weighed 1,100 lbs more and only suffered a 40mph reduction in maximum speed, being capable of 324 mph at 19,200 feet. With a rate of climb of 400 feet/minute, it was less than a

stock Mk.V Spitfire, but acceptable to the RAF. Surprisingly, there was only a modest reduction in manoeuvrability and test pilots found the Spitfire floatplane more manoeuvrable than any other

floatplane. Handing both in the air and on the water was found to relatively easy during the service trials. Other than having to compensate for the torque of the engine on the takeoff run by applying 1/3 to 1/2 rudder, the RAF test pilots felt that the Spitfire floatplane could be easily flown by line pilots.

In the summer of 1943, the RAF began planning for an operation that would utilize the Spitfire floatplane against the German garrisons on the Dodecanese Islands in the eastern Mediterranean off the coast of Turkey. Transport aircraft supplied the various garrisons and the plan was to use Spitfire floatplanes hiding at a small, uninhabited island in the area to attack the transport aircraft. A submarine would be used as a base and house the crews and between missions the Spitfire floatplanes would rest at their moorings next to the submarine under camouflage netting. Folland Aircraft was issued a contract to convert two more Spitfire Mk.Vs to floatplane configuration and after the flight testing of the two newer aircraft, all three were partially disassembled and shipped to the RAF seaplane base at Fanara, Egypt, on the shores of the Great Bitter Lake. The prototype was found to have serious corrosion in the empennage and was set aside until Folland could ship a new tail to the base. The other two Spitfire floatplanes were assembled and test flown with the work finishing up in November 1943. Operational pilots were recruited from Spitfire crews assigned to the Middle East and they received brief seaplane conversion training on a Supermarine Walrus before converting to the Spitfire floatplanes. Four pilots underwent conversion training for the Dodecanese operation.



During training on the Egyptian lake, the pilots found that the floats leaked more than hoped and the aircraft had to be hauled out of the water to allow the floats to drain. Not an issue at a seaplane base, but at a submarine mooring on a small island in the Dodecanese Islands, it would be an issue. Pilots also found that the Spitfire floatplane only handling vice was trying to take off in crosswinds over 15 mph which was near impossible. Questions arose as to whether a suitable "secret" location could be found in the Dodecanese chain that would allow more flexible takeoffs. Discussions on the matter eventually proved to be moot as the Luftwaffe reinforced the area just a few weeks prior to the planned start of the operation. The four pilots were released back to their original Spitfire units and the three Spitfire Mk.V floatplanes were put in storage.

It wasn't quite the end of the story yet as during the spring of 1944 the idea of the Spitfire floatplane was re-examined for operations in the Pacific. Once again, the RAF asked Folland to convert a Spitfire and this time a powerful Mk.IX was chosen, making its first flight on 18 June 1944. With a more powerful engine, this version of the Spitfire floatplane could even outperform a standard land-based Hawker Hurricane. However, the pace of the war intervened again as the operational need faded and the Spitfire Mk.IX floatplane joined the other three Mk.V float planes in storage. Eventually all were scrapped, ending the story of a unique Spitfire variant that hearkened back to its roots as one of Reginald Mitchell's inspired Schneider Cup racing floatplanes.

Source: *Model Aircraft Monthly International, Volume 9, Issue 12. "Airwars 16: Spitfires on Floats"* by Dr. Alfred Price

Shark derivatives

In the May New Clarion (IIFE21) I mentioned that the Powermax Shark motor underwent several reincarnations. In the early 1990s Overlander took on producing a considerably improved version, which became available in 1994. The most obvious changes were the replacement of the decorative red plastic cylinder fins with aluminium ones and the use of a gland nut, rather than a soldered joint, where the CO₂ piping enters the cylinder. The motor was reviewed by Klaus Hammerschmidt in the Engines Old & New column in the June 1994 edition of AeroModeller. The steel cylinder outside diameter is the same for both the Shark and Mistral and I have no reason to believe that they do not have the same displacement. Klaus indicates that the motor also performs well with a 175 mm diameter by 160 mm pitch propeller which is considerably larger than the flexible red plastic one of 135 mm dia. supplied with the motor. This propeller is of similar shape but slightly smaller in diameter than the white Williams Bros propeller.



Three motors with the same moulded crankcase. From the left, clockwise: - Tornado 69, Shark without pipe-work, Mistral.



Pair of Overlander Mistras with different tank finishes.

Motor	Bore (mm)	Stroke (mm)	Displacement (mm ³)	Source/comment
Brown MJ70			70	No information on bore and stroke
Telco	4.5	3.8	60	Manufacturer's data
Shark/Mistral	4.5	4.6	73	Own measurements*
GM 63	4	5	63	Manufacturer's data
Tornado 69	4	5.5	69	Manufacturer's data

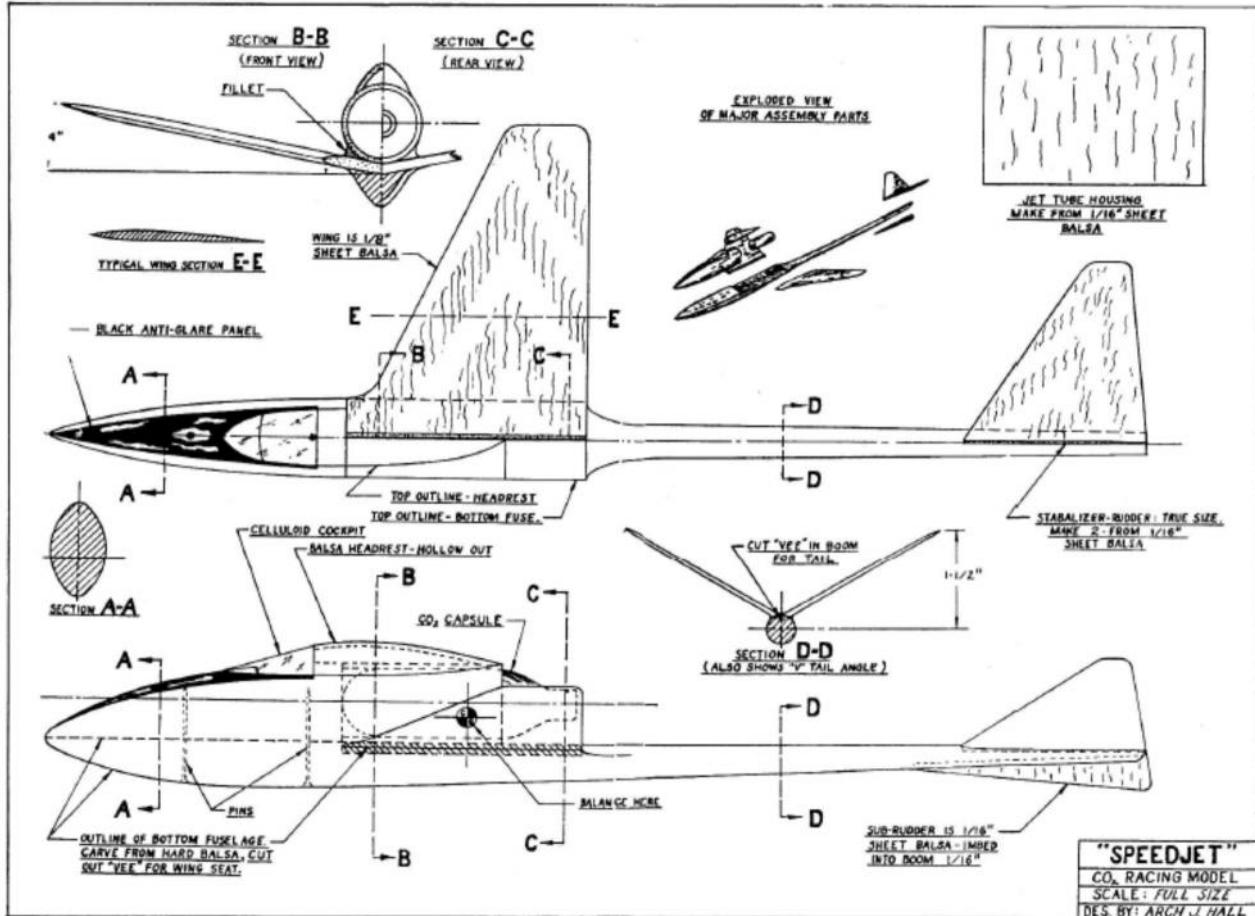
Table summarising CO₂ motors of the most popular size, around 70 mm³

* My measurements on the Shark agree closely with Peter Chinn's values reported in Latest Engine News, AeroModeller April 1977.

A later motor using the Shark components was the Aerographics Tornado 69 produced by the G-Mot factory. This motor was reviewed by Tony Brookes' in the May 2000 Aeromodeller. He states 'the best bits of the Shark were always the crankshaft and main bearing. It was the top end that caused problems. Aerographics have now come up with another new version that addresses these problems in a radical way. The crankcase/crankshaft, tank and prop are Shark/Mistral parts, but the piston/ cylinder assembly is by Gasparin'. The combination makes a handsome motor. However, according to the manufacturer's data (see table above) the stroke was increased from 4.6 to 5.5mm, the bore being the same as the GM 63, so the design of the crankshaft must have been modified. As my motor is currently in good running order, I am very reluctant to dismantle it to confirm the stroke. As mentioned previously (IIFE 22) I fitted my

Tornado 69 in John Watter's CO₂ version of the Cleveland Viking, replacing the originally fitted Shark motor and still using the already installed Shark tank and pipework. A Williams Bros. prop is fitted.

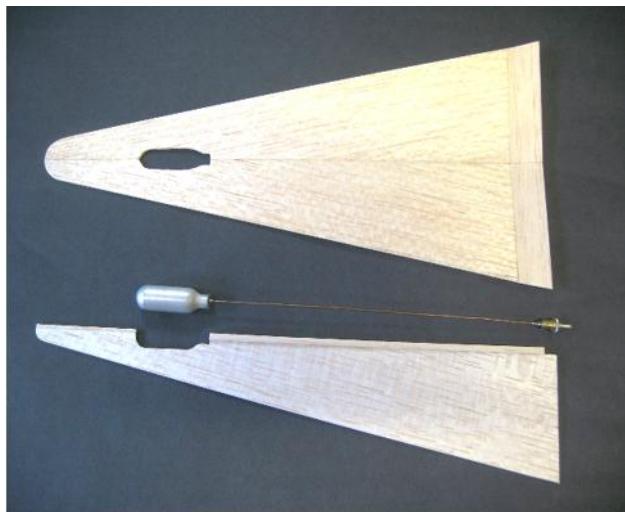
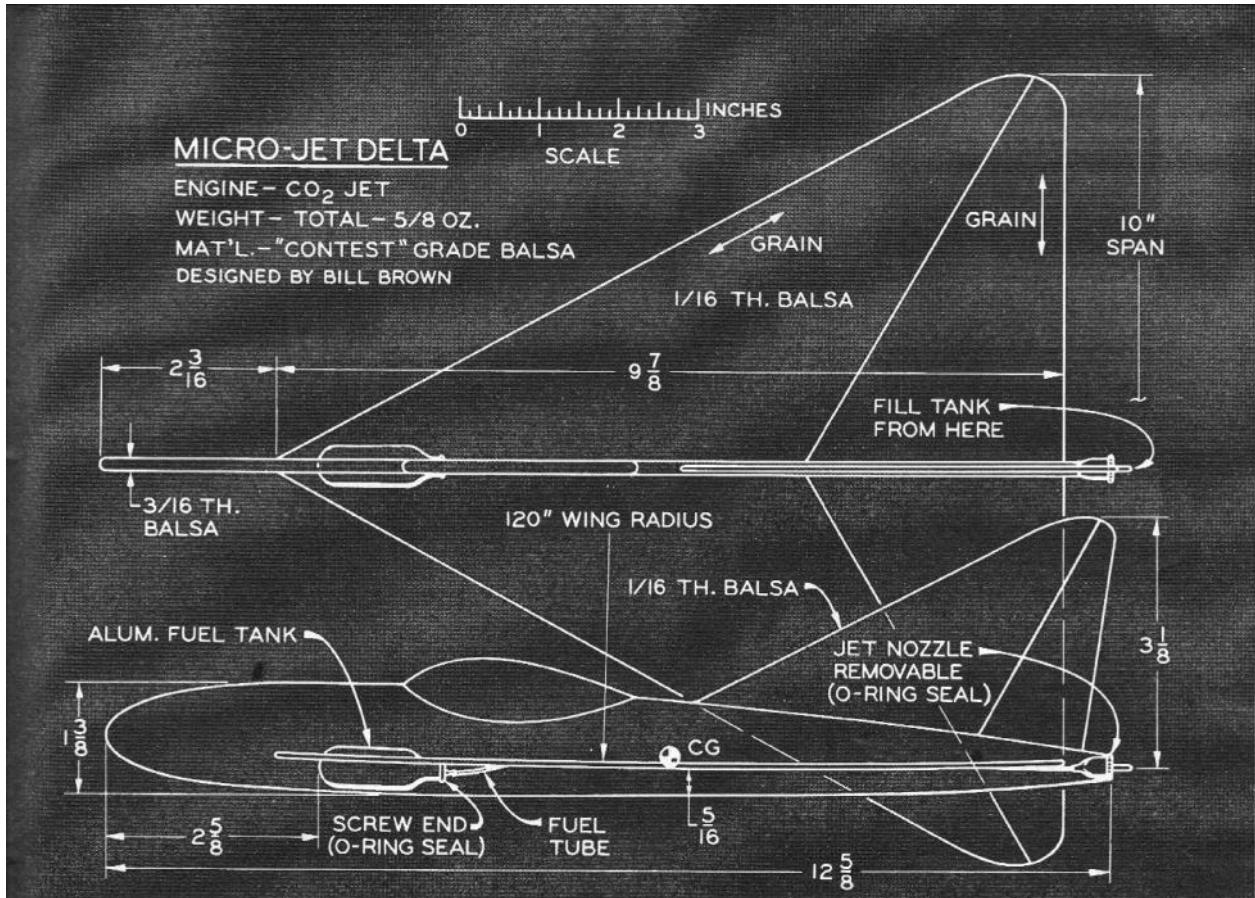
And now for something completely different - but still CO₂!



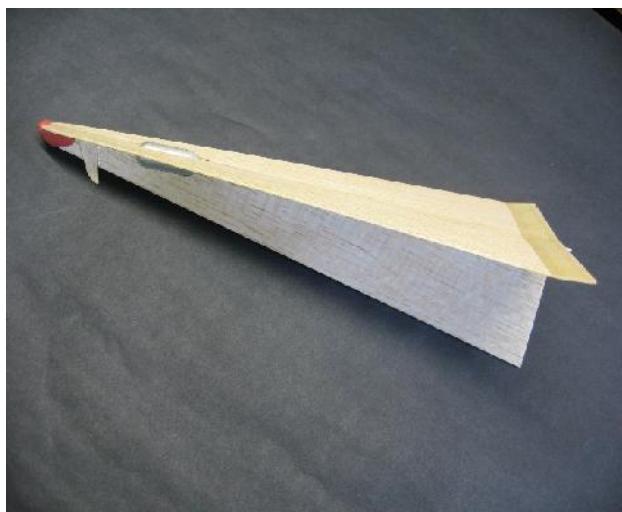
The Speedjet, designed to be propelled by a CO₂ bulb, was originally published in the April 1950 issue of Model Airplane News, but I scanned the drawing from Tony Brookes' 'Green Bottles' No 19 (SAM35Speaks, August 1985). It was not made clear how to pierce the capsule and launch the model safely.

The ever-inventive Bill Brown created a much safer propulsion system with his Micro-Jet, which consisted of a tank, a length of copper tubing and a filler nozzle. His delta wing design for this was published in American Aircraft Modeler, April 1969. In order to try this system out I built Bill Hannan's somewhat simpler 5½" wingspan 'Paper Glider' from the September 1972 Model Builder. I have not got an original Brown Micro-Jet, but used a spare Telco tank and a Shark nozzle, as suggested by Klaus Hammerschmidt in the Engines Old & New column, AeroModeller July 1994. This combination weighs 6.8 g and the finished model, clearly a paper dart made of 1/16" sheet balsa, 16.5g.

I found the model difficult to hand launch, so added the 0.8mm thick ply catapult hook to aid trimming. Launching using the CO₂ jet is a matter of gripping the nozzle between finger and thumb and fitting it in the charger and releasing the model at the required angle. For a gas charge, I found that the plane could be straight and level, the charge giving a gentle impulse sufficient to check the glide trim, which was far better than any of my attempts at hand launching. A liquid charge was rather more exciting, and the plane needed to point upwards with a slight bank as described in Bill Hannan's article. On release, the plane was difficult to follow, but on a good flight it glided down nicely. The gas impulse is short and the plane is not a floater, so it makes a fun small field flier.



Components for 1/16" balsa sheet 'Paper Glider'



Complete 'Paper Glider' with catapult hook

Apart from Brown's Delta and Hannan's 'Paper Glider', does any reader know if any other designs for the Micro-Jet were published?

44th Crawley Indoor Meeting

The 2019 SEBMFA Crawley Free Flight Indoor Meeting will be held on SATURDAY 16 February at the K2 Leisure Centre, 11am to 5:30pm. Further details at www.cadmac.org.uk. Please make a note in your diaries. As I have mentioned before, this is currently the best available indoor site in the South-East of England.

Nick Peppiatt

**Report No. 94. Performance Kits,
the Missed, Missing & Mystifying.**

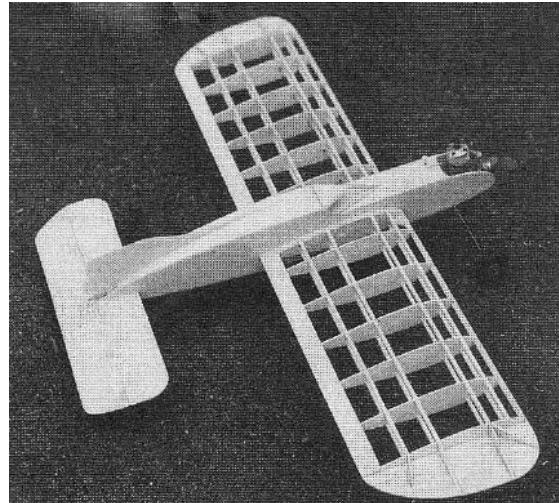
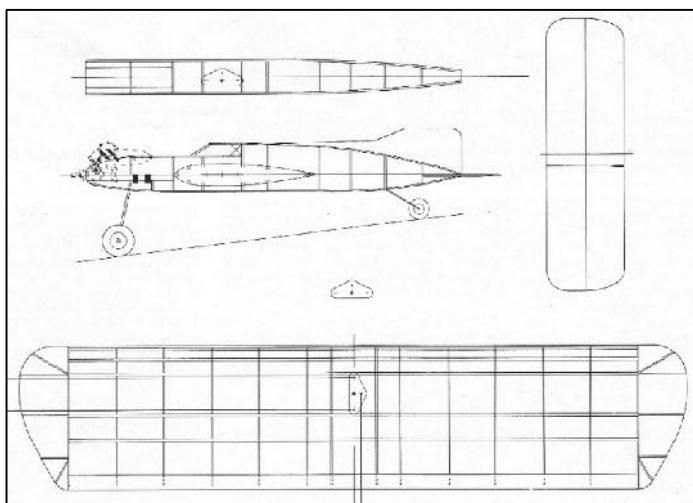
The Missed.

The aim over these past few month's reports has been to cover all plans from Performance Kits and all Pete Fisher's designs published in aeromodelling magazines by date as first advertised or featured in those magazines. I failed, here are four that I missed.

PLAN FEATURE

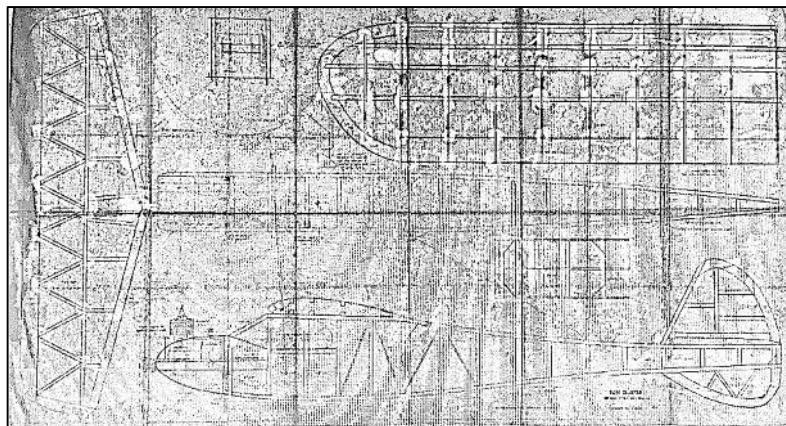


CATBIRD
Build O. F. W. Fisher's 42" span
'retro-replica' control-line stunt
model for 2.5cc engines

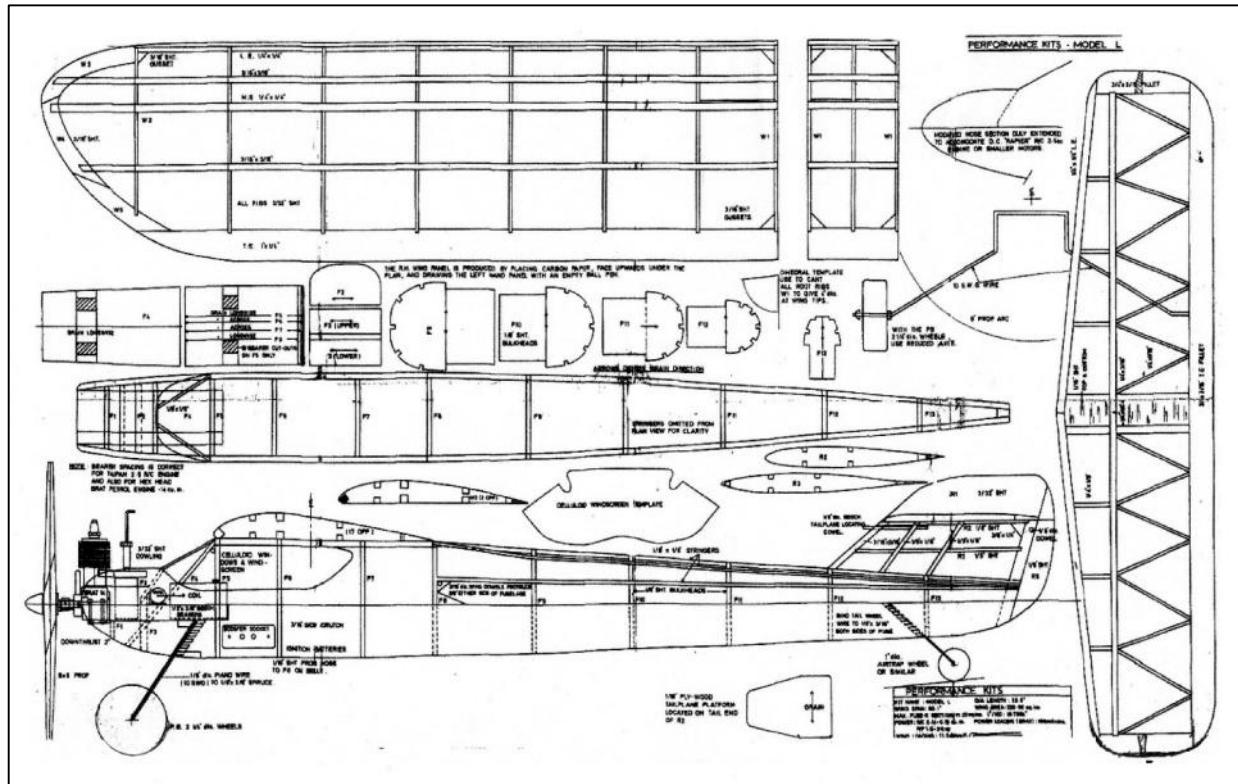


We have previously featured the Eclipse Mk 42, a twin engine/fuselage stunt control line model, but there was a Mk 47 single engine version. This was eventually published in Aeromodeller February 1997 as the Catbird. Derick Scott has the Eclipse Mk47 plan, alternatively the Aeromodeller reduced plan, as shown here, would probably enlarge to full size sufficiently clear for building.

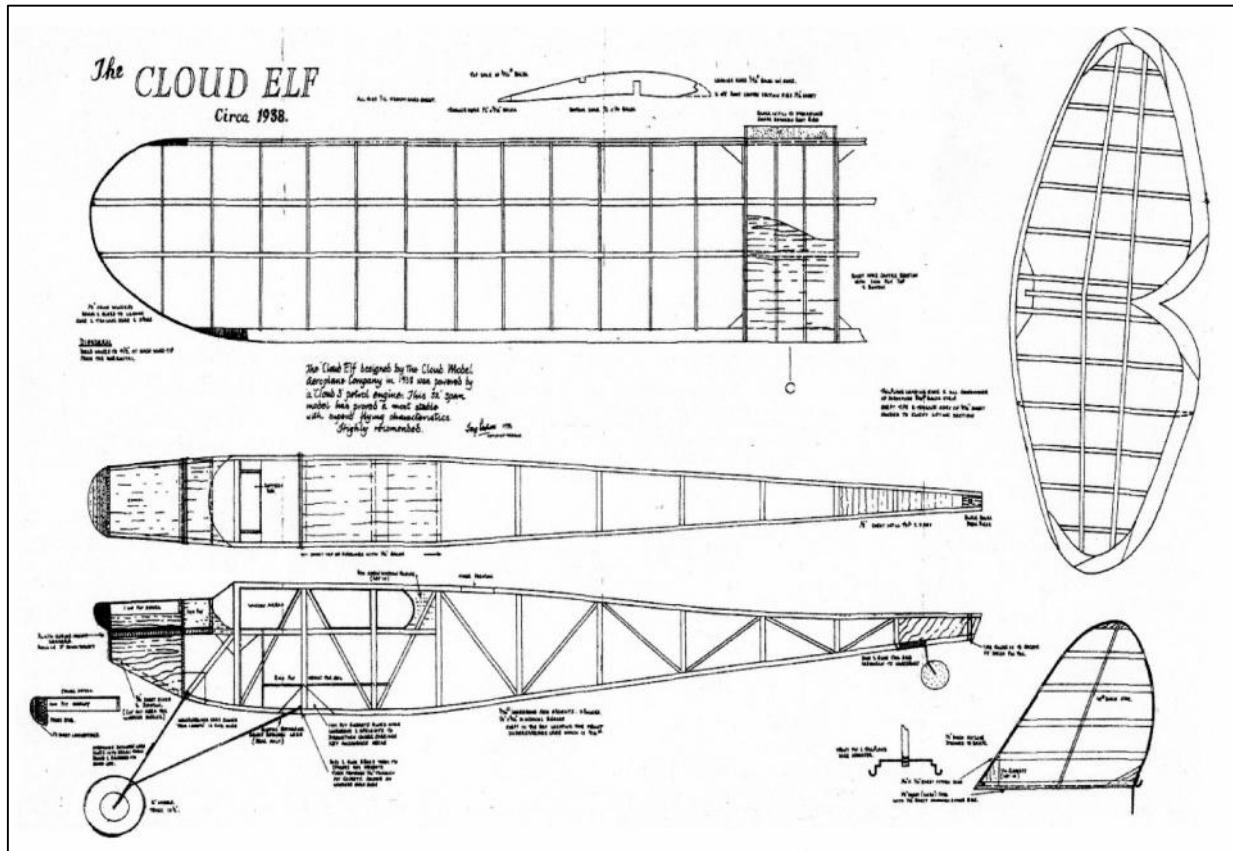
The Sun Duster, a 62" wingspan power model, is shown in Pete's list as having first flown in 1947. I did not find any mention of it in my search of magazines. SAM 1066 has a copy of the plan but, as you can see from the image here, it is in very poor condition, so we are seeking a copy in better order, or a sharp eyed draughtsman to take on a rather challenging task.



The Model L, a 50" wingspan power model first flown in 1973, was also not found in any magazines but the nice clear plan is available from SAM 1066.



The Cloud Elf was a design by Cloud Model Aeroplane Company of Dorking in 1938. The name of the actual designer is not stated on the drawing. Pete Fisher included this model in his list of kits as the Cloud-Elf and as the Cloud-PK Elf, so, whilst it presumably is not a Pete Fisher design, it is included here. The plan is available from SAM 1066.



The Missing.

Performance Kits plans for which we have no known source of supply of working plans.

Control line :- Orbit Sports 29" span, Sun Bird 51" span.

Gliders :- Buzzard 50" span, Cosmic Cloud 33" span, Owl 29" span, Puma 34" span.

Power :- Ionosphere Mk21 60" span, Sun Duster 62" span.

Rubber :- Asteroid Mk2 25" span, Kingfisher Mk5 29" span.

Pete Fisher's book "Flying Models" was advertised in Model Aircraft in 1965. A copy of this would be a good addition to the library. If you have a copy for disposal or know where one may be obtained please send me an email.

The Mystifying

The history of model aero engines has always been a subject that I found to be rather confusing. It is clear that Pete Fisher offered model aero engines to the market, some under the name of the original brand and some under the brand of Performance Kits. It is this second group which I find most confusing as to who made what, where and when. Below are extracts from publications and correspondence.

In August 1974 the Apex Nipper .375 cc rear rotary induction motor (Fig. 147), designed by Mr Les Saxby, was produced in small quantities. This excellent little engine is capable of turning a 5-inch × 3-inch propeller at 11,000 rpm. Fig. 148 shows the Saxby designed and built .375 cc and .5 cc diesels; both engines were specially designed for small F/F scale and sports models.

At the time of writing it is hoped that an improved version of the Apex Nipper may go into production by Performance Kits, and prototypes are currently under test. These motors are known as the X-Ult .375. Early engines have crankcases entirely machined from the solid. Construction and finish are to the highest standard. Care has been taken to keep the overall length as short as possible, and the engines have exceptionally good torque characteristics enabling them to swing a relatively large diameter propeller. All mating surfaces have surface machined joints, and no gaskets are employed.

Mr Ben Buckle of Aero Designs, Farringdon, has been working on a simplified version of this motor, featuring front rotary induction and three head retaining bolts. The general appearance of the prototype is rather similar to a miniature PAW 1.49. A few were made in 1975.

PERFORMANCE KITS

Performance kits who are in their 25th year of production, have produced a special PK 25/86 diesel engine to celebrate their Silver Jubilee. Only 112 engines have been made which are available at their stockists.

The 25/86 stands for 25 years in the model trade and 86 for 0.86cc. All of the engines are engraved and vapour blasted and have orange/gold anodised cylinder heads.

Stated revs are 10,000 on an 8 × 4, 15,000 on a 15½ × 4 or 11,000 on a Tornado 7 × 4. The company hopes they will mostly be used for powering vintage type models.

Above;
from Pete Fisher's book
"The Collectors Guide to
Model Aero Engines"
published 1977.

Left;
from Aeromodeller
December 1981



Left and above, from John Goodall's "The PAW Model Engines Story" featured in Aeromodeller August 2018 with the permission of the editor Andrew Boddington, see their website www.aeromodeller.com.

A special Jubilee run of 200 PAW 055 were produced for Performance Kits. They can be identified by the gold anodizing and the number stamped on the mounting lug.

Peter Shelton sent the photo on the right of his Performance Kits engine and gave details of three Performance Kits engines as follows.

"PKF 80 This is the engine in the photograph. Capacity is 0.76cc, the same as the engine it was developed from, namely the D.C. Merlin. It was made on the Isle of Man as were D.C. Engines.

Also under the PKF name were two other engines:-



PKF100 Capacity 0.9cc based on the D.C. Spitfire.

PKF Z12 again based on a D.C. engine the name of which escapes me. O.F.W.Fisher took over D.C. Engines when they closed down."

Thank you Peter.

If you can add something to the story of Pete Fisher, his kits, plans or engines, please do send it in.

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

Roy Tiller



Saturday 17th November and it was off again up the motorways to Stourbridge and Colin Shepherds indoor meeting at Thorns.

I equipped myself with a Penny Plane and an enlarged PP that I use for the F1M competition at the Nationals.

I also took a small R/C 'Nano Stik', which last time out appeared to have developed a fault as the motor would only run in short bursts. I had had the bright idea of changing the batteries in the Tx which cured the problem. I was now equipped for the 15min R/C slots.

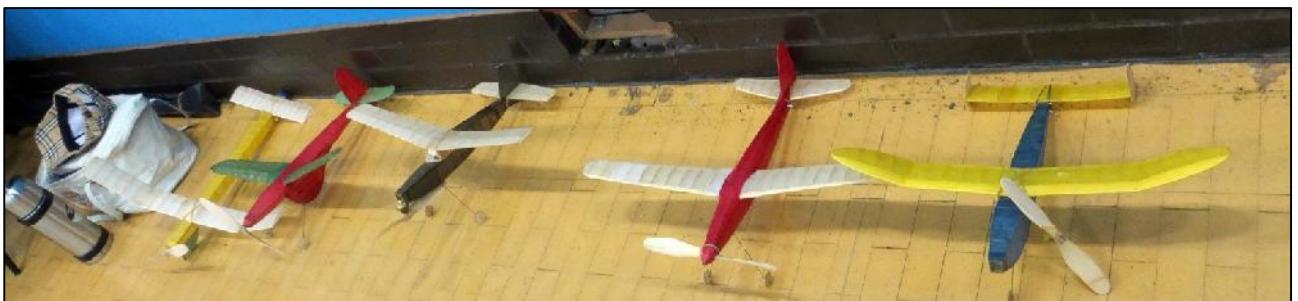
The first 15min was for R/C, so I hooked up the 'Nano' and was soon up among the 'Night Vapours'. They of course are rudder and elevator and somewhat slower than my rudder only 'Nano' so not only was I out of practice I had the problem of dodging the 'Vapours'.

I had been at it for a while when I realised my eyesight has deteriorated of late and a couple of head on trips into the opposite wall confirmed my problem, I thought the tiny model was heading towards me but no.



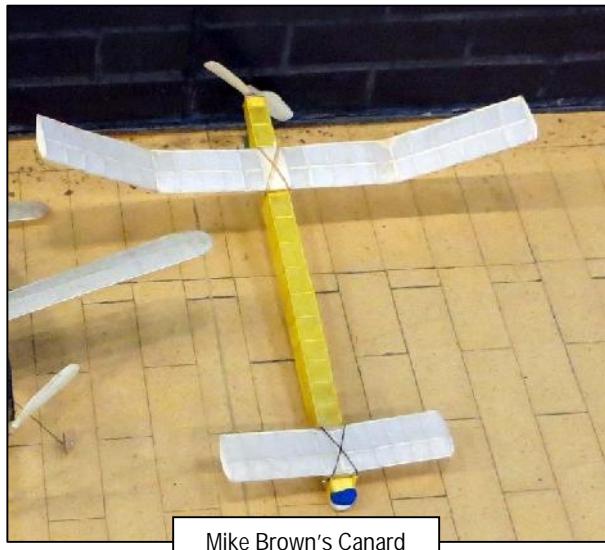
It was a relief when the whistle to stop R/C sounded and I unlimbered my Penny Plane, picked out a 0.1" x 14" loop and away we went. A bit sluggish, only $\frac{1}{2}$ hall height so replaced motor with a 12" loop and this did the trick, up to the lights one tap and good let down. Broke the motor next wind and fiddled for ages trying to find another piece of rubber.

After the next radio slot I got the F1M out and, ignoring the rubber weight restriction, had a few flights with that but not without difficulty. Warping in the box had produced about 30deg of tail tilt which, although the model actually flew with it, was far from decent trim. Much fiddling about including breaking off the boom and re sticking (all hail cyno) I got a few reasonable flights but the boom is a little too weak and will not hold trim. Replacement required.



Mike Brown had his collection of half scale Wakefields on display and all flying steadily with only an occasional trip into the wall when enthusiasm on the winder got models tapping the lights and deflecting the flight path.

On the left is his Canard which is an excellent flyer and I saw it well up under the lights on more than one flight. Looks all wrong to my eyes though.



Mike Brown's Canard



Rob Newton and his Penny Plane

Regular flyer Rob Newton was airing his 'Penny Plane' and during Rachel's photographic tour of the hall Rob commented on his propeller revs compared to mine and wondered why. When Rachel returned to base she passed on Bob's comments. I informed her ladyship that I did not make my props to any specific pitch as I had made pitch setting devices in the past and without fail the finished props used to wag the models with uneven pitch settings so I gave up. I informed her that I make my props with alloy tube hubs and set pitch angle at the blade root, in a simple jig, to 40deg (that's 50deg to prop shaft). I sent her with this information across the hall to Rob together with one of my spare props, They came to some sort of conclusion I'm led to believe. There are too many variables: model weight; prop blade area; prop diameter and rubber x-section. Mostly I wet finger the lot.



Eric Hawthorn with the Comper Swift

Eric Hawthorn was performing with a nice scale 'Comper Swift' he had acquired from somewhere.

The model was un-flown so motor selection was in the lap of the gods but Eric has plenty of experience and as it turned out he got it right first time. I held the model and he piled on a few turns. I made sure Rachel got the picture alongside before he launched, well you never know.

Eric launched for the first flight and the model flew away, a little too straight with a slight stall but for a first flight it was great. A few adjustments, adding turn by sidethrust and stall curing weight to noseblock and the second flight was almost perfect. I've never seen a scale model trimmed in two flights before, two sessions

perhaps. I then rooted out a winding jig from my flight box and Eric was away to refine the trim. All was not perfect as later the model appeared above me, straight into the netting then bang down on the deck. On enquiry it transpired that the model had visited the light fittings. A good afternoon out and the hot chocolate from the office was divine

John Andrews

Cocklebarrow is a name that is now part of the vintage R/C vocabulary as meetings have been held here for 30+ years, currently three meetings a year are held. The first meeting in July was well supported with 40 fliers, this was, as many will remember, held in conditions of extreme heat with the mercury around 90F [32C] over the weekend. It was the first time in the memory of the event that fliers left early in the afternoon due to the heat!

Sadly the second event in August was the other extreme with a cold and very strong wind that caused the abandoning of the event by lunchtime! All was not lost thanks to the dedicated fliers who turned up, 10 signed on and many more were browsing the car boot sellers.

On September 30th after the miserable conditions in August we hoped for a respite. Luckily the weather gods smiled on us as, although it was a day of sun with a fair amount of cloud, the wind was generally light throughout the day blowing straight up the 'Cocklebarrow slope'. Landings were down the field and parallel to the notorious Cotswold stone walls that have so many times led to broken models!

As this was the last meeting this year we hoped for a good turnout, and we were not disappointed, with a steady stream of cars arriving and the car park area quickly filling up. We were pleased to welcome some new fliers, some travelling long distances including from Essex, Cornwall, Devon and Wales.

Within a very short time the air was full of models in the circuit. For safety we had limited the number of models flying at one time to five and this seemed to work well with very little waiting. Thanks to David Lovegrove, Spike Spencer, John Laird and Nick Blackwell who efficiently marshalled the pilots box.

As usual there was a good selection of models, the largest being the 120" Majestic Major by Phil Huddleston.



The smallest, an SE5 by John Mellor with a wingspan not much over 12", flew really well powered with a diminutive electric motor. Junior 60s were as always present with 5 counted, including the model by Dave Stock missing a collision with the wall surrounding the site by the tiniest margin! Mick Langford was flying his Falcon, always a steady flier. There were 3 Buzzard Bombshells flying, with one spending an interesting 10 minutes circling with a Red Kite that had turned up to see who was sharing his air space! Jack Pritchard had a KK Dolphin twice size that had an electric power pod cleverly disguised as an I.C engine with its iconic shape looking impressive in flight. Three pretty John Bowne designed Swannees [1966] were flown by David Lovegrove, Spike Spencer and Mark Deans, all electric which is now the trend.



With so many models now electric it was noticed that at times the air was full of models that made no sound! To many fliers this still doesn't seem natural! In total there were 45 fliers signed on with between them 97 models. As always there was lots of interest in some of the more unusual models which happens when real aeromodellers get together, one of the good things that comes from our interesting hobby.

The car boot sellers were busy all day with a number of people coming away with very nice models that were to have another life.

All too soon the day came to a close and modellers said their goodbyes until the next time. It is planned to have 3 events in 2019 with, as before, meetings in July, August and September. Finally thanks go out to Ted & Linda Tomlin, Pam Tomlin, Rob Smith, Rob Blair, David Lovegrove and David Bowl whose help over the weekend made these meetings a success.



Richard Preston and Brian Brundell [powered by Pasty].



David Lovegrove & Spike Spencer Squadron all flew



Buzzard Bombshells, Sparky, Expo 80 and Airmaster.



Super Elf by Mike Whittle.

Tony Tomlin

For whatever reason, this year seems to have passed by very quickly. Our AGM has come & gone. Hosted at the Museum, we had a very reasonable attendance & proceedings are reported elsewhere in this edition of the NC. We still await any outcome regarding the possibilities of flying on Middle Wallop airfield next year.

A date for the 2018 Southern Area gala to take place in Spring 2019 has been submitted to RAF Odiham, but we await the outcome of their next Airfield User meeting for confirmation.

As of now, although I have the FFTC calendar for next year, we have not yet been able to put together a list of possible dates or content for 2019. No doubt this will get sorted out over the next few weeks.

Thoughts on a "different" comp

The month has thrown up a subject for debate regarding a rather different & somewhat novel competition possibility, based around an event held in Italy over the past few years - the "Cagnarata or funfly" comp. Basically it's a comp flown in rounds & is inclusive for a variety of models, all of which are given a "score or K" factor based on their notional performance such that different models & flyers can compete against each other on a level playing field. The key is - of course - in getting the "score" factor reasonably correct. Anyway - currently being discussed by Crookham & Croydon members regarding possibilities for next year. For a flavour, have a read of the following received from our Italian colleagues. Feel free to comment back to our Editor if you think it has potential. Plus side is that the Italian comp does seem to attract quite few entries, so with falling numbers in our individual comps it might well be worth a try.

"Thanks for the interest I try to give you some info about it, as well as the list of coefficients: The jokingly called "Cagnarata" competition was held in Turin in the past (I think until the 70s) and was a sort of informal end-of-year meeting (around October / November) among the local aeromodellists, during which the possibility was given to participate with all the categories together. I have no trace, however, of what the regulation of the time was.

In the 90s we had begun to organize something like that and the concept was then resumed at national level by FAVLI in 2002 that had formalized a regulation. If I was not mistaken had also been played once or twice a sort of championship FAVLI in a single trial with the same system (going to comb through the old FAVLI news you should find something)

Currently the "CAGNARATA" takes place on Saturday before the Fea cup which is instead reserved for the F1G coupe d'hiver category. Basically, on Saturday afternoons, the "fun fly" competition and on Sunday the "serious" race of the Coupe d'Hiver. These are however two distinct events such as rankings.

Procedure:

Three launches with full time established for each category.

To compile the ranking, the time actually timed by the coefficient of the category is multiplied with the aim of comparing it to the full reference time that is 120. In practice for the categories with full 120 "(eg F1G) the time flown will correspond to the points for the ranking, while for the other categories with full or greater full time the points will be different from the time flew based on the coefficient.

The full timing and the coefficients used are as extracted from the 2002 FAVLI regulation that you find attached. Compared to this we had modified the characteristics of the "65" elastic as pen correction (full 90 "and K = 4/3). In addition we have included the new electrical categories:

F1Q - 180 "- K = 2/3

F1S - 120 "- K = 1

For the most part the full matches those of the official category regulation, some have been adapted to help say the "weaker" categories.

There are categories on the list that have never participated and that I personally do not know and I do not know if they are still current, but that were mentioned.

In the event of a fly-off, we usually proceed by doubling the respective full category and of course by applying the K. In the last edition we decided, to avoid problems, to make the second play-off without further doubling but actually leaving the first.

The ranking of the last edition you saw, a clarification: the category "CAT" are the balsetta with slingshot or catapult gliders that correspond to point 3.5

As anticipated I want to clarify that the system, for the different nature of the models is far from perfect, but it works in an informal race that is more a meeting where you can fly with the models that everyone has available.

I hope I was helpful.

Greetings

Alexander"

For brevity, I haven't included the "k" factors for model classes, but if sufficient interest is shown, we could publish a version of the rules proposed for a UK comp together with these "k" factors. Something to think about over Christmas?

Ramblings

Drones

A quick update on drones et al. There is a news flash on the BMFA website, dated 29th Oct, that is encouraging in that "EASA (EU) has confirmed our (BMFA) interpretation that a:

Member State's Competent Authority (in our case the CAA) can define a complete national regulatory framework for model flying (which may or may not define requirements for age limits, operator registration and competency requirements etc) and that model associations may operate to the resulting national authorisation.

This is exactly what we have today!" The full text can be accessed at <https://bmfa.org/News/News-Page/ArticleID/2555/Update-on-EASA-regulations-for-unmanned-aircraft>.

Inevitably there is still confusion. As was mentioned at the AGM, the CAA has revised (updated) the Air Navigation Order which now includes a provision for registration (not clear whether it's for models or flyers) & the requirement for a certificate of competency for flying of all models over 250 grams in weight (also totally silent as to how this might apply to free flight), both of which are stated to come into force in Nov 2019. Neither of which are in any way defined in terms of process and/or implementation & potentially could be troublesome for any free flight model over 250 grams. There is apparently a meeting with DfT & the CAA in late November, at which the BMFA will be present & will hopefully register its concerns & seek clarifications.

Engines

Latest Gildings Engine Auction in early November still makes for an interesting browse -

See: https://www.gildings.co.uk/sale_diary/1730/

where a large variety went for mostly reasonable amounts. No idea how many attended.

Photo from the past

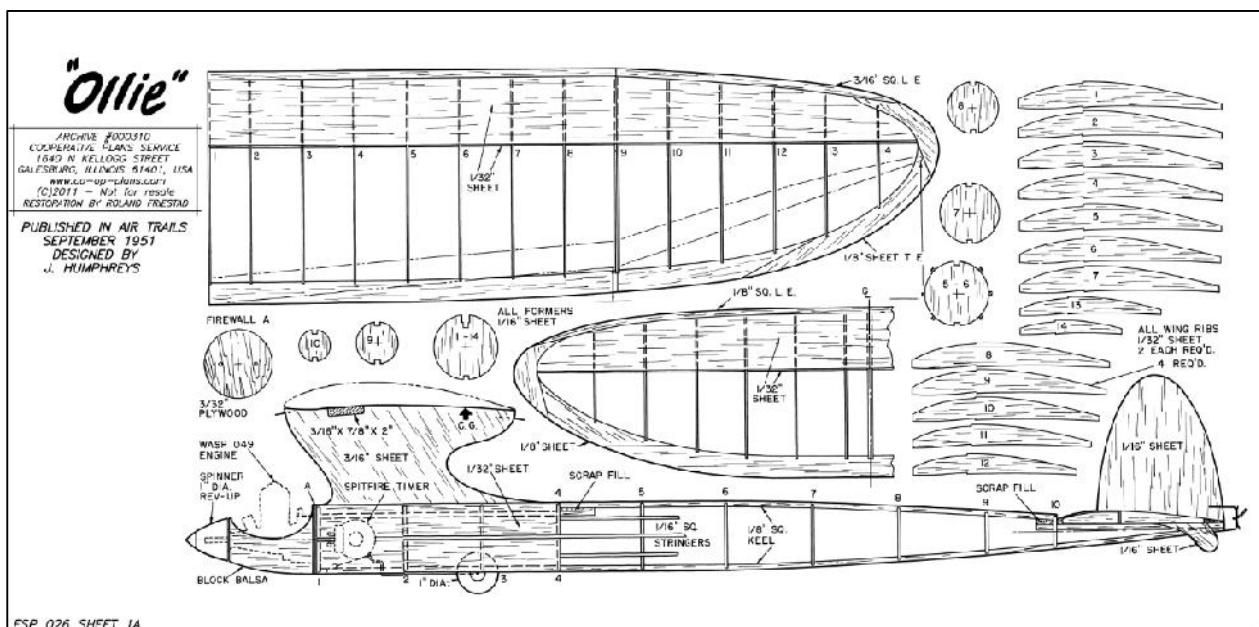


Beaulieu – years ago

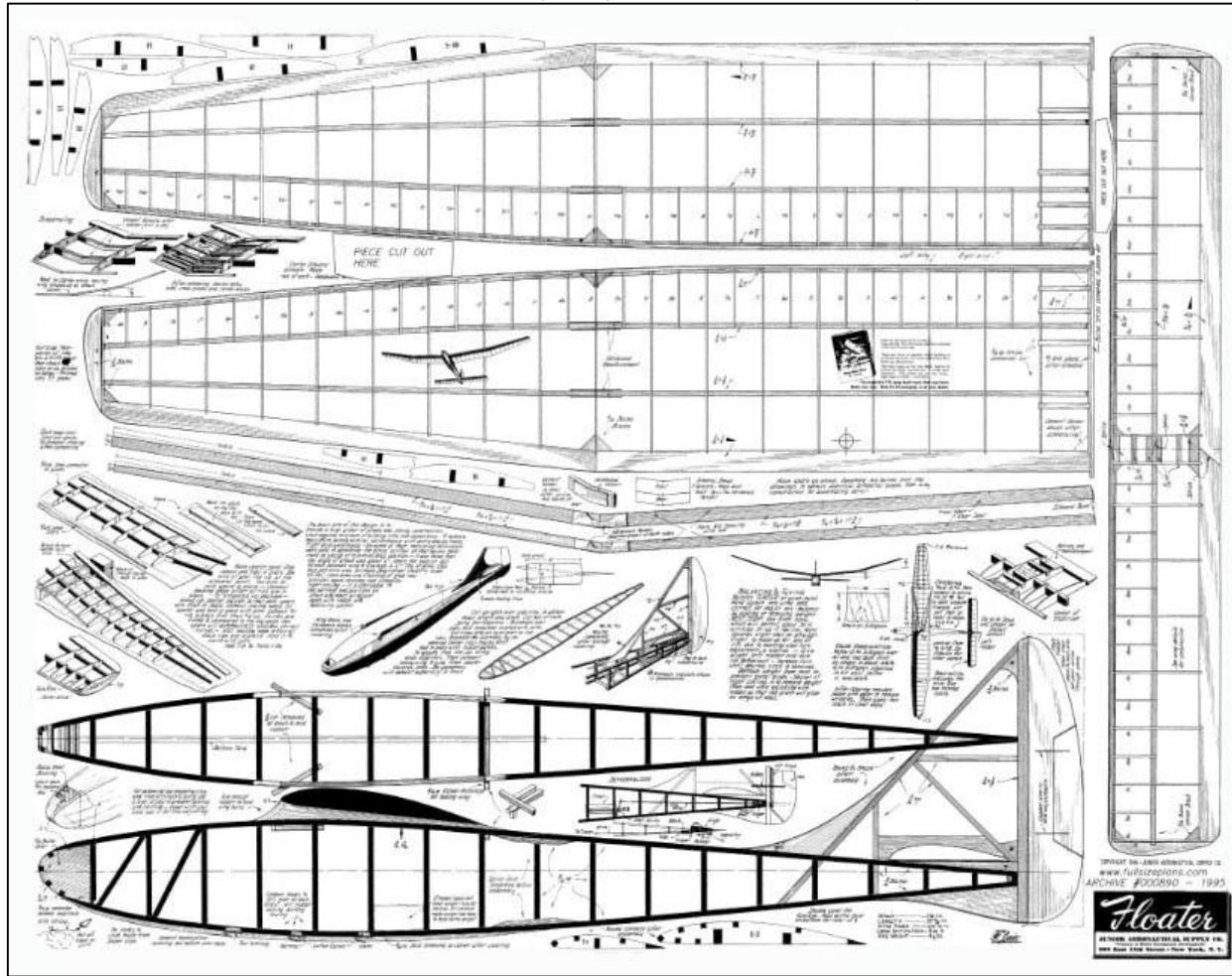
Came across this photo recently. Can't remember quite when it was taken but it must have been many years ago, as that's my Linnet in its original orange form before a mid-life restoration job, which was done some 7 years ago in a different covering & colour scheme. In this form, it was lost at Middle Wallop & found approx 1 month later near Thruxton, perched up a tree. It's now well & truly fuel saturated but still flying. Others in the pic are John Taylor & Graham Moore, all Bournemouth club members, when we used to get a regular turnout every first Sunday of the month.

Plans for the month
(this month - courtesy of Roland Friestad & Co-op Plans)

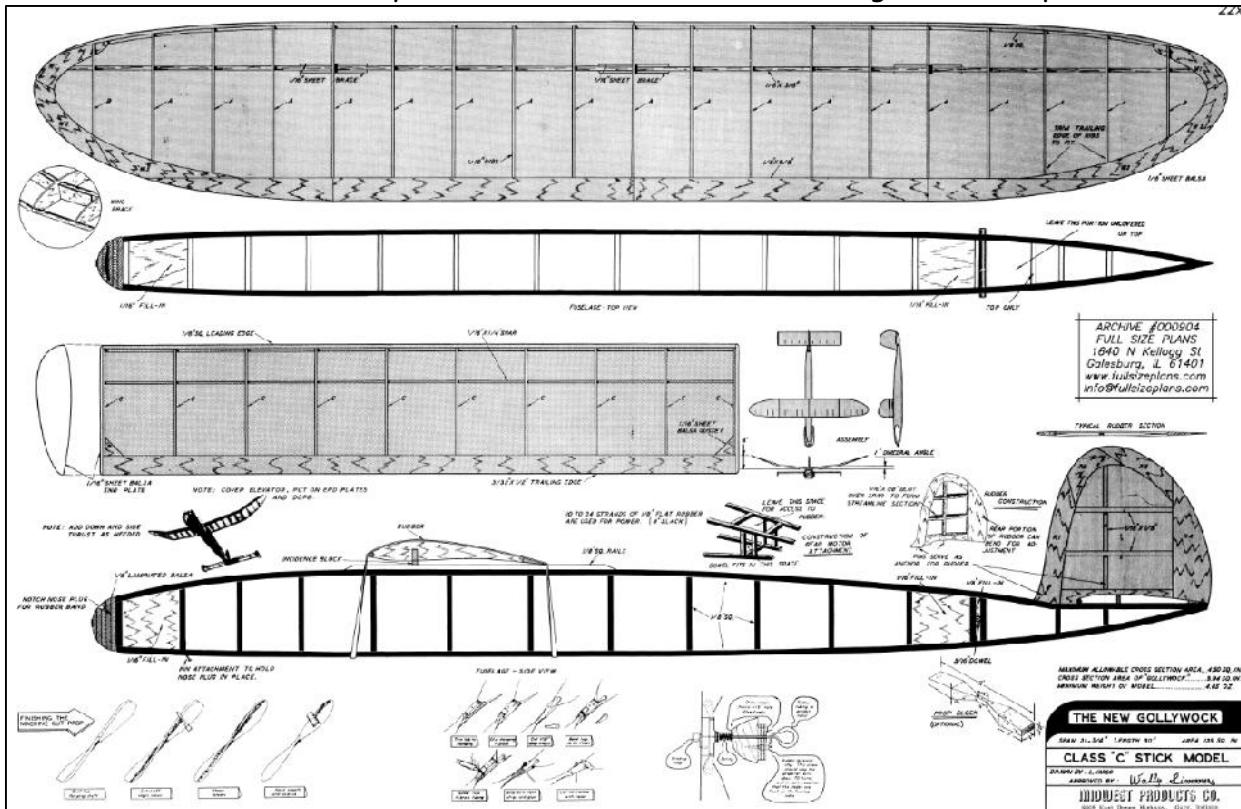
Power: Ollie - pretty little pylon design from 1949 for .049 engines.



Glider: Zaic Floater - flyaway candidate with no dt provision



Rubber: New Gollywok - favoured USA duration design from the past



Roger Newman

250gm Rules for Operation at Middle Wallop In 2019:

- For all models, SAM1066 will apply the 250 gram rule which exempts model aircraft from any proposed drone regulations that encompass aeromodelling. Simply put – this means that all models flown on the field must weigh less than 250 grams.
- For ALL models, the fitting & use of an operable DETHERMALISER (DT) is mandatory for all flights – clockwork or (preferably) RDT. The use of a fuse DT is not permitted.

Models Entered in Competitions.

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

For Models not Entered in Competitions.

- For all flights the DT must be set to operate at, or earlier than the max time set on the day.

General Model Rules

1. All models must carry a name & address label with full contact details (Name, address, mobile and/or landline number) in a visible position.
2. All models must carry BMFA membership number in a visible position.
3. BMFA membership cards must be shown on entry to the field.

Random checks will be carried out during the day. Anyone found to be infringing any of the above rules will be asked to leave the field.

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

SAM1066 Committee

Salisbury Plain Area 8. 2018.

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

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

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

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

The New 2018 Free Flight Forum Report

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

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

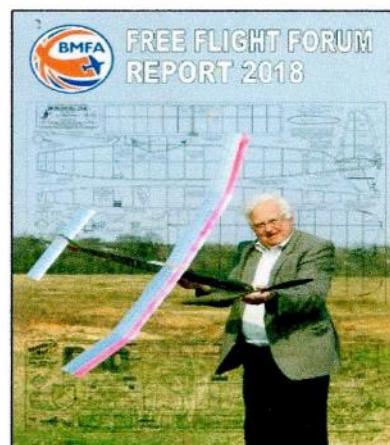
UK price is £10 including postage; to Europe it's £14 and everywhere else £16. Sales of the Forum Reports help to defray the heavy expenses of those representing Great Britain at World and European Free-Flight Championships. Cheques should be payable to 'BMFA F/F Team Support Fund' in pounds sterling, drawn on a bank with a UK branch; you may also order by credit card, which is a lot easier (and cheaper).

Be the envy of your friends, get yours now.

Copies are available from :

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

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



SAM Speaks USA.

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

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



La Grande Coupe de Birmingham (part cinq)

Sunday December 2nd 2018

**Note: This event will be at BARKSTON
The manned gate will be open at 9-00am**

Qualifying

(visional)

F1G for the Aeromodeller Trophy

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

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

<>

Pre '58 Vintage Coupe

for the Vintage Plate

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

<>

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

Entry Fee £10 covers both events

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

For further information contact:

Gavin Manion

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

Or **Stuart Darmon**

at stuardarmonf1a@yahoo.com - tel 01858 882057

L'AQUILONE SAM 2001

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

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

Model

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

Engine/motors

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

Electric Motors:

Any electric motor is admitted with direct drive

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

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

48" Wingspan:

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

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

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

Flights and results

Each competitor may fly as many flights as wished during the admitted period but only the best flight will be considered for the final result.

Hand launches are admitted. The flight time start when the model is released or takes off. The flight time ends when the model lands or hits a fixed obstacle. In case the model flies out of sight the timekeeper will time for 10 seconds after losing sight of the model. Timing will continue if model is seen again or stopped after 10" deducting this time from the total time of the flight.

Awards :

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

Results

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

Special Prize Vic Smeed

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

Special Prize David Baker

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



INDOOR F/F MEETINGS

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

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

These meetings will be held on the following dates:

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

2018

2nd Oct - 6th Nov - 4th Dec

2019

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

7th May - 4th Jun - 2nd Jul

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

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

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

Fliers will be required to show proof of insurance.

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

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

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

For further details please contact:

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

or see our web site: www.wcaero.co.uk

FLITEHOOK

Indoor Free Flight Meetings

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

Café on Site

Fliers £8

Juniors & Spectators Free
Flyers must be BMFA Members

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

2018

9th Sep - 14th Oct - 11th Nov - 9th Dec - 30th Dec
2019

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

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

44TH CRAWLEY FF INDOOR MEETING

Saturday 16 February 2019

This will be the 44th annual meeting, but the first to be held on a SATURDAY. Otherwise, it is at the regular venue of the K2 Leisure Centre, Crawley, using most of the very large Sports Hall. It will run to the familiar format of alternate slots for competition and fun flying.

The competitions are Catapult glider (max span 12 inches), HLG, EZB, Living Room Stick, Gymnastic Cricket, Open Scale, Peanut Scale and Legal Eagle. Plus mass launches for the Butterfly and Hangar Rat. Prize giving and raffle held at 5:30pm.

16 February 2019 at the K2 Leisure Centre, Crawley, Sussex RH11 7BQ. For more information contact Alex Cameron Tel 07804 748333, alexcam77@gmail.com or see the Crawley and District MAC website cadmac.org.uk



The K2 Leisure Centre at Crawley offer plenty of space for flying scale, duration and sports models indoors.

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

2018
May 5th - Sep 22nd - Oct 20th - Nov 17th - Dec 15th
2019
Jan 12th - Feb 9th - Mar 9th - Apr 6th - May 4th

Admission - Flyers £6 - Spectators £2.00
**Ultra-light R/C models may be flown for the first 15mins of each hour
 (quad copters or heavy fast flying models not accepted)**
**For further information phone Colin Shepherd 0121 5506132
 or e-mail cosh43@hotmail.com**

Bloxwich Indoor Flyers

Free Flight & lightweight RC
Sneyd Community School
Vernon Way, Sneyd Lane,
Bloxwich, WS3 2PA
Saturdays 2pm until 5pm
Flyers - £8 Spectators £2
2018 dates
Sep 8th - Oct 6th - Nov 3rd - Dec 1st

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

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

Flying from 1200hrs to 1600hrs on Sundays

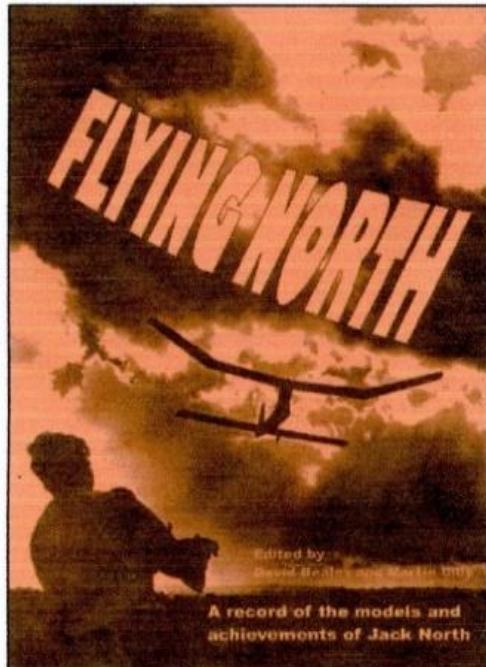
2018
23rd Sept. - 21st Oct. - 18th Nov. - 16th Dec.

2019
13th Jan. - 17th Feb. - 17th March

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

Admission: - Flyers £10 - Spectators £1

Phone: David Powis on 01579 362951
Email: dave_powis@hotmail.com



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

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

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

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

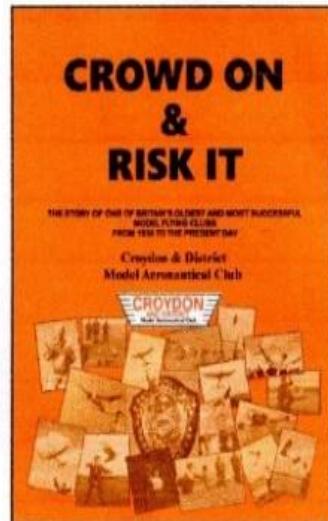
CROWD ON & RISK IT

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

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

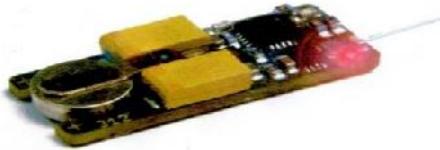
Just £8 by PayPal or cheque.

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



BUGS

Free Flight Model Tracker



£50.00 - each including 6 batteries

Ready to use radio tracker

Suitable for most handheld receivers

Powered by one 312 ZincAir hearing aid battery
27mm long, 11mm wide, 5mm thick 3 grams
including battery

Run time around 10 days

Red LED flashes when transmitting

Available in any frequency from 140MHz to 980MHz

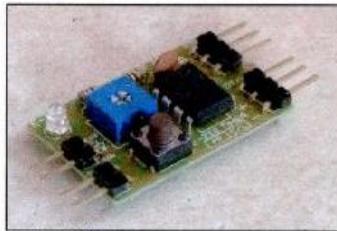
Supplied in protective heatshrink

Very quick delivery, often next day

On sale at

http://www.leobodnar.com/shop/index.php?products_id=217
or contact Peter Brown 07871 459291 for options

E-Zee Timers



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

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

a simple push button / LED interface

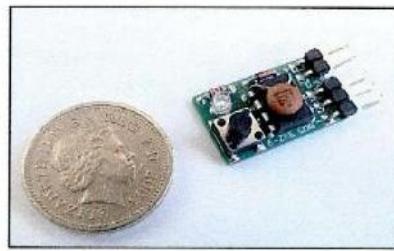
- motor run duration:-adjustable 1 to 30 seconds, set in 1 second increments
- d/t duration:-adjustable 10 seconds to 5 minutes, set in 10 second increments
- motor power:-adjustable at all times from zero to full throttle (by potentiometer)
- push button immediately stops the motor at any point during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

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

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

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

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



- d/t duration:-adjustable 10 seconds to 5 minutes, set in 10 second increments

- push button immediately cancels the flight at any time
- duration settings are saved in memory a single button push serves to repeat a flight.

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

Timers are supplied with a comprehensive instruction manual and users guide

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

Dens Model Supplies

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

Provisional Events Calendar 2018

With competitions for Vintage and/or Classic models

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

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

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

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

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

Useful Websites

SAM 1066	-	www.sam1066.org
Flitehook, John & Pauline	-	www.flitehook.net
Mike Woodhouse	-	www.freeflightsupplies.co.uk
BMFA Free Flight Technical Committee	-	www.freeflightUK.org
BMFA	-	www.BMFA.org
BMFA Southern Area	-	www.sabmfa.org.uk
SAM 35	-	www.sam35.org
National Free Flight Society (USA)	-	www.freeflight.org
Ray Alban	-	www.vintagemodelairplane.com
David Lloyd-Jones	-	www.magazinesandbooks.co.uk
Belair Kits	-	www.belairkits.com
Wessex Aeromodellers	-	www.wessexam1.co.uk
US SAM website	-	www.antiquemodeler.org
Peterborough MFC	-	www.peterboroughmfc.org
Outerzone -free plans	-	www.outerzone.co.uk
Vintage Radio Control	-	www.norcim-rc.club
Model Flying New Zealand	-	www.modelflyingnz.org

Are You Getting Yours? - Membership Secretary

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

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

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

P.S.

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

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

MERRY CHRISTMAS once again: Your editor John Andrews