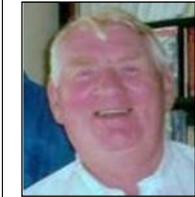
	<h1 style="color: red;">NEW Clarion</h1> <h2 style="color: red;">SAM 1066 Newsletter</h2>	Issue 072016
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Editorial

Here we are again, this issue kicks off with the follow up report from Dick Twomey on the results of his secondary school initiative in Mauritius. The basic glider competition he promoted seems to have met with astonishing support and Dick is to be commended for his efforts. Perhaps on the back of this success Dick can move on to indoor modelling and further inspire the youngsters now appetites have been wetted.

Jim Wright, the BMFA Museum Liaison Officer has penned a piece on our vanished model shops, a sad fact of life and one which effects the promotion of our hobby.

I've updated Kathy Wingate's engines for sale, the blanks in the table are items that have been sold. Kathy had a stall at the FF Nats and business was brisk as she found new homes for her late husband John's aeromodelling effects.

I report, as usual, on my dismal efforts at the FF Nats and Jim Paton, as always, sends in his thoughts on the event. Jim also has updated his experiences with Radio DT.

Nick Peppiatt continues his indoor articles moving on to construction of a particular model. I'm sure many of us will learn a thing or two from his informative writings.

Andrew Crisp's Oxford FF Rally at Port Meadow is reported by Andy in his own inimitable manner. There is a further report on the event from the Southern Coupe League point of view from Peter Hall and Roy Vaughan.

I have in hand more of the late happy snapper Dusty Miller's photographs so I popped one or two in this issue before I pass the collection on to our archivists.

Stewart Mason has weighed in with another article for the 'Other Hobbies' series and interestingly in an associated e-mail he describes his current radio project of upgrading old radio gear to produce a vintage model control system using a modern radio link.

I have in my garage an old Cox .049 pocket rocket from many moons ago with a 27M Macgregor Rx driving a Mighty Midget motor for a pulse proportional rudder control system.

It would be an ideal project to update the radio link but retain the old pulse control system. It would be a real blast from the past.

This sort of conversion would be a genuine vintage radio job and could even spawn a new class of vintage aeromodelling. 'Vintage Radio'



I report with regret the passing of yet another of our vintage stalwarts, Terry King, a glider flyer of no mean ability in both construction and competition flying. Many will miss him.

Roy Tiller's report features the Italian 'MOVO' range of models. Italian models all seem to have a distinctive look of their own, particularly the gliders.

Our secretary's report details again the content of our first attempt at a meeting on Salisbury Plain, and although there has been no feedback, I hope members will give it a whirl as it may well be the only venue that can support our organisation in the near future and I do not wish our club to just fade away.

Editor

Here is Part Two of my report on a very basic competition for our Secondary Schools here in Mauritius, which Roger Newman published in his Secretary's Notes previously. We were astonished by the response in numbers, and impressed by the efforts of so many kids to fathom the mysteries of lift and drag!

As a matter of fact the winning team used a conventional but effective design of foamie. Since the glider fly-off I have visited the winning team's school and we took some good snaps there. You'll be interested to learn that their chosen launcher, who made all four flights on behalf of the team, is a pretty good javelin thrower... which turned out to be useful since it was a day when launching had to be made downwind and slow floating flight was never going to win!

Readers will remember that I when left you in the April Clarion with a "Part One" on this youth venture, you were looking at some of the first-timer designs that had been produced by keen (but inexperienced) young people aged 15-17 in our secondary schools. Almost all these efforts were made with Depron, since John and Pauline Hook don't live here and balsa doesn't grow on coconut trees. Some of these designs were promising, but more were unlikely ever to defeat gravity for more than the seconds it takes to drop quickly from hand to ground: Not the children's fault, since as I learned, the aerodynamics part of school physics doesn't even get a mention here: Poor Bernoulli... and, you know, our SC and HSC exams are set not locally but in Cambridge.

So it was that my aeromodeller friend (and microlight pilot) Cyril and I sat down for two whole days at the end of April to assess the chances of 105 gliders coming from 62 schools across the length and breadth of the island. First job was to weigh and measure to ensure that all had an equal chance. We had set a max wingspan of 80 cms and a mass of between 40 and 140 grams - very necessary in order to rule out both balloons and flying bricks! All but one or two were found to conform, and of course - because the winning handlaunch flying criterion was Distance - the clever ones had made sure their creations also had a high wing-loading...

Of the 105 submitted to the scrutiny of balance point, aerofoil shape and dihedral, neatness of construction and originality, the models of the best 33 teams survived and were invited to prepare for the Flight Tests to be held a week later. A Sports stadium was booked, and arrangements made to measure the glide distance from a hand-launch height of 5 meters. On the day however that unpredictable element, the wind, did not co-operate. The Met Office said this:



Mauritius Meteorological Services

Wednesday, May 11, 2016

FORECAST FOR THE NEXT 24 HOURS:
 Partly cloudy with occasional rain over the Eastern and Southern slopes as well as over the Central Plateau. Sunny elsewhere.
 The maximum temperature will be 23 and 25 degrees Celsius over the high grounds and 26 to 29 degrees Celsius along the coasts.

Isolated showers will persist over the high grounds and windward slopes at night.
 The minimum temperature will be 16 to 18 degrees Celsius over the Central Plateau and 19 to 22 degrees Celsius elsewhere.

Wind South-Easterly 25 to 35 km/h with gusts of 75 km/h. *! not what we wanted...*

Sea very rough with South-westerly swells affecting also the lagoons.
 Ventures at sea are strictly not advised.

Around the Stadium grandstand (whose steps would set the launch level) we had a mixture of cross-and-downwind, and a choppy one at that, but lower down the steps there was less turbulence. Decision was made to use a launch height of 3 m. instead of 5, and to expect no more than 30 m. distance to be achievable



Competitors assemble ready for the launch

You can imagine the scene as busloads of college students and their teachers turned up: A microphone and sound system was readied and briefings were given, models re-measured and weighted, then each school team announced in turn. At each handlaunch (each team having 4 members and four HL attempts) the watching crowd made their "Ooohs" and "Aaahs" as depron dreams fluttered down or others soared aloft. It seemed to be all a great success, fully satisfying the objective of making learning a little bit of new Physics a bit more fun than just sitting in the classroom!

The winning team carried forward their "design marks" from the assessments in April, and then beat the target glide gradient of 1:10 (not a lot when I know that an airliner with all engines "out" can do about 1:15), and made a best distance of over 34 metres, which we thought pretty good in those surface wind conditions. Design and Flying marks together gave the winning school a prize of 8,000 Mauritian rupees (the equivalent of 400GB pounds) and a trophy to take home. A happy outcome. Maybe we'll try for a solar-powered electric-model R/C competition next year?

Surprisingly the next day the Director of the Science Centre, who had helped my Aeronautical Society to set up this competition, and I were invited to go on national television to talk about the "Small Model Glider Competition" event. A case of "Fame at Last?"



Above I pose with the winners, Bissoondoyal State Secondary School, together with three of the 4 boys and their Physics teacher who had obviously encouraged them. The Depron Glider production line shows the depth of their determination, I was told that the aft fuselage was made from the radial of an umbrella.

Dick Twomey

The closure of Model Shops as we knew them

On the same day as my club Christmas Social the December 2015 issue of BMFA News dropped through our letter boxes. Several of my club members, being avid readers of this esteemed publication, (well they look at the pictures), noticed there was a photograph of me being awarded the Arthur Mullett Memorial Trophy for 2015 (that's Arthur 'Mullett' not Arthur 'Mullard').

I received several congratulations from members that were followed by a question; "who the heck is/was Arthur Mullett?" Well, until I received this trophy I had no idea either, so I did a little research and discovered he owned a Model Shop in Brighton.

The Arthur Mullett Trophy was presented by Arthur's wife to the S.M.A.E. (now trading as the B.M.F.A.) in about 1957 and first awarded in 1958 to John O'Donnell (*known well to us as Mr. All things Free Flight*). The trophy has been awarded most years ever since for '*Services inside the framework of the Association*'.

The article below from the August 1951 issue of *Aeromodeller* about Arthur and his model shop in Brighton may bring on waves of nostalgia for some of the more senior readers of the *New Clarion*. Some, like me, will perhaps remember how much they enjoyed almost weekly visits to a local model shop often travelling by bus or push bike to spend pocket money after running errands on a Saturday morning. Some of my club mates were already there spending hard earned wages in the days before we called it a 'salary'.

In my case it was just a short journey by push bike to Jack Merriman's model shop on Normanton Road in Derby to buy balsa wood, balsa cement and dope etc. then a trip across the road to Dean and Smedley's chemist shop to buy ether in an unsealed bottle and Amyl nitrate in another small brown unsealed bottle followed by a visit to a nearby garage to buy some Castrol XL oil (or was it Castrol R) to make diesel fuel for the following days flying. And by-the-way, I was about 12 or 13 years old at the time. Not something a 12 year old could or would be permitted to do today!

What I find interesting in the article about Arthur Mullett's shop is the statement that "*it is quite impossible to say that every aeromodelling requisite is there for sale*". This is something I have heard recently about model shops from modellers who say 'they won't have what I want or need so I don't go there'. But, how do we know if we don't go or phone to ask. Maybe your local model shop could supply you by 'mail order' as Arthur Mullet did back in the 1950's. I personally think that one of the many challenges facing model shops today is the vast and diverse range of items available to model flyers which definitely makes it impossible for shops to stock absolutely everything the modeller might need. The cost of shop rents, business rates, lack of free or easy parking near the shop does not help either. I used to park my bike unlocked outside the model shop in Derby without the slightest concern that it would still be there when I came out much later after carefully selecting wood and chatting to the owner and my friends. Of course, there are so many specialist items we need to fly free flight today that only sell in small volume so obtaining them by 'mail-order' from specialist suppliers such as Flight Hook or Free Flight Supplies is perhaps our only option. Buying items at one of the competitions or events the specialists attend to sell their wares is a chance to handle the goods and ask questions before you buy and to me so much more enjoyable than just pressing the 'confirm order' key on a computer.

In late January 2016 I heard that Hobby Stores will close their retail branches in Chelmsford, Enfield, St. Albans, Reading and Watton and go 'on-line'. This is perhaps a further indication of how the internet now dominates our modelling purchases. These closures follow what seems to

be a worrying and increasing trend in recent years. Personally I still enjoy a visit to a model shop to buy 'over the counter', talk to the owner and meet other modellers so I do hope that at least some model shops will survive including of course the likes of Al's Hobbies in Wolverton near Milton Keynes, a shop I still frequent.

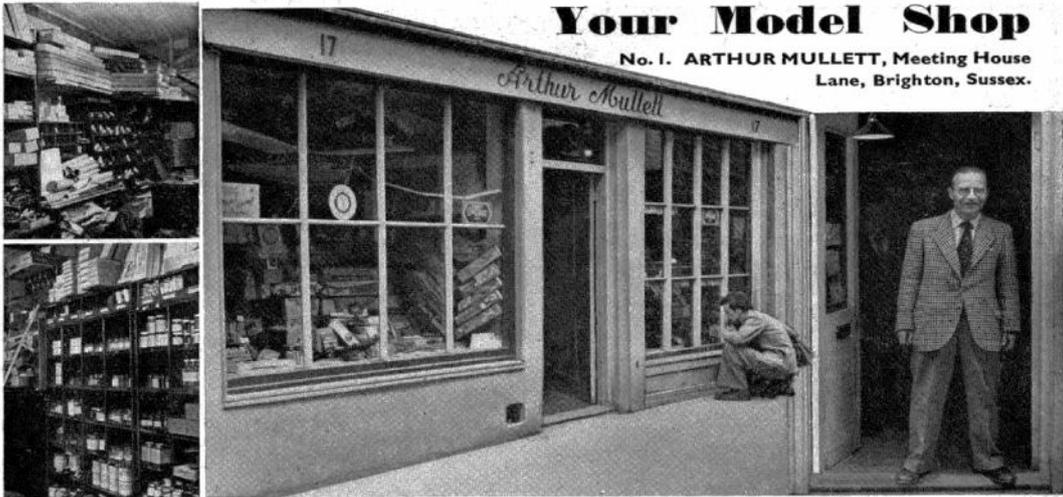
A visit to Al's Hobbies is something of a step back in time. The shop has a traditional double front and as you enter the window on the left is full of nostalgia items from Al's extensive personal collection. In the right hand window a display of modern, shiny new gizmos including drones and all that's desired by perhaps the younger affluent modeller hooked on technology. I am not saying progress is a bad thing, we need it, but the contrast is clear to see. Inside the shop the floor is wood planked, the counter tops glass, the shelves and cabinets traditional and he even has a good selection of balsa. Oh, the nostalgia flows in waves!

If we do not support the retail 'over-the-counter shops' for as many of our purchases as possible then they will continue to disappear. Try to seek out your nearest model shop and give your support before it is too late. Oh, and buy-the-way, I have absolutely no commercial interest in any of the establishments mentioned.

August, 1951 489 *Aeromodeller*

Your Model Shop

No. 1. ARTHUR MULLETT, Meeting House Lane, Brighton, Sussex.



WHAT better augury could there be than a fine summer's day and a stiff sea breeze to inaugurate this new feature "Your Model Shop" with a visit to Arthur Mullett's in Meeting House Lane, Brighton! It was something of a surprise to find this all-model emporium—no less a title is justified—boasted a broad three window frontage packed to the ceiling with kits and accessories. Tucked away in a little lane amidst the antique shops for which Brighton is famous, it is yet within fifty yards of the main North Street thoroughfare and a deserved centre for South Coast modellers.

But it is as a mail order house that Arthur Mullett enjoys the widest recognition. The "In" tray was full to overflowing when we arrived, but expeditiously emptied in spite of attending to our creature needs with a mammoth Chinese restaurant lunch, by the time we left in mid-afternoon. To give point to his claim for a world wide service the bottom of one display window is tastefully heaped with envelopes bearing stamps from very nearly every stamp issuing country—a source of some dismay to local philatelists who constantly protest at this vandalism, when they could be so nicely housed in somebody's stamp album. One of these days Arthur is going to mount them all up—it will be quite a valuable collection—meanwhile they decorate the window in part, and overflow a fair-sized trunk inside.

Like so many of our model retailers A. M. started life in the musical instrument business, and held down professional engagements as a drummer and xylophonist for nearly twenty pre-war years. "Only out of work one week in all that time" he claims. His model business started as so many others as a side line to his musical instrument business in 1937—by the time the war came it had become the major business angle. After his demob, he got to work again, and, while waiting for the model trade to build up again returned to his former business of musical instrument selling. Just as soon as there was enough to stock the shop he went over wholeheartedly to model trading only.

Today, it is his boast that he offers nothing in his advertisements that he cannot supply from stock. The shelves bear out this boast, while a large store-house nearby contains an adequate reserve to cover any run on some popular item. In spite of this big buying he can only recall one occasion when he was left holding the baby—with a stock of kits no one wanted. Such a state of affairs could only be possible with a model retailer who really knew his business. In Arthur Mullett we have just that man—an all rounder who can build and fly his radio control model in the best of company, or just as happily be sailing his model yacht on the local basin in a National event.

This is a friendly shop. At weekends it is the rendezvous of local clubmen who are permitted to natter away happily in one corner of the shop, whilst the serious business of selling goes on at the counter. "They make the place look busy" says Arthur, and of course they are the real backbone of every business, the keen types who spend and go on spending for their hobby, even if they do know all the answers—which can sometimes be awkward for the "business man" retailer who is not himself a competent modeller.

It is quite impossible to say that every aeromodelling requisite is there on sale—there may be an item or two not on those groaning shelves; they would need a week to check. But, this we can say, virtually every book on every aspect of modelmaking at present in print will be found there, and not a few that are normally regarded, as out of print.

Like most conscientious traders he is a keen supporter of local area functions, and showed us some of the trophies and prizes accumulating for the South Coast Gala on August 12th. We look forward to meeting Arthur Mullett there again, but he will probably be too busy on the admin. side to win any of the trophies he has helped to provide.

Jim Wright

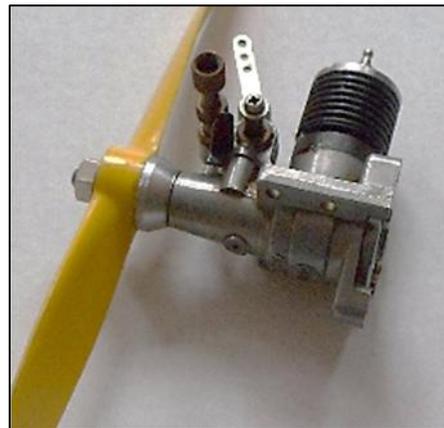
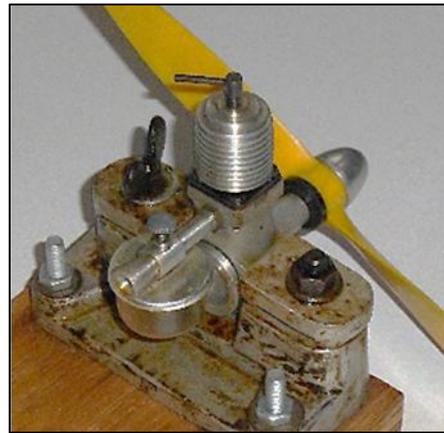
Engines for Sale

Kathy Wingate

1	Make	Size	cc/cu	Type	Condition	Comments	Value	No	Store
2	Allbon Dart	0.5	cc		*fair+fuel tank		£55	6	M
3									
4	BEE	0.5	cc		in bx		£70	2	N
5									
6	Cameron	0.23	cu	spark ig	new	no sil	£80	18	T
7	Cox	0.049			fair		£10	11	Q
8	COX	0.49	cc	2 stroke	poor	incomplete	£5	20	U
9	Cox .75		cc		SOLD				
10	Cox .75 (.049)				v.good		£20	2	Q
11	DC 1.5				v.good		£30	3	Q
12	DC Dart	0.5			*good		£60	3	M
13									
14	DC Sabre	1.5			v.good		£25	10	Q
15									
16	ED comp special	2	cc	diesel	v good	no sil	£55	12	T
17	Ed Racer	2.5	cc		v.good		£50	8	Q
18									
19	EDB	1	cc	Diesel				6	U
20	EDB	2	cc	2 stroke	excellent	with cutout	£35	24	U
21	Elfin australia	1.49		diesel	new in bx		£60	14	R
22	Enya	0.06	cu		non runner		£35	8	M
23	Enya							1	N
24	Enya				*new in bx+sil		£50		P
25	Enya				new in bx		£120		P
26	Enya				new in bx		£120		P
27	Enya				v.good in bx+ sil		£35		P
28	Enya	0.35	cu	2 stroke	*fair	no sil	£20	13	T
29	Enya	0.35	cu	2 stroke	*fair	no sil	£15	15	T
30	Enya	0.35	cu	2 stroke	*fair	silencer	£20	16	T
31	ENYA	0.6				silencer	£10	18	U
32	ENYA	0.45	cu	2 stroke	*excel			26	U
33	ENYA	0.35	cub	parts	empty			7	Y
34	Enya 11	0.45	cu	2 stroke	good	no silencer	£25	1	T
35	Enya 15				excel +silencer		£25	7	S
36									
37	Enya 19-6				new in bx		£30	10	L
38									
39	Enya 40				excel		£80	2	R
40	Enya 40 s.sport				new inbx+sil		£50	1	O
41	Enya 40X				good in bx		£25	12	O
42	Enya 45				good		£25	12	R
43									
44	Enya 60-4c			stroke	new in bx		£125	2	K
45	Enya 60-4c			4stroke	new in bx		£125	1	K
46	Enya 80X	0.8	cu	2 stroke	new	no silencer	£50	2	T
47									
48	Enya silencers				good		£25	11	O
49	ENYA SS	0.4	cu	2 stroke	excellent	no sil+prop	£35	14	U

50	Enya SS40				excel	silencer	£50	13	R
51	Enya super sport	0.25	cu	2 stroke	including silencer	new		1	U
52									
53	Enya super sport	0.6	cu	2 stroke	60-3 BTV	NIB	£60	4	X
54									
55	Enya super sport	0.3	cu	2 stroke	very good		£35	2	Y
56	Enya super sport	0.45	cu	2 stroke		NIB	£50	3	Y
57	Enya super sport	0.4	cu	2 stroke	very good		£40	4	Y
58	Enya super sport	0.35	cu	2 stroke	35V BBTV	NIB	£40	5	Y
59	Enya super sport	0.4	cu	2 stroke		NIB	£50	1	Y
60	Enya V	0.35	cu	2 stroke	fair	no sil	£15	14	T
61	Enya V1				new in bx		£30	9	L
62	Enya15 mk4 tv				new in bx		£35	4	N
63	Enya80x n.valve	0.8	cu	2 stroke	for 40/45	*sil fair X2	£5each	3	T
64	ETA	5	cc	diesel	good	no sil	£125	11	T
65	ETA	5	cc	Diesel	fair but old		£120	3	U
66	Exhaust silencer				for 60 Enya	NIB	£12	3	X
67	Frog 1.75				v.good		£110	4	Q
68	Frog 100				good mounted		£60	15	R
69									
70	IRVINE MILLS	0.75	cc	Diesel	in use		£60	3	V
71	Irvine20 sport 11			diesel	new in bx+sil		£80	10	O
72									
73	KB .28r/c Sportster				new in bx		£40	5	O
74	KB Sportster r/c	0.45			new in bx		£40	1	L
75									
76	McCoy	0.75		glow	new		£40	9	N
77	ME Heron	1	cc	diesel			£30	8	N
78	ME Heron		1 cc		v.good		£45	6	Q
79	ME SABRE	1.5	cc	Diesel	good		£20	19	U
80	Merco	0.35	cu	2 stroke	poor	silencer	£15	4	T
81									
82									
83									
84									
85									
86	Mills	0.75			v.good original		£60	2	M
87	Mills	0.75			fair		£45	4	M
88	Mills	0.75			good condition		£50	7	M
89									
90	MILLS original	0.75	cc	diesel	very good			10	U
91									
92	MP Jet 2.5	2.5			new in bx		£75	4	O
93	OS FS-60				*good in bx		£75		P
94	OS max				v.good in bx+sil		£35		P
95	OS Max	0.5	cu	2 stroke	*poor		£15	11	T
96	OS max	0.15	cu	2 stroke	very good	no silencer	£35	5	U
97	OS Max	0.25	cu	2 stroke	*fair	silencer	£15	13	U
98	OS Max	0.35	cu	2 stroke	*fair	silencer	£25	16	U

99	OS Max	0.5	cu	2 stroke	poor	no silencer		17	U
100	OS max 10				v.good +silencer*		£25	5	S
101	OS max 15FP				excel in bx		£30	6	O
102	OS max 40R/C				v.good in bx		£25		P
103									
104	OS max FP	0.4	cu	2 stroke	*very good		£35	15	U
105	OS max FP	0.4	cu	glow	v good	silencer	£30	9	Y
106	OS max FP	0.35	cu	2 stroke	good condition	NIB	£40	1	Z
107									
108	OS Max FP40				excel in bx		£30	7	O
109	OS max FP40				excel		£35	5	R
110	OS Max H	0.6	cu	2 stroke	poor	no sil	£20	6	T
111	OS max SF40				excel	silencer	£40	7	R
112	OS maxFP	0.1	cu	2 stroke		NIB	£35	4	Z
113	OS maxFP	0.2	cu	2 stroke		NIB	£35	5	Z
114	OS maxFP	0.15	cu	2 stroke	very good		£30	6	Z
115	OS maxFP	0.25	cu	2 stroke	*fairly good		£35	7	Z
116	OS maxFS	0.26	cu	4 stroke	in use			11	Z
117	OS maxFX	0.46	cu	2 stroke		NIB	£75	2	Z
118	OS maxLA	0.4	cu	2 stroke		NIB	£40	8	Z
119									
120	OS surpass FS-26			4stroke	excel in bx		£100	5	K
121									
122	PAW	1.49	cc	diesel	good	no sil	£15	7	T
123	PAW	2.5	1.9cc	2 stroke	excellent		£25	22	U
124	PAW	0.8	cc	Diesel	excellent	on pod		25	U
125									
126									
127	PAW	1.5	cc	Diesel	good		£35	4	W
128	PAW				parts RC Throttle		£20	5	W
129									
130									
131	PAW 06 BB			diesel	v.good in bx		£30	7	Q
132									
133									
134									
135									
136	PAW Mk 1 BB	0.049		diesel	new in bx r/c		£40	7	L
137	paw Throtls x3 r/c				good		£25	10	T
138	PR					silencer	£5	21	U
139									
140									
141	Silen Enya 60 prob						£8	11	R
142	Silencer P&R						£3	10	R
143	Silencer small						£10	12	U
144	Stentor 6				not for sale			3	R
145	SUPER TIGER	0.29	cu	2 stroke	very good			2	U
146	SUPER TIGER	0.6	cu	2 stroke	excellent	silencer	£40	23	U
147									



148	Super Tigre				v.good in bx		£50		P
149	Super Tigre				in bx				
150	Super Tigre .29K				new in bx+sil		£40	2	L
151	Super Tigre 34				*good		£25	5	R
152	Super Tigre 51				good	no sil	£15	1	R
153	Super Tigre 60				v.good in bx		£40	4	R
154	Super Tigre S29				excel in bx		£35	3	O
155	Super Tigre S61				excel in bx		£50	3	L
156	Taifun Hobby				v.good		£45	7	N
157	Thun Tigre GP-07				new in bx		£40	8	O
158	THUNDER TIGER	0.15	cu			NIB	£40	15	V
159	Torpedo 35						£15	5	N
160	uper Tigre S34				excel in bx		£30	2	O
161									
162	WEBRA	1.7	cc	2 stroke	excellent			9	U
163	Webra 1.5	0.09	cu		no valve excel		£30	3	N
164	Webra 1.5				v.good*		£25	9	Q
165									
166									
167									
168									
169									
170									

Editors Note: These engines are the collection of the late John Wingate

Enquiries for purchase may be made to:

Kathy Wingate email: john_wingate@sky.com or Editor email: johnhandrews@tiscali.co.uk

Delivery method to be agreed and if posted, at cost.

Kathy Wingate

My performances at this year's Free-Flight Nationals at Barkston were well down to my usual standards, Saturday BMFA Rubber, three indifferent flights recorded, Sunday one monster fly-away in Vintage, Monday spectator. The only preparations I made for the event were to check my super glue was flowing and my rubber motors case contained all the required motors. I did check that all the models required were in the boxes when I loaded the car.

Rachel and I travelled down on the Friday to the Travel Lodge at Sleaford where we were staying together with Kathy Wingate and her daughter Pauline, and Martin Pike with children Rory & Catlin.

On that Friday evening Rachel & I visited the airfield, not without difficulty as we had left our paperwork back at the hotel, however my notoriety served me well and we were admitted. There was no flying allowed so after a brief chat with Colin and Pat Shepherd we returned to the hotel to meet up with the others. For our evening meal we all renewed our acquaintance with the 'Plough Inn' at Wilsford, a village on the road from Ancaster to Sleaford, where we ate a pleasant hearty meal. The pub is now under new management but the food is as good as ever.

Saturday we ate breakfast in the 'Little Chef' adjacent to the hotel and suffered the usual long long wait to be served. We did not breakfast there again but ate in the café at Byards Leap where we would have normally stayed but rooms were taken this year.

On the airfield we set up camp at the end of the runway, we were moved on later as only the peri track was supposed to be used. My comp for the day was BMFA Rubber so my old O-3 was assembled for the task. My flight log book indicated that no trim changes were required but to be on the safe side, as the model had not been flown since way back in 2015, I decided on a test flight.

The motor I had fitted had a note on the box 'strong' and I vaguely remember it being very tight when wound and not taking the usual number of turns. I put 300 on and with DT set I moved out onto the field and cast O-3 skyward. Straight up goes O-3 into a vertical climb to prop hang about 50ft up, then the aerobatics started with roll and pull out and up again, another roll out but no pull out just vertical straight down and splat, matchwood.

Out with O-4, test flight looked ok so wound for 1st comp flight. Motor went tight 100 turns short of normal but I still pressed on with the flight and the expected sharp climb with the strong motor did not materialise and O-4 in poor air was down short of requirements. Rachel's retrieval did not take long on the bike and I was soon wound for the second flight. I had opened out the climb turn to try to get more altitude but although I put O-4 in better air the height gained was still poor and I'm not sure whether it maxed or not but if it did it was only just.

I had noticed that the prop fold looked odd and, after retrieval, inspection revealed that the soldered joint on the wire prop hub was loose. Although under power the blades would equalise, on fold they drooped below the fuselage which had spoilt the glide.

It took quite a bit of super glue to solidify the wire hub joint and with O-4 on the ground waiting to decide what else I could do to improve the performance, a sudden burst of wind blew my winding jig over and it fell onto the model and broke the wing.





I was now left combining the bits of my two broken models to make a third flight. With the undamaged 0-3 wing on 0-4 model it took quite a bit of re-trimming to get the model looking OK. I wound for the last flight and up went the model into a fully stalled condition and a full aerobatic display followed, the only saving grace being that it managed to just avoid terra firma on at least three occasions. The model eventually recovered and flew on but the flight was very little over 1min. What a performance. Saturday over. Oh'boy! do I need new models.

Another visit to the 'Plough' that evening and a bottle of wine made things look a little rosier.

Sunday started well, we all drove to the airfield via Byards Leap for breakfast and set up camp again. It was 'Vintage' for me and, as it was significantly windier than Saturday, I decided to use my ancient 'Hep-Cat' which would be less vulnerable after landing than my Wakefields which tumble over on the undercarriages. The test flight was uneventful, bang on trim, got up reasonably on 300 turns and DT'd nicely. Wound on the turns and cast the old 'Hep-Cat' aloft for the first comp flight. It shot up beautifully on the 16 strands of 3/16 and was soon a spec in the sky, all going to plan. All too good to be true and 7 minutes + later things had deviated from plan, no DT and the model faded from view at monstrous altitude. The next couple of hours were spent touring the country side waving the tracker transceiver about to no avail.



Problem with the tracker is that I have the bug aerial horizontal and only get a signal if I'm within 300 M or so if the model is on the ground. I had no idea within miles of where to look, we had maps so knew the line from the binocular bearing but eventually we had to give it best as the transceiver battery died (forgot to charge it overnight).

Retired to the airfield to lick my wounds and chickened out on the rest of the flights, not wishing to risk also losing my 'Pinocchio' in the freshening wind.

I resorted to spectating as Dr. Martin Pike and family flew their new bungee launch glider.



That evening, as the 'Plough' was closed, we toured Sleaford looking for a hotel that we had eaten at in the past but failed and settled for 'Witherspoons', not a favourite of mine.

Monday, Byards Leap again and on to Barkston. It was really windy and it was not long before I decided that flying was not on for me. There was also a reluctance on the part of many other competitors to fly. The two comps I had entered were cases in point, in Mini-Vintage only 15 flew from an entry list of 59 and in Classic Rubber/Power only 2 flew from an entry of 39. It really was windy.

Kathy Wingate had been selling her late husband John's engines and aeromodelling effects each day from a tent of Martin Pike's and first order of business was to erect it which was not an easy task in the strong wind. It took four of us but we eventually got it up and pegged down.



My principle function of the day was to sit (I'm really good at that) and act as advisor/guru on the engine front (not so good at that). Kathy had a profitable weekend and lots of John's goodies found new homes.

Propellers at £1 a time were selling like hot cakes and orders for engines from the list not at the meeting were taken. An updated list of remaining engines for sale is elsewhere in this issue.



That final evening we again visited Sleaford as the 'Plough' was closed on Sundays and Mondays. We parked in a car park and wandered into the town where we found a nice somewhat more upmarket Italian Restaurant off the town square. We all ate typical exotically named Italian dishes and my diet went straight out the window when I tucked into the sweet depicted here.

I still enjoyed the meeting despite my own losses, after all it's also a social event.

John Andrews



WEBRA 2.5 MACH I

Manufacturers:
Fein-Und
Modelltechnik,
5 Genestrasse,
Berlin-Schoneberg.

Retail price in U.K. £4 10s. for export only

Retail price in U.K. £4 10s. for export only

Displacement: 2.47 c.c. (.15 cu. in.)
Bore: 15.5 mm. (.61 in.)
Stroke: 13 mm. (.51 in.)
Bore/stroke ratio: 1.2
Bare weight: 4½ oz.
Power rating: .088 B.H.P. per c.c.

Material Specification:

Crankcase: Die-cast aluminium alloy

Crankcase bearing: Twin ball races

Cylinder: Steel

Cylinder jacket: Duralumin

Piston: Cast iron

Piston: Cast iron

(pointed dome)

Contra-piston: Steel

Con. Rod: Steel

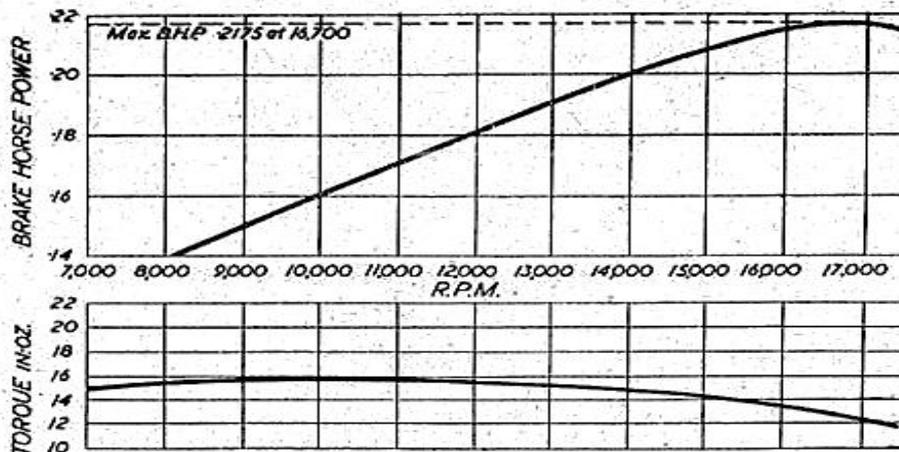
Connecting rod: Duralumin

Crankshaft: Hardened steel

	PROPELLER	R.P.M.
lia. pitch		
9 × 4 (Stant)		9,550
9 × 4 (Truflo)		9,500
7 × 5 (Whirlwind)		13,250

Crankshaft: Hardened steel

Fuel: used Mercury No. 8





Model Aircraft September 1959

Common Topic

I see that I am accused of taking the mickey out of Chobham Common. This is grossly unfair. To the best of my knowledge all I have removed from that haunt of pastoral elegance is a boot-full of muddy water, a few pocketsful of sand, and a charred model box, but never a mickey.

The landscape lover who brings this strange charge claims that Chobham is a piece of land. This seems to me a piece of wild overstatement. Any resemblance to terra-firma is quickly dispelled in the course of a two-minute flight. You are either suspended, semi-airborne, in a deep crevice or aquatically floundering in a bottomless bog. At the end of a day's flying you don't know whether to be seasick or airsick.

But if he thinks I haven't flown on Chobham Common, let me tell him that I was one of the first refugees to take the hard road from occupied Fairlop. After getting lost for several hours in a wilderness of thorn and bracken, I was beginning to despair of ever reaching the promised flying field. And, it was not until I sighted a familiar heap of ancient motor bikes that I realised I had arrived at the modellers' paradise. Surveying the acreage of charred bush and gorse I couldn't help wondering what the other place was like—the one to which we are often directed by an irate public.

Still, even if Chobham isn't quite my cup of char, I greatly admire the commando spirit of the assault course generation who regard it as a first-class flying field. I come from a gentler breed of modeller, reared on flat grasslands and firm foundation, but I am prepared to give Chobham another chance, if anyone can tell me where I can obtain a bathchair with caterpillar tracks.

Simply Fuming

A reader recalls that romantic period of modelling when his nostrils were assailed by the sweet fragrance of the diesel and petrol fumes of ten years ago. These were the stirring pioneer days of the early diesel; most of the stirring going into the filthy brews, two per cent, fish paste and 90 per cent, castor oil. On any busy Sunday the atmosphere became so thick you had to cut your way on to the flying field. We now await some fluent pen to recapture the stomach twitching nostalgia of the period under the evocative title of "Retch for the Sky."

But was the period so romantic? Possibly only in the sense that it was in the days before they cut the long grass at Fairlop. If I were to plumb for a more romantic period it would be in those far off days before the terms O.S. and o.o.s., were thought of. When in full pioneer regalia of breeches and deerstalker, you consorted with the other gentlemanly hobbyists on respectable Wimbledon Common. But, if the modellers in those times were squares, the models were even squarer. No lightweight rock 'n' roll stuff here, all good solid handiwork, capable of giving Wimbledon Common as good as it gave. Model quality was assessed by weight poundage rather than seconds duration, and a good, sportsmanlike nose dive into the common was considered better form than an ostentatious 20-yard flight. In any case retrieving was only possible over short distances, and then at a sedate pace, as the tight breeches restricted e.g. movement. Now and again, however, the odd, paper bag model flew off the common, but this sort of exhibitionism was frowned on by the true hobbyist.

The model code was also strict in other respects. You couldn't just wander about the common with nothing more than a club badge and a knowledgeable air—you had to have something to sling around, even if it was only a donkey engine nailed on to a box kite, which it often was. One model per person was the order of the day. A fact that can be verified by a look at an old photograph, where everyone is armed with a model, with the exception of the park keeper and the local squire.

A modern flying field photograph would tell a quite different story, an example being the famous snap taken by Mrs. Bloggs on Chobham Common. Space doesn't allow us to publish the picture, but some idea might be got from the caption:

From right to left: (It should have been left to right but the good lady was holding the camera upside down) J. Bloggs (holding half a wing and engine mount), small dog (holding other half of wing), B. Prang (face visible between two wings—or are they his ears?), an enthusiastic wreckage burner. Six assorted club members. Mr. X (half head) who was hit by Joe's model, and the tall chap with curly hair on the extreme right is the Chobham Clump.

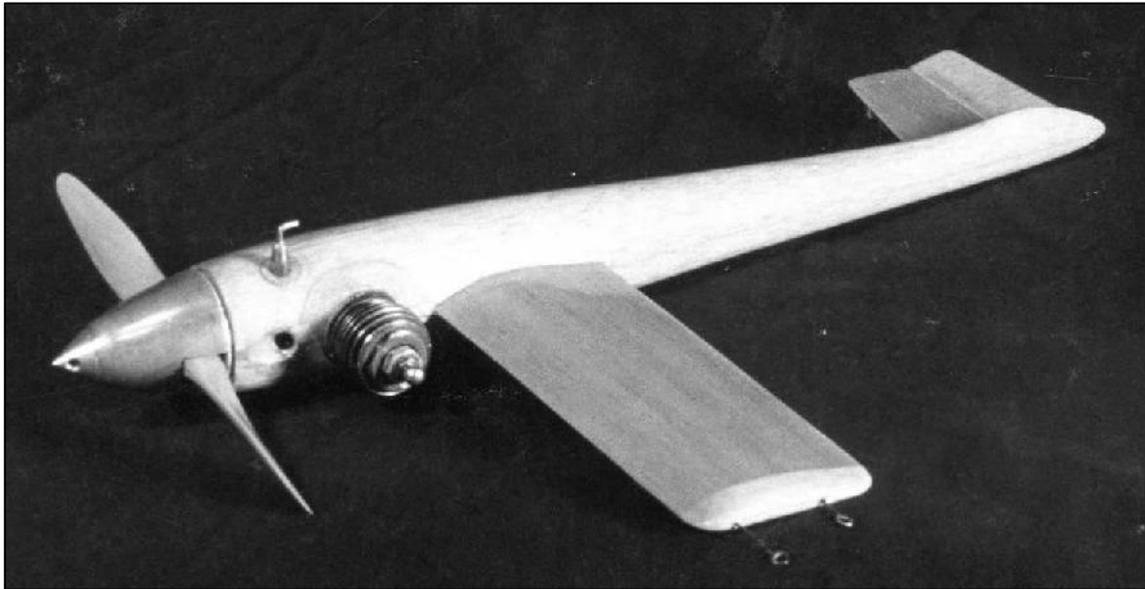
Pylonius



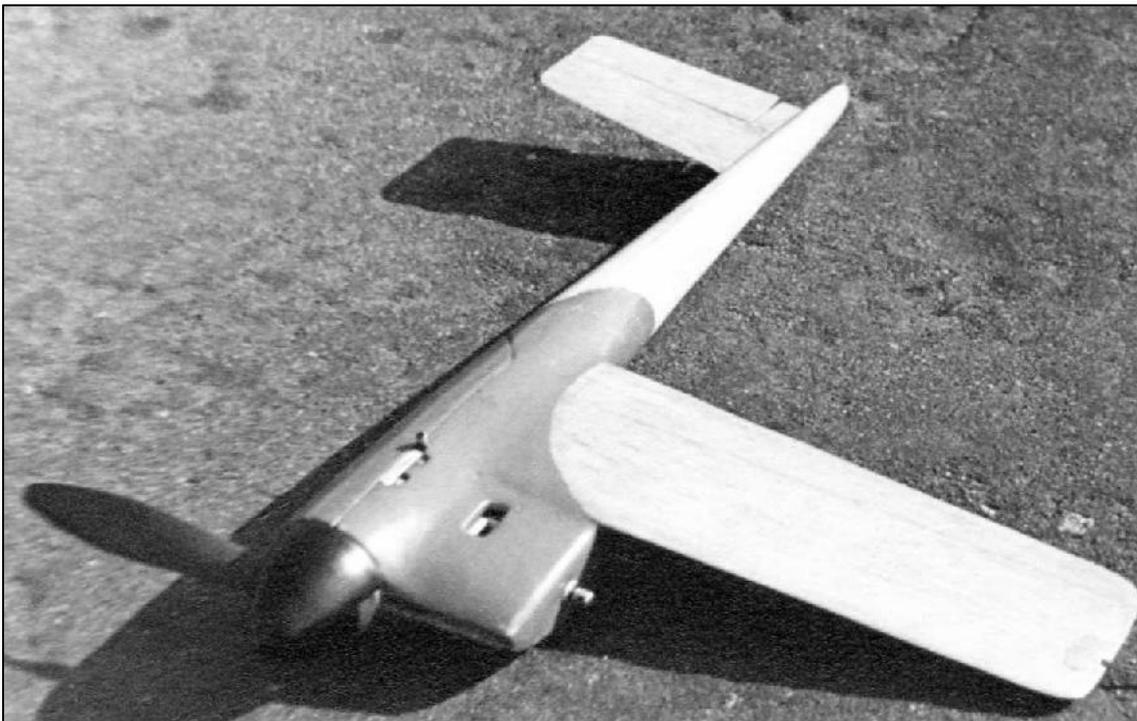
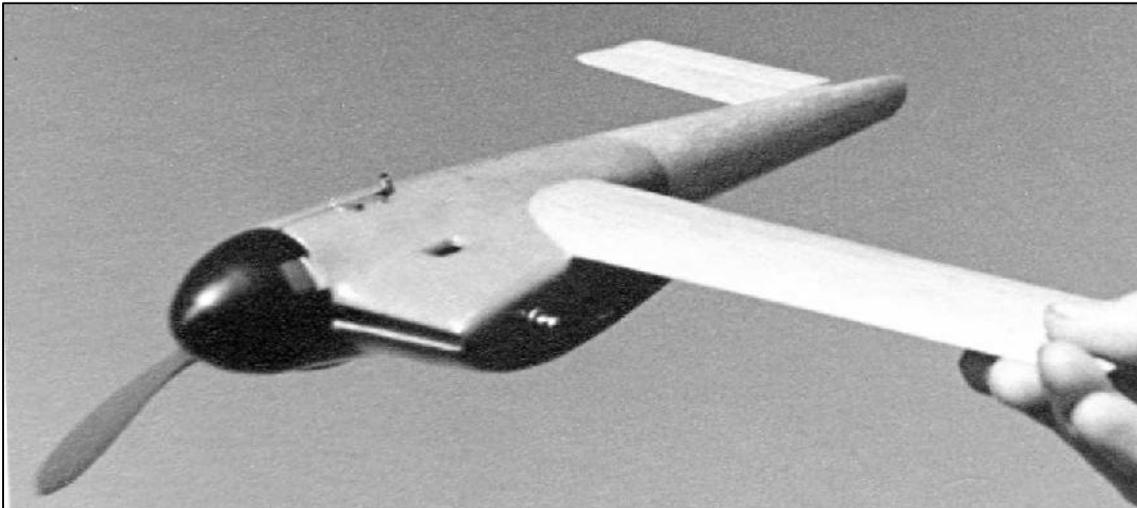
John Blount at Cardington



Nigel Lee launches his Bienenstein Challenger at Middle Wallop in 1996



Croydon Club member's Asymmetric Speed model with Allbon Arrow engine



Norman Marcus's asymmetric speed model, Mills 1.3 powered using single blade prop



Doug McHard launches jumbo rubber scale Rearwin Speedster as Mike Myers looks on.



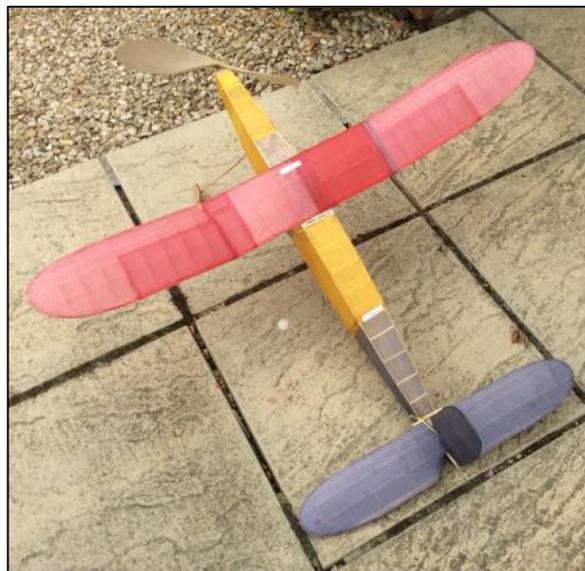
Beverley Snook, Chairman of The Royal Aero Club (left)
and Norman Couling Chairman SE Area SMAE (right)
Discussing the technicalities of Vic Dubery's (SAM35) replica of the 1936 Judge Vintage Wakefield.
Picture taken at the SMAE Southern Gala Vintage Wakefield event at Odiham in 1982

Much seems to be made of the arduousness of Salisbury Plain, but I think sports flyers should be aware that the Meadow Area where flying usually happens is flat with very forgiving long grass. Access by car in the summer is fine. So I hope more will pay up and use it.

This year I travelled up to the Nats on Saturday morning rather than Friday afternoon. The weather was near perfect for this first day.

I got out my Lanzo Duplex for a trimming flight and was informed by a fellow aeromodeller that I had got the wrong day. It flew well, so I put it in the car for windy Sunday, only to find out later that there was a 4oz Wakefield event that I had missed. I could have been in the money as there were only a few entries. Another new mistake made.

I flew it on the Sunday in the Vintage rubber class, but it was a bit too breezy for it. The fuselage has a lot of side area. The first flight was up for four minutes but the second and third were sub max as it power stalled in the second and got thrown about in the turbulence in the third. Peter Jackson says it's a fair weather model.



On the Saturday I had decided to fly E36 and Open Rubber, so I got on with it early.

I found three boomers in E36 and was glad of radio dt. I saw three models with mechanical timers stuck in boomers and dt'ing at 2.30 to land after a further five minutes a long way away. My open rubber model made an easy max with the first and third flight but I managed to launch into sink on the second. Most seemed to max out in this class. It should be easy!

In the E36 fly-off I launched in a calm spell and did 1 minute 15 seconds from a five second motor run. In the rounds the climb had been good, but in the fly-off it was too loopy due to over elevation. I was in good air and came second to Peter Tolhurst whose model flew perfectly in the same good air. While waiting for the fly-offs I watched the scale competition. All the models were beautiful and most flew well. Lobbing such a precious model into the sky without radio control needs more nerve than I have.



Overall it was a very satisfactory day. I went after prize giving for a really good value meal at Witherspoons and retired to bed at 11 o'clock, having got up at five. So I was a bit exhausted.

Crookam club did well in E36 with the first three places.

Phil Ball yet again won open rubber with a flight of about 11 minutes or more.

For me, I am quite happy to make a max of 2 minutes 30 seconds.

NOTE: It's always best to secure the rear motor peg, otherwise the fuselage can explode mid-air. Fuselage front end rebuilt after flying in a strong wind.

Jim Paton

TROUBLE-SHOOTING CHARTS

Starting point in trimming any new model for flight is a thorough check over of alignment and balance of the assembled machine. The workshop is the logical, and the most convenient place to carry this out and many a model would have been saved the ignominy of a crash on its very first flight if this basic procedure was more commonly followed. An experienced modeller can generally check the alignment of wings and tail surfaces by eye. Viewing the assembled model from the *rear* will show up any warps as well as any tilt on the tail or fin relative to the wings and fuselage. Any component which is slewed out of line, or tilted, will induce a turning effect and uncontrolled turns which develop into spiral dives are the cause of most crashes.

The balance point of the model is important, but not all that critical. On modern model plans, the design balance point is indicated. Failing any such information, a good general rule is to balance cabin, high-wing and similar designs at about one third of the wing chord; and pylon or high-cabin designs at the mid-chord position. Particular care is needed in the case of power models built from American plans where the motors specified for the original design may be very much lighter than the British motor used on the counterpart. It is as well to check this point before building the fuselage and make any necessary adjustment to nose length to arrive at a similar balance point with the finished model.

With few exceptions, models invariably tend to come out tail heavy, especially those built as duplicates of contest-type designs. This is largely due to the fact that the first-class contest man selects the weights of his woods most carefully and invariably uses light, but rigid, stock for the tail components. Nose ballast to trim, however, is not necessarily detrimental and is often to be preferred to "taking up" the trim by increasing the positive incidence of the tailplane, as this reduces the stability margin of the design.

The art of trimming a model out to give its best performance cannot fully be described in words. But there are a certain number of basic rules and actions which must be followed and common faults which must be looked for and corrected. The trouble-shooting charts which follow, cover trimming technique in as wide an aspect as possible and, being in condensed form, are designed for quick and easy reference. The design of the model itself also plays its part—but not such a big part as many people imagine. The main answer to producing a *flying* model lies in trimming.

TOW-LAUNCHED GLIDER TRIM

	ACTION	RESULT	REMARKS
<p>HIGH-START LAUNCH Model is towed up dead into wind, using an inextensible line—100 ft. for practice, 169 ft. for contests.</p>	<p>Run forwards, towing model, adjusting running speed for steady climb. Avoid excessive towing speed. In winds, keep tension in line low, moving <i>towards</i> model, if necessary.</p>	<p>(i) Model pulls off to one side.</p> <p>(ii) Model weaves to one side and then the other.</p> <p>(iii) Model will not reach a good height on the line.</p> <p>(iv) Model slips off the line under tow.</p> <p>(v) Model stalls off line.</p> <p>(vi) Glide on release too straight.</p> <p>(vii) Model goes into a spiral dive on release.</p>	<p>(i) May be due to one or more of the following faults: (a) Model not adjusted for straight flight—correct with fin, or remove warps. (b) Towhook too far back—move forwards. (c) Model out of line with wind. (<i>Note:</i> a stable model will tend to line itself up with the wind direction and then tow straight.)</p> <p>(ii) (a) Towhook too far forwards—move back. (b) Balance point too far aft. Re-trim glide with extra nose ballast.</p> <p>(iii) (a) Towhook too far forward—move back. (b) Line too heavy.</p> <p>(iv) Towhook probably too short, or too far back.</p> <p>(v) On way up—as above; at top of launch—excessive towing speed and premature release.</p> <p>(vi) Use auto-rudder to give required glide circle.</p> <p>(vii) Released in a turn with excessive speed. Glide trim critical—move balance point forwards and re-trim.</p>

		HAND-LAUNCHED GLIDE TRIMMING	
PRE-CHECK	<ul style="list-style-type: none"> (i) Check Balance Point (ii) Check wing and tail rigging incidences against plan. (iii) Check for warps or mis-alignment. 		<ul style="list-style-type: none"> (i) Add ballast or shift wing to conform to plan. (ii) Adjust with packing, if necessary. (iii) Correct warps by steaming out or twist-true when held in front of an electric fire. Use keys where possible to hold positive alignment.
HAND-GLIDING Choose calm evening with little or no wind. Launch over long grass or similar soft surface. Remove propeller on power models.	<p>Launch with a forward throwing motion directly into wind (if any) from shoulder height. Aim at a point on the ground, 6-8 paces in front. Launch model with wings level, nose slightly down and at approximately correct flying speed.</p>	<ul style="list-style-type: none"> (i) Model noses up, then falls into a dive. (ii) Model falls to the ground. (iii) Model turns sharply to one side. (iv) Model noses down into a steep glide or dive. (v) Model glides straight and flat, covering 6-8 paces before touching down. (vi) Model glides slow and straight, with a slight undulating tendency. 	<ul style="list-style-type: none"> (i) Overelevated (stalling): apply <i>one</i> of the following corrections: <ul style="list-style-type: none"> (a) Move wing back ($\frac{1}{4}$ in.), or (b) Add ballast weight to nose, or (c) Pack up T.E. of wing ($\frac{1}{16}$ in.), or (d) Pack up L.E. of tailplane ($\frac{1}{16}$ in.). (ii) Most probably a faulty launch (insufficient flying speed), but may be over-elevated. (iii) Possibly due to launching out of line with wind. If not, fin is offset or model out of alignment. Remove warps or counter turn by straightening fin. (iv) Underelevated (diving): this trim will also aggravate (iii). Apply <i>one</i> of the following corrections: <ul style="list-style-type: none"> (a) Move wing forwards ($\frac{1}{4}$ in.), or (b) Pack up leading edge of wing ($\frac{1}{16}$ in.), or (c) Pack up trailing edge of tail ($\frac{1}{16}$ in.), or (d) Re-position weights to move balance point farther aft. (v) Trim substantially correct fine trimming only required to finalise. (vi) A very good duration trim, but may produce stalling under power tests. Leave as it is for rubber and glider models.

RE-CHECK GLIDE TRIM FROM HIGH-START LAUNCH

	ACTION	RESULT	REMARKS
FINAL GLIDE TRIM	Launch model on short, half-power run ($\frac{1}{4}$ - $\frac{1}{2}$ turns on rubber model) or from 75-100 ft. towline (gliders).	<p>Type (v) glide above may show up as underelevated.</p> <p>Type (vi) glide above may build up into a series of ever-increasing stalls.</p> <p>Flat, straight glide.</p> <p>Flat, wide circling glide.</p>	<p>Duration Models: Trim until glide is on point of stall, then add enough turn to iron out into a smooth, circling glide.</p> <p>Duration Models: Adding turn will usually damp out the stall. Alternatively—treat as overelevated.</p> <p><i>Note:</i> For fine trimming, apply methods (b) or (c) above, with $\frac{1}{32}$ in. packing at a time. Best for radio control models. Best for sports type models.</p>
<i>Once final glide trim is arrived at, cement in all packing and do not re-adjust</i>			

RUBBER MODEL TRIM			
ACTION	RESULTS	REMARK	
PRELIMINARY GLIDE TRIM Establish as described in Hand-launched Glide Chart			
FINE GLIDE TRIM Fit temporary downthrust packing of $\frac{1}{16}$ in. Establish best trim as in Re-check Glide Chart and fly model on $\frac{1}{3}$ - $\frac{1}{2}$ turns.			
POWER TRIM	As above, working up in stages to 90% maximum turns.	(i) Nose-up, stalling tendency.	(i) (a) Add right sidethrust ($\frac{1}{16}$ in. maximum to make model circle right and counteract stall. (b) Add more downthrust if stalling persists.
		(ii) Model flies straight and fast.	(ii) (a) Excessive downthrust—remove some. (b) Insufficient wing incidence—increase, re-trim glide and start again.
		(iii) Model spiral dives to right.	(iii) (a) Excessive sidethrust. (b) Too much downthrust with sidethrust used. (c) Fin offset too much to right.
		(iv) Model circles left.	(iv) (a) Insufficient sidethrust. (b) Fin offset to left, or wings or tail warped.
		(v) Model flies slowly and does not climb.	(v) (a) Lack of power or propeller pitch too high.
		(vi) Model loses height over latter part of power run.	(vi) (a) Insufficient power. (b) Excessive downthrust: re-trim with less and more sidethrust. <i>Note:</i> This effect is sometimes unavoidable with folding propeller models.
		(vii) Power run very short (full turns).	(vii) (a) Motor too short. (b) Propeller pitch too low. (c) Motor too powerful—reduce number of strands.
GLIDE TRIM		(i) Glide circle altered by power trim.	(i) Adding or decreasing sidethrust will generally affect the glide circle with freewheeling propellers. Re-adjust turn, as necessary. Tilting the tailplane is most effective.
		(ii) Stall develops on the glide.	(ii) A common fault with folding and feathering propellers. Increase tailplane positive incidence ($\frac{1}{4}$ in.) and re-trim glide.
		(iii) Model reluctant to circle on glide.	(iii) Use tailplane tilt to adjust glide circle. Trim tab on fin is frequently ineffective.
		(iv) Poor duration.	(iv) Power and propeller (being) matched and power trim satisfactory, this is nearly always due to an underelevated glide trim.
THE RUBBER MOTOR	Always lubricate rubber motors with castor oil or a soft soap lubricant. Break-in before inserting in model. Keep free from grit, etc. and do not expose to sunlight.	(i) Motor breaks.	(i) (a) Overwound. (b) Old motor. (c) New motor, not properly broken in. (d) Faulty winding.
		(ii) Strand(s), Break(s).	(ii) A not uncommon happening Repair by re-tying strand unless the motor is old. but check that motor is not cut on hooks fittings etc.
		(iii) Motor lacks power.	(iii) Old, fatigued motor—replace.
		(iv) Motor bunches or climbs round shaft.	(iv) (a) Fittings faulty—use bobbins and/or "S" hooks. Bind ends of motor with rubber band. (b) Faulty winding technique.

POWER MODEL TRIM

	ACTION	RESULT	REMARKS
PRELIMINARY POWER CHECK	Throttle back engine or use prop reversed to reduce thrust. Launch with 10-sec. motor run. (Increase to full power)	(i) Model stalls or goes into a loop. (ii) Sharp bank to left or right. (iii) Fast, straight flight, shallow climb.	(i) (a) Add downthrust. (b) Add positive to tailplane and move balance point aft to re-trim glide. (ii) (a) Check for wing warps or fin offset. (b) Counteract with opposite sidethrust (iii) Try with increased power. If good climb does not develop— (a) Reduce downthrust. (b) Try different propeller sizes for increased thrust.
	(Increase to full power)	(iv) Circling climb.	(iv) Try with increased power. Pylon models should circle <i>right</i> , cabin models <i>left</i> for maximum safety.
	Increased power.	(v) Power circle tightens up.	(v) Reduce turn, as this may lead to a spiral dive— (a) By sidethrust adjustment; (b) By <i>slight</i> opposite fin offset. (c) By tilting tailplane; (d) By reducing downthrust. One complete turn in 10 secs. is a good trim for a high-powered contest model.
FULL POWER TESTS	Power-Glide transition.	(i) Violent stall and loss of height before recovery.	(i) A smooth transition from power to glide can only be achieved by careful trimming. The model must be circling, however wide the radius, when the power cuts.
	Subsequent flights.	(i) Model starts different turn, or behaves erratically. (ii) Motor lacks power.	(i) (a) Surfaces shifted or warped, particularly fin, check that all hold-down bands are strong enough. (b) A change of propellers will alter the power on circle if of different diameter or pitch. (ii) (a) Incorrect adjustment. (b) Stale fuel. (c) Motor loose (mounting bolts have slackened under vibration). (d) Cylinder or crankcase backplate vibrated loose and leaking.
FLYING		(iii) Motor cuts prematurely.	(iii) (a) Dirt in Fuel. (b) Mixture too lean. (c) Incorrect settings. (d) Tank badly positioned or fuel line fallen off.

This column will concentrate on some building this month. I suspect that, these days, the vast majority of traditional model aircraft are made as a solitary activity in the splendid isolation of the builder's den, shed, workshop or wherever such activities are carried out to the accompaniment of suitable music or radio programmes. We have all developed our own favourite methods and as far as I'm concerned there is no right way or wrong way of doing things; if it works for you, then fine. What I will describe is what works for me.

If you think you have a better, or equally good, way, please let us know via the editor.

Glues

These are, again, a matter of personal preference based on experience. For small structures, such that I am describing here, I use an aliphatic resin adhesive (yellow glue), such as Titebond, slightly thinned with water and dispensed using a syringe with the needle point cut off. I prefer this glue because it sands better than PVA (white glue) or Superphatic, and does not shrink and distort like stronger balsa cements. Water based adhesives can be softened with water, enabling the easy re-positioning of parts, if necessary. I cover models using dope and cellulose thinners, which do not affect the aliphatic resin joints, enabling coverings to be removed if required.

Building board

A flat building board is essential. For a small model, such as this, I have a 2' x 1' piece of blockboard to which two 3mm thick sealed cork tiles have been stuck. Despite being used since the 1970's it still retains pins well.

Tools

Some of those I use are shown Fig 1. The sanding block is made from 220 grit garnet paper stuck to a piece of $5\frac{1}{2} \times 1\frac{1}{2} \times \frac{1}{4}$ " balsa sheet with Pritt stick. Sanding never adds any weight and should be carried out carefully at every opportunity! Needless to say, (almost), the knife should have a sharp blade and should be used in conjunction with a cutting mat. My eyes are not what they were when I was younger, and I find a pair of binocular viewers very useful.

Fuselage construction - side frames

If you remember from last time, I am building a Peck Polymer kit of a Nesmith Cougar. Some authorities recommend cutting out all the sheet parts before commencing construction, but there are so few for this model that I have cut them out on the cutting mat as required.

The plan was pinned to the building board at its corners covered by a protective layer of non-PVC food wrap (which looks like thin polythene sheet to me). The selected 1/16" square longerons were soaked in water and pinned in position. I built the two sides at the same time, so that they are as similar as possible. Obviously, they were located by using pins at the side, not through the wood. Note from the photographs, the use of pin clamps. These black plastic discs are a friction fit on the pins and hold the parts against the board. These clamps are of a thermoplastic material, to which water-based adhesives do not adhere well. I understand that some currently available pin clamps are laser cut birch, so unless they are liberally candle waxed, their use could be self-defeating. When the longerons were dry the vertical spacers were cut to fit as accurately as possible, both with a knife and by sanding as necessary. They were glued by applying some glue to their ends, touching the end where it joins the longeron to transfer some glue and then applying a little more glue before they were fitted in position. I cut and fitted the longest spacers first. If they turn out to be too short, they can then be used for the next size down. Some of these spacers are tiny and require fitting with tweezers.

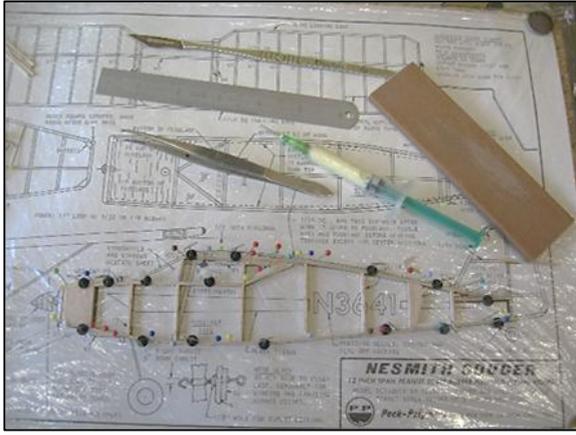


Fig 1. Constructing the fuselage sides

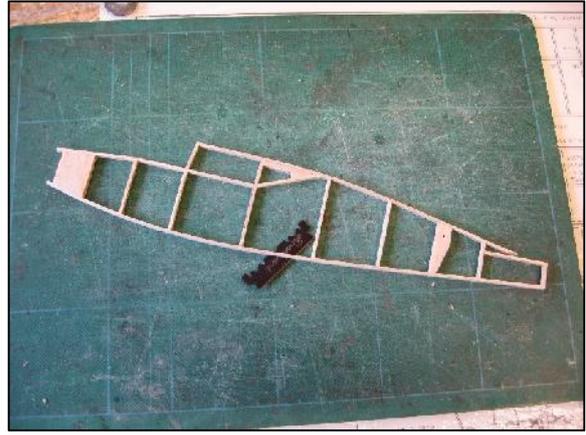


Fig 2. Separating the fuselage sides using half a double edge razor blade

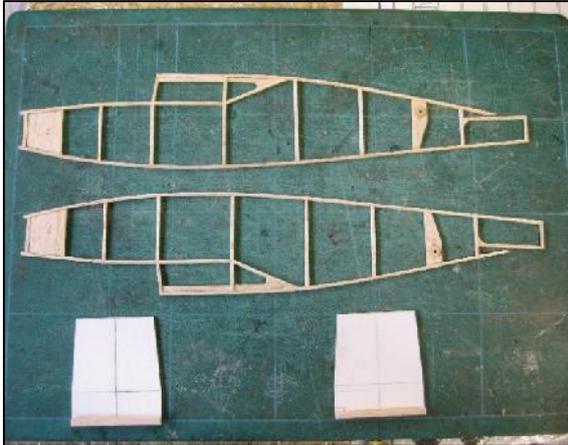


Fig 3. Separated fuselage sides with temporary thick card formers. Note reinforcement at motor peg hole

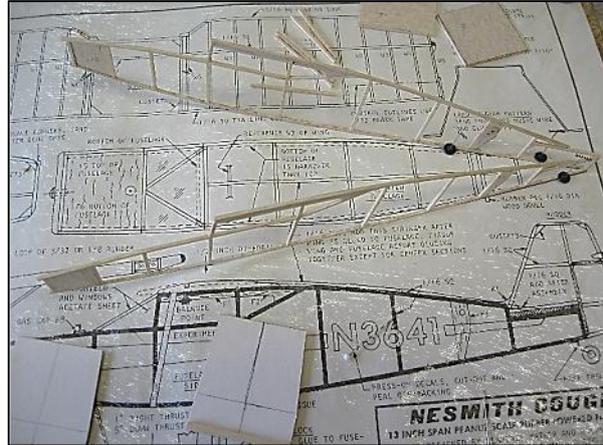


Fig 4. Joining fuselage sides at tail

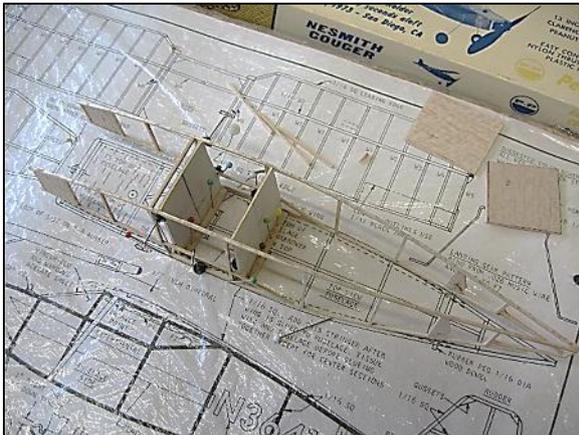


Fig 5. Fuselage sides pinned upside down to board and temporary formers, with first three horizontal spacers glued in place

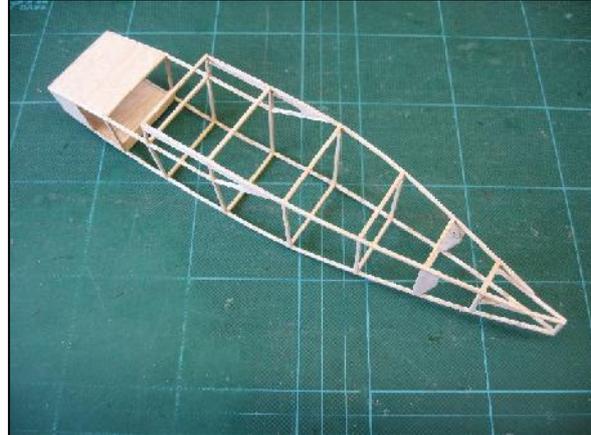


Fig 6. Completed fuselage frame. Weight 2g.

The resulting two almost complete fuselage sides are shown in Fig 1. When the two sides were complete I gave them a spray with warm water and left them overnight to dry. It is a moot point whether this step is absolutely necessary, but as I have put washout into completed wing structures before covering by doing this, it must help to relieve any stresses that have been built in.

The fuselage sides were then removed from the board and well sanded on both sides and the edges. Any excess adhesive was also trimmed away.

A hole was also made for the motor retaining peg, which will be 1/16" od aluminium tube. I used a piece of sharpened 1/16" od brass tube for this.

The fuselage sides were now separated by using half a double-edged razor blade as shown in Fig 2. The blade was gently eased between the two sides, breaking any glue connection. The sides can easily be re-pinned down at this stage to fix any broken joints. I did have a problem with the joints for the tailplane support and so added a couple of small gussets, which can be seen in Fig 3.

Once the sides were separated and the insides sanded, 0.5mm thick ply washers were added to reinforce the motor peg holes. I have an old cork borer, which is essentially a length of sharpened 3/16" id brass tube with a handle. A stack of disks of 0.5mm ply were punched out and left in the tube. A 1/16" hole was then drilled through with the drill held in a pin vice. The ply washers were then pushed out and selected for use.

Fuselage frame

The next task is to join the fuselage sides to make a frame. The exact method will depend on the model in question, and where there are flats on the fuselage top or bottom surface they can be used, but I usually jig mine in some way.

The fuselage of the Cougar is rectangular in the region of the cabin windows with a trapezium below, and flat topped where the wing is mounted so two thick card temporary formers were cut, and a length of 1/8" square balsa added so that the formers could be pinned to the building board, with the fuselage frame inverted. See Fig 3.

The sides of the temporary card formers should be candle waxed to prevent adhesion to the balsa frame.

To accommodate this shape the joint between the first cabin upright in the window region and the middle longeron needs to be broken and re-glued and the second cabin upright needs to be cracked and glued. First, however, the fuselage sides were sanded at an angle at the tail so that they could be joined at the sternpost and pinned to the building board to dry, Fig 4, ensuring the sides were square to the board.

The temporary formers and two cross pieces were then pinned to the board over the plan, and glue applied to the ends of the cross-pieces. The inverted fuselage sides were then positioned and pinned in place. The card formers were thick enough to retain pins parallel to the board and hold the lower longerons in position, see Fig 5.

Before the frame was removed from the board, the two remaining cabin spacers were added as were the sheet pieces forming the nose. These sheet parts may need to be dampened on the outside to match the curvature of the longerons and are held in place with pieces of 3M brand Scotch-Blue Painters Tape whilst the glue was drying. This tape was recommended in the now sadly defunct American magazine *Flying Models*, and I have to agree that once you've used it to hold parts in position you will want to use no other tape! It has excellent tack, but can be peeled off easily.

It is now a fairly simple matter to cut and fit the remaining fuselage cross spacers and the former for mounting the undercarriage, Fig 6. The structure should then be sanded well.

This explanation all seems rather lengthy, but I hope it is reasonably comprehensive. In comparison, all the original kit instructions said about joining the fuselage sides was: - 'Glue two sides together over top view, add formers F5, F6, F7 and 1/16 sq struts as shown. Note that the bottom of the fuselage is narrower than the top.' This was accompanied by a photo of the fuselage frame similar to Fig 6.

More next month.

Nick Peppiatt

Despite the weather - last weekend was sandwiched twix the tropical heat of last week and the thunderstorms of this week - we had a reasonable 2 days flying. Modest numbers, as is custom on these days, but some close results.

Yours aye
Andrew C.

Results

SENT VINTAGE RUBBER			SENT. H.L.G./CATAPULT 7x 1.00		
1	D. TAYLOR	4.30 + 15 (taken)	1	K. TAYLOR	3.25
2	R. FRYER	4.30 + 0	2	S. BREWER	3.21
3	A. LONGHURST	2.58	3	C. BREWER (J)	3.06

LADY/JUNIOR			GALA CHAMPION		
1	Charlotte BREWER	3.06 (H.L.G./Cata)	1	J. PATON	12.23 (3 Events)
2	Kris BEST	2.51 (classic glider)	2		
3			3		

RESULTS - Sat

1.00 + 1.30 + 2.00			1.00 + 1.30 + 2.00			5x 1.00		
1	G. MADELIN	4.30 + 2.51	1	J. PATON	3.55	1	S. BREWER	4.56
2	P. TRIBE	4.30 + 2.02	2	Z. GRAY	2.30	2	B. COLLEDGE	4.37
3	S. DARMON	4.10	3			3	Gr. SMITH	3.56

FIH (A1 glider) FIG (C d' H) H.L.G./Catapult

RESULTS - Sunday

Sun 12 June

6 ENT. FIH (A1 GLIDER)			8 ENT. VINTAGE/CLASSIC GL.		
1	J. COOPER	7.30	1	R. KIMBER	4.15
2	B. LAVIS	7.21	2	S. DARMON	4.08
3	G. MADELIN	7.11	3	D. BRAWN	3.56

11 ENT. FIG (C d' H)			1 ENT. Hi-START GLIDER		
1	G. MANION	7.30 + 2.09	1	S. DARMON	.46
2	P. TOLHURST	7.30 + .49	2		
3	J. PATON	7.28	3		

6 ENT. E30/P30/CO2			6 ENT. TAIL-LESS R/G		
1	T. GREY (E30)	4.30 + 2.11	1	E. CHALLIS	4.30
2	C. REDRUP (P30)	4.30 + 1.53	2	A. LONGHURST	4.14
3	J. PATON (P30)	3.33	3	R. ELLIOTT	2.44

I have been using radio dt intermittently for over 10 years now. I bought an Aeris system from Italy initially. It came with a rather larger than I wanted servo and I adapted smaller servos with the connectors required, JST 1.5mm. These sometimes came with peculiar wiring colours and I managed to get it wrong twice.

I was never 100% sure it would work and sent it back two or three times. He said I was flooding it by testing too close.

However since it was returned the last time about two years ago it has been 100 % reliable, except for the one occasion when I forgot to switch the Rx on! Having lost the model I ordered another, only to find it the next day. So I now have two and they are both faultless.

The first survived a day out in heavy rain. I dried it out after removing the heatshrink and to my surprise it still worked.

I also have a Leo Bodnar system, one of the first few. That also works faultlessly.

Recently I have been of the opinion that 2.4 MHz systems using Orange and Lemon Rxs are not worth the effort. The Orange Rx has limited range. The Spektrum Tx is rather bulky.

However there is now a tiny 3g Rx available from Bang Good.com which uses a Spektrum Tx. The Redcon CN 421. It is claimed to be full range. If you buy one they are just under £5 with free postage, but if you buy three or more they are half that! Things don't come much cheaper. Coupled with a Hobbyking 1.7g servo and a small lipo that weight could be comparable to a Tomy. The heaviest bits would be the Futaba style connectors. If you have two or more friends with Spektrum Txs then you could have a complete lightweight RDT system each for about £8. That's not bad is it. If you have no friends then £10!

Having used RDT I now feel unhappy if my model has only a mechanical timer. Once used there is no going back for me. That and a Leo Bodnar very long range tracker seems to me to be the ultimate at present.

Jim Paton

Cycling is something I have always done, from my first tricycle in the early 1970's through the usual selection of Raleigh machines that had the tyres ridden off them during my childhood, with the usual scrapes, broken bones, and nettle stings (from the patch of nettles that always seem to be there when you fall off) and then later, a selection of mountain bikes for my weekly ride with workmates in our local forest.

Times move on, people move away, interest wanes, and suddenly I found myself without a bike for several years. The need for an alternative to the car for short trips coupled with the desire for a little touring and the need to shift a few pounds of my now forty-something body resulted in me searching the interwebs for a suitable machine.



I had long had the desire to build a bike from parts and learn something about cycle mechanics and wheel building etc. So during a late night internet session I happened upon the 'Moulton Bicycle Club'. I had heard of Moultons, and always admired their quirky looks with their odd frames, small wheels and front and rear suspension, but I'd always assumed they were out of my price range. (new ones really are...)

However, by buying an old machine and slowly rebuilding it I could learn something new and create a working machine at the same time. I found a 1965 Moulton 'Standard' and set about slowly stripping it down to its component parts.

As with any hobby, invariably you get in contact with other people with the same interests and before you know it more parts and equipment suddenly appear. My garage has now gained a toolbox, workstand, boxes of parts and so on, as well as a good selection of new tools to play with.

As the strip down progressed the desire to have something to ride 'now' finally overcame me and I purchased a fully rebuilt 1965 Moulton 'Deluxe.' It has a Sturmey Archer 4 speed rear hub, dynamo front hub, and racks front and back for touring. It's comfortable to ride, even for my 6'3" 16 stone carcass, it's very nippy, and it's great to be riding a true British design classic.



Coming from modern indexed gearing and super smooth and efficient disc brakes, it takes some getting used to only 4 speeds, and hard rubber brake blocks on chrome rims are quite scary, especially in the wet...

Having stripped my 'Standard' down and assessed the job, the first thing is to get the frame and mud guards bead blasted and powder coated, and then start assembling the component parts, cleaning, lubricating and adjusting as I go.

It's surprisingly relaxing tinkering away at an old machine, and it feels good to be bringing something back to life. This bike was new and had a life in the 60's, was



forgotten and consigned to a shed where it gathered dust for 40 odd years, and now is getting a new lease of life! All very good in this age of throwaway 'consumables'.

As I learn more about the techniques involved, I am developing an interest in cycling history, and even types of cycling art, (I've even made a garage wall decoration from some old parts).

So all in all a second absorbing hobby that allows me to get my fix of building and tinkering when I'm not flying models or up in my model aircraft building room at the top of the house. otherwise known as (Dad's 'Man Cave').

Flying models and cycling have long gone hand in hand, either for the trip to the field, or for the retrieve, so in my Moulton I hope to have something to transport my models to various local sites, and perhaps even stylish transport round airfields should any be available!

For anyone interested in learning about Moulton Bikes, take a look at <http://www.moultonbuzz.com> and read about the fascinating history of these amazing machines and their genius designer, Alex Moulton.

Stewart Mason

Letters to the Editor

Hi John: Sorry I didn't see you at the Nats this year, unfortunately I had to work... There's always next year...If it's on!

I'm still enjoying my various free flight models on Tow Law common a few miles from my house. It's quite the 'blasted heath' but we beggars can't be choosers, and I still fly my radio models from our 'postage stamp' of a patch in a farmer's field with the NAMFC (Newton Aycliffe Model Flying Club) where I've been press ganged into being Deputy Secretary.

I flew my old R/C Tomboy there at the weekend just to please the old timers at the club, and they sighed their appreciation as it pattered about the field in the usual charming manner. There was no wind so I had the wick turned right down. Great fun as always.

I'm building a Vic Smeed Chatterbox at the moment for an old Elmic Conquest Escapement and an ancient Macgregor 'button pushing' set I've converted to 2.4Ghz for a lark. That should be interesting...

As far as rubber goes I fancy building something a bit quirky next. Not sure what though. Perhaps some tailless oddity.

Stewart Mason.

Editor: Thanks for article Stewart. I'm pleased to hear that you keep vintage aeromodelling in front of your club-mates. I like the sound of the vintage RC conversion, perhaps you can let us know how you get on and perhaps also write details of the radio equipment conversion as I could see Vintage Radio Control using vintage style systems as a future class.

I have more diesels than models.
I give them a run occasionally to
stop them gumming up.

Left to right
Irvine Mills 1.3,
ED Bee mk 2,
Irvine Mills 0.75,
? Boddo Mills 0.75,
Real English Mills 0.75.

The Irvines run the best. The
Boddo is best for sport flying.
The sawdust helps compression!!



Jim Paton

Aeromodeller Departed: Terry King



Terry King has been defeated by his recently-diagnosed cancer and died on the 9th of June. Sad news indeed. Terry had already lost his wife Noreen, who had often accompanied him on his many trips to Middle Wallop, but leaves a son David with whom I will be in touch.

Terry was a regular winner with his beautifully constructed gliders, which he flew with consistency and great success. His name was seldom out of the prize list, almost always doing better than Peter Tomlinson and I who were his team-mates. Terry was also a very thoughtful and kind friend, who was always ready to help, even when.. as I recall on an occasion a couple of years ago at a 1066 Champs... he ran the risk of a competitor overtaking him: We were

both flying small Leprechauns at the time and mine urgently needed some urgent last second tissue repairs before getting in that third flight! Terry, all your friends will miss you. Please now use your chance to prepare our future Middle Wallop home "up above": Something, when it's my turn to go, that I really do look forward to.

With great memories,

Dick Twomey

Towed his gliders up with precision

Excellent aeromodeller, stone and wood carver

Recaptured and spread the true spirit of aeromodelling

Really skilled draughtsman

Young at heart

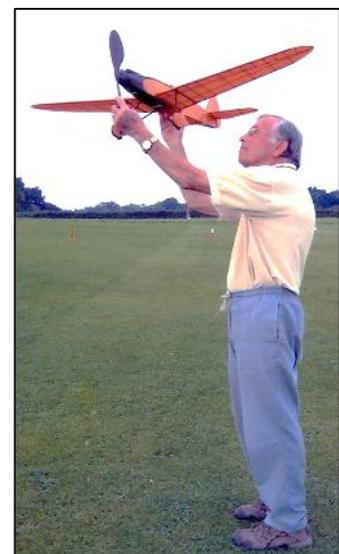
Keen vintage cyclist club member

Ice skater of the fens

National vintage glider champion 2015

Gone to that great aerodrome in the sky

R.I.P Terry, Capt. Howell, SAM1066, Northampton



Report No. 66. MOVO, Milan, Italy. Flying Models & Accessories

Last year I received a memory stick containing a considerable quantity of scans of Italian aeromodelling magazines books etc. Then a few months ago a second memory stick arrived from the same source, with an even greater volume of scans including photographs, magazines, plans, books, catalogues etc. My source was our Secretary, Roger, who wishes to express his thanks

to Pino Carbini (SAM2001 Sec) for spending so many hours gathering the data together and kindly sending it to us, also Gianni Lofredo (Roger's friend in Rome) who used his good influence to organise that it happened.

I am slowly working through this resource in order to add any plans to our "List of plans featured in magazines etc."

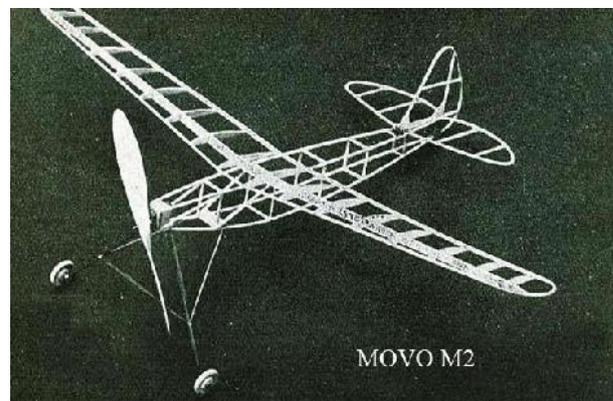
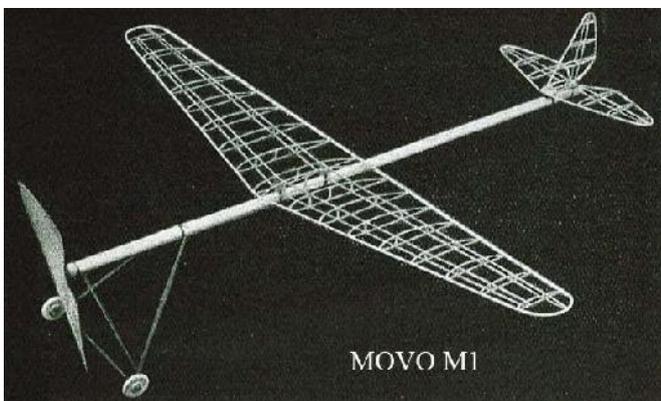


Here is a taste of the material received, the MOVO catalogue of 1938. The cover above shows the MOVO M3 glider of 52inch wingspan.

Inside the catalogue details are given of 11 MOVO designs, glider, rubber power and rubber power scale.

All these are offered as fully built models, plans only, all materials, or box full of all materials ready prepared for assembly.

On offer also are balsa sheet strip and block, plywood, cork, "rods of rush", steel wire, aluminium tube and sheet, wheels, thrust washers, propellers from 18 to 46 cm(7"-18") diameter, all sorts of tools and, with no need to resort to Google translate, "Elastico per motore".



Pictures show the MOVO M1, a 52inch wingspan rubber power model, only 7 Italian Lira for the plan or fully built for 150 Italian Lira. So far unfortunately I have not found a plan for it. Next the MOVO M2 a 36inch wingspan rubber power model, photograph from the catalogue. Should you wish to build it, a file of the scan of the full size plan is available, see below.

A "SLOP" 04/4

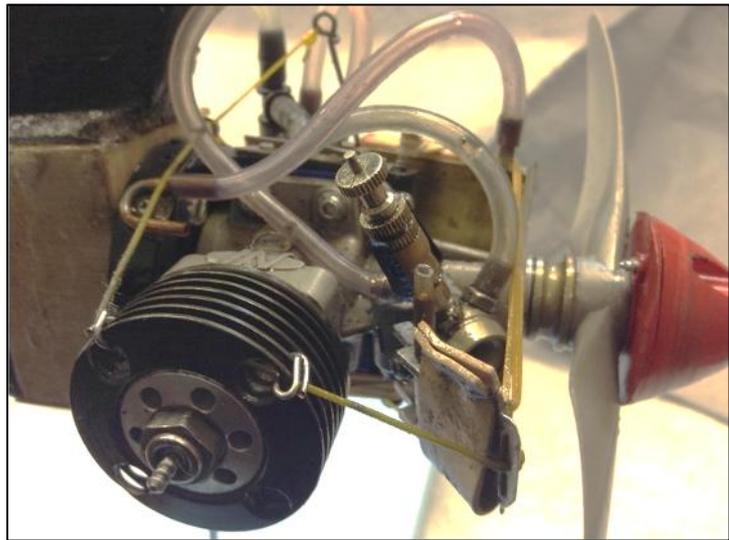
Although SLOP is not as popular as it was once, I thought however that a review of this model could help anyone thinking of starting this class, using a Glow rather than a Diesel.

In the 90's I built a variety of Slop diesels as well as glow. They were all based on the Lucky Lindy layout. I then tried to improve the glide by using an under cambered wing section but found that the small tail 25% gave inconsistent climb results.

Over the variety of models, I reverted to more the norm. Moderate height pylon, longish moment arm, with a tail plane of 30/35% of wing area. I tried out different wing sections both on the wing and the tail plane. Some were more successful than others, but none were dramatically different in performance, in general a max was a fairly easy accomplishment (sometimes the rules are too easy and drive towards the one off, Fly Off, something I have never been keen on).

Initially I used OS 15/20 's with Nelson heads, then the Big Mig appeared, this in the 15 size I would suggest is the most powerful plain bearing engine in the world. Sadly, they are no longer made, there is no real call for such motors amongst the RC flyers, most of which are now moving to electric. The market for FF or CL engines is pretty small and I assume is not profitable for manufacturers.

The Big Mig with Nelson head, will turn an APC 7x3 at about 25.3 k which is around 0.7 bhp , remember this is on suction .



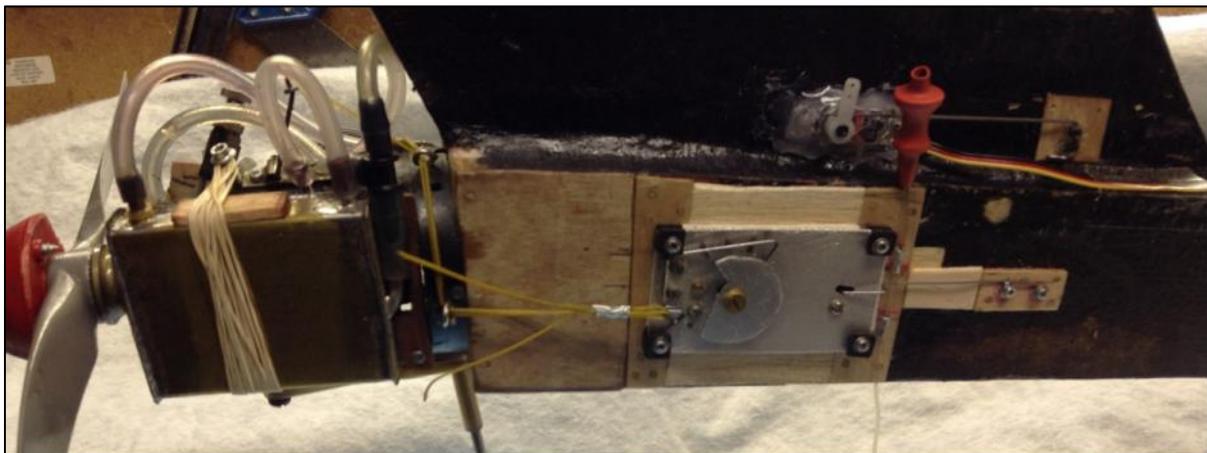
The model described was put together in 2004, brief details are shown below, it utilises geodetic construction to try to make the relatively high AR wing twist proof. The model is now overweight at 19 Ounces, but could be built at around 17.5 ozs. Possibly the only items of note are the thick symmetrical fin and the blunt nose M2 under-cambered tail, which both work for me.



However, this can be a matter of taste as to how one trims a model. The dihedral is rather large, taken straight from the Lucky Lindy, although my pylon is higher, but again works for me.

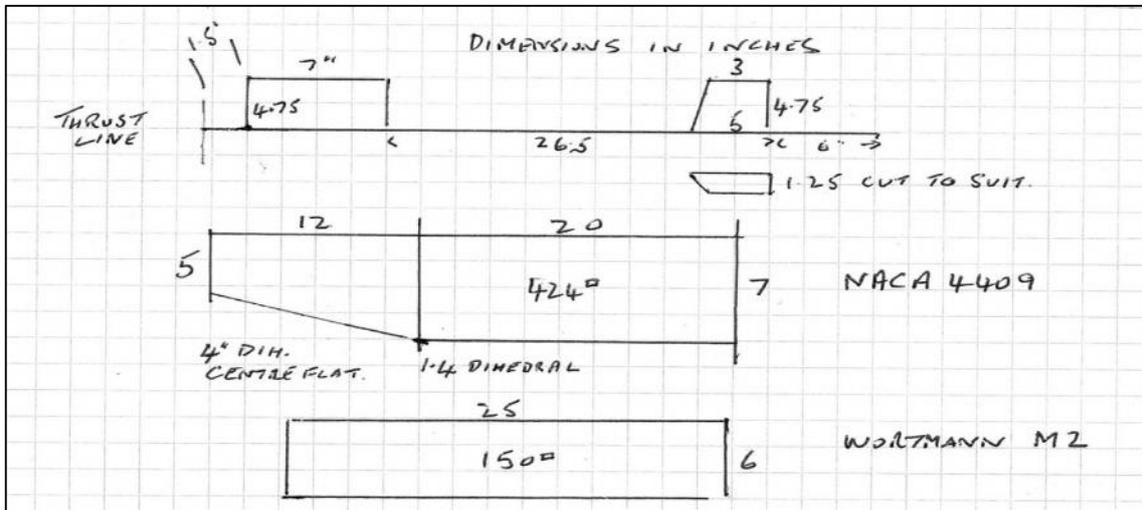
I built some with carbon D boxes but covered with plastic, they worked OK but Beaulieu with its gorse made the model into a pin cushion with lots of holes, so I decide that they were not worth the trouble.

For me one of the most important trimming devices is to alter the size of the underfin. Normally I launch all my models vertically and what then shows up is a vertical climb which changes to a close right hand spiral. Now on some models, most towards the end of the run the model starts to veer left and can roll more left, losing lots of height. By enlarging the under fin, and especially if one uses right rudder on it, can cure this problem. I use 6 mm sheet and hack or add area until I get better results. This is not a cure all but it certainly a step in the right direction. In fact, on some models I have rudder tabs in different directions on the top or bottom of fins. Many flights may be needed to get the result required. On low powered models this trait does not show up so much. I tend to think of the fin as a small wing with the rudder tabs as ailerons. Pete Buskell back in the 50's had worked all this out, when it was a young world and all were stumbling around looking for solutions. He found many, working very hard in modifying his models to get the results that he wanted.



The only other "special" is the tank and flood off arrangements. The tank alongside the engine, invented by the Czech's in the early 50's, prevents fuel surge with suction feed at launch. Which not only can cause a change in pattern, but may result in crashes. This arrangement plus the "flood off" arrangement "with the flap closing the venturi, credit for this goes to Dave Clarkson. This then ensures as close a run of 10 seconds as possible, without it, I would suggest that the run would have to be at least 0.5 seconds shorter to avoid the burble. The photos show my arrangement, which looks a bit messy and complicated, but I believe it's well worth the trouble. I might mention that I tried the clap valve, on diesels but with just a fuel cut-off it made no difference, the engine still could burble. I did try flood off on an old diesel, it stopped instantly all right, but each flight would require a new rebuilt engine.

The model flies a vertical pattern rolling twice in 10 seconds, with a good transition, with the tail "rising up" at engine cut to take the model into the glide Using about a 9.2 seconds maximum run the model will reach 750/800 feet. With the setup shown the model flies the same pattern in high winds but just going downwind - straight into the Forest at Beaulieu?



SLOP 04/4 Set-Up

Weights: Wing 122gm, Tail-plane 28gm Total: 537gm
 Incidences: Wing +4 deg. Tail-plane +2.2 deg. (undercambered)
 Thrustline: 5 deg. down 5 deg. left
 CG: at 89% No major warps, only 2 deg. washout on tips

If one is worried about the engine on suction on initial trimming, use the same size venturi as with suction but run the engine on pressure, thus allowing short runs with some confidence. This class could be improved I believe with shorter 5/6 second runs but still utilising the 2.30 max, thus minimising the need for fly offs?

John Thompson

Quiet month. There has been little feedback from anywhere about our planned meeting on Salisbury Plain, no news is good news? Reiterating what was said last month for the benefit of a possible visit by sports flyers - make the effort & see what you think. The area is very large but once off the plateau - which itself is large, there is a fair amount of "up & down" terrain, hence the sensible use of shortish motor runs & judicious use of dt devices would benefit those who don't have the energy or inclination for energetic retrieves.

To be boring, here is a repeat of the planned comp schedule & notes. No excuses for not having a model or models ready!

Proposed Comps

Power: E 36

Rubber: Combined 4oz/8oz Wakefield; Combined Vintage/Modern Coupe; Under 25"

Glider: Over 50" Vintage/Classic; Bungee 36"; Vintage / Classic CLG / HLG

Sports Models:

Power/Glider/Rubber/Jetex/Electric unlimited

Arrivals from 9.00am onwards, comps start at 10.00am, comps end at 16.30pm, dt fly offs 16.45pm with prize giving at 17.30pm. This to give encouragement to those who like a relaxed contest! Off site by 6.00pm - however, if sports flyers wish to stay beyond 6.00pm they will have to make their own arrangements with alternative SP red card holders.

The use of RDT/conventional DT for sports models is not mandatory but is highly recommended wherever practical. Although the site area is large, we do not want to risk excursions out of it.

No Radio Assist

All persons who fly must have BMFA membership & there will be a charge of £6.00 per flier to cover the cost of the MoD licence fee & hire of a portalo (mandatory requirement for organised meetings on SP). Access is from the B390 Shrewton to Chitterne road - approx 2.5 miles west of Shrewton. The off road route will be signposted and the flying area is determined on the day by wind direction.

Note: *As with all MoD sites, the Authorities can invoke cancellation at short notice. If this should happen, we will try to get a bulletin published on the SAM 1066 website so be sure to check before you travel.*

Local flying for pleasure

A couple of trips to Beaulieu this month. One of the days was idyllic - little drift & what there was came from the south over a larger area of relatively clear ground. The only downside was just me flying! Nevertheless, took five models & flew them all over some 23 flights using a dt for every one. Still managed to walk about 8 miles on retrieves. The models were Electric Burd, Baby Burd (PAW 1cc), Southern Dragon, Wedgy & Simplex 60 - the latter out for its annual exercise & still with its Chinese Silver Swallow from 1978 - purchased in Poland for a rough equivalent of £2 on the black market! During the same trip, I also acquired a Russian MK16 & an OTM 0.8. The MK16 still survives & is quite a powerful engine. It went in a Frankenstein but came out again very quickly after the poor old Frankenstein took on a rocket like climb - most ungentle! The model was re-engined with a more docile Mills 1.3 but then spent several months in a rarely visited corner of a Farmers field near Brockenhurst many years ago. All bits survived apart from the tailplane which warped beyond redemption. OTM bent the con-rod when I managed to hydraulic it so it's no more! The Simplex 60/Silver Swallow combination is excellent - about 1/8th inch of fuel in the tank is good for a 2 minute flight in reasonable conditions, remembering of course to light the fuse. The first Simplex 60 was lost at Middle Wallop a long time ago along with its precious AM25 & no - it didn't have a dt!



Tails raised in deference to an ancient Simplex!

Most recent trip was today (Thurs 24th June) after very heavy overnight rain. John Taylor & I risked the weather to fly bungee glider & mini-vintage rubber for the BMAS club comps. Arrived at 1.00 pm in a heavy overcast & navigated a very flooded peritrack, but the rain held off until 5.30pm which allowed us to get in the flights, so worth the effort even tho' the lift was non existent! John flew his Doofa & mine was the Corsair 36, of course he beat me!

Electric Slicker Mite

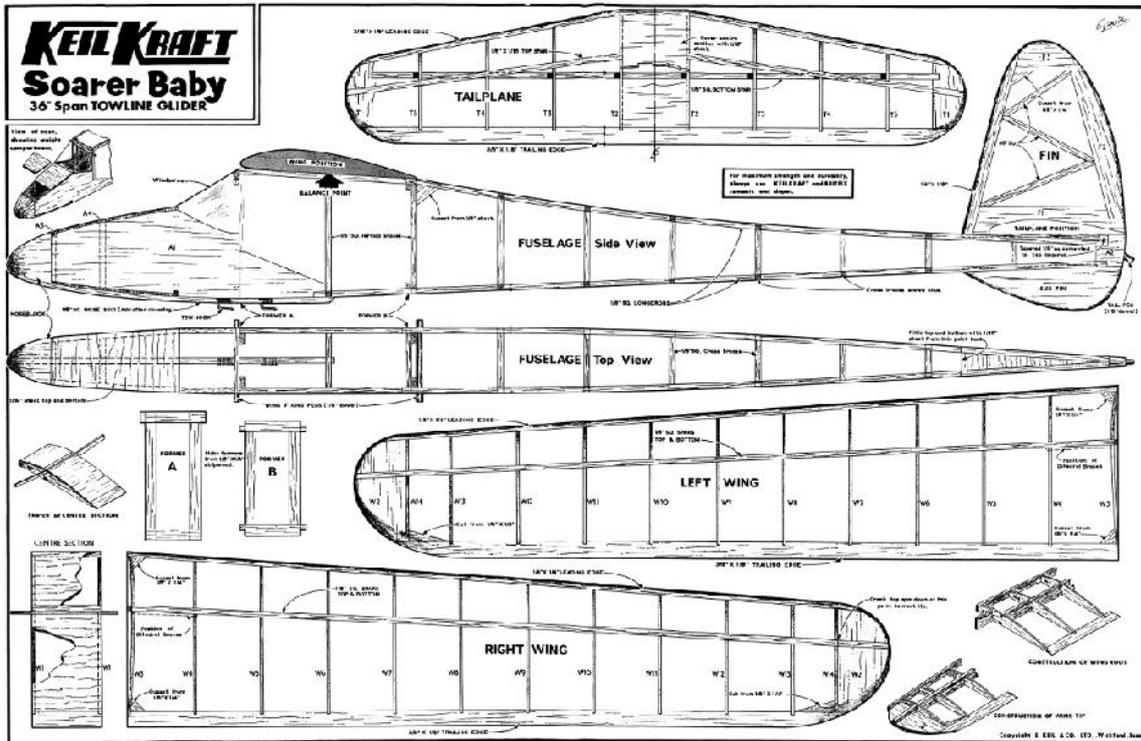
Slow progress but nearly there. Only the dt line & sub-fins to fit, then ready for flight testing but Beaulieu will have to dry out a lot! Don't want to end up in a puddle on maiden flight. The Dens Models timer is located on a small ply plate towards the rear of the pylon, as is the separate servo. Both bits of ply formed to (approx) the profile of the pylon. As noted last month, very fiddly. However, if it flies as well as the Electric Burd, the effort will have been worthwhile. Worked out the wings are about 24 or 25 years old still with original tissue on the tips but with the centre sections recovered in polyspan, the rest is new.



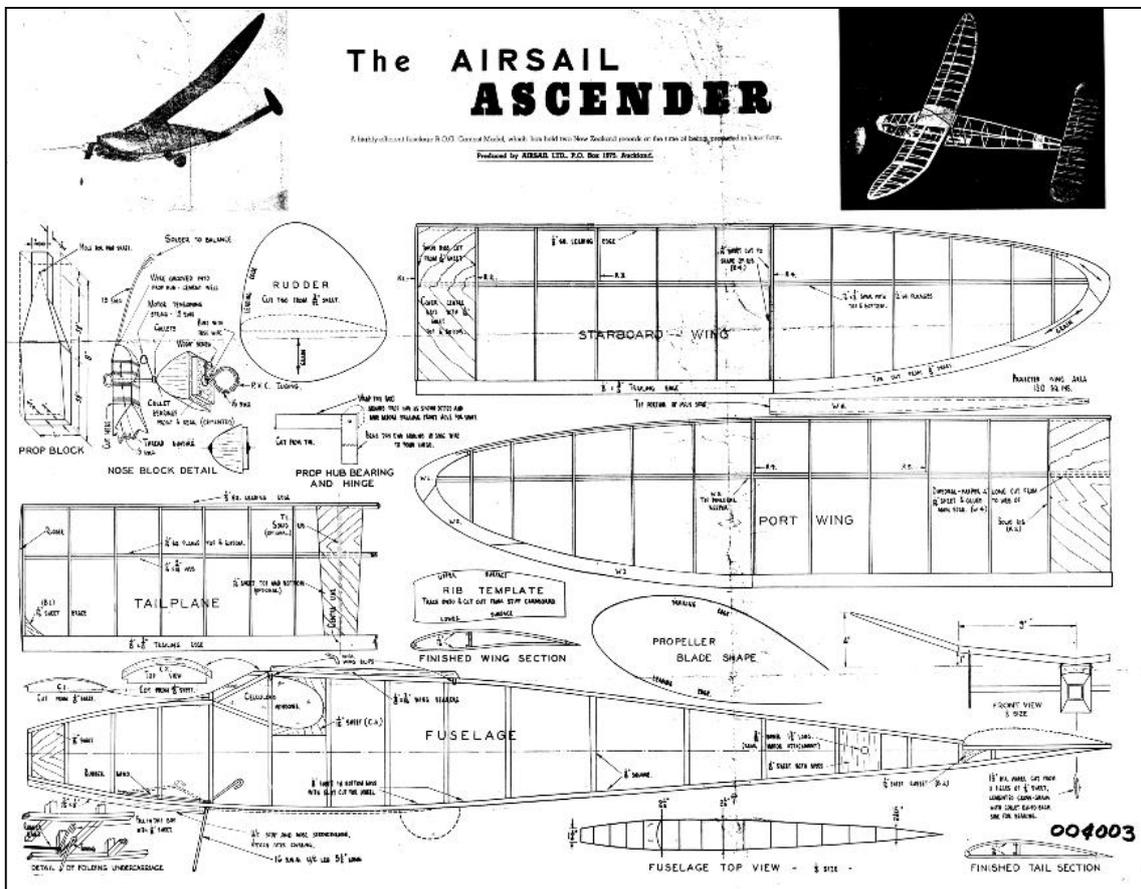
Reclining Electric Slicker Mite

Plans for the month - all chosen as they are models from the estate of a local long time modeller, who was a very good builder. The Soarer Baby is beyond redemption but with some careful repairs the latter two should be well capable of flying again.

Glider: Soarer Baby from Keil Kraft



Rubber: Airsail Ascender - very pretty & good for mini-vintage rubber?



Oxford Rally June 12th Portmeadow

It was a perfect English summer day at Portmeadow, chilly with rain and mist clearing by midday, a cloudburst at two o'clock and threatening rain again at fly-off.

There was a light southerly so Andy Crisp pitched the control tent well down the field. Five flights were required, one before one o'clock, the rest as you pleased. The wind was expected to veer west so a ninety second max. was set. This looked easy enough but only two of the ten fliers maxed out. Gavin Manion put in another fault-free performance taking first place with a two minute fly-off despite being unable to fly his best, but water soluble model.

Peter Tolhurst lost his coupe in the dense trees on the west boundary and so flew off with a vintage Etievre. Under Andy's rules, landing outside the field disqualifies the flight, so unless you've got RDT (and even then) this involves a very tricky judgment. Peter got it wrong and was down in fifty eight seconds to take second place.

There was the usual crop of mistakes and systems failures. On his first flight, Roy Vaughn's VIT stuck on and dived him in. Alan Brocklehurst's tail-plane miss-seated and ruined the glide. Martin Stagg partially DT'd on launch and treated us to the familiar multiple loop display. Peter Hall had two systems failures both prior to launch. A VIT release arm came adrift and the timer failed on his reserve model. The wind did go west in the afternoon and was turbulated by the trees on the river bank producing interesting flight patterns and dropped flights. Jim Paton saw his Bukin climb away to a good height then dive steeply losing half of it, recovering just enough to max. Jim had a busy time taking third place in coupe, placed in two other events, and was crowned Gala Champion. By the way, Jim tells me that he had disabled the systems on his Bukin and was flying it right/left.

Gavin Manion now has an impressive score line in the league with three firsts and a second. Peter Tolhurst is within striking distance. The next league event is Odiham on September 3rd., plenty of time to reflect, renew or redesign and to consider the example of John White (right) of the Isle of White.

John and Mrs. White travelled up from the Isle determined as always to compete no matter what the conditions. John must be in his mid-eighties and seems determined to be the last man standing. The B.M.F.A. should give him a medal.



Postscript:

Reflecting on my own pathetic performance this season I am again struck by how often systems failures have let me down. I have identified four essential features for future coupes. The model must be boomer-proof, waterproof, finger-proof and future -proof. My Odiham contender will have a tip-up wing and tail RDT, no other systems and water repellent if not proof. How can I fail ?

Peter Hall

Oxford Rally Results						
	Entrant	Club	Maxes	Score	Time	Flyoff
1	G.Manion	Birmingham	5	17	7.30	2.09
2	P.Tolhurst	Crookham	5	14	7.30	0.54
3	J.Paton	Crookham	4	12	7.28	
4	A.Brocklehurst	B&W	4	11	7.01	
5	R.Elliott	Croydon	2	8	6.50	
6	R.Vaughn	Crookham	2	7	5.54	
7	J.White	Croydon	0	4	4.51	
8	M.Stagg	B&W	1	4	3.48	
9	P.Hall	Crookham	2	4	3.00	

Southern Coupe League table after Round 4

Position	Entrant	Club	Coupe De Brum	First Area	London Gala	Oxford Rally	Odiham	Southern Gala	Crookham Gala	Coupe Europa	Total
1	G. Manion	Birmingham	16	12	16	17					61
2	P. Tolhurst	Crookham	10	7	10	14					41
3	R. Vaughn	Crookham	12	17		7					36
4	A. Moorhouse	Vikings	10	5	11						26
5	A. Brocklehurst	B&W		11		11					22
6	S. Willis	Vikings		5	13						18
7	M. Marshall	Vikings	5	3	5						13
8	J. Paton	Crookham				12					12
9	T. Bailey	Coventry	2	8							10
=	P. Hall	Crookham			6	4					10
11	P. Ball	Grantham	8								8
=	M. Stagg	B&W			4	4					8
=	R. Elliott	Croydon				8					8
14	D. Chevanard	Beaujolais	7								7
15	C. Redrup	Crookham	6								6
16	J. White	Croydon				4					4
17	B. Dennis	Grantham	3								3
=	G. Ferrer	Timperley		3							3
19	D. Greaves	B&W	2								2
20	J. Wheeler	C/M	1								1
=	M. McHugh	Peterbor'gh	1								1
=	G. Hart			1							1
23	P. Adams										0

Check your agenda,

On 9-10 July Control line fly-in at Herentals.

Lines and fuel available to fly your old model.

Also combat, racing and carrier competition on the same site.

Don't miss this.

Jan Odeyn

INT. CONTROL LINE FLY IN
FT. "BATTLE OVER BELGIUM"-CONTEST

1,5CC DIESEL COMBAT

BASIC CARRIER DECK

CONTROL LINE FLY IN

1,5CC DIESEL MINI TEAM RACE

JULY 9 + 10 2016

MACH HERENTALS(B)

Carrier Deck Combat
Mini Team-Race

Fly-In Rondvlucht MACH
9 & 10 juli

Free camping

Oxford MFC Dreaming Spires Gala

Sunday 17th July 2016

(Note New Date!)

Port Meadow.

Vintage Rubber, Classic Glider, Vintage Glider, HLG/Catapult,
Silent Open Tailless, E30/P30, E36, Hi-Start Glider.

All 10.00 Start.

All-in F/F scale, no dox, 1.30 start.

No poles/streamers. No i.c. except scale entries.

BMFA insurance required.

Info: 01865 873876 077833 775794.

Full details on www.oxfordmodelflyingclub.org.uk

ANGLIAN SUMMER GALA



30.31 July 2016. Sculthorpe Airfield,

Sculthorpe airfield offers the largest unobstructed flying site in the UK set in the heart of the Norfolk countryside. Camping nearby at Fakenham Race Course, 01328 862388; the Garden Caravan Site, Barmer Hall, Syderstone, 01485 578220 and Fakenham Camp Site, fakenham.campsite@gmail.com

Saturday 30 July	Sunday 31 July
BMFA Rubber	BMFA Power
Vintage Rubber/Power	Combined Electric
Classic Glider	BMFA Glider
Tailless	Mini Vintage
E36	Classic Rubber/Power
P30	CO2
HLG-CLG.	Vintage Glider
	Bowden

BMFA rules and Senior Championship points for above events except P30.
Start time each day 9.00 am, finish 6.00 pm. Competition entry £10.00 all classes or Season ticket for each day. Bowden registration before 10.30 am on Sunday.
Location. Sculthorpe airfield, OS Map reference TF 852300. 100 Metres in a NE direction along the B1454 from its junction with the A148 road from Kings Lynn to Fakenham. No refreshments on the field this year but there is a cafeteria close to the entrance. BMFA membership essential. For safety reasons no motorised retrieval and no dogs.

Flyers not taking part in BMFA events, fun flyers and engine runners must pay £6.00 site fee at control.

For further information on this event contact Michael Marshall 01223 246142

TIMPERLEY FREE FLIGHT GALA

Sunday 14th August 2016

at MOD North Luffenham.

10am-5.30pm

Contests for Comb-Rubber, Comb-Glider,
Comb-Power (no electric) Comb-HLG/CLG,
Mini-Vintage. All to BMFA rules.

F/F Sport flyers welcome. Airfield charge.

BMFA membership required.

Contact---Gerry Ferer, Tel: 0161.928.4955,

Email: gferer@hotmail.com

Southern Area BMFA Rally

RAF Odiham Saturday September 3rd 2016

I have confirmation that Saturday September 3rd has been booked
This is of course provisional and I now can apply for the Licence etc.

John Thompson CD

The Crookham 50th Anniversary Gala

Sunday 18 September

on Salisbury Plain

Classes will be:

Combined F1G and Vintage Coupe d'Hiver,
(with a prize for highest placed vintage model)

George Fuller power for the George Fuller Trophy,
(8secs run, 2 minute max)

E36 & F1H/A1 glider

The aim will be to contain all flights on the field and the contest will be organised accordingly. Contest will be run in rounds with the first round between contest start at 1000 and 1200. The max for all classes will be 2 minutes unless the weather dictates less. The number of rounds will be decided on the day, dependent on the weather, with a minimum of three. DT flyoffs will be used if necessary.

Contact Roy Vaughan:

Email: - roy.vaughn@btinternet.com,

or Tel: - 01344 779071

Coupe Europa
Sunday 2nd October 2016
Salisbury Plain Area 8

F1G and Vintage Coupe D'Hiver.
Flitehook Trophy for F1G teams.

Contest starts 10.am. F1G will be in rounds.

Contact Ray Elliott

Email: - ray.elliott8@btinternet.com.

Tel: - 44 (0) 20 8997 7745

Oxford MFC Scalefest 2016

Sunday 2nd October

(Note New Date!)

Port Meadow

BMFA Power, Rubber, CO2/Electric (Need Dox)

BMFA Outdoor Kit Scale, Rapier/Jetex Profile,
 Rapier/Jetex Authentic Scale (No EDF, Smokers Only).

Glider: - 10.00 Start. BMFA Power: - 1.30 Start.

BMFA insurance required.

Info: 01865 873876 07833 775794.

Full details on www.oxfordmodelflyingclub.org.uk

La Grande Coupe de Birmingham
(Part Trois)

Sunday December 4th

at MOD North Luffenham

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

F1G for the Aeromodeller Trophy

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

Pre '58 Vintage Coupe
for the Bernard Boutillier Trophy

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

Special prize

Bottle of fizz for the best aggregate score in both events

Entry Fee £10 covers both events

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

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

For further information contact:

Gavin Manion at gavin.manion84@gmail.com

tel 01543 422509

or Stuart Darmon at stuardarmonf1a@yahoo.com

tel 01858 882057

Bloxwich Indoor Flyers

**Free Flight & lightweight RC
Sneyd Community School**

**Vernon Way, Sneyd Lane,
Bloxwich, WS3 2PA**

Saturdays 2pm until 5pm

Flyers - £5 Spectators £2

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

Contact:- Allan Price: Tel: 01922 701530

e-mail: montrose32@btinternet.com

Indoor Flying with the South Birmingham MAC

Mainly Free Flight

Thorns Leisure Centre.

Stockwell Ave.

Off Thorns Road - Quarry Bank - West Midlands - DY5 2NU

Saturdays 1pm until 4pm

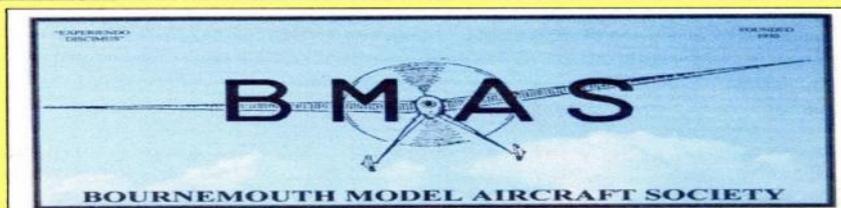
Sept 17th – Oct 15th – Nov 19th – Dec 17th

Admission - Flyers £5.50 - Spectators £2.00

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

For further information phone Colin Shepherd 0121 5506132

or e-mail colin@colinwilliam.wanadoo.co.uk



INDOOR MODEL FLYING 2016

ALL TUESDAYS

26TH JANUARY, 23RD FEBRUARY, 22ND MARCH,

26TH APRIL, 24TH MAY, 28TH JUNE,

26TH JULY, 23RD AUGUST, 27TH SEPTEMBER,

25TH OCTOBER, 22ND NOVEMBER.

7pm to 10pm

ALLENDALE CENTRE

HANHAM RD. WIMBORNE BH21 1AS

FREE CAR PARKING IN PUBLIC CAR PARK IN ALLENDALE RD

FREE FLIGHT ONLY

COMPETITIONS incl GYMINNIE CRICKET LEAGUE

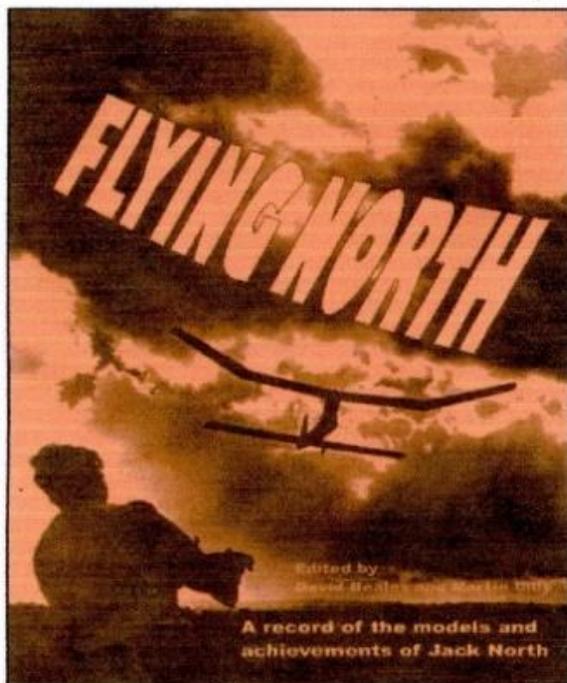
ALL FLYERS MUST HAVE BMFA INSURANCE

FLITEHOOK NORMALLY IN ATTENDANCE

Adult Flyers £5 Spectators £1.50

CONTACTS: John Taylor Tel. No. 01202 232206

Aubrey Bugden e-mail bugden863@btinternet.com



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

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

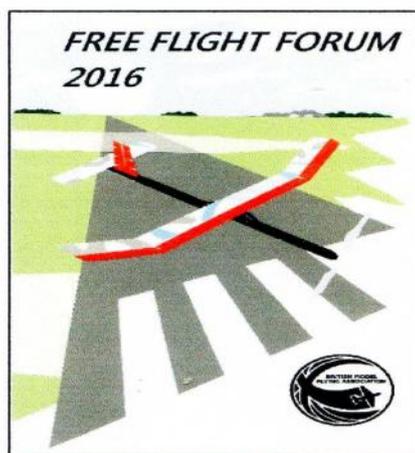
The price in the UK is £18; airmail to Europe £20 or to anywhere else £22. Cheques should be payable to BMFA F/F

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

THE 2016 FREE FLIGHT FORUM REPORT HOT OFF THE PRESS

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

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



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

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

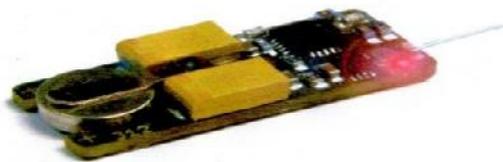
Copies are available from :

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

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

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

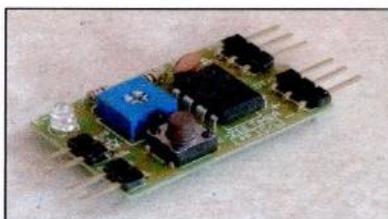
Very quick delivery, often next day

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

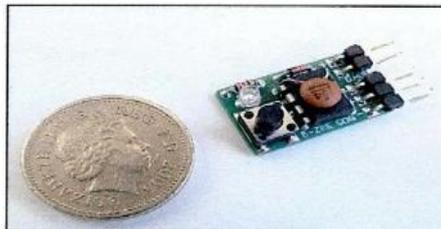
a simple push button / LED interface

- 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**

Michael Woodhouse

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

Plans of models designed by Geoff Lefever

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

MSP PLANS PRESENTS

Vintage, Classic, Sport and other Duration Designs

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

The list below includes Vintage Models generally pre 1951 and Classic Models 1951 to 1961.

Photos of most models can be seen on my website - www.msp-plans.blogspot.com

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

MICK FARTHING 1942	The 40 in span Lightweight Contest rubber model with a diamond fuselage.
MICK FARTHING'S THE PAPER BAG' RAFF V 1947	Mick Farthing's last lightweight rubber model of 1946.
ODENUAN'S 1950 NORDIC A2	Designed by Norman Marcus who was National Champion in 1946.
SENATOR 1950	Swedish Championship glider, placed second in the first World International in 1950.
ACE 1950 RUBBER	RUBBER Designed by Albert Hatfull and kitted in 1950. Twin plan with Ace
ENGLISH VIKING 1953 A2 GUDER	Designed by Bill Dean and kitted in 1950. Twin plan with SENATOR .
CRESTA	Designed by Bill Farrance twice winner of the SAM Radislav Rybach trophy.
FRED BOXALL'S 1956 OPEN RUBBER MODEL	A 38 in wingspan low-wing design for small diesel or electric motor installation.
FRED BOXALL'S SEAPLANE (1965)	Twin plan with Boxall's SEAPLANE .
LAST RESORT 1956 CLASSIC RUBBER	Twin plan with the 1956 OPEN RUBBER MODEL .
FIRST RESORT 2006	Open Rubber Model designed by Jim Baguley, Twin plan with FIRST RESORT .
WINDING BOYII 1956	by Martyn Pressnell for the BMFA Rubber Class. Twin plan with LAST RESORT .
JACKMcGILLIVRAY'S LIGHTWEIGHT 1958	by Urtan Wannop, 38 in span. Twin plan with McGILLIVRAY'S LIGHTWEIGHT .
CAPRICE 1959 GLIDER	36 in. span lightweight rubber model Twin plan with WINDING BOYII .
GAUCHO1960	The renowned lightweight glider of 51 in span. Twin plan with GAUCHO .
VAKUSHNA1959 A2	power duration model for 1.5 cc engines. Designed in 1959 Twin plan with CAPRICE .
	Designed by Brian Dowling this glider won the 1960 Richer Cup

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

JUDGE 1945 WAKEFIELD	by Bert Judge to the 1945 rules as a direct descendant of his 1936 Wakefield Cup winner,
HERMES MAJOR	A 150% enlargement to 61% in span, of the 1949 HALFAX HERMES
FRANK LOATES' 1949 WAKEFIELD	Canadian Wakefield 5 th in the World Championships at Cranfield, England, in 1949.
BORJE BORJESSON'S 1949 WAKEFIELD	Swedish Wakefield 6 th in the World Championships at Cranfield, in 1949.
GHOST WAKEFIELD 1951	John Gorham's 1951 Wakefield, a successful rubber model from the early 1950's.
RON WARRING'S 1952 WAKEFIELD	The geared geodetic model, developed by Ron Warring for twin motors,
NIGHT TRAIN Mk I 1960	George French's Night Train which pioneered the use of VIT systems in the UK

MSP PLANS PRESENTS NEW PLANS

AVENGER 1952	HI-START GLIDERS 2013 - 36 in span
CAPRICE 1959	John Gorham's classic A2
VINTAGE A2 1950	Neville Willis' classic lightweight glider
	Odenman's.
SATU 1950	HI-START GLIDERS 2014 - 36 in span
PETREL 1964	J Bennett's vintage A2
MAD'S DREAM 1959	Frog's beginner's kit glider
	Brian Dowling's classic A2.

To order plans for UK delivery please write with cheque (£ sterling) made payable to
Martyn Pressnell, 1 Vitre Gardens, Lymington, Hants, S041 SNA.

For overseas delivery of Popular Plans send local bank notes equivalent to £10.00.

Enquiries: please write or email martyn.pressnell@btinternet.com

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

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

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

Martyn Pressnell

DBHL Plan Service

The rules for obtaining plans.

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

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

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

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

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

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

This service is provided at no charge.

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

VINTAGE COUPE PLANS.

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

Further information will be advised in due course.

Provisional Events Calendar 2016

With competitions for Vintage and/or Classic models

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

Please check before travelling to any of these events.

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

For up-to-date details of SAM 1066 events at Middle Wallop check the Website -

www.SAM1066.org

For up-to-date details of all BMFA Free Flight events check the websites

www.freeflightuk.org or www.BMFA.org

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

www.SAM35.org

Useful Websites

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

Are You Getting Yours? - Membership Secretary

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

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

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

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

P.S.

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

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

Your editor John Andrews