

	<h1 style="color: red;">NEW Clarion</h1> <h2 style="color: red;">SAM 1066 Newsletter</h2>	Issue 082018
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Editorial

The last piece I write compiling each issue of the New Clarion is the Editorial and today is the 27th of July. Heat, Heat, Heat. As I write, the unusually hot sunny weather continues and, having been a Copper Knob or Ginger Nut, I do not fare well with this hot sunny weather. I do not tan, I just get more freckles and sunburned. Attending meetings necessitates application of a thick layer of sunblock and more than a little time spent hiding from the sun. I find activity difficult and am normally completely knackered by lunch time. The same applies to my fetcher mite, although not ginger her fair skin suffers much as mine does. The promised thundery rain has not yet materialized, I await expectantly but I understand that it will be back up to temperature for at least another week after the expected storms.

Who moans about sunshine? I do. What a misery.

This issue kicks off with a report on my own doings on Barkston for the BMFA 5th Area. The continuing availability of the airfield is much appreciated and possibly resulting in an uncharacteristically reasonable performance by myself in Coupe. Third place nationally as it turned out.

The delayed Southern Coupe League Table up to round 5 follows and later on page 10 the table for round 6. I took the unprecedented step of ferreting out the points scoring method and have published it after the Rd.6 table. I hope I've got it right.

Jim Paton is now back in circulation and reports on the Nationals and Oxford Dreaming Spires.

I am pleased to report that our chairman, Tony Shepherd, has triumphed in the Italian SAM2001 Free-Flight Tomboy competition again. I failed to register a time this year due to being ill for the Nationals where I usually make my attempts.

Dreaming Spires report from co-organiser Andrew Crisp is published as received from him, printed in his own inimitable manner. It seems to add atmosphere to the results somehow.

I've had a couple of requests and have published a 'Sales & Wants' item. Please make use of our newsletter and send in any requirements.

John Richards from Nova Scotia emailed confirmation of my 'Pictures Lost & Found' being his E36 model from 2016. I wish I was as fit as he sounds with his competitive running.

I managed to slip in another report of mine on our Salisbury Plain event, although I spent the bulk of the day hiding under an umbrella. It was rewarding to see a significant increase in sport flyers braving the rumored difficulties of access, it really is quite easy if the direction arrows are followed.

Our archivist Roy Tiller continues his investigations into Pete Fisher and Performance Kits, expanding the range of models that were available. There seem to many more than I recall.

The secretary's report lists competition results and future events as usual, together with a picture or two from our Italian friends. The contra-rotating propped twinned engine must be a masterpiece of model engineering. I would love to hear it running.

The final item this issue is another of Ray Malmstrom's little wonders, an RTP Spitfire. I often wonder how he manages to get so much information on a single sheet of paper.

Editor



Sunday 24th June, the weather forecast had been absolutely great all week and on the day it was too good to be true. Rachel and I arrived on Barkston Heath airfield quite early for us and the only problem was the lack of wind.

Control was over by the compound but models were going anywhere they fancied. It proved to be the correct place when the light wind steadied later in the day but there were still the odd reversals.

We set up shop with Gerry Ferer on one side, Ken Bates & Mike Sanderson on the other and Tony Rushby alongside him. Boy was it hot, I spent a lot of time under my broolly with lashings of sun block. Rachel was too sparing with the sun block and, being out and about more than I, suffered badly sunburned arms.



Ken & P30



Me & Coupe



Gerry & Posh Coupe



There was a plague of minute black bugs and the colour yellow was the magnet that drew hordes of them, as can be seen by the state of my tailplane. Could their presence have been responsible for my uncharacteristically good performance?

I'm told they were not helpful to Dave Taylor, he was wearing a yellow tee shirt.

I assembled my coupe and had a quick check flight on 200 turns. The model flew smartly away and climbed well, must have been in good air. Glide was OK, perhaps a bit tight, but stable.

I parted with my tenner at the selfservice control desk and set about my first flight. Early problem, a motor strand broke early in the wind so it was back to car for a replacement. I was reasonably well off for motors, I had 5 from 3/16th & 3 from 1/8th. My model needs either 8 strands of 3/16th or 12 strands of 1/8th. My motor run is quite short and I can only get about 350 turns in safety on a new motor or I get a blast tube full of twisted rubber if I get too enthusiastic. Where was I?

With a new 3/16th motor installed, I wound on my 350 turns and Rachel & I moved out for the first flight. This was when it became apparent that I was on a good thing, I made an absolute pigs ear of an attempted hard thrown launch and the model whipped round in a low level circle wasting all the early torque and not climbing until it was back round into wind. Height gain is not great at the best of times so this flight was barely 100ft up I would guess at prop fold. The coupe drifted off towards the compound gliding quietly down to around 50ft over the peri track and I was looking at a sub one minute probability. Then my fortunes changed as the model drifted back and forth in the warm air coming off the tarmac, no altitude loss at all, just stayed above the peri track at 50ft until it D/T'd. One lucky flier and one max in the bag.

I followed this up with a good thermal flight from a steady launch, I botched the D/T which went early but the model was high enough to max before terra firma was reached. Two in the bag. Next it was a 1.23 standard non assisted performance, then a 1.58 when the model dropped out of lift early and came down behind the curve of the ground, probably was a max but was not seen down. The final flight was a humdinger, I stuck the old coupe into monster lift and as I had D/T'd short once I had over done the tomy turns and a total flight of just short of five minutes was the result. We saw it down and thought it was over by the hanger so we drove round in the car which we dumped when the model was not seen. We got on line and began walking back, me plodding along with my walking stick. We were miles out on distance, the model had not even reached the main runway, we were well and truly knackered when we got back to the car, it was just too hot for comfort. Still it was job done, five respectable flights and the model still in hand.



Scale man Ivan Taylor took advantage of the benign conditions to fly some of his creations. One ducted fan jet job I saw, probably 100ft up, cruising about in spectacular fashion.

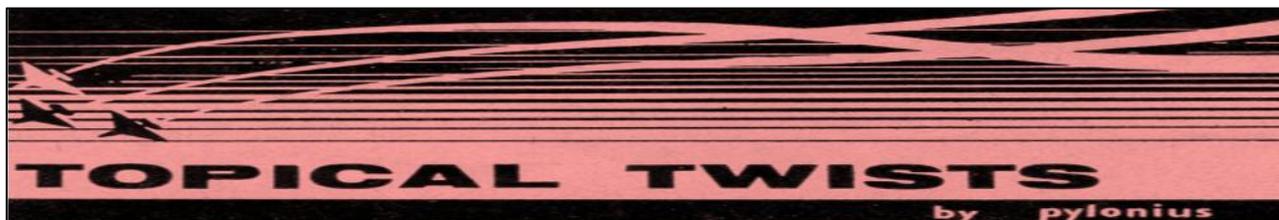
After my exersions I just retired under the brolley out of the heat, waited and watched the fly-offs, then back home to eat in our local Brewers Fayre.

That pint of cold shandy was like nectar of the gods.

John Andrews

	Entrant	Maxes	Score	Time	Flyoff
1	P.Ball	5	5	10.00	13.18
2	G.Manion	3	3	9.42	
3	J.Andrews	3	3	9.21	
4	M.Stagg	4	4	9.15	
5	E.Challis	4	4	8.46	
6	A.Brocklehurst	3	3	8.01	
7	B.Hobbs	1	1	7.51	
8	T.Bailey	1	1	7.08	
9	G.Ferrer	1	1	4.32	
10	R.Willes	0	0	4.19	
11	M.Marshall	1	1	3.14	
12	S.Willis	0	0	3.00	
13	D.Thomson	1	1	2.56	

	Entrant	Club	Coupe De Brum	First Area	London Gala	Sam 1066	Fifth Area	Dreaming Spires	Southern Gala	Odiham	Crookham Gala	Coupe Europa	Total
1	G. Manion	Birmingham	9		12		12						33
2	R. Vaughn	Crookham	17	13									30
=	P. Ball	Grantham	13				17						30
4	P. Hall	Crookham		11		15							26
5	W. Beales	Croydon	14	11									25
6	G. Foster	Grantham		17									17
7	J. Andrews	Timperley		4			11						15
8	B. Whitehead		2	9									11
=	C. Redrup	Crookham				11							11
10	M. Stagg	B&W					10						10
11	P. Woodhouse	Morley		9									9
=	K. Taylor	E.Grinstead		9									9
=	E. Challis	Crookham					9						9
14	A. Moorhouse	Vikings	8										8
=	D. Thomson	Croydon	7				1						8
16	A. Brocklehurst	B&W					7						7
17	M. Marshall	IVCMAC	5				1						6
18	R. Elliott	Croydon	4										4
=	W. Dennis	Grantham	2	2									4
=	B. Hobbs						4						4
21	T. Bailey	Biggles					3						3
=	M. McHugh	Peterborough		3									3
23	G. Ferrer	Timperley					2						2
24	P. Tribe	B&W											0
=	R. Willes	Epsom											0
=	S. Willis	Vikings											0



Misc. extracts from Model Aircraft Apl'54, Feb'60 & Aeromodeller Jun'66

Sheer In-comp-eteence

Contest organisation has always been a fruitful subject for this off-beat column; engaging some of its wilder flights of fancy. But now, I feel utterly ashamed at the lack of imagination displayed when confronted with the glorious improbabilities of the real thing as currently applied. I can only take off my tattered tiifer to the sheer inventive goonery of it all.

Even in one of its more delirious moods, this column could never have concocted anything so fantastic as the "Phantom Rally." Without doubt this is the practical joke par excellence. Just imagine the side-splitting hilarity of it as the travel-stained comp fanatics stop short at the tightly closed airfield gates. And what about that riotous cross talk act with the equally baffled guard commander? Such a giggle for the organising funsters as they lay snugly in their Sunday morning beds.

On a lesser level is the "do-it-yourself" rally. This provides the date, the airfield, the downwind forest, "no flying whilst aircraft are operating," and all the other familiar rally amenities, but the joke is there is no one there to run it. Not a sign of an official or anyone with the least clue.

After waiting around until about 4 p.m., which is the time even the best organised events usually get started, the competitors decide to hold their own scratch contest. Needless to say, under such unusually expert management, it turns out a complete success.

This is a fair enough joke, and one which, I think, has definite commercial possibilities. The "do-it-yourself" rally kit would become a must for any contest enthusiast. Among other things the kit might include a dummy stop watch, set at three minutes, flight cards, labels, lolly making outfit (refreshment and litter), a cardboard cut-out trophy, prize giving speech on plastic record, and a forged airfield pass.

With slight modification the kit could be used as an ideal club game for the winter evenings. All that would be needed is a slightly altered snakes and ladders board and a dice cup. Then, when the motor cycle gossip begins to flag, out could come the game for the club to enjoy a hectic hour of all the fun and excitement of the contest field.

Under the Counter

Our counter spy service reports something quite new in the kit line. A non-plastic model constructed of a revolutionary new material called Balsa. Exceptionally light, this wonder material can be cut with a razor blade. The kit also features a very simple but highly effective form of motive power. Strands of rubber strip are connected between hooks, and when wound by turning the propeller. Cheap, economical and safe.

Our glow plug expert advises against going into the model shop and asking for a couple of U.2s. Comes under the heading of insulting behaviour, or something.

Reading of a model which suffered a rubber explosion in mid-air, we are now pleased to report that explodable rubber, as used by the British Wakefield team, can now be obtained from any good toy shop. This does not come within the province of the Dangerous Explosives Act (1066) and is available with full ignition mechanism, which, of course, does not come under the Small Arms Act.

Which just about winds the whole thing up.

Entente Discordiale.

I don't know what happens behind the scenes at our International governing institute; it means sweet F.A.I., to me, but their habit of changing rules is even worse than the propensity of our area officials to ignore them. Particularly annoying to me is the change in the cross section rule, which now makes my 1954 Wakefield obsolete. Lucky thing I haven't built it yet!

I now find that I have got to eat my words. I don't know how I shall fare since nobody else seems to be able to swallow the things I say. But to put the whole thing in a literary digest, I stated some time ago that at least the team race boys were immune from the caprices of the F.A.I. How wrong I was; a recently published set of International rules have got the team race types running round in circles.

V.I.P.-R.S.V.P.

An indication that aeromodelling is finding greater public favour is to be seen in the number of V.I.P. bookings we are getting for our prize-giving ceremonies.

But hardly can we claim aeromodelling as having arrived until the elusive V.I.P.'s begin to arrive also.

Just Gassing

Looking at the floods of vintage craft to be seen around these days I begin to wonder if the future of aeromodelling does not, in fact, lie in the fledgling past. After all, we each of us have our own building board time machine, and if tiring of today's hectic competitive pace, we can "Dr. Who" it back into a more leisurely ambience.

Currently the time machines are settling down in the American "gassie" period of the mid-thirties, and the huge, lugubrious craft now wafting around the airfields give ample evidence of the inflexible belief of those primitive times that a model was only kept right way up by the huge weight and bulk of the airwheels. We can also take it that the portliness of the machines give a clue to the term "gassie". which must obviously be an abbreviation of "gastronomic".

* * *

The combat antics of performing members of the Nuneaton club at recent barbecues have so enthralled the fry-up picnickers that they haven't been doing full justice to the grub.

Although I'm often critical of ill-chosen club names, I take off my hat to Nuneaton.

Pylonius

BMFA Nationals Barkston

For me it was rather mixed as usual. Having trimmed my models in calm conditions I flew most of them in blustery conditions, with all the expected problems. Monday was almost ideal weather. I flew three flights in mini vintage with a Buckridge lightweight and on each managed to find good air following an excellent climb under power. The last flight resulted in a lost model. With my bio-track scanner I was getting a good signal from three models. I find this a recurring problem up north. There was a model on top of the hangar, which for a while I thought was mine. Chris Redrup and I went a looking about 4 o'clock and found it by the Ancaster roadside. Delighted, I prepared it later for the fly-off. Unfortunately, it Coupe swooped to the right on launch. I picked it up, and having no time to rewind chucked it into the air. It continued to fly very tight to the right and was soon down. I was never in with a chance as it was up against diesel models with 18 seconds Motor run that got to twice the height of the best rubber. Time for a rule change there. On the Saturday I flew BMFA combined rubber, in which I dropped a flight between two easy maxes. The turbulent air played havoc with my model as it did with most others.

Dreaming Spires, 1st July, Port Meadow, Oxford

A big success this year. Andy Crisp and Lawrence Marks and other Oxford MFC members organised it. Weather was pretty much perfect, if a little hot. There was an ice cream van in the car park all day. It's a local event for me, so I would have attended even if the conditions hadn't been excellent.

One and a half minute maxes should have been easy, but there was only one flyoff in mini vintage.

Andrew Longhurst maxed out but returned home early for a two hour snooze. I managed to acquire his bottle of wine for second place.

Peter Hall king of F1G (Coupe) did four maxes. We all scrutinised his fifth flight. I was willing him to launch sooner. When he did go it was into a boomer of downdraft for one minute.

Bill Dennis maxed out and beat him to first place.

I don't know what happened in scale, but the usual participants were there and flying superb models. I watched in awe. The grass was long and forgiving, KK style.

Chris Redrup won P30 yet again, with three maxes d'ing at a great height. One flight terminated in the river but settled on the far bank. He retrieved on bicycle rather than swimming across, only because of not wanting to get his scanner wet.

Roy Vaughan managed an easy max in F1G and enjoyed the rest of the day sunbathing.

Like Mr Longhurst I wore wellies to keep out the grass seeds. However, I changed over to trainers mid day and subsequently got socks full of pricklies. I think hot feet in wellies was better.

I flew my Buckridge lightweight in mini vintage. Two trimming flights and the first comp flight reached dizzy heights. For my second flight I decided to pick colder air. This strategy nearly worked but for the rubber bunching and causing a stall. I ended up 10 seconds short. I abandoned that strategy for the final flight and went up in another boomer. Tomy timers have limitations in strong lift.

In F1G I managed two maxes but my model wasn't circling. For the third flight I had to D/T early to avoid the river and was 4 seconds short of a max. That gave me third place so I cycled back to the car park for two ice creams and one lolly ice.

A great time was had by all.

Jim Paton

**Dreaming Spires Free-flight Rally, Oxford, July 1st '18
Fifth Round Southern Coupe League**

Yes, I remember Adelstrop
The name, because one afternoon
Of heat the express-train drew up there
Unwontedly. It was late June.

The steam hissed. Someone cleared his throat.
No-one left and no-one came
On the bare platform. What I saw
Was Adelstrop - only the name.

And willows, willow herb and grass,
And meadowsweet and haycocks dry,
No whit less still and lonely fair
Than the high cloudlets in the sky.

And for that minute a blackbird sang
Close by, and round him mistier.
Farther and farther, all the birds
Of Oxfordshire and Gloucestershire.

Edward Thomas

What's that all about ? This is supposed to be a report on the coupe event at the Oxford Rally.

I see a relationship between the poem and the Rally.

There's nothing about competitive coupe flying in the poem.

Well, it was certainly an afternoon (and morning) of heat and it was just after 'late June' . There was plenty of grass and herbs, probably not 'haycocks dry' but certainly 'high cloudlets in the sky', and although I didn't spot it there would surely be a blackbird singing close by. And Adelstrop is only about twenty miles away on the Gloucestershire border. The point is that the poem is a wonderful evocation of English Edwardian rural tranquillity made movingly poignant because it was written on the 24th of June 1914 just before that world was brought to an end by the First World War. Edward Thomas was killed in action.

I still don't get it, Portmeadow is indeed an idyllic setting and Andy Crisp and the Oxford boys present a faultless traditional event - almost you might say Edwardian in tone, but you are trying to relate a world historical turning point to a day out in Oxford, what is 'movingly poignant' about a coupe event?

We sat about in the meadow, chatting, grazing on our sandwiches and nut-bars, sun-creaming, occasionally chucking up a model and strolling after it through the heat haze and the long grass. Nothing could seem more tranquil.

Yet there was for me a sense of unease. We too are on the brink of potentially life-changing events.

Well it's not North Korea, so what have you in mind?

Brexit.

For goodness sake! Don't start on that! The editor's not going to stand for any of that stuff!

I didn't say I was for or against did I ? I am only trying to explain the relationship between the poem and

Yes yes yes yes, and it'll probably be over by Christmas.You'd better get on with the report.

Six flew the event in five rounds with a 1.30 max because with the easterly breeze, the river might be reached in two minutes.

Only Bill Dennis and Peter Hall completed the rounds, the latter taking four maxes easily, then launched confidently into good air, surely for the final event winning flight, but which R.D.T'd accidentally at the top of the burst.

This could not happen because after earlier accidents he had stuck a corn plaster over the firing button. A second attempt was down in 1'02".

That also could not happen.

So Bill strolled in to victory flying what looked like a vintage coupe. I didn't get a close look.

Jim Paton flying his 'Bukinbits' (bits of a Bukin) came third. He started well then faded in the heat., Ben Hobbs flew a small coupe with a 15" prop designed for long runs. The one -piece wing has a long flat centre section and a carbon tube mainspar. The ribs on the left side are first glued in then those on the right are given a degree or so increase in incidence thus providing built-in wash-in.

Don Thomson and Roy Vaughn finished early. Roy loses a coupe every time he flies at Oxford usually unable to escape the Summer boomers and so after his first flight looked too eager to go, he spent the day timing for others.

Gavin Manion remarked that we were flying Coupe d'Hiver - a winter event for good reason.

Flyers placed at all the events at the Rally were presented with very handsome engraved trophies mounted on miniature marble tablets. How the Oxford club manage it only they know, but thanks to them for a memorable day.

It reminded me of that poem by Edward Thomas.....

The next event is the Southern Gala:
Saturday August 18th
on Salisbury Plain.

Peter Hall



Results: Dreaming Spires, Oxford 6 th Round					
	Entrant	Club	Maxes	Score	Time
1	W.Dennis	MFFC	3	15	7.18
2	P.Hall	Crookham	4	13	7.02
3	J.Paton	Crookham	2	10	4.24
4	B.Hobbs	Oxford	0	7	3.50
5	D.Thomson	Croydon	1	7	2.51
6	R.Vaughn	Crookham	1	6	1.30

Southern Coupe League Table after 6 Rounds													
Position	Entrant	Club	Coupe De Brum	First Area	London Gala	Sam 1066	Fifth Area	Dreaming Spires	Southern Gala	Odiham	Crookham Gala	Coupe Europa	Total
1	P. Hall	Crookham		11		15		13					39
2	R. Vaughn	Crookham	17	13				6					36
3	G. Manion	Birmingham	9		12		12						33
4	P. Ball	Grantham	13				17						30
5	W. Beales	Croydon	14	11									25
6	W. Dennis	MFFC	2	2				15					19
7	G. Foster	Grantham		17									17
8	D. Thomson	Croydon	7				1	7					15
=	J. Andrews	Timperley		4			11						15
10	B. Whitehead		2	9									11
=	C. Redrup	Crookham				11							11
=	B. Hobbs	Oxford					4	7					11
13	M. Stagg	B&W					10						10
=	J. Paton	Crookham						10					10
15	P. Woodhouse	Morley		9									9
=	K. Taylor	E.Grinstead		9									9
=	E. Challis	Crookham					9						9
18	A. Moorhouse	Vikings	8										8
19	A. Brocklehurst	B&W					7						7
20	M. Marshall	IVMAC	5				1						6
21	R. Elliott	Croydon	4										4
22	T. Bailey	Biggles					3						3
=	M. McHugh	Peterborough		3									3
24	G. Ferer	Timperley					2						2
25	P. Tribe	B&W											0
=	R. Willes	Epsom											0
=	S. Willis	Croydon											0

Roy Vaughn

For the record the points scoring system for the Southern Coupe League is:

12 points for winning the event (irrespective of the number of entrants)

9 points for second place,

8 points for third and so on down to 1 point for 10th.

A further point is added for each maximum scored.

Ingleesh (for Aviation) as she is Sometimes Spoke! - Dick Twomey

I was recently both amused and amazed to read (in an English-language paper in a country far from the United Kingdom) an article on "Large Aircraft" which had, I suspect, been translated from a French original... Who knows?

Here are a few snippets:

"The Airbus A340 has 4 high-sidestep turbofan motors and 3 real bogie landing gears as particular alternatives. It has an assortment of up to 9,000 nautical miles, that helps in long constant course operations."

"Boeing 747-400: These vast bodies, business jetliner generally perceived by the particular higher deck along the forward some portion of the plane. This plane has an intemperate subsonic journey speed of Mach 0.85 with a scope of 7,670 nautical miles, with around 660 travelers in an intemperate thickness one-class design."

"Antonov AN-225 Mriya: This strong plane is fueled by six turbofan motors. It has a genuinely shorter change of 2,160 nautical miles and a lowermost extreme voyage speed at 458 bunches when in the examination with a middle Turbofan-powered wide body Commercial Cargo Aircraft."

No kidding, this is all true, and you can see where the "bunches" come from! Maybe someone will offer a prize for an authentic correct-speak version?

Dick Twomey

SAM 2001 Tomboy Results

Santoni Curzio

Hi my friends, I am very proud to announce you the winners of 2017-2018 Tomboy Rally, which is the 10th edition organized by SAM Chapter 2001.

36" wing span Event:

1st. - Gianfranco Lusso (CH); 2nd. - Brian Deason (AU); 3rd. - Silvano Lustrati (I)

48"wing span Event:

1st. - Brian Deason (AU); 2nd. - Gianfranco Lusso (CH); 3rd. - J.P. Ryser (F)

David Baker Prize

for 36" wingspan Free Flight to: Tony Shepherd (GB)

Many thanks to
all the contestants and good luck for the 2018-2019 Tomboy Rally
which will be run with the same rules of the previous edition.

Best Wishes
Santoni Curzio



172 Warwick

Paul Briggs ROG's his "Clodhopper" 8oz Wakefield at Warwick in 1984.



Alwyn Greenhalgh (BMPA Archivist at the time) launches the original J B Allman designed "Grasshopper" 1934 Wakefield at the re-run at Warwick in 1984.



Ken Cooper ROG's his Lanzo 4oz Wakefield at Warwick in 1984. 4th in 4oz class.



Peter Michel (SAM35) ROG's his "Isis" Wakefield at Warwick in 1984. 9th in 8oz class.



Brian Yearly (SAM35) ROG's his "Flying Minutes" 8oz Wakefield at Warwick in 1984. 13th in 8oz class.



So many new Dusty, most also know he owned a magnificent Reilly Imp.
 pictured here in Beddington Park, in the Croydon area
 probably during one of our Boxing Day flying and boozing sessions.
 It was probably just an excuse to go to the Pub.
 (Dave Harding USA)



ALAG X-4 2.5 c.c.

Specification

Displacement : 1.517 c.c. (.09245 cu. in.)
 Bore : .512 in.
 Stroke : .449 in.
 Bore/stroke ratio : 1.14
 Bare weight : 2½ ounces
 Max. B.H.P. : .1225 at 14,000 r.p.m.
 Max. torque : 11.4 ounce-inches at 8,000
 Power output : .081 B.H.P. per c.c.
 Power/weight ratio : .049 B.H.P. per oz.

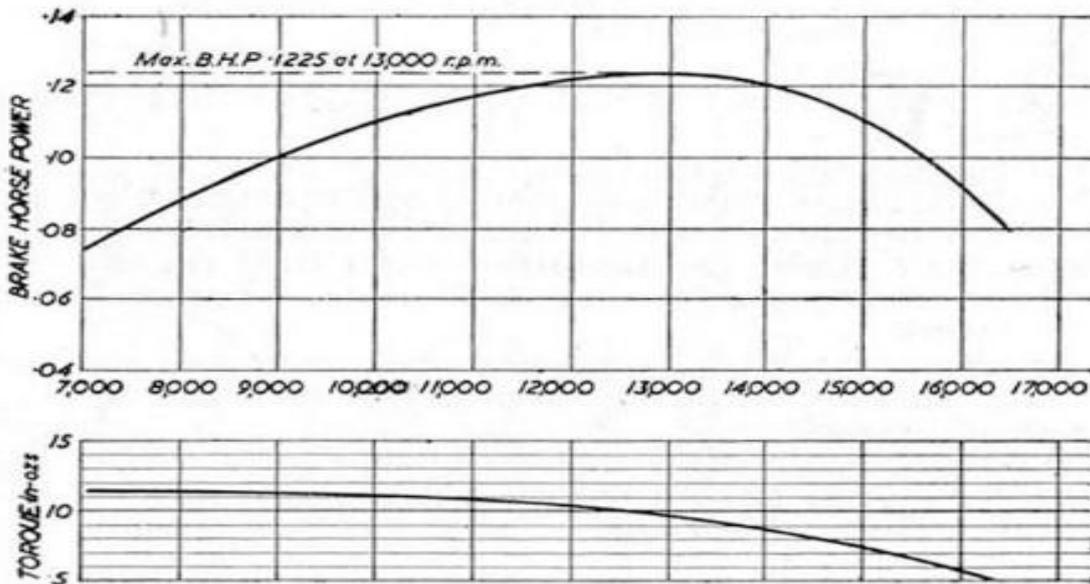
Material Specification

Crankcase : light alloy die casting
 Cylinder : hardened steel
 Piston : cast iron
 Contra piston : cast iron
 Crankshaft : hardened steel
 Cylinder jacket : machined from light alloy, anodised red
 Back cover : aluminium anodised red
 Connecting rod : machined from dural
 Intake tube venturi : thermoset plastic
 Spraybar : brass
 Trade Distributors in U.K. :
 RELUM LTD.,
 5 Chalk Farm Road,
 London, N.W.1.
 Price: 49/6

PROPELLER—R.P.M. FIGURES

Propeller dia. × pitch	r.p.m.
9 × 4 (Stant)	7,800
8 × 4 (Stant)	10,800
7 × 4 (Stant)	11,800
6 × 4 (Stant)	14,600
8 × 4 (Trucut)	10,000
8 × 3 (Trucut)	10,700
7 × 4 (Trucut)	12,500
7 × 3 (Trucut)	14,300
6 × 4 (Frog nylon)	15,750
8 × 3½ (Tiger)	12,300
8 × 4 (Tiger)	11,000
9 × 3 (Tiger)	9,000

Fuel used : Frog "Powamix" and Mercury No. 8



The Dreaming Spires Free Flight Rally 1 July 2018

Port Meadow, Wolvercote, Oxford

Hot or what! With temperatures around 30°C for most of the day, it was hard going for those who stayed the course, despite the plentiful supply of free iced water to the competitors. My mind goes back to the first of these affairs on Port Meadow when there were so many marshy pools that it was difficult to find a dry "high point" to put the tent on. This year it was difficult to push a winding rig or a sunshade pole into the parched ground!

The Dreaming Spires Free Flight Rally came at a particularly busy time in the F/F calendar, with Area Centralised events on weekends before and aft, nevertheless we had enough participants to make for keen competition in most categories. The wind - from the N.E. was never strong, mostly varied, but gave flight destroying turbulence. Thus there was only one flyoff.

Model highlights - Dave Taylor's Senator

winning Mini Vintage Rubber yet again and taking the prestigious Ian Macdonald Trophy (yet again). The wonderful height-gaining launches of the top-placing A1 pair, Madelin and Lavis. Not vintage, but very impressive! Simon Milam's P.30 ~ a sort of scaled-down rendition of Bob Hatschek's 2nd placing Wakefield in the 1959 champs held at Brienn. le Château in France. Stuart Dorman, who has written lucidly on gliders in the national magazine, took second in Vintage and Classic Glider combined, with his large, squat P. Visser design from the 1955-6 Zaic Year Book. A close third was Chris Redrup's rather more prosaic Caprice. Actual winner was Roger Kemp with his A2, Mad's Dream, a Brian Dowling design from the Model Aircraft magazine.

But the real stars of the meeting were the models in the Scale Contest. The eleven entries made a fine show when laid out

on the grass for authenticity and constructional standard judging. Subjects ranged from a delicate early biplane, girt about with a mass of rigging wires, to Ivan Taylor's contemporary electric ducted-fan jets. After the flying part, where the models had to perform appropriately to their type, Bill Dennis was judged over-all winner - yet again, with his Sopwith Pup.

The combining of Scale and Duration in a small meeting seemed quite successful, and could well be repeated next year, perhaps at an earlier date to have somewhat cooler conditions and easier car parking!

It was good to see Peter Tolhurst on Port Meadow again, albeit wheelchair bound, but taking a keen interest in the proceedings.

Andrew Crisp
6-7-18

Results

Saturday

7 Ent **FIH (A1 GLIDER)** 5x1.30

1	G. MADELIN	7.23
2	B. LAVIS	7.16
3	G. MANION	6.07

6 Ent **FIG (Cd'H)** 5x1.30

1	W. DENNIS	7.18
2	P. HALL	7.02
3	J. PATON	4.24

5 Ent **E30/P30/CO₂** 3x1.30

1	C. REDRUP (P30)	4.30
2	G. JONES (P30)	4.14
3	A. LONGHURST (P30)	3.54

6 Ent **VINTAGE RUBBER** 3x1.30

1	D. TAYLOR - Senator	4.30 + .09!
2	A. LONGHURST - Ruff V	4.30 + 0
3	J. PATON - Bucheridge	4.20

Sunday

6 Ent **VINTAGE/CLASSIC GLIDER** 3x1.30

1	R. HEAP - Maths Dipam	4.17
2	S. DARMON - Visser	3.58
3	C. REDRUP - Caprice	3.35

6 Ent **HI-START GLIDER** 3x1.30

1	D. ETHERTON	2.16
2	S. MILAN	1.53
3	P. FARDELL	.50

3 Ent **H.L.G./CATA** 7x1

1	B. COLLEDGE	3.48
2	D. BRAWN	2.36
3	A. KNIGHTS	1.10

11 Ent **SCALE** Scale fidelity + flight.

1	W. DENNIS	SOPWITH PUP
2	D. KNIGHT	DH108
3	C. BRAINWOOD	DH60

Sales & Wants

(Editor: If there is anything for Sale or Wanted, I can always accommodate an add.)

Wanted:

Needles for DC Merlin and Wasp.

Contact Stewart Mason, email: temporarystew@tutanota.com

For Sale:

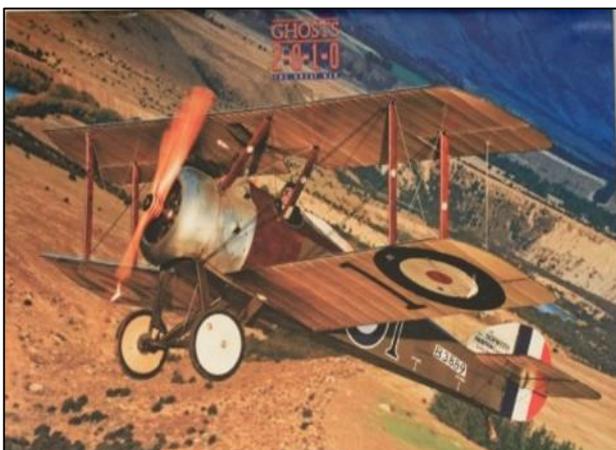
Free to a Good Home - Ideal for the Workshop Walls

Far too good to bin, these are the 2004, '05, '08 and 2010 US-published Ghost wall calendars, each with twelve superb 20" x 14" Philip Makanna colour photographs of full-size aircraft on art-coated paper suitable for framing.

Aircraft include the Fokker and Sopwith Triplanes, Camel, Bristol Fighter, SE 5A, P-51D Mustang, A-36 Invader, Spitfire XVI, Hurricane, Firefly, Mitchell, B-17G, Lancaster, Avenger, Meteor 8, Corsair, Hudson, La-9, Storch, Airacobra, and many more.

I'd prefer to deliver these in person, rather than mailing them, to save costs, but if you want them, then I'd send them by Hermes (far cheaper than poor old Royal Mail) for about £4.00.

Contact Martin Dilly on tel: 0208-7775533
or e-mail martindilly20@gmail.com





Salisbury Plain Sunday 15th July, an excellent flying day but Oh Boy!! was it hot.

We were flying from Area 8 which is the nearest point to the entrance, so there was not much rallying to do to get to the flight-line.

The Hilda Baker memorial event had been resurrected in the form of a Ratio Contest for Tomboys and other Cabin models. The flight time was divided by the engine run to determine the competition score for the flight. There was no engine run limit and competitors could make as many flights as they wished but only the best single flight ratio would count.

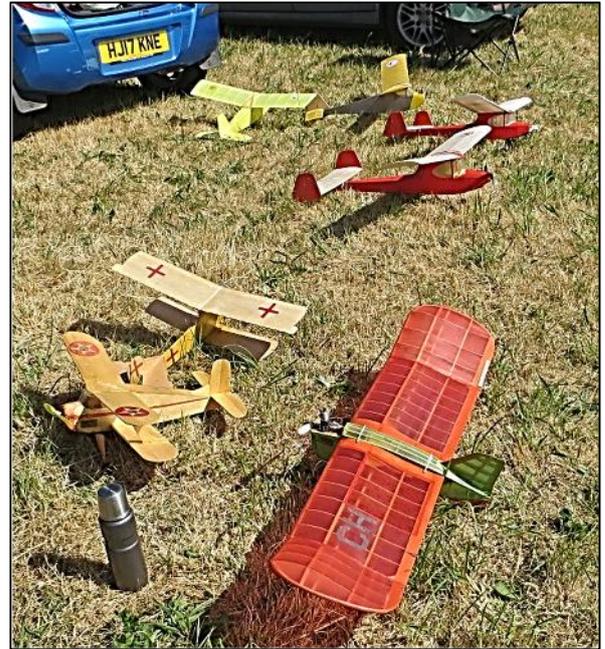
I had dug out my 18yearold Tomboy to give the comp a whirl. The Irvin Mills had not been run since the 2017 Nationals but as always, a squirt of fuel here there and everywhere, a few flicks and burps and it was back on song. There was a problem in that the Mills tank was well down in the fuselage and I did not want to get the full 2minutes plus engine run as a long recovery was really not relished by Rachel, but in the bright sunlight I could not tell how much fuel was in the tank. First attempt was well short of requirements, 5sec engine run and 25secs flight, suited Rachel. Second attempt 25sec engine run but poor flight less than 2mins. The glide turn was almost non-existent but the model completed one large semi-circle and flew halfway way back to launch point, once again pleasing the fetchermite. Here ended my efforts, as during a respite, Rachel's umbrella and chair blew over onto the model, 'accidentally' she assures me, causing damage and knocking off the fin.



On the plus side the message that 'Area 8 is a more than useful area for the sport flyers', is getting through and quite a few were in evidence. Pity they were not all giving the Tomboy/Cabin ratio event a whirl. Perhaps next time, when the event format is appreciated, after all it's been quite a while since 1066 ran one.

I'll finish this report of mine with a selection of model pictures to indicate the sport flyers presence.





Christine Plummer
with Peter Carter's
G8 Bird Wing
Picture courtesy Syd Hylan

Left:

Photo of Christine Plummer holding Peter Carter's very large American design G8 Bird Wing.

Peter is a master in all types of models both Free-Flight & Radio Control and loves building the very large and sometimes obscure American models

Peter's G8 Bird Wing is powered by an ED Racer.

(Syd Hylan)

John Andrews

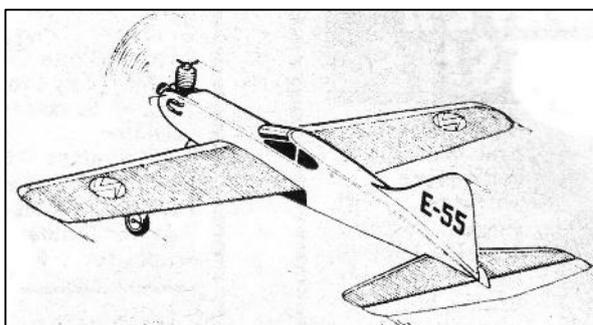
Report No. 90. Performance Kits, continued:

Throughout the time span covered so far by these reports on Performance Kits, from 1957 to early 1961, they were located in Coventry but the advertisement in *Aeromodeller* May 1961 showed a new address of Thorncote Green, Sandy, Beds. Telephone Northhill 221.

Model Aircraft paid a visit to the new location and reported in their February 1962 issue complete with a picture of Mrs. Fisher holding a model and kit box of the newly released *Orbit Sports* 29" wingspan control line stunt trainer.

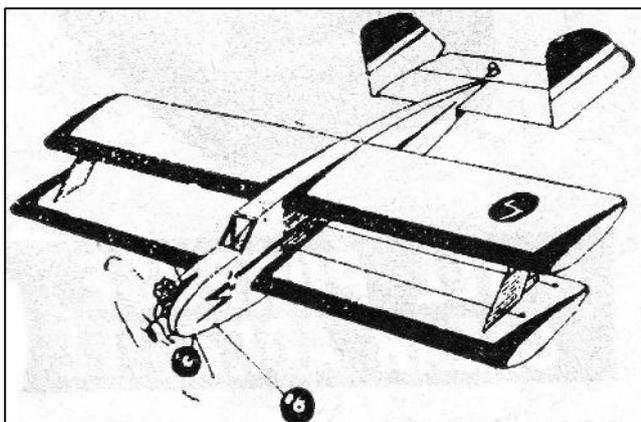


● **PERFORMANCE KITS**, Thorncote Green, Sandy, Bedfordshire, warmly welcomed us when we paid a visit recently to their new factory and workshops, which are now situated in the heart of Bedfordshire.

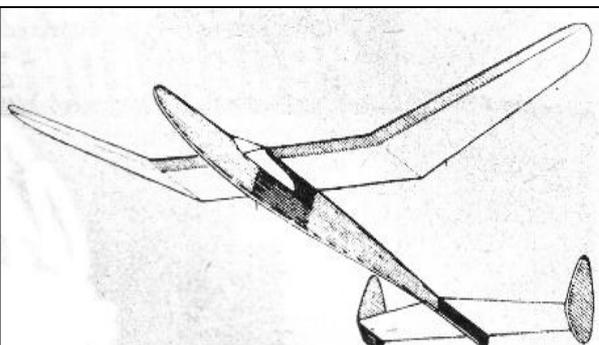


★ **ORBIT SPORTS**—Intermediate C/L stunt trainer for 0.75-1.5 c.c. Parts die-cut. Simplified rapid assembly coupled with great strength. 21/10.

Also promptly released from the new premises were the *New Lynx Biplane* control line stunt model (which looks remarkably similar to the previous *Lynx Biplane*), the *Dynos* 32" wingspan low wing rubber powered model and the *Stella 33*, a "big" 33" wingspan all sheet glider claimed to be the largest all sheet tow line glider available. Presumably the 34½ span *Skyleada 3 Footer* launched in 1945 was no longer available.



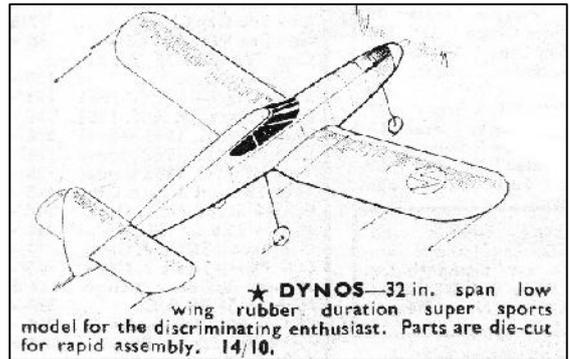
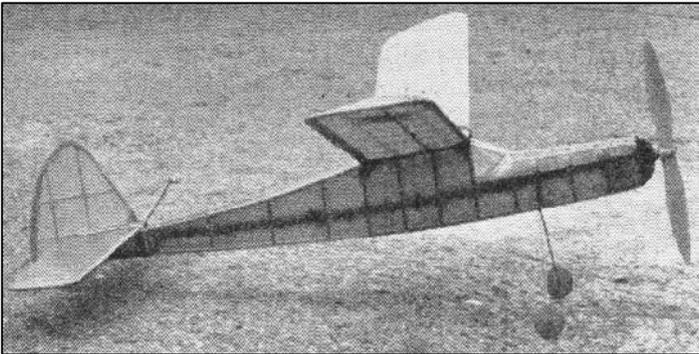
NEW LYNX—26 in. span stunt bi-plane for 2½-3½ c.c. motors. Die-cut wing ribs, fuselage sides, doublers and all ply parts. Ready shaped trailing edges, pre-cut tailplane and elevator, coloured heavy-weight tissue, transfer, etc. 29/5.



★ **STELLA**—Big 33 in. span makes this the largest all sheet tow-line glider available. All the parts are cut to shape making for extremely rapid assembly. Kit includes full colour transfers and comprehensive instructions. 8/11.

The next kit offered, in an advert in *Aeromodeller* August 1963, was for a 26" wingspan rubber powered scale *Beagle-Auster Airedale* "prepared with the full co-operation of Beagle Aircraft Ltd. Convertible to F/F power or C/L, even R/C by the experienced builder."

The *Aeromodeller* reviewer in *Trade Notes* September 1963 was "somewhat mystified by the wing rib slots for a spar not shown ... on the plan."

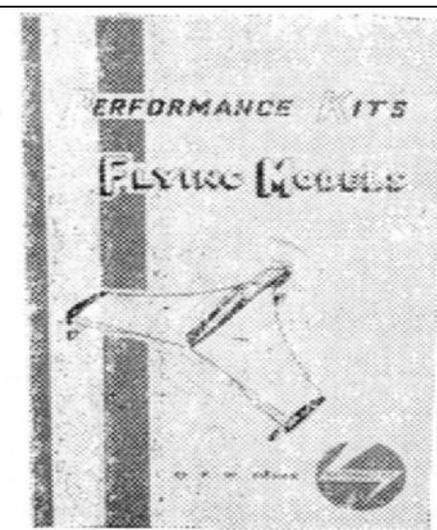


Model Aircraft March 1965 announced in *Over the Counter* the "Latest offering from Performance Kits is the Kingfisher, a 29" span rubber model in the traditional cabin duration style. So "traditional" in fact, that the designer has steadfastly resisted all temptation towards contemporary styling gimmicks such as swept fin etc., deferring only to current practice with a cross-braced anti warp tailplane."

**Proudly Presenting the
All New Performance Kits
"KINGFISHER"**

Intermediate "Club" Type cabin rubber duration model for the discerning enthusiast. (Can be converted to power for up to .024 cu. in. engines by the expert.) 29.2 in. wingspan, 22.2 in. long. Die-cut wing ribs, full size art paper plans, Solarbo Balsa, coloured tissue, transfer, etc. A superb model capable of a truly excellent performance. The only flying model aero kit to be selected by the Council of Industrial Design for the Design Centre, London. Price 13/11d.

The advertisement in *Model Aircraft* June 1965 included details of a book written by O. F. W. Fisher entitled "Flying Models", see below. We do not have a copy of this book in the Library, so if you have one for disposal, or know where one can be obtained, please get in touch.

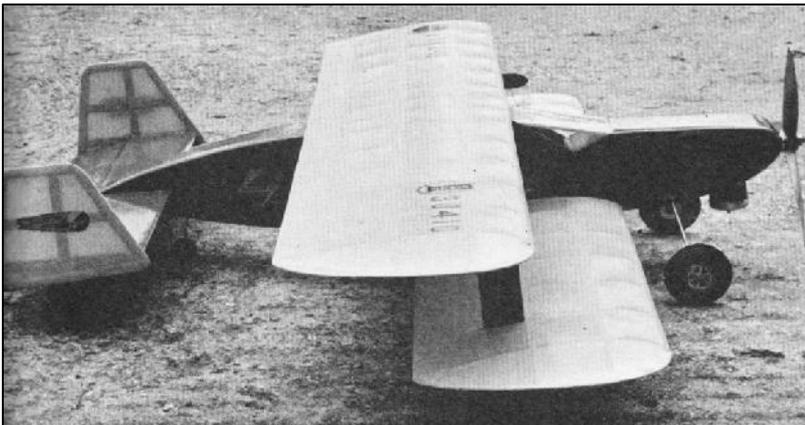
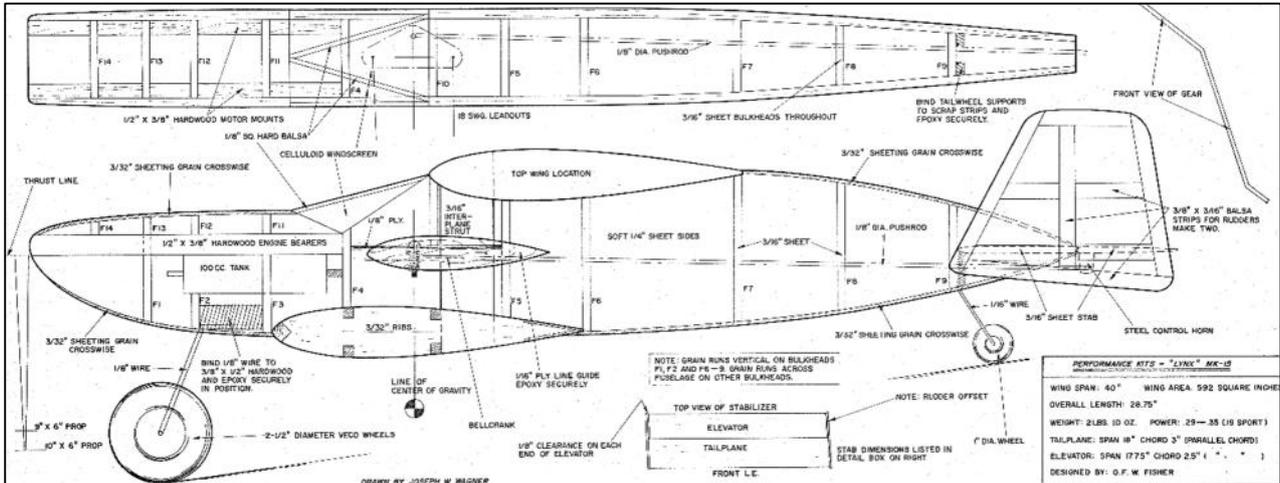


NEW: "FLYING MODELS"

This completely new book is now available from your model shop. It features: Model Aero History, aerodynamics and design, sailplanes, rubber models, F/F power models, C/L models, experimental models, radio control, adhesives, constructional techniques, covering, finish, aero engines, propellers, fuels, glossary, catalogue, illustrated throughout with many photographs and drawings, price 2/6. Postage 6d. extra.

The next Peter Fisher design to appear in the aeromodelling press was not a Performance Kits offering but a plan in an American magazine.

Peter was well known for developing his models over many versions. The *Lynx Biplane* 26" span control line model published in *Aeromodeller* November 1958 was the "Mark 5", next came the *New Lynx* in July 1961, Mark No not known, and finally came the *Lynx Mark 15* a 40" span version, offered as a plan in *Model Airplane News* October 1965. Part plan and photo below.



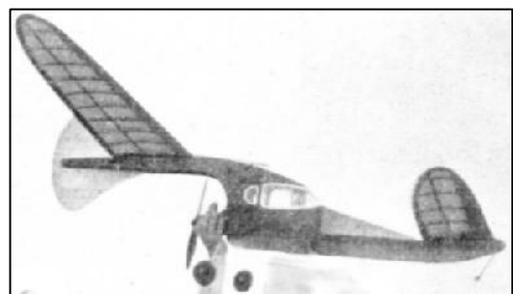
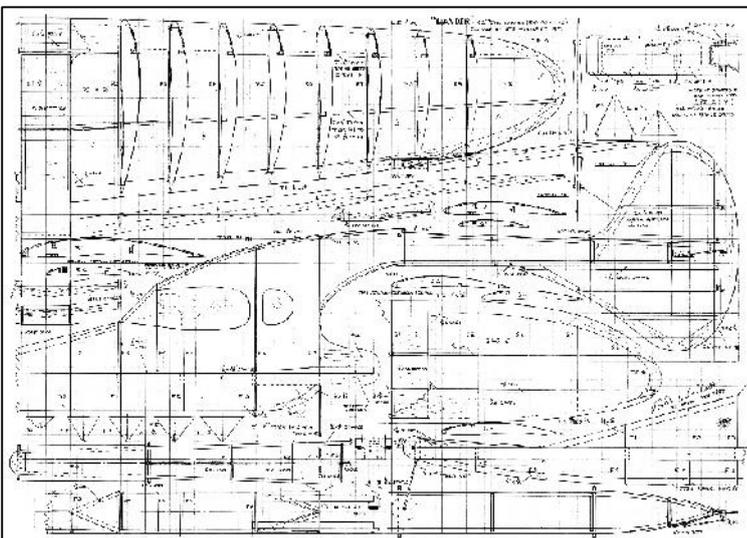
Derick Scott has plans available for the *Dynos*, *Airedale*, *Lynx 26"* and *Lynx 40"*.

No plan was issued for the *Stella 33*, just assembly instructions for the ready shaped parts.

This leaves the *Orbit Sports C/L* model and the *Kingfisher* rubber model with no known source of supply for plans.

Odds and ends.

The offering this month was spotted in the Bournemouth M. A. S. Newsletter July 2018, thank you to the editor, Keith Fredericks. The *Gander* by Bob Woollet is a 1954 canard pusher power model, plan available from Outerzone if you would like to build one.



More Performance Kits next month.
Roy Tiller: Tel: 01202511309,
email: roy.tiller@ntlworld.com

Roy Tiller

Just thought I would send you an e-mail to let you know you were correct about the model in last month's NC, it was my Wee Devil E36 & I did finish it in 2016 & it flew quite well even though it is on the small size for an E36. Since 2016 I have not been out flying as 2017 was not a good year weather wise, well that is my excuse anyway.



Also last year & this year my running schedule has increased as I have been training & competing in various local 5K road & trail races which tends to take up a little time as well as energy. I have been a runner for a long time & when I first came to Canada I did run some events, even a half marathon, but then stopped competing as I found it was not much fun going to races on my own so just kept on running on a weekly basis as I enjoy running, even at my age.

But low a behold my younger son, now in his 40's, takes up running with his wife to be so they asked me if I would like to get back into running events again & I jumped at the chance as now I would not have to go to events on my own. So as they have started to enter a number of events through the year I enter as well, although their pace is a bit faster than mine I still do not do too bad in my age category. I have been mainly running 5k races but will more than likely, all being well, start to run the longer races 10k & above next year with the aim of one day completing a marathon but time will tell.

Not sure if this is a good reason for not being able to get out flying, as I do not have any problem running after models, but it will probably give you something to put into the NC under the heading of other things Aeromodellers do.

But having said all this I have been working on the two electric Crescendos, which I have enclosed some bare bones pictures of & since these pictures were taken I have covered the wings, tails, fins & pylons using red Solartex. So now I have been working on the timers ready to go into the



fuselages then will fit the Turnigy LD3727A-1300, 450 Watt Brushless Motors & 40A ESC's when these arrive. It's just a case of then of covering the Fuselages, in red Solatex, & setting it all up ready for flying. But the way things are going at the moment it is a slow process & I do not think they will be ready to fly this year, but will definitely be aiming for next year.

I was sad to hear that Ron Draper had died in February, the first I knew about it was when I read it in the May addition of the Aero Modeller, another good modeler gone but not forgotten. While building these Crescendo's I had a few questions which I wanted to know about the model but unfortunately Ron never used e-mail but luckily John Thompson used to act as a go between so I did manage to get answers to some of my questions. Ron could not remember me, but I was only 14 when I joined the Coventry MAC so I was not surprised & in those days, unlike Ron, I could not get anything I built to fly, whats new.

Now where did I put my running shoes.

John Richards (Nova Scotia)

Who said "too hot"? As I write this, the Beeb has pronounced that we are in the driest summer spell "since records began" - which I believe is actually since 1957. To grumble about the weather would be churlish but it has been uncomfortably warm at Beaulieu & Salisbury Plain, resulting in some fairly massive thermals but not in great abundance as can be seen by the results of comps from both locations. Moreover, it looks likely to continue for a few more days at least.

6th Area Meeting at Beaulieu 8th July

Weather very hot & sunny. Wind approx 6mph in morning, rising to 12/15mph in late afternoon initially from NNE but swinging SSW mid-afternoon. Very dry underfoot made retrievals energy sapping in the heat.

Results

Tailless (Plugge):	1 st Ray Elliott (O/D)	3.47 with a final flight anti-climax	
F1A (KMAA/Plugge):	1 st Dave Etherton (Inch Worm)	10.46;	2 nd David Cox (O/D) 9.47;
	3 rd John Hook (O/D)	8.05	
F1Q (Plugge):	1 st Ray Elliott (O/D)	11.31;	2 nd Tony Shepherd (O/D) 11.03
			model hauled out from 2 year retirement
Combined Glider:	1 st Dave Etherton (Caprice)	6.05;	2 nd David Cox (O/D) 2.30
			retired exhausted after 7 min plus flight retrieve, Beaulieu boomer overcame DT!



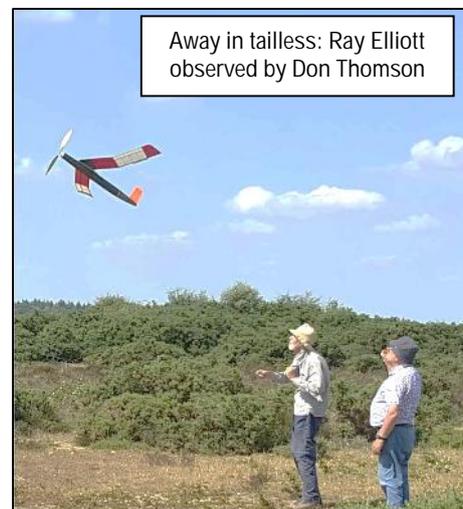
Spectators in the shade



David Cox being patient



Likewise Tony Shepherd & Mo Peters

Away in tailless: Ray Elliott
observed by Don Thomson

SAM1066 meeting on Salisbury Plain 15th July

Weather even hotter than the previous week. Wind light from NNW most of the day, dropping to almost flat calm around mid-day but getting up a little in the afternoon. Fortunately a good direction allowing flights from the plateau. Meeting attended by a few sports fliers as well, which was encouraging to see. The more of us that use Area 8 of the Plain the better, as it is a superb flying site in reasonable conditions.

Results

Vintage Coupe d'Hiver: 1st Chris Redrup (Etienvre): 6.00 & 0.30 fly-off: 2nd Peter Hall (Etienvre) 6.00;
3rd Richard Fryer (Etienvre) 6.00: 4th Ted Challis (Etienvre) 5.54.

Note the {lack of} variety of model choice! There must be another vintage coupe that can give the Etienvre a run for its money? Chris had a nominal fly-off as Peter had a second flight in excess of 7 minutes & came back exhausted, so retired "tired" after his 3rd max & Richard retired to take Robin Kimber home suffering from heat exhaustion. Hence neither made a fly-off flight. (See page 32 for current Vintage Coupe League standings)

Combined Mini-Vintage: 1st Dave Etherton (Nord) 5.57; 2nd Jim Paton (Buckerige) 5.38;
3rd Andrew Longhurst (Red Beetle) 5.17; 4th David Cox (Suomi) 5.04;
5th Roy Vaughn (Le Timide) 4.34; 6th Nick Peppiatt (Hoppity) 4.09;
7th Robin Kimber (Wanderer) 1.20

An interesting selection of models – both Andrew & Robin flying models that I haven't seen previously, David with one of our late Chairmans very rare excursions outside of his normal power range i.e. a glider – had to spend some time sorting out the trim but finishing with a couple of maxes & Nick flying a bi-plane!

Under 25" Vintage Rubber: 1st Andrew Longhurst (Hump) 5.15; 2nd Jim Paton (Fledgling) 2.20.

At one time the Fledgling reigned supreme. Has Andrew found something that can beat it? We need more entries to find out.

BMAS Club Classic: 1st Andrew Longhurst (Mentor) 4.21

Andrew retains his trophy – sadly unopposed. This was another class that used to be well supported but it seems a combination of age & venue takes its toll

Tomboy Ratio Duration 1st Tony Shepherd (Tomboy) ratio 11.59; 2nd Nick Peppiatt (Airflow Mite) ratio 6.43;
3rd Richard Fryer (Tomboy) ratio 5.87; 4th John Andrews (Tomboy) ratio 3.96

Nothing like turning back the clock - when was a ratio comp last held? All participants enjoyed themselves with multiple flights apart from our esteemed Editor who suffered grievous damage to his model when Rachel collapsed his sun umbrella onto the model, hence inhibiting further attempts. As Rachel was retriever in chief, there might have been an ulterior motive here bearing in mind the temperature! She made up for it with a tin of delicious butter biscuits for all.



Andrew Longhurst & Hump



Pete Carter explaining why the tailplane is necessary

By the time you read this, the cancelled Croydon Wakefield Day will have taken place. Results next month.

Not much happening in August in our part of the world, other than the Southern Gala on Salisbury Plain - Saturday 18th August.

Comps are: Combined Glider (Pilcher), Combined Rubber (Flight), Combined Power (Short), B/E, F1H A1 (Ripmax), F1G Coupe, F1J Small Power, BMFA ½A, E30 & HLG/CLG – all to BMFA rules.

A CD is required for this event (at present time of writing) – contact Phil Ball.

September is a busy month. There is the Crookham Gala on the plain on 2nd September - see separate details in NC for comp schedule. This is followed by 7th Area meeting on 16th September & then the Southern Area BMFA Gala at Odiham on 23rd September & ending the month with a combined Croydon Club Coupe Day/SAM 1066 meeting on the plain on 30th September. October naturally then becomes a rest, recuperation & recovery month!

Don't forget to get your entries for the Odiham event to Peter Carter - again, see separate details in this NC for comps & entries.

Something a bit different

Talking with John Taylor recently revealed that he was in receipt of some very interesting correspondence concerning the Desoutter family & early aeromodelling/aviation activities. Desoutter - as a Company, were well known for their air tools, but not. I suspect for any such goings on in our hobby.

As a "for example", here is an extract of text & pics from the Flight magazine of October 1913 reporting on the Model Engineer Exhibition.

"Amongst a really excellent collection of models, one stands easily first - the Caudron scale model exhibited by Mr C Desoutter. In the writers opinion it is the finest model aeroplane that he has yet seen - moreover, although a scale model and power driven at that it has proven itself capable of flight under its own power. The following are a few particulars of this model, relative to which we hope to be able to supply fuller particulars later on:- Caudron biplane, 1/6 scale, driven by compressed air; lifting surface 7½ sq ft, weight 1 lb 10oz, propeller thrust 1lb. The workmanship and finish are of the very best and the amount of detail shown remarkable, considering the total weight combined with the fact that the model has nothing of a flimsy nature about it.

Mr Desoutter also exhibits a beautifully made and well designed little 4 cylinder compressed air engine capable of 1¼ thrust. The same exhibitor also shows the monocoque CO2 model exhibited by him at Olympia"

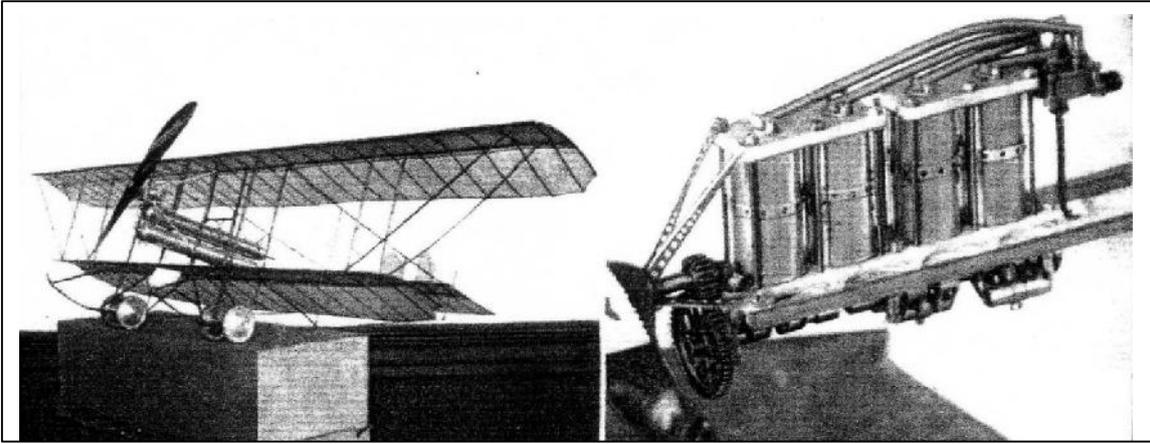
Obviously both a talented engineer & modeller, in 1914, he formed a Company with his elder brother Marcel - for whom he had designed an artificial leg following an aviation accident. The Company was Desoutter at 73 Baker Street, London to manufacture the legs. The firm expanded greatly during and after the First World war and moved to The Hyde, Hendon in 1924, where they manufactured both artificial limbs and the pneumatic portable Desoutter tools which had been developed initially as a sideline.

Marcel Desoutter left the business in 1928 and formed the Desoutter Aircraft Company Ltd. at Croydon to build the Dutch Koolhaven FK 41 three-seat monoplane under licence, renaming it as the Desoutter I. A total 41 of this type and the improved Desoutter II were produced,



The business folded in 1932 after its main customer, National Flying Services at London Air Park Hanworth, went into liquidation."

A 'Desoutter 1' still exists in the Shuttleworth Trust collection at Old Warden - good candidate for a scale model?



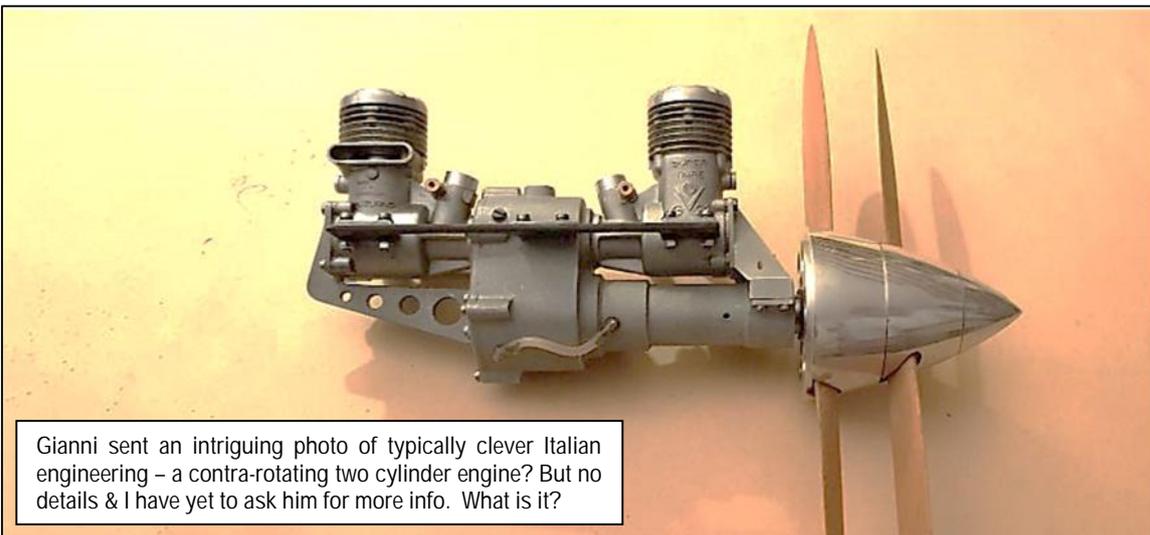
Mr C Desoutter's scale Caudron biplane

his compressed air engine.



Desoutter 1 aka Koolhoven FK41

More next month



Gianni sent an intriguing photo of typically clever Italian engineering – a contra-rotating two cylinder engine? But no details & I have yet to ask him for more info. What is it?



Bit more from Italy

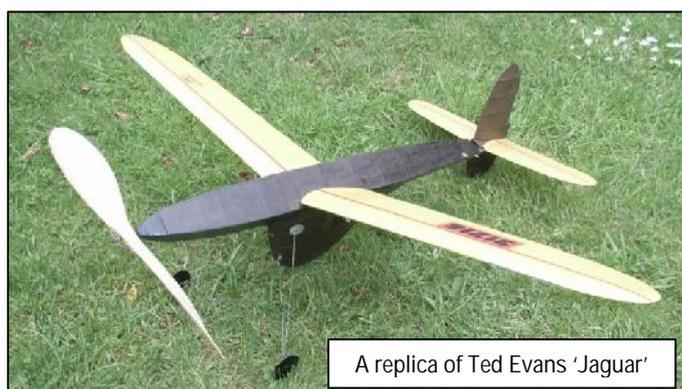
Gianni continues to provide interesting snippets! Recently SAM2001 (Rome members) laid on a festive meal for two of their members who had reached the good old age of 90. Held at Paulo Montesi's apartment, it celebrated the occasion in style - as only our friends in Italy can do! Note the models adorning the walls of Paulo's apartment. Actually, he has two apartments, one above the other as one is his architects studio - still going well into his '80s!

An appeal for Dornier 335 West Wings plan

We list this model in our plans library but somehow, somewhere it has been mislaid & not scanned. Can anyone help, as Roland in the USA has received a request for a copy.

Ramblings

An email dialogue with Dick Twomey ended up in a phone conversation with Peter Tomlinson, who sadly is no longer able to fly. Many of you may recall him as a very good & enthusiastic flyer of vintage A2 gliders at Middle Wallop & a good friend of David Baker. Anyway, during the conversation Peter reminded me that this year is the 70th year since this Country last won the Wakefield competition. Roy Chesterton coming out on top with his Ted Evans designed Jaguar. We (SAM1066) have a Jaguar Trophy, which has been awarded to the best performing Jaguar in 8oz comps but now languishes in my garage loft. It deserves to see the light of day again, so any thoughts on how best it can be awarded would be welcome.



Quite a few folk flew this model at Middle Wallop so there must be still several around, probably languishing in model boxes with little hope of flying again? I know our distinguished Editor has the sample depicted above tucked away.

Competiton prizes

It is interesting to note the following info received from the BMFA Tech Committee:

"BMFA FREE FLIGHT COMPETITIONS – PRIZES

Recent Free Flight competitions have been incurring a financial loss. This is due to several things, reducing numbers of entrants and increasing licence fees being the main reasons. It has been decided that at all events from now on the winners will no longer receive a Store Voucher prize. The winners will continue to receive a Certificate in recognition for their achievements."

Our comps at Middle Wallop were almost always self supporting, at the princely sum of £2 per comp entry. With the move to Salisbury Plain, we too have seen the same factors at play. However, our finances still allow us to continue the long established practice of handing out liquid refreshments for prizes, albeit we do lose money on most events. However, the losses - currently - are such that we can keep going for a few more years yet before funds run out. It is probable by that time there will be very few of us indulging in the luxury of free flight. If however we are still going, a call for a whip round may be in order!

Start of the Silly Season (not strictly aeromodelling!)

There has been a fair amount of publicity given to flying cars recently, including from such luminaries as Rolls Royce & Aston Martin. Notwithstanding regulatory issues that have to be thrashed out, here is an example of one such venture - the Kitty Hawk Flyer, funded by a Google co-founder - so no shortage of funds. The Company has a stated aim of "eliminating traffic"! Basically it's a big drone, with 10 rotors whizzing about in the close vicinity of the "pilot", weighing in at around 250lb which falls within the FAA definition of an "ultralight aircraft" thus not requiring a pilots licence! Currently limited to 10mph & flights over water, with a battery life of about 20 minutes - nothing about flight in more adverse weather conditions. Cost is predicted at around \$40K - \$50K so not for the masses? Nevertheless it's an indication of what may come in the future but hopefully not in my lifetime.



Roger Newman

Vintage Coupe League Table

-

Gavin Manion

Vintage Coupe d'Hiver: 15th July 2018: Salisbury Plain

Weather: Very hot & sunny, wind from NW mostly around 5/6mph dropping to almost zero on occasions & rising later to around 7mph.

1st Chris Redrup (Etienvre): 6.00 & 0.30 fly-off: 2nd Peter Hall (Etienvre) 6.00: 2nd Richard Fryer (Etienvre) 6.00: 4th Ted Challis (Etienvre) 5.54. Jim Paton entered but didn't fly, probably because he flew in several other comps!

Chris did a nominal fly-off as Peter had a second flight in excess of 7 minutes & came back exhausted, so quite sensibly retired "tired" after his 3rd max & Richard retired to take Robin Kimber home suffering from heat exhaustion. Hence neither made a fly-off flight.

Now this poses a problem in that I had not considered what to do in the case of a tie for a place...still, when you're the organiser you can "clarify" rules as you go! So I have decided that we add the points for the tied place and divide them amongst the placers. Hence Peter and Richard get 1.5 points each $((2+1)/2)$ if my BODMAS, (C'mon first year maths, check it out), is correct. Somehow that seems fair given the circumstances.

So the Vintage Coupe League positions after 3 rounds are,

Vintage Coupe League Table after 3 rounds		
Position	Competitor	Points
1st	Chris Redrup	9
2nd	Bill Dennis	2
3rd =	Richard Fryer	1.5
3rd =	Peter Hall	1.5
5th	Gerry Ferer	1

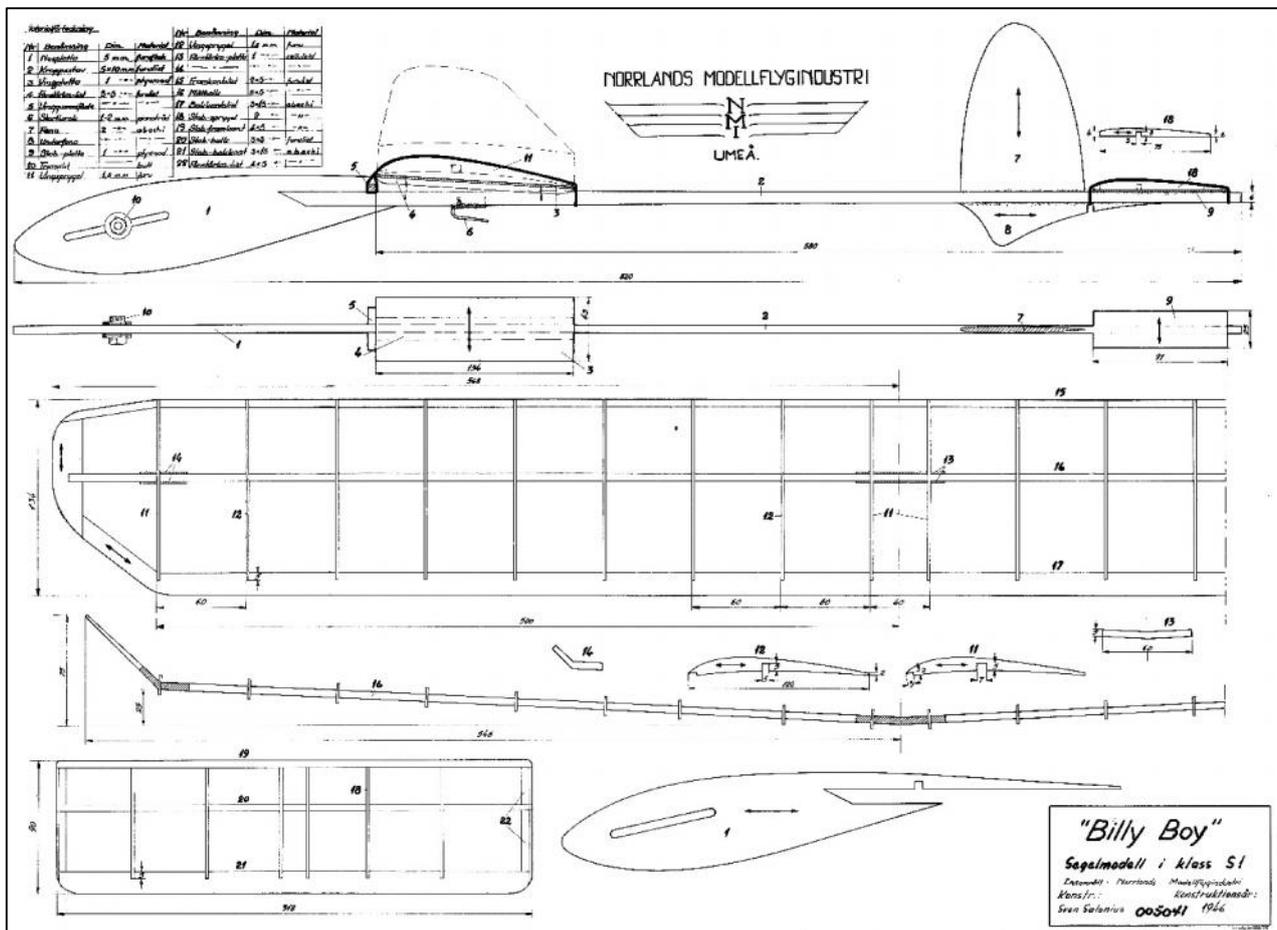
Next event is the Crookham Gala, 2nd September on Salisbury Plain. Chris is beginning to look unstoppable, so let's all try and stop him...

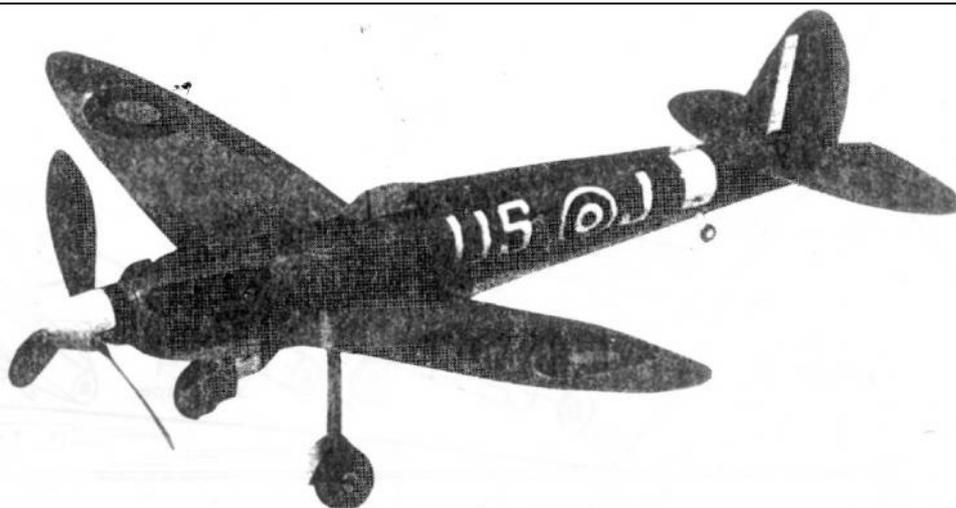
Gavin Manion

Plans of the Month

Roger Newman

Glider: Billy Boy - a small pod & boom model from Scandinavia





by Ray Malmström

THIS MODEL of that immortal British fighter—the Supermarine Spitfire—was designed for flying around a pole indoors, but tests proved that is equally at home flying outdoors (on a calm day of course). So when you have built this little semi-scale job you will possess a two-purpose model. If you are not familiar with indoor round-the-pole flying—not to worry—you will find all the information you need in this feature and on the plan.

A note before starting construction. If you intend to camouflage your model (dark green and brown), colour the various parts flat, *before* assembly. We used the new oil-pastels (small box from any art dealer). Apply the pastel to the balsa sheet and then rub lightly with a soft rag to spread the colour evenly. Simple, no weight—and the effect is excellent.

Construction

Cut a length of $\frac{1}{8}$ in. balsa sheet as shown and soak in warm water for 20 mins. Wipe off excess water and wrap around a suitable broom handle or dowel rod. ($\frac{1}{8}$ in. diam. approx.) Hold in position with thread. Do NOT use any cement at this stage, otherwise you will not be able to slide the tube off the handle when dry! When absolutely dry remove the tube from the handle. Cut out the formers F1, 2, 3. Open out the tube as shown, and carefully insert the formers in position cementing well. Run cement along the tube join and close. Hold with sellotape until dry. Then cut out and add the top and bottom fuselage pieces A.B.C.D. down the centre lines of the tube. Before cementing part B in position make sure you have traced the wing rib position on *both* sides of part B. This will help you to line up the wing panels later on. Bore 2 small $\frac{1}{8}$ in. diam. holes for the rear rubber anchorage dowel ($\frac{1}{8}$ in. diam.) Reinforce the holes with small squares of brown paper. Carefully chamfer former F1A and cement to F1 (this is important). Construct the propeller nose block and prop. bearing shaft as shown. You can use a 3 bladed K.K. plastic propeller (from your model shop) or a K.K. 2 bladed propeller (5 in. diam.), the tips being removed to give $4\frac{1}{4}$ in. diameter. The completed propeller assembly when fitted into the front of the model (F1, F1A) **MUST** point **DOWNWARDS** as shown. Cut tailplane and fin from $\frac{1}{8}$ in. sheet. Note reinforcing strips on underside of tailplane. Assemble fin *after* tailplane. Cement engine cylinders and tailwheel in position.

Cut out wing panels ($\frac{1}{8}$ sht) and wing ribs ($\frac{1}{8}$ sht). Curve the wing panels to the shape of the wing ribs and hold in place with pins until cement has set. Look along wings from tip to root to see the wing

panel is not twisted. If so remove the ribs quickly and start again. Note, especially that the root rib on each wing panel is sloped to make the wings slope upwards to the tip when cemented in position. This is called "wing-dihedral". You should use the root-jig (X) in the way shown in the sketch to get the root rib at the right angle. Take care and it's easy! Bend the undercarriage wire (one for each wing) as shown. Fit the balsa wheels (retain on axles with a small piece of close-fitting electrical tubing or blob of cement) and covers. Cement the undercarriage legs in position, reinforcing with small squares of tissue paper cemented in position. Assemble wing panels to either side of piece B using the traced wing rib position to guide you. Check for *equal* dihedral (tilt) on both panels. This completes your "Spitfire".

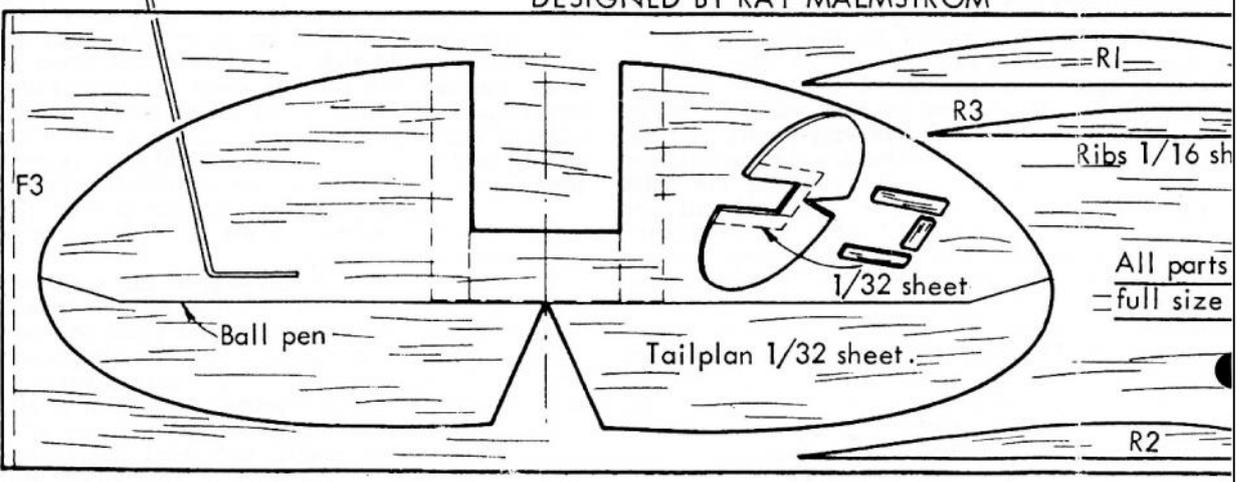
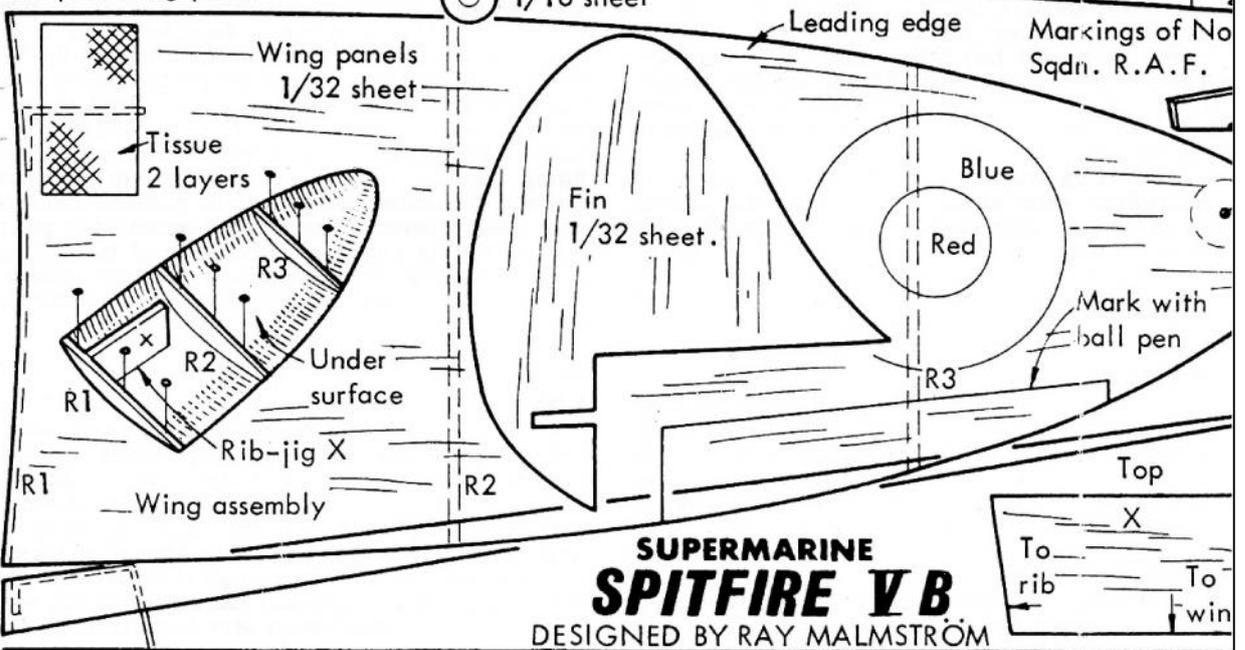
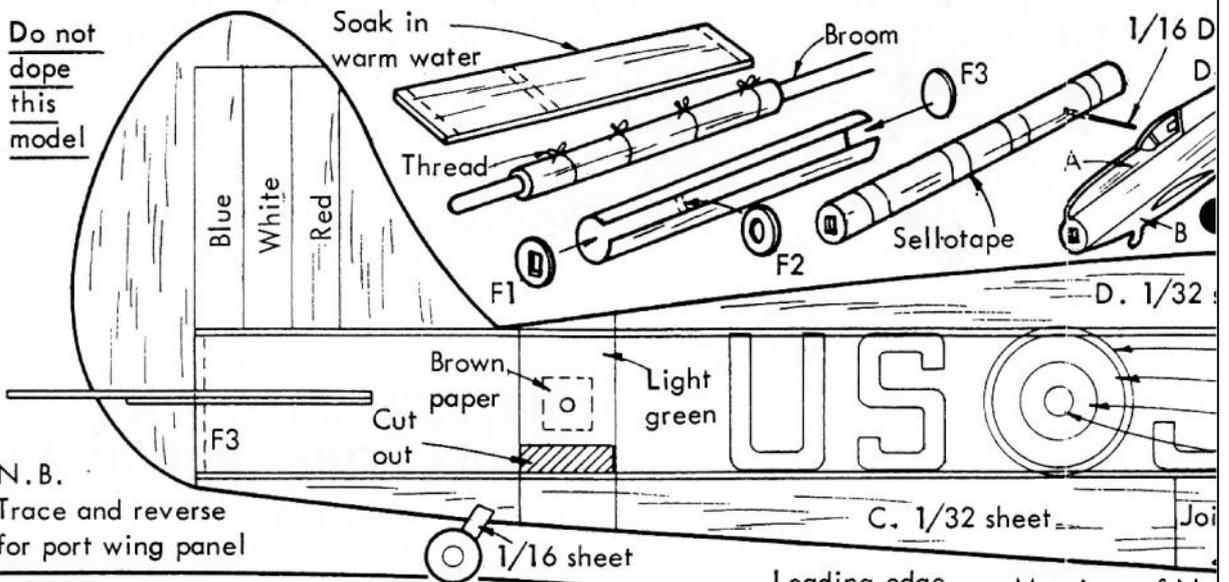
SPITFIRE VB FLYING MODEL FOR INDOOR USE!

Flying

Make up a loop of $\frac{1}{8}$ in. strip rubber 14 in. long and rub on some rubber lubricant (strip rubber and tube of lubricant from your model shop). Install the rubber motor on propeller shaft hook and rear dowel rod. Suspend model from balance point. It must hang *level*. You may need to add a tiny amount of plasticine to either nose or tail. Our original model (the one in the photos) did not need any extra nose or tail weight. This balancing procedure is very important, so do not skip it! Choose a calm day, and long grass for outdoor flight tests. From a gentle shoulder-high launch your model should glide straight and land about 20 ft. away. You can then wind on about 150 turns and try a power-flight. If your model dives, bend up the rear edges of the tailplane about $\frac{1}{8}$ in.- $\frac{1}{4}$ in. If it climbs steeply, and then dives in (stalls) add a $\frac{3}{8}$ - $\frac{1}{4}$ piece of sheet balsa to the top of the noseblock. Turns are corrected by gently warping the rear part of the fin in the *opposite* direction to the turn. No other trimming should be necessary.

For indoor flying (and this is great fun in the winter, or when the weather stops outdoor flying) make up a pole as shown. Possibly you could build one in your woodwork lessons at school. The line length can be anything from about 5-8 ft according to space available. A large room, your youth hut, or best of all, the school hall (with permission of course!) are all suitable. Wind up the model, and then, attach the line hook to the loop on the wing of your model and let go! If the model will not take off bend the rear edges of the tailplane up about $\frac{3}{8}$ - $\frac{1}{4}$ in. If it stalls, add about $\frac{1}{8}$ in. sheet balsa to the top between the prop. block, and F1A.

Do not
dope
this
model



Salisbury Plain Area 8. 2018.

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

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

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

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

The New 2018 Free Flight Forum Report

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

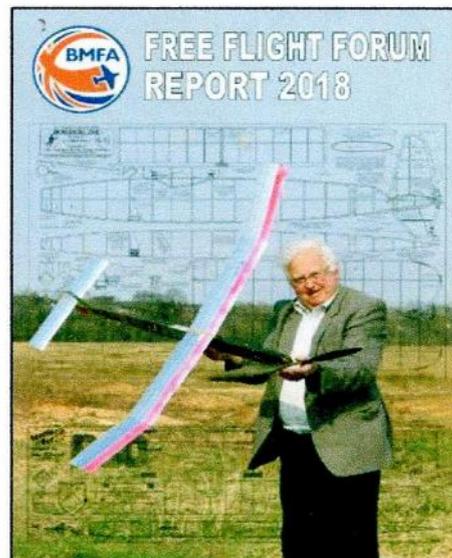
F1D Prop Selection for Slanic 2017 European Championships - Tony Hebb; The Power Egg - John Emmett; Use and Abuse of GPS Model Trackers - Chris Edge; Designing for BMFA Scale Competitions - Andy Sephton; Generating Youngsters' Interest in Aeromodelling - John Jacomb; Experience with Making Carbon/Foam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

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

Be the envy of your friends, get yours now.

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

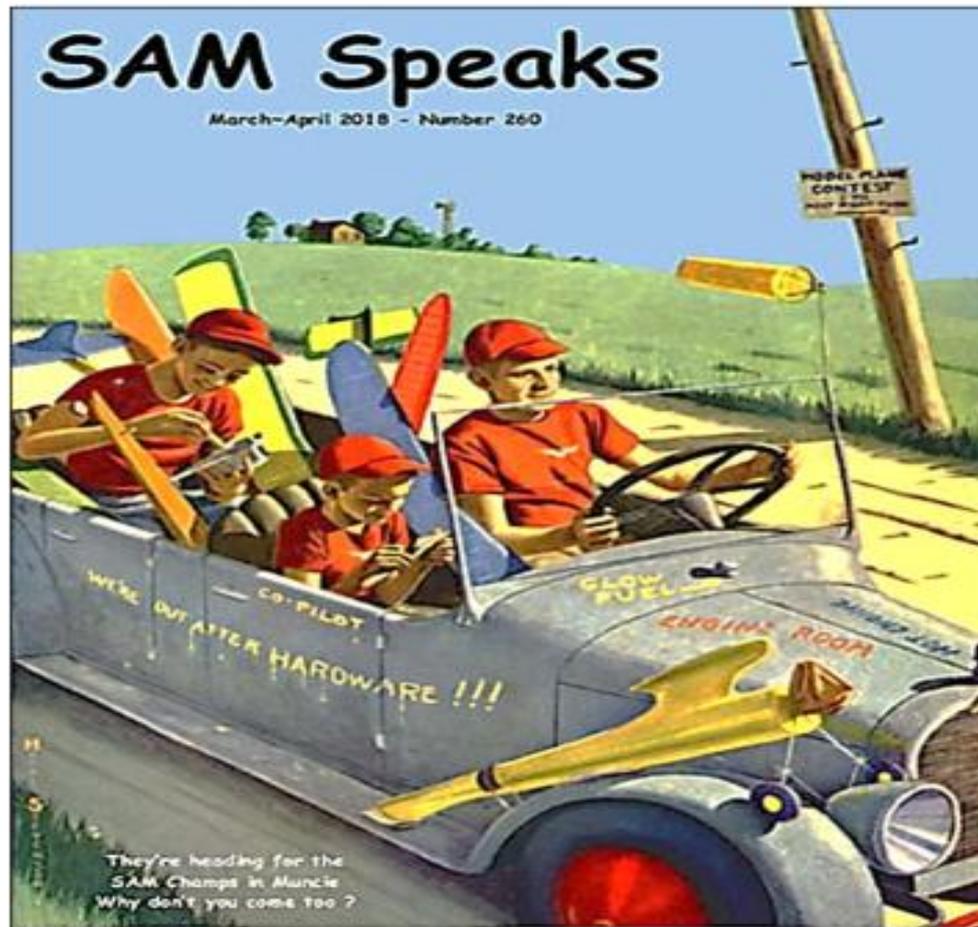
phone or fax to: (44) + (0)20-8777-5533,
 or by e-mail to martindilly20@gmail.com .



SAM Speaks USA.

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

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



TIMPERLEY FREE FLIGHT GALA

Saturday 4th August 2018.

MOD North Luffenham. 10am to 5.30pm

Contests

Combined Events

**Rubber, - Glider, - Power. - HLG/CLG,
+ Mini-Vintage & E36.**

All to BMFA rules.

Trophies and prizes. Airfield charge.

F/F Sport flyers welcome. Flyers require BMFA membership.

Contact--Gerry Ferer,

Tel: 0161.928.4955, or e-mail: gferer@hotmail.com

THE NORTH COTSWOLD MODEL AERO CLUB
BMFA MID-WEST 166

FLY FOR FUN

EVENT 2018



AUGUST 11th & 12th

**AT
 FAR HEATH FARM
 MORETON-IN-MARSH
 GLOUCESTERSHIRE**

SIGNPOSTED OFF THE A44 MORETON TO CHIPPING NORTON ROAD

**TWO DAYS OF
 MODEL AIRCRAFT FLYING
 FEATURING:
 RADIO CONTROL SCALE,
 SPORT, VINTAGE, AEROBATICS,
 ELECTRIC, GLIDERS, ETC.
 ALSO:
 CONTROL LINE
 AND
 SMALL FIELD FREEFLIGHT.**

**R/C FLYING 'OFF THE PEG'
 ALL WEEKEND.
 (PILOTS' PROOF OF INSURANCE
 REQUIRED)**

**PILOT'S FEE JUST £3.00
 FOR ONE OR BOTH DAYS.**

**SPECTATORS AND PILOTS
 WELCOME.
 CAMPSITE FOR CARAVANS
 & TENTS, WITH ONSITE
 TOILETS AND WATER.**

**CLUB WEBSITE:
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**REGULAR ATTRACTIONS
 MODELLERS' BRING
 AND BUY SALE**

*Come and pick up some real
 bargains or bring your own
 models/equipment to sell*

BARBECUE SAT/SUN

**AREA FOR CONTROL
 LINE FLYING
 Max line length 60ft**

**TWO
 DESIGNERS' EVENTS
 SATURDAY 11th
 A ONE-DESIGN EVENT
 FOR THE **KEEL KRAET**
SUPER 60**

**SUNDAY 12th
 MODEL DESIGNS BY THE LATE
DERECK WOODWARD
 IN HONOUR OF THE ORIGINAL
 'WEEKEND PILOT'**

ON BOTH DAYS, MODELS OF ANY SIZE, IN ANY
 VERSION, WITH ANY FORM OF POWER
 ARE WELCOME
INFORMAL JUDGING AND PRIZES

SPECIAL THANKS TO OUR SPONSORS, R&D WALKER BUTCHERS, MORETON CHARITY, EDITH MANN CHARITY

Crookham Gala

Sunday 2nd September
On Area 8 of Salisbury Plain

Competitions to be flown are as follows:

**Combined F1G & Vintage Coupe d'Hiver
 with a prize for the highest placed vintage model**

**BMFA Power
 George Fuller trophy to highest placed Dixielander**

E36

Combined Vintage & Classic Glider

Mini-Vintage

Competition flying 10.00am to 5.00pm

The number of flights & max will be decided on the day
 in accordance with prevailing conditions.
 DT Fly-offs may be used

Contact Roger Newman
 Tel: 02392 550809 or email rogerknewman@yahoo.com

L'AQUILONE SAM 2001

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

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

Model

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

Engine/motors

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

Electric Motors:

Any electric motor is admitted with direct drive

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

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

48" Wingspan;

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

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

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

Flights and results

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

Awards :

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

Results

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

Special Prize Vic Smeed

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

Special Prize David Baker

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

Southern Area Gala: Odiham

Sunday 23rd September 2018

As most of you are probably aware, our late Chairman was instrumental in setting up & organising the Southern Area Gala at Odiham for many years. Notwithstanding the abandonment of last years event due to hurricanes in the Caribbean, it is our intention that we continue with the event. It is to be organised under the umbrella of the Southern Area BMFA (not SAM1066) this year with the traditional mix of low key competitions & sports flying, subject to the MoD licence being granted & issued as always.

Licence

The licence application is now being prepared, having being given an OK by the RAF for the event to be held. So subject to the licence being approved & received, there is every reason to plan for the event to take place. The date is set for Sunday 23rd September, as we advised that there is much less likelihood of disruption on a Sunday – we just have to hope that no hurricanes appear at the last minute.

Competitions

Tailless; - E36; - Vintage/Classic CLG/HLG; - A1; Vintage/Classic Combined glider; Vintage Wakefield combined 4oz/8oz; - Coupe d'Hiver. These are the same as previous years.

Attendance/Attendees

This event requires attendees are pre-registered for security reasons.

There is a limit of 65 attendees, so do make an early application to avoid disappointment.

Anyone wishing to attend must send following details to Peter Carter by post, enclosing the entry fee made payable to "Southern Area BMFA" & an SAE.

Last date for receiving requests to attend is Saturday 8th September 2018.

- name
- address
- contact details (phone, mobile & email)
- BMFA membership number
- vehicle details (make & model, licence plate info, colour)
- entry fee payment of **£13** per flyer

Peter's address is:

74 Buckland Avenue, Basingstoke, Hampshire, RG22 6JA. He will send a written confirmation to those who apply to attend.

***Note: there will be absolutely no entry on the day.
If you haven't pre-registered, you won't be allowed entry.***

Constraints

As always we will be subject to RAF Security measures, hence the need for pre-registration. Cars will be escorted on & off the flying area from the entrance gate as previous years. It is anticipated that we hold an "on-field" briefing prior to the commencement of flying, but this has not yet been sorted out.

It is expected that all competition fliers will use DTs (all forms are acceptable), the use of trackers is encouraged but is not mandatory. Competitions will use a DT fly-off as necessary. Sports fliers of power models are encouraged to use DT's wherever practical & common sense in limiting engine runs.

Any queries, contact me on rogerknewman@yahoo.com

F1G and Vintage Coupe Contests 2017-18

Compiled by Gavin Manion

Date	Venue	F1G	Vint	Organiser	Comments
3rd Dec 2017	North Luffenham	✓+✓	✓	gavin.manion84@gmail.com	Grande Coupe de Brum. F1G for A/M Trophy, Vintage for Vintage Plate
17th Dec	BMFA Buckminster	✓		mark.benns@btinternet.com	Experimental trial of this venue, check before as may be cancelled if windy
18th Feb 2018	Area Venues	✓*		BMFA areas	1st Area. F1G (Plugge)
28/29th April	Salisbury Plain	✓*		BMFA - TBC	London Area Gala, F1G on Sunday 29th
28th May	Barkston Heath	✓		BMFA	FF Nationals. F1G Mon 28th for 308 trophy
17th June	Salisbury Plain	✓	✓	SAM 1066	Combined Vintage and F1G
24th June	Area Venues	✓*		BMFA areas	6th Area
1st July	Oxford Portmeadow	✓*		laurencemarks64@googlemail.com Andy Crisp 01865 553800	F1G
15th July	Salisbury Plain		✓	SAM 1066	
18th Aug	Salisbury Plain	✓*		BMFA - TBC	Southern Gala
2nd Sept	Salisbury Plain	✓*	✓	Crookham	Crookham Gala Combined Vintage and F1G?
9th or 23rd Sept	RAF Odham	✓*		TBC	TBC
30th Sept	Salisbury Plain	✓+✓	✓	Croydon	Coupe Europa. Vintage for the AAA trophy, Team F1G for the FleteHook Trophy
27th Oct	North Luffenham	✓		BMFA	Midland Area Gala

*Qualifying event Southern Coupe League. + Qualifying event Eurochallenge F1G 2017/18
All five Vintage events for SAM1066 Trophy, 1st – 3points, 2nd – 2pts, 3rd – 1pt; no points for last place!

SAM 35 FREE FLIGHT CALENDAR, 2018

(Events are open to all insured BMFA members)
(and some invited overseas members of SAM 35.)

Postal Contests:

- 25th Mar to 20th May** Under 25" Vintage Rubber + award for best Achilles*
16th Sept to 27th Oct Lulu and Friends - Class A Lulu, conventionally towed.
 Class B Lulu Hi-Start
 Class C Open Hi-Start

Area Postals

(at any Area venue on dates as listed, or at any Gala or Rally excluding the Nationals in between those dates with approval of the local CD.)

- 4th Mar** (2nd Area) or
25th Mar (3rd Area) or
30th Mar (Northern Gala) The "March Wynde" for Lightweight Rubber. plus award for the best "Non-Senator."
20th May (4th Area) or
24th June (5th Area) "Summertime" for Vintage and Classic Glider. Plus award or Best Lulu
16 Sept (7th Area) or
14th Oct (8th Area): The "Autumn Trophy" for P30.

At the Free Flight Nationals:

- 27th May Sunday:** Vintage Wakefield 4oz./8oz. (combined, with class awards.)
 Lulu Duration
28th May Monday: 36" Hi-Start Glider and Under 25" Vintage Rubber
 (with separate award for best Achilles.*)
 Low wing/Biplane Cabin Precision (hand launch, classes for Rubber and IC.*)

At Old Warden:

- 13th May Sunday:** Small Models Day:
 Frog Senior Duration: Class A: High Wing, Class B: Low Wing/Biplane*
 K.K.Elif Duration.
22nd July Sunday: Scale Duration Day: Concours award.
 Masfield Trophy for Rubber Scale.
 Earl Stahl Scale: Class A: High Wing, Class B: Low Wing/Biplane
23rd Sept Sunday: Precision Day:
 Rubber Bowden: Class A: High Wing Cabin, Class B: Low Wing/Biplane Cabin

At Buckminster:

- (dates of contests to be confirmed: please check SAM 35 website)
7th July Saturday: Ajax/Achilles, 36" Hi-Start Glider, Open Hi-Start*
 All-In Precision, Cloud Tramp,
 Hi-Start Shootout, (evening event. Time & date to be decided.)

NB * award may be dependant upon number of entries in class.
 All towlines 50 metres. Maxes for Area Postals 120 sec. (20 sec attempt)
 Maxes for postals 90 sec. (15 sec attempt.)
 Please check for alterations/updates. Rules for most events and explanation of "Area Postals" on SAM 35 website.

Enter Postals/Area Postals via John Ashmole, 164 High Road, Weston Spalding Lines PE12 6JU. £3 per class.

Or £3.50 by PayPal to editor@peterboroughmfc.org
 Extra categories under consideration for future events: Classic A/1 Glider, Vintage Coup d'Hiver.

NB: Further events may be added. Visit SAM 35 website and check FF Updates.

GRANT MIMLOCT 2018
or
**The 23rd Charles Hampson Grant
Memorial International Mass Launch
Of Cloud Tramps**



We are promoting this event to celebrate the contributions made by Charles Grant to the development of our hobby. We hope that as many people as possible will make a Cloud Tramp and join in the simultaneous launch on:

Saturday, August 4, 2018.

The Launch Time will be 1700 hrs British Summer Time (GMT + 1 hour)

Individual participants will have to calculate the appropriate local time at their venue
[New York, 1200 hrs; California, 0900 hrs; Sydney 0400 hrs, etc.]

GRANT MIMLOCT 2018 is not a competition and there are no prizes. We hope participants will enjoy the fun of building and flying the Cloud Tramp, as well as taking part in this unique event, which attracted 141 participants from all over the World in 2016 and 131 in 2017.

Please let us know if you take part in GM 2018 so that your name can be included in the official report. See www.endlesslift.com for further details

NEW! A CLOUD TRAMP MUG is available on eBay, type Cloud Tramp Mug into the search box. Mike Parker has one of these and they are very nice quality.

Cocklebarrow Farm Vintage R/C Events

Meeting dates

Sundays - 8th July, - 19th August, - 30th September.

All types of R/C to December 1969, sport flying no competitions.
BMFA insurance essential [A certs. not required].

Directions

Signposted from Aldsworth Glos. on the B4425
between Cirencester/Burford
and off the A40 between Northleach and Burford
[follow SAM35 signs]
Camping on the field [no facilities].

Contact: Tony Tomlin 02086413505, 07767394578
Email: pjt2.alt2@btinternet.com

R/C Events at Wallop

Aug 4th/5th - Sep 8th/9th - Oct 6th/7th

We will be sharing the airfield with other disciplines

Radio Frequency will be 2.4 gig only , **no exceptions**

The event is a SAM 35 sponsored,
so look towards R/C Vintage type aircraft
Plus C/L, with several circles

Entry to airfield is £5, (which goes direct to the museum)
Plus, for all flyers and helpers, **SAM 35 fee of £5 per day**

Event co-ordinator, **Bill Longley**
Tel - 01258 488833 email - tasuma@btconnect.com

DIG OUT THAT DIXIELANDER & PUT A SIMPLE RADIO IN IT

La Grande Coupe de Birmingham (part cinq)

Sunday December 2nd 2018

at MOD North Luffenham
starting at 10:00

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

F1G for the Aeromodeller Trophy

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

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

<>

Pre '58 Vintage Coupe

for the Vintage Plate

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

<>

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

Entry Fee **£10** covers both events

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

For further information contact:

Gavin Manion

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

Or **Stuart Darmon**

at stuardarmonf1a@yahoo.com - tel 01858 882057

Impington Village College - Cambridge

Indoor flying on 4th November 2018 9 am to 5 pm

We will be using the large (100 x 50 x 28 ft) sports hall at the College. The only restrictions are, no radio models in the main hall and no internal combustion engines, jets or catapults anywhere.

Also Round the Pole (4.5 metre lines) and small electric helicopter and fixed wing flying (X twin or Vapour type) in a separate hall (radio or infra-red).

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

Competitions:

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

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

Exhibition

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

Seminar

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

RTP and Small Radio

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

Refreshments

Hot drinks and snacks will be available from the Sports Centre

Web Site

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

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

Directions to Impington Village College: Post code CB24 9LX

Leave A14 at the first junction East of M11 J14, signed Cambridge B1049. At the roundabout take B1049 to North signed Cottenham, Histon. In ¼ km at 2nd lights turn right into New Road. Pass hospital entrance on right. Village College is next on right (two entrances, 1/3 and 2/3 km). Entrance to be used and car park will be signed.

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

FLITEHOOK

Indoor Free Flight Meetings

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

Café on Site

Flyers £8

Juniors & Spectators Free

Flyers must be BMFA Members

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

2018

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

2019

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

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

Indoor Flying with the South Birmingham MAC

Mainly Free Flight

Thorns Leisure Centre.

Stockwell Ave.

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

2018

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

Admission - Flyers £6 - Spectators £2.00

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

For further information phone Colin Shepherd 0121 5506132

or e-mail cosh43@hotmail.com

Bloxwich Indoor Flyers

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

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

Saturdays 2pm until 5pm

Flyers - £8 Spectators £2

2018 dates

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

Contact:- Allan Price:

Tel: 01922 701530

e-mail: montrose32@btinternet.com

BMFA South West Area

Indoor Flying

Cornwall Vintage Aeromodellers

at

Saints Health and Fitness Centre

St Austell Rugby Club

Tregorrick Park, St Austell

Cornwall, PL26 7AG

Flying from 1200hrs to 1600hrs on Sundays

2018

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

2019

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

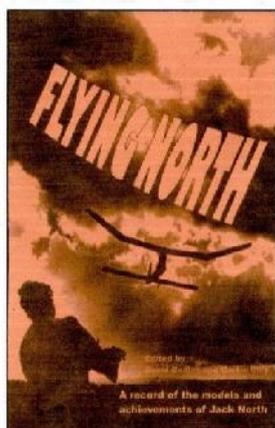
Mainly free flight

some micro R/C (fixed wing & helicopters)

Admission: - Flyers £10 - Spectators £1

Phone: David Powis on 01579 362951

Email: dave_powis@hotmail.com



Flying North is a 163 page book covering the model flying career of Jack North, and including 23 previously un-published plans of his aircraft. Access to Jack's drawings and notes dating back to 1936 means that there are a number of designs in the book likely to be tempting to the nostalgia-minded.

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

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

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

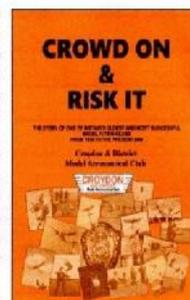
CROWD ON & RISK IT

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

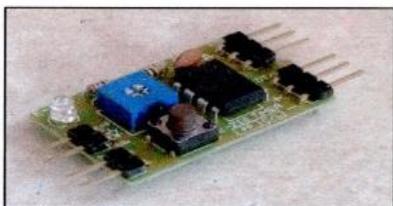
53 designs by Croydon members have been published in the model press and 24 of its members have represented Great Britain in World and European Championship teams. Several have gone on to notable careers in aerospace. Crowd On & Risk It covers all this and more.

Just £8 by PayPal or cheque.

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



E-Zee Timers



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

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

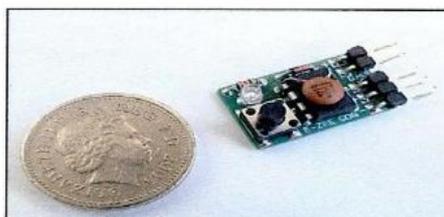
a simple push button / LED interface

- motor run duration:-adjustable 1 to 30 seconds, set in 1 second increments
 - d/t duration:-adjustable 10 seconds to 5 minutes, set in 10 second increments
 - motor power:-adjustable at all times from zero to full throttle (by potentiometer)
 - push button immediately stops the motor at any point during the flight profile
 - duration settings are saved in memory a single button push serves to repeat a flight.
- Length 30mm Width 20mm Height 11mm Weight 5gm

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

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

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



- d/t duration:-adjustable 10 seconds to 5 minutes, set in 10 second increments
 - push button immediately cancels the flight at any time
 - duration settings are saved in memory a single button push serves to repeat a flight.
- Length 22mm Width 13mm Height 11mm Weight 2gm

Timers are supplied with a comprehensive instruction manual and users guide

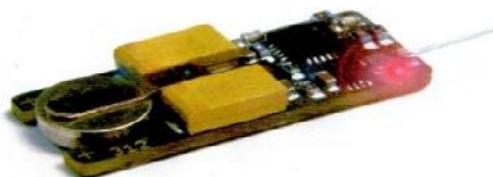
*E-Zee Timers have been designed and are manufactured in the UK
Exclusively available from*

Dens Model Supplies

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

BUGS

Free Flight Model Tracker



£50.00 - each including 6 batteries

Ready to use radio tracker

Suitable for most handheld receivers

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

Run time around 10 days

Red LED flashes when transmitting

Available in any frequency from 140MHz to 980MHz

Supplied in protective heatshrink

Very quick delivery, often next day

On sale at

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

or contact Peter Brown 07871 459291 for options

Provisional Events Calendar 2018

With competitions for Vintage and/or Classic models

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

Please check before travelling to any of these events.

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

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

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

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

Useful Websites

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

Are You Getting Yours? - Membership Secretary

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

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

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

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

P.S.

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

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

Your editor *John Andrews*