


	<h1 style="color: red;">NEW Clarion</h1> <h2 style="color: red;">SAM 1066 Newsletter</h2>	Issue 112019
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Editorial

Another month of outdoor inactivity for me, the October Middle Wallop meeting was looking like being washed away by rain but the weather relented rain wise early afternoon and some of the few stalwarts in attendance braved the wind and got a few flights in. Rachel and I viewed proceedings from the comfort of my Ford Kuga, a replacement vehicle acquired after a vicious attack on my old Focus from a side road by a woman driver. I never set foot on the airfield until the prize presentation, not even a toilet break, prostrate must be holding up well.

I have received a couple of communications, one from Australia and one from Nova Scotia and it would appear that we are not the only ones suffering from loss of flying venues. Who would have guessed Australia had problems.

My only claim to fame recently was winning the 'Gymnastic Cricket' class at the September Indoor Nationals. No long recovery walks indoors and Rachel does most of them as well. I report in length of course.

Tony Shepherd with assistance of Dave Etherton reports on the 6th Area comp at Beaulieu on an unusually calm day. Thermals were about but flyers seem to have lost the ability to detect them. Rough weather leading to lack of practice could well be the cause.

On the similar subject Peter Hall has used the cancellation of the London Gala to muse on contest preparation and methods of thermal detection. I've always been in favour of the shorts and sensitive knees method but I would not inflict the sight of mine on unsuspecting modellers these days.

Tony Shepherd gives us the highlights of our October Wallop meeting. The majority of the small number of attendees made use of the fine but windy afternoon period to cast a few models aloft. Your editor felt a little guilty due to not making some sort of effort but I am a fine weather flyer these days. Rachel's 12 month old electric bicycle still remains unused as a recovery aid, the only use has been for toilet trips at the outdoor nationals.

The Southern Coupe League has finished and Topping the final results table is Peter Hall with Gavin Manion just one point behind. There are reports from Peter and Ray Elliott on the final event of the 2019 season together with results tables from Roy Vaughn. The F1G events seem to have a regularly good following, maybe it's the economy of rubber that makes it popular, but having said that I remember a while back Phil Ball breaking 8 motors before making his first flight.

Our Secretary continues to submit his extensive monthly reports in spite of personal problems. This month Roger intimates that his monthly rant on Drones could well be his last as new legislation is ready[?] for implementation. I will believe it when I see it.

I personally will be an unregistered model flyer using models below 250gms, even my Wakefields might make the weight restriction if I use coupe motors. We'll see.

The content wraps up with the usual three model plans.

A reminder: pdf copies of these plans are available free of charge from our plans archive, see website for details.

Can I draw your attention to the first item in the events & notices section. It is a request from New Zealand's Mark Venter for a copy of the 'JASCO Tiger' power model plan. Have a ferret round guys to see if anyone can oblige.

Editor

The 2019 Indoor Nationals was held over three days, 6/7/8th September in the Lea Valley sports hall, Edmonton, Enfield. Rachel & I were staying in a nearby Premier Inn together with a few other competitors.



The hall had a curved ceiling as can be seen above, height at best point about 30 feet, although it does not look that high in the picture. The floor area was quite large which enabled easy separation of lightweights and heavyweights.

As is now the norm, I had built nothing new but I had had to replace the motor sticks on my 'Gyminnie Crickets'. At last year's nationals they had been bending badly and I had had to put reinforcement strips to make them flyable. I did look at all my models to make sure they were unbroken. Point of note, they all had sellotape here and there on splits in the mylar covering. That was my total preparation.

Day one:

The hall was a complete sports arena with a running track including a separate 60M sprint strip, a competitors enclosure one side and a seated grandstand opposite.



We set up at the heavyweight end behind the rails in front of the grandstand which gave us plenty of seating and it was also the side with the maximum headroom. First up it was 'Gyminnie Cricket No1'. A few check flights for trim and motor selection and up and away. The model being old and heavy needed .090" wide rubber strip to get it to climb, I wasted a great deal of time trying to get .080" to work but could not get anywhere near the roof beams so .090" it was, I could not be bothered to strip any new rubber to .085" which might have worked.

I could not get the model to perform on full turns and it took blue tack on the nose to move CG forward and an increase in wing incidence before I managed to register a competition flight. It was only 2-34 so I abandoned GC No1 and assembled No2.

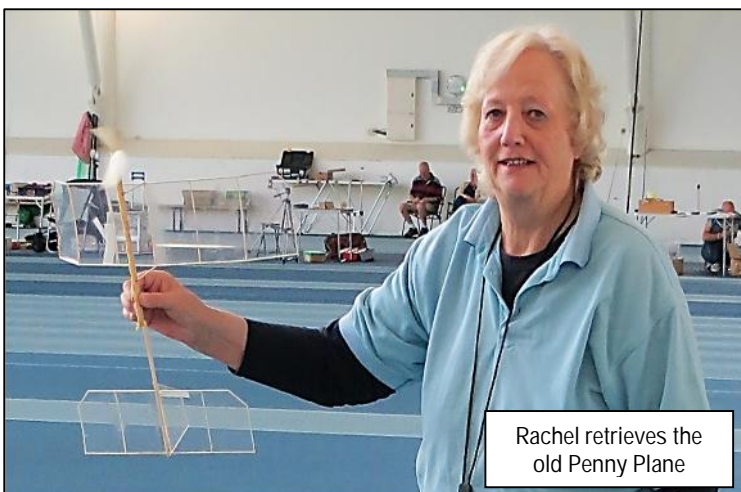
No2 was on trim and I eventually managed to post a couple of reasonable times, namely 4-05 & 4-17 then all of a sudden it was the end of the day. All day for three comp flights?

Day 2:

I had three more GC flights to make as the competition is best two from six. I really started to mess about big time trying to get suitable motors. No sooner had I got one that looked good on test flights, it would break when winding for a comp flight and the whole rigmarole started over again. I used motors, all .090 strip, ranging from an 11" loop to an 18" loop. With the 11" loop and 850 turns or so the model would climb fairly quickly to the beams, cruise about for a while then slowly descend to land with very few turns left. Using the 18" loop and about 1400 turns the now heavier model climbed more slowly to the beams then descend more swiftly to land with many turns still on the motor. Ironically my two best times of just over 4-30 were made, one with the 11" loop and the other with the 18". I was quite surprised at the prize presentation to find I had won the competition, by only 5 seconds as it turned out. I was lucky to win as Peter Dolby had had one 5min flight but only recorded one other poor flight.



Winding No2.



Rachel retrieves the old Penny Plane

Having finally got my GC flights out of the way I put my old Penny Plane together and had a quick check flight to see if trim was still there, it was. I then set about finding the best suited motor and once again competition winding started breaking them. It's my own fault really as I use broken outdoor rubber motors for indoors, the idea being that the rubber must be run in. Maybe I'm just mean. I managed to get a couple of flights in, specifically 3-50 & 3-23. The model

carries a few bits of sellotape on the flying surfaces and must weigh nearer 4gms than 3, not really competitive but flies steadily and looks good unless you've got a stopwatch on it. Next thing I know it's the end of day 2.

Day 3:

I eventually made three more Penny Plane flights to no great effect, although each succeeding one was a few seconds longer than the one before. Here ended my competition.

The evening of day 2 was the dining night out and the majority of us met up at this canal side pub/restaurant, a pleasant venue but the approach road, more a potholed dirt lane that had once been a road, made one apprehensive. No complaints about food.



There were one or two others competing



Tony Hebb with Catty Glider



Tony again with No-cal



Hans Staarties & H/L Glider



Meredith Evans & Osprey - Tim Chant & Penny Plane



The results team comprising of Gwyneth & Mike Colin were on hand all three days feeding the individual results from the score sheets into the computer programme, and shortly after the close of play on Day 3 they produced a print out of the full results for the prize giving at the end of the day.

2019 Indoor National Championships Results

No Cal										
Place	Name	BMFA Number	Model	Flight time 1	Flight time 2	Flight time 3	Flight time 4	Flight time 5	Flight time 6	Sum of best Two Flights
1	Hebb Tony	35650	PilatusPC9	01:40	02:09	02:06	00:00	00:00	00:00	04:15
2	Stewart Neil	49026	Fike E	01:37	01:42	00:00	00:00	00:00	00:00	03:19
3	Sellwood Roy	53324	Aircobra	01:32	00:00	00:00	00:00	00:00	00:00	01:32

35 cm									
Place	Name	BMFA Number	Flight time 1	Flight time 2	Flight time 3	Flight time 4	Flight time 5	Flight time 6	Sum of best Two Flights
1	Bargery Simon	205791	06:23	06:11	00:00	00:00	00:00	00:00	12:34
2	Pearce Ian	17661	05:35	06:06	05:51	00:00	00:00	00:00	11:57
3	Evans Meredith	111999	05:44	05:53	05:34	05:52	00:00	00:00	11:45
4	Sellwood Roy	53324	05:39	05:15	05:41	05:53	00:00	00:00	11:34
5	Stewart Neil	49026	04:17	04:20	00:00	00:00	00:00	00:00	08:37
6	Goodwin Thomas	194117	02:11	02:52	00:00	00:00	00:00	00:00	05:03

Catapult Launched Glider												
Place	Name	BMFA Number	Flight time 1	Flight time 2	Flight time 3	Flight time 4	Flight time 5	Flight time 6	Flight time 7	Flight time 8	Flight time 9	Sum of best Three Flights
1	Goodwin Thomas	194117	34.30	31.40	29.00	35.50	37.00	35.60	37.60	42.60	36.80	117.20
2	Benns Mark	72513	31.65	33.30	33.29	40.25	34.03	19.96	26.21	30.40	24.85	107.58
3	Hebb Tony	35650	6.82	16.03	3.70	3.31	30.88	33.23	29.33	0.00	0.00	93.44
4	Goodwin David	194118	21.70	28.50	24.30	23.30	24.10	25.90	23.10	0.00	0.00	78.70
5	Bargery Simon	205791	24.19	18.13	21.07	19.43	25.95	27.06	23.44	20.71	24.86	77.87

F1D									
Place	Name	BMFA Number	Flight time 1	Flight time 2	Flight time 3	Flight time 4	Flight time 5	Flight time 6	Sum of best Two Flights
1	Hebb Tony	35650	10:46	10:59	11:33	11:44	00:00	00:00	23:17
2	Benns Mark	72513	11:09	09:54	11:17	00:00	00:00	00:00	22:26
3	Staarjjes Hans	185400	00:46	09:25	10:02	09:26	09:46	00:00	19:48
4	Whitehouse Dave	141595	07:01	06:48	07:48	08:01	00:00	00:00	15:49
5	Bargery Simon	205791	03:42	03:41	00:00	00:00	00:00	00:00	07:23

F1L									
Place	Name	BMFA Number	Flight time 1	Flight time 2	Flight time 3	Flight time 4	Flight time 5	Flight time 6	Sum of best Two Flights
1	Benns Mark	72513	07:01	07:02	07:22	07:10	03:51	01:39	14:32
2	Hebb Tony	35650	06:38	06:58	06:40	07:13	07:00	00:00	14:13
3	Bailey Bob	2479	06:20	06:51	07:03	00:00	00:00	00:00	13:54
4	Pearce Ian	17661	06:55	06:56	00:00	00:00	00:00	00:00	13:51
5	Bargery Simon	205791	06:52	06:09	06:07	06:46	00:00	00:00	13:38
6	Staarjjes Hans	185400	06:21	06:05	06:39	06:45	00:00	00:00	13:24
7	Goodwin Thomas	194117	05:05	04:59	00:00	00:00	00:00	00:00	10:04

F1M									
Place	Name	BMFA Number	Flight time 1	Flight time 2	Flight time 3	Flight time 4	Flight time 5	Flight time 6	Sum of best Two Flights
1	Evans Meredith	111999	05:36	05:52	05:51	02:28	05:44		11:43
2	Bailey Bob	2479	01:10	05:44	05:31				11:15
3	Benns Mark	72513	04:40	04:55	05:13	04:12			10:08

F1N												
Place	Name	BMFA Number	Flight time 1	Flight time 2	Flight time 3	Flight time 4	Flight time 5	Flight time 6	Flight time 7	Flight time 8	Flight time 9	Sum of best Three Flights
1	Benns Mark	72513	34.92	33.60	40.30	35.60	39.50	34.10	4.60	6.05	36.50	116.30
2	Bargery Simon	205791	26.81	25.57	1.90	18.31	26.36	0.00	0.00	0.00	0.00	78.74
3	Goodwin Thomas	194117	19.70	22.00	20.80	22.50	19.90	19.60	20.60	20.10	18.70	65.30
4	Chant Tim	111998	17.51	16.80	20.75	22.41	0.00	0.00	0.00	0.00	0.00	60.67
5	Goodwin David	194118	19.90	16.80	18.20	17.50	18.50	17.40	21.00	0.00	0.00	59.40
6	Staatjes Hans	185400	3.87	13.08	6.06	8.66	4.18	9.62	13.65	12.31	14.85	41.58
7	Dolby Peter	2116	4.32	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.32

Gyminnie Cricket										
Place	Name	BMFA Number	Flight time 1	Flight time 2	Flight time 3	Flight time 4	Flight time 5	Flight time 6	Flight time 6	Sum of best Two Flights
1	Andrews John	6520	02:34	04:05	04:17	04:36	04:32	04:14	09:08	
2	Stewart Neil	49026	03:58	03:39	04:28	04:35	00:00	00:00	09:03	
3	Dolby Peter	2116	03:44	05:02	00:00	00:00	00:00	00:00	08:46	
4	Sellwood Roy	53324	03:22	03:47	03:50	04:10	00:00	00:00	08:00	
5	Goodwin Thomas	194117	03:47	02:10	03:52	03:44	00:00	00:00	07:39	
6	Goodwin David	194118	03:25	03:15	04:07	03:10	00:00	00:00	07:32	

F1R									
Place	Name	BMFA Number	Flight time 1	Flight time 2	Flight time 3	Flight time 4	Flight time 5	Flight time 6	Sum of best Two Flights
1	Hebb Tony	35650	12:25	12:05	12:27	00:00	00:00	00:00	24:52
2	Evans Meredith	111999	06:03	07:06	07:39	07:22	00:00	00:00	15:01
3	Bargery Simon	205791	04:19	07:04	06:38	06:57	00:00	00:00	14:01
4	Goodwin Thomas	194117	04:25	05:53	05:51	00:00	00:00	00:00	11:44

LRS									
Place	Name	BMFA Number	Flight time 1	Flight time 2	Flight time 3	Flight time 4	Flight time 5	Flight time 6	Sum of best Two Flights
1	Hebb Tony	35650	06:06	02:08	05:15	00:00	00:00	00:00	11:21
2	Funnell Rob	55579	04:31	04:30	05:23	00:00	00:00	00:00	09:54
3	Stewart Neil	49026	03:54	03:46	05:04	04:32	00:00	00:00	09:36
4	Bargery Simon	205791	04:27	03:26	00:00	00:00	00:00	00:00	07:53

Osprey										
Place	Name	BMFA Number	Flight time 1	Flight time 2	Flight time 3	Flight time 4	Flight time 5	Flight time 6	Sum of best Two Flights	
1	Evans Meredith	111999	02:58	03:23	01:24	03:41	03:33	00:00	07:14	
2	Bailey Bob	2479	03:12	03:39	01:12	00:00	00:00	00:00	06:51	
3	Dolby Peter	2116	02:28	02:36	02:48	02:40	02:56	00:00	05:44	
4	Antcliffe Robin	172858	00:22	00:14	00:21	00:00	00:00	00:00	00:43	

Penny Plane										
Place	Name	BMFA Number	Flight time 1	Flight time 2	Flight time 3	Flight time 4	Flight time 5	Flight time 6	Sum of best Two Flights	
1	Dolby Peter	2116	06:46	05:16	06:19	07:24	06:08	08:38	16:02	
2	Chant Tim	111998	04:23	05:03	07:51	08:08	06:08	00:00	15:59	
3	Evans Meredith	111999	07:05	07:16	07:04	00:00	00:00	00:00	14:21	
4	Stewart Neil	49026	06:14	06:24	06:04	05:45	07:30	00:00	13:54	
5	Bailey Bob	2479	05:56	06:46	06:41	02:48	06:57	00:00	13:43	
6	Funnell Rob	55579	06:02	06:12	00:00	00:00	00:00	00:00	12:14	
7	Bargery Simon	205791	04:59	01:50	04:52	00:00	00:00	00:00	09:51	
8	Andrews John	6520	03:50	03:23	04:05	04:10	04:26	00:00	08:36	
9	Sellwood Roy	53324	06:07	00:00	00:00	00:00	00:00	00:00	06:07	
10	Whitehouse Dave	141595	02:29	00:00	00:00	00:00	00:00	00:00	02:29	

The overall championship for 2019 went to Tony Hebb, who amassed a grand total of 29 points competing in a total of six events. In joint second place were Mark Benns & Simon Bargery, four points adrift with 25 points each and a mere one point below was Meredith Evans in fourth.

Overall Championship Results														
Place	Name	No Cal	35cm	C/pult	F1D	F1L	F1N	F1M	GC	F1R	LRS	Osprey	LPP	Total Points
1	Hebb Tony	4		3	6	6				5	5			29
2	Benns Mark			4	4	8	8	1						25
2	Bargery Simon		7	1	1	3	6			2	1		4	25
4	Evans Meredith		4					4		3		5	8	24
5	Dolby Peter						1		4			2	12	19
6	Stewart Neil	2	2						5		2		7	18
7	Bailey Bob					5		2				3	6	16
7	Goodwin Thomas		1	6		1	5		2	1				16
9	Chant Tim						4						10	14
10	Andrews John								7				3	10
11	Pearce Ian		5			4								9
11	Sellwood Roy	1	3						3				2	9
13	Funnell Rob										3		5	8
14	Staatjes Hans				3	2	2							7
15	Goodwin David			2			3		1					6
16	Whitehouse Dave				2								1	3
17	Antcliffe Robin											1		1

John Andrews



Extract from Model Aircraft April 1951

Call of the Wild

Do I detect a welcome breath of civilised behaviour in the recent affiliation request from a society calling itself the TAME MODEL CLUB ?

Certainly none of the wild and woolly clubs of my acquaintance would have the nerve to adopt such a contradictory title.

The Lost Chord

A certain "cross" section of builders deplore
That the Wakefield design is not as before,
And in the new rulings find much to resent,
Especially as no one had asked their consent.
Now, while they agree that one thing it does
Is to dispense with the bloated-up fuzz.

They all seem to make a special complaint
Of counting wing area just when it ain't;
Generally inferring that this, on the whole,
Places a premium on wings parasol.
But, worse than all this, the ruling defines
The invalid nature of their present designs.

Yet why such despair, when small modification
(The trimming of wings and depodification)
Can readily convert that model forsook
Into the style of the new Wakefield look ?
As, for example, when we ran the tape
Over a "mid-wing" of kipper-like shape
We found the new ruling, all measurements proved,
Suited it fine—when the wings were removed.

Club "Mews"

The Ashford M.F.C., it is revealed, have acquired a "stable building" for use as a clubroom. We can only trust that the models issuing from it have the same desirable characteristic.

Perchance to build

A spate of hostile muttering is being directed towards that particular Wakefield rule which allows the use of more than one model per contest. Now, without taking any sides, and speaking as one whose yearly building programme is limited to the laboured production of one Wakefield per winter, I am ready to concede all cups and honours to the three models per contest type as being nothing more than the just rewards of such indefatigable labours (endless balsa bashing), total abstinence (laying off the liquor), and complete social abnegation (keeping off the skirt).

This subject, by the way, calls to mind one of last season's, eliminators, when could be seen a group of "one model per" species clustered, in open mouthed wonder, around a car, from which a certain Mr. Big brought forth Wakefield after identical Wakefield with the dexterous rapidity of an abandoned conjurer. And many a gaping jaw became dislocated as like the slap-happy sower of the scriptures, he proceeded, to distribute his stock broadcast fashion over the surrounding countryside.

Local conjecture at the time was divided. Some contended that the models were mass produced, while others put the whole thing down to some sort of illusionist trickery:—mirrors, or mass hypnotism.

Whichever way it is, I know that I shall still have to plug away on the same old theme: one model per contest per year, perhaps.

Out of Sight but

Latest agitation is for the establishment of an elite corps of Official Timekeepers; recognition to be by way of a small, but distinctive badge.

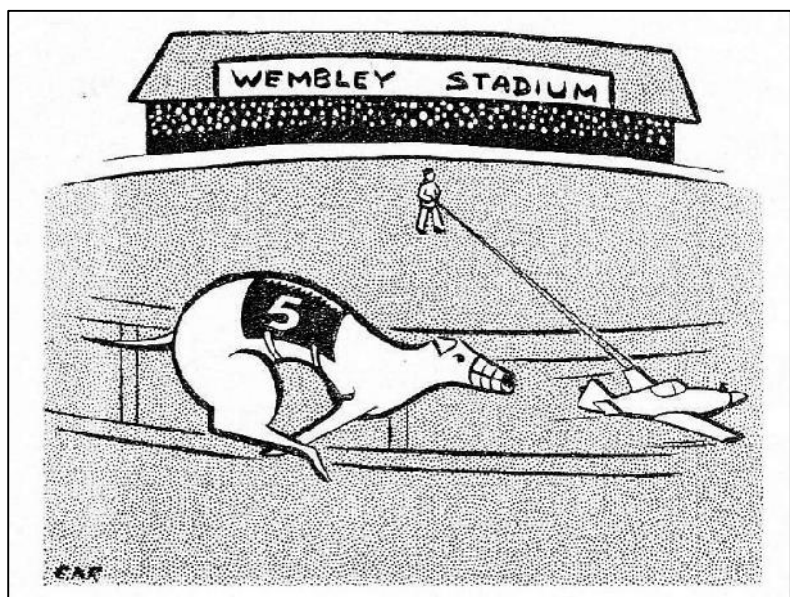
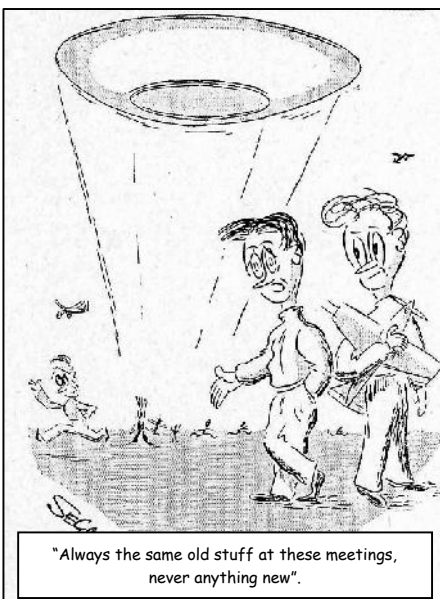
No particular heraldic device has yet been approved, but suggestions from regular contest types have not been lacking. Of these, Nelson with Telescope Rampant has been rejected, but it is understood that some consideration is being given to the idea of a White Stick and Guide Dog

Regardant.

Recent quote of young woman: "He can't be grown up; he still plays with model aeroplanes." Was I insulted! To suggest that we aeromodellers were not mature individuals. Why, I had half a mind to buff her one with my Champion Conker.

Nationals Service

Now that it has been decided to embark the Nationals on a provincial tour—York last year, Swansea this—news has been received from the Outer Hebridean Area that preparations for the 1956 Nationals are already well under way. Bull-dozers are even now at work clearing an airstrip, while cave accommodation is being rapidly extended. Unfortunately, no refreshments can be provided, but it is hoped that a liberal supply of hunting weapons will be available to all visitors.



6th Area meeting Sunday September 15th at Beaulieu

Ironically, with the BMFA having shunted so many of the mid-season events into September due to the unavailability of Salisbury Plain because of the filming, the rescheduled 6th Area meeting coincided with a day when the Plain was unavailable due to the Army needing it for taxpayer-funded activities. The upside of this was that that even more folks than usual turned up at Beaulieu with 18 cars counted on the flight line at one stage. And what a glorious day it was - sunshine all day, very warm and verging on flat calm for a good spell around the middle of the day.

Thermals and maxes were guaranteed - oh, if only that were the case. The score cards showed that that was far from being what happened. In the three Plugge point events, F1Q, F1A and Tailless, no-one maxed out. What little breeze there was would drop, the thermistors would show a solid temperature rise so the flyers would launch and watch their models go up and then come straight back down again, almost landing at their feet, woefully short of the max. Certainly there were maxes recorded but the air picking was very difficult. The summary could have been that nobody could read the conditions and all fell below expectations - that wasn't quite the case but what really happened wasn't too far removed from it.

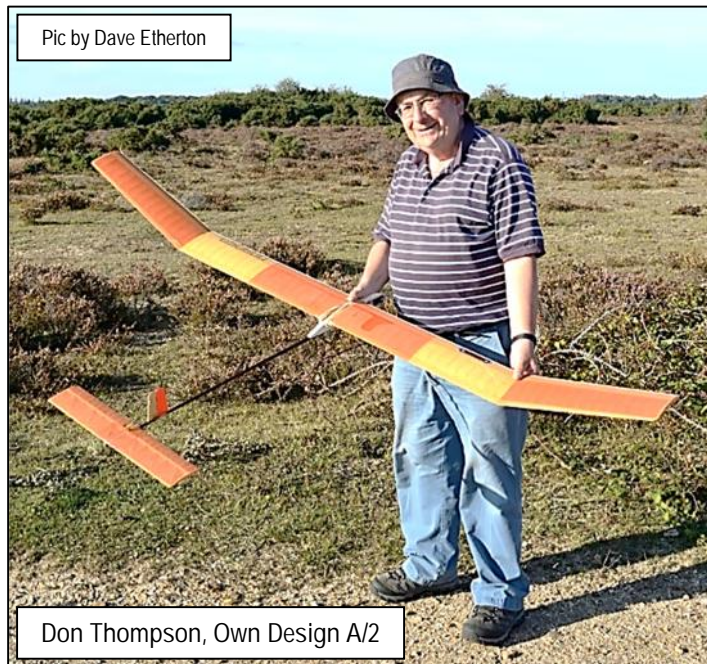
At the F1A glider base all did not go to plan - and it must be assumed that there was a plan as two of the local regulars were seen trimming not once, but twice during the preceding days. Much discussion ensued over which direction to tow, such was the sometimes undetectable drift. No way did it match the forecast of 6 - 8 mph; the reality was best described as a Zephyr, (nothing to do with a product from the Ford Motor Company in the 1950/60 era - ah! I remember them well).

Probably best not to dwell on the individual round scores otherwise there might be some very embarrassed readers, one of whom (no names) managed a zero score in round one. Only 5 Max's were recorded from the glider entries during the whole day in what looked like perfect late summer weather. Alas it proved that old legs and little wind are not a good combination. Had there ever been so many sub 1 min. flights in one day?

John Hook had dug out a Sans Egal from his collection of classic A/2s. This design very much meets the formulae of 'If it looks right.....' It's certainly looks very elegant in the air. All the more so if at 200-300 feet and climbing away in lift, but at 80 ft on a slack line, and with John running out of gorse-free towing space, it is going nowhere.

Dave Etherton twice had the auto rudder release pin hang up on his Inchworm which had been performing ok during the above mention trimming sessions. Only happens on competition day - it's the pressure you know, bad for the health!





David Cox on the other hand must have been a 'Good Boy' during the week. His third flight (no mention of the first 2 you notice), appeared to show a way out of line towing direction with the model coming off the line at some 30-40 ft. Much wishing and hoping for a sub 20sec. score failed to materialise..... In fact, astounding all those watching, it went on to record a max. AND it went off in a completely unexpected direction; one of those days! Don Thompson made up the 4th entry with an O/D dating from the 80's. Alas, contact with the unforgiving local terrain did some damage and he retired after 4 rounds.

A special mention must go to Sally and Ted Challis who, unaware of the unavailability of Salisbury Plain, headed off up there, only to find it deserted (by both toy aeroplane flyers AND the Army!!!). Undaunted they jumped back into the 4x4 and joined the regulars at Beaulieu to fly in Tailless. Ted got a good first flight from his rubber model but in the afternoon, after the wind had finally made its mind up to become a predictable S.S.Westerly of proper Beaulieu strength, he had apparent DT problems and both flights came down early.



David Cox tried a glider in the tailless class for the first time, in the shape of an ex Tony Thorn Brevity. One max, watched by all and much enjoyed, and 2 retrievals from 10ft high gorse later, Dave described it as..... 'interesting'!

In F1Q, Chris Redrup started as he didn't mean to go on with 2 dropped flights but then got his act together and put some maxes on the board.

Trevor Grey did it in the opposite direction - having got 4 maxes on the scoresheet he dropped a bucketload of time on the last flight during the hot, calm, middle day period. Tony Shepherd got a couple of maxes, making him think that he knew how to read the conditions - ha ha, the subsequent dropped flights made him realise that he didn't! Ray Elliott's model looked promising to start with but wing flutter became apparent and put an end to any idea he had of success.



And Peter Jellis tried to get competitive with an E36 but unfortunately for him it couldn't come up with the goods.

In the non-Plugge events, Mo Peters got a good set of scores in CLG with her elegant flying model though the maxes proved to be elusive. Open rubber saw the annual visit to the south coast, to his visit his daughter, from the NWFFG member, John Ledbeater - he got a couple of maxes but his second retrieve in the afternoon heat put paid to any further flying.

Combined Electric saw the ultra-competitive Trevor Grey get his air picking skills back on track to max out comfortably but he was struggling by the end of his afternoon retrieves in the stronger breeze. Despite this he kept going and achieved a nice 4+ minutes in the only fly off flight of the day.

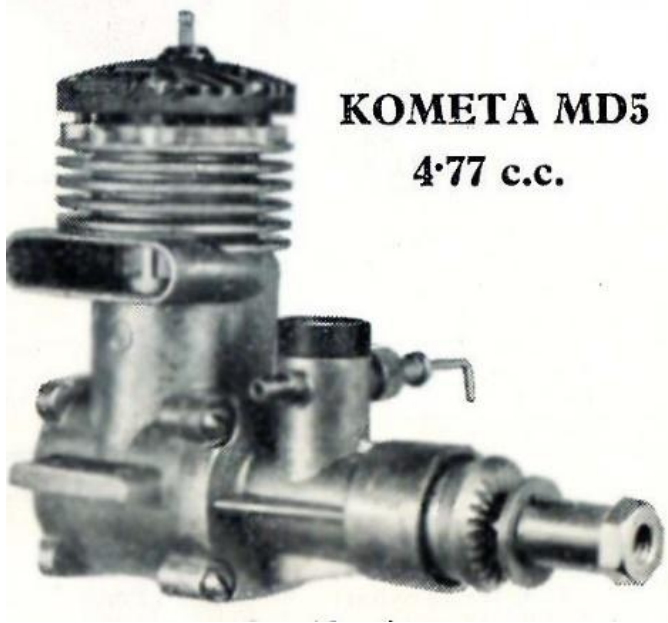
In P30 Peter Hall clearly demonstrated that his thermal-recognising eyesight is still very much intact and he maxed out with three beautiful flights though declined to fly-off.

Chris Redrup attempted to repeat this but his new model isn't quite right yet and his first max was followed by two dropped flights.

So to summarise, a nice, warm, late summer's day out with a frustrating lot of flying conditions chucked in to keep us on our toes.



Tony Shepherd & Dave Etherton



KOMETA MD5

4.77 c.c.

Specification

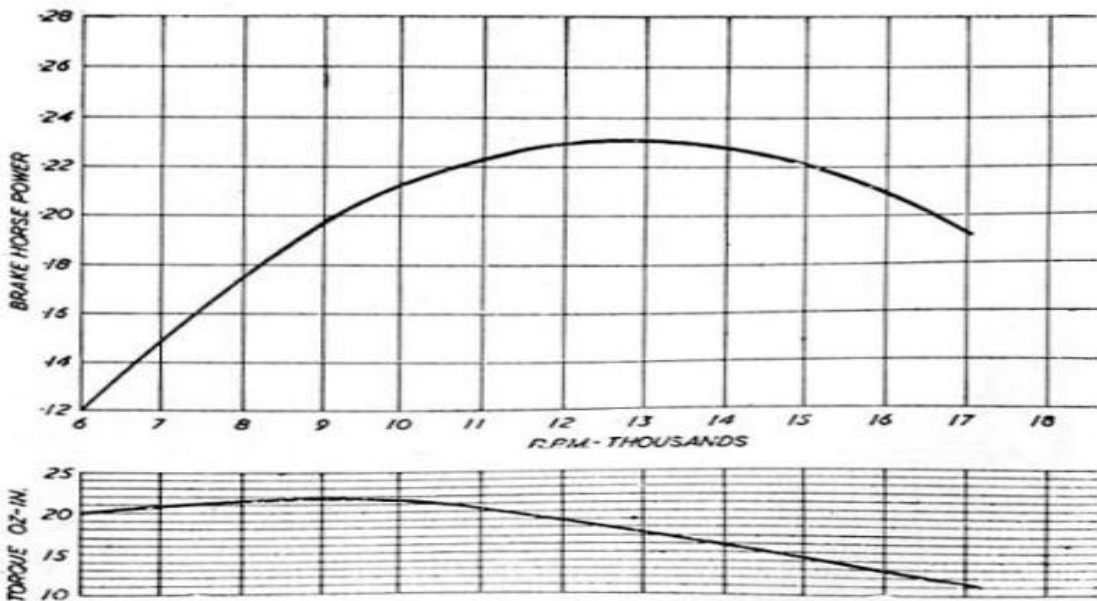
Displacement : 4.77 c.c. (.299 cu. in.)
 Bore : .747 in.
 Stroke : .664 in.
 Bore/stroke ratio : 1.085 : 1
 Weight : 8 ounces
 Max. B.H.P. : .234 at 13,000 r.p.m.
 Max. torque : 21.8 ounce-inches at 9,000 r.p.m.
 Power output : .049 B.H.P. per c.c.
 Power/weight ratio : .029 B.H.P. per ounce

Material Specification

Crankcase and cylinder jacket : light alloy pressure die casting
 Cylinder : steel, heat treated and annealed
 Piston : light alloy casting, machined to finish. Two cast iron rings
 Crankshaft : hardened steel
 Con. rod : light alloy forging (casting ?)
 Bearings : two ball races (Russian origin)
 Bearing unit : light alloy die casting
 Cylinder head : light alloy die casting, anodised.
 Aluminium gasket seal
 Spraybar : brass, plated needle and thimble
 Venturi : aluminium, anodised
 Prop. driver : light alloy, brass split collet

PROPELLER—R.P.M. FIGURES	
<i>Propeller dia. × pitch</i>	<i>r.p.m.</i>
12 × 4 (Trucut)	6,000
10 × 4 (Trucut)	7,400
9 × 4 (Trucut)	10,900
8 × 4 (Trucut)	12,800
8 × 3 (Trucut)	13,600
7 × 4 (Trucut)	15,000
9 × 4 (Stant)	10,600
8 × 4 (Stant)	13,000
7 × 4 (Stant)	14,300
9 × 6 (Frog nylon)	10,600
10 × 6 (Frog nylon)	8,500
8 × 4 (Tiger)	13,600

Fuel used : Mercury No. 7



Hi John:

A bit of an update from Nova Scotia on the eastern seaboard of Canada. I saw that John Davies, one of our very rare Free Flight guys had a contribution in the September Clarion and thought I would add a few bits and pieces about him. I met John when I moved to Nova Scotia about 40 years ago. He was deeply involved in scale model ships and also in aircraft. He is a master craftsman. He was one of the first here flying indoor electric RTP and had and still has a large collection of vintage control line and free flight models and motors.

He has had a number of published plans in the Aeromodeller including:

Half A Gypsy: https://outerzone.co.uk/plan_details.asp?ID=2940

Pongo P30: https://outerzone.co.uk/plan_details.asp?ID=10281

He also had a $\frac{1}{2}$ size Jaguar published in June 1992 Aeromodeller.

https://outerzone.co.uk/plan_details.asp?ID=2162



I am regularly flying RC electric sailplanes, and John and Heather Richards visit the flying field regularly.

I have attached a few photos of John's models. I recognise some of them. Maybe John can name them for you.



Things have been a bit slow in Free Flight this year, John and Brian Richards and I did not even make the usual Cloud Tramp event. Unfortunately the 10,000 ft disused runway at Shearwater has grown some nasty scrub off the runway making retrieving impossible.

However, Bernard Guest, an international level F3B flier from Calgary, who runs a Free Flight kitting business has contacted me to kit three of my designs. My Blizzard E36 duration model

is available in laser cut form and my Hi-Tee and Executioner designs from the 60's are to follow. Although these were originally 1.5 cc designs, they will be aimed at the 0.049 nostalgia class. Bernard is moving to the UK and will be based in Cambridge. I would imagine that he will be a welcome addition to the flock of fliers there. <https://hummingbirdmodelproducts.com/>
The Blizzard E 36 has been quite successful in recent years, taking the Scandinavian and Danish Champs on more than one occasion.

<https://hummingbirdmodelproducts.com/e36-electric-ff-power-models/blizzard-e36-by-john-osullivan>

A discussion on the design is at:

https://www.hippoketaeronautics.com/hpa_forum/index.php?topic=13775.0



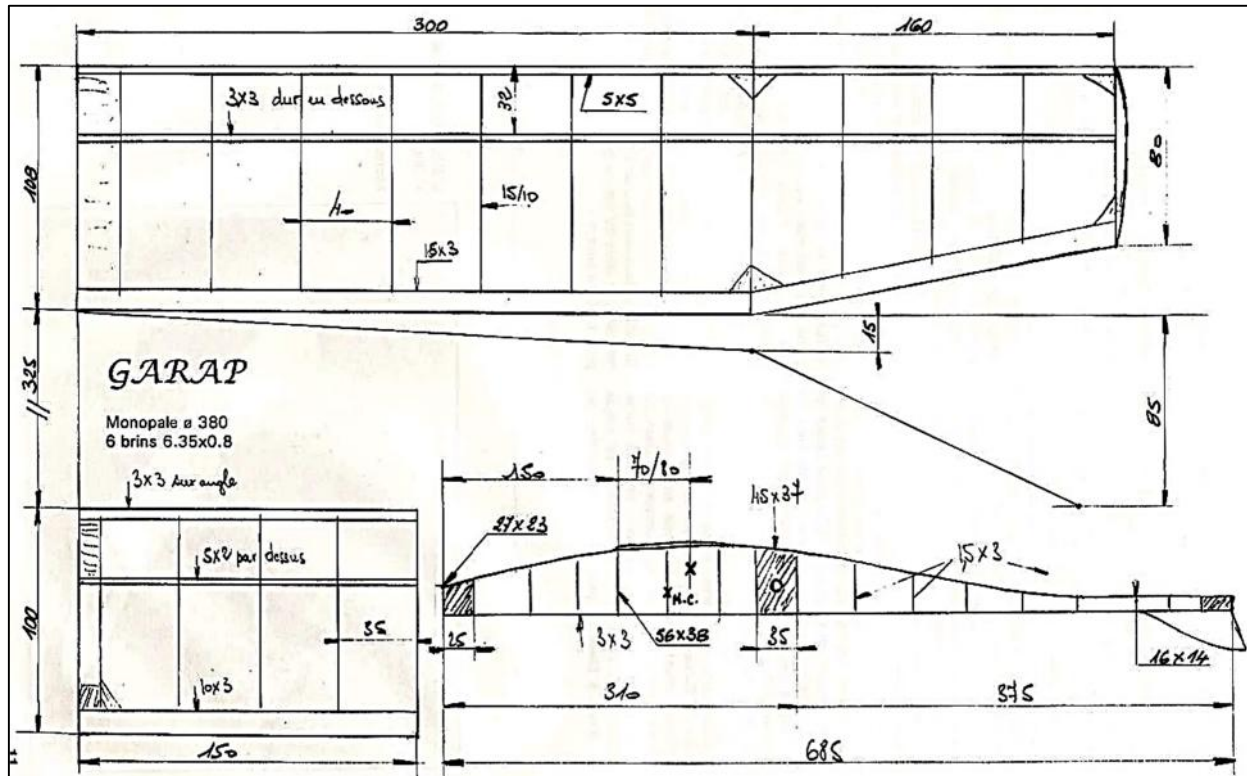
Good to see my old flying buddy Maurice Doyle is still topping the chart. Maurice and I go back to 1960 and before.

Regards,
John O'Sullivan

(All these yo-yo's remind me of my early days in the 50's when C/L was No.1 activity for myself. I doubt I could stand up these days, but I do have a 'Kan-Do' & 'Stunt King' in the garage. Editor)

Garap a Vintage Coupe by Bernard Levasseur. Ref AAAA 9401.039

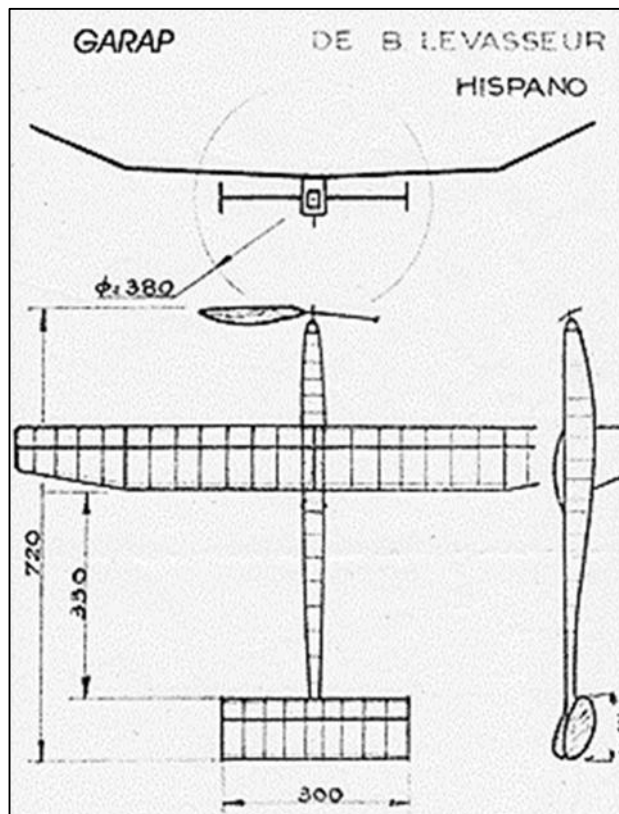
This was going to be the easy one, plenty of text and a decent drawing in the AAAA magazine, and the prize is a likely "Etienvre Eater" with its long clean wing, decent moment arm, big (for the day) prop and a general air of efficient simplicity. Add in a nice picture of one taken at Viabon by Pete Tolhurst. What's not to like?



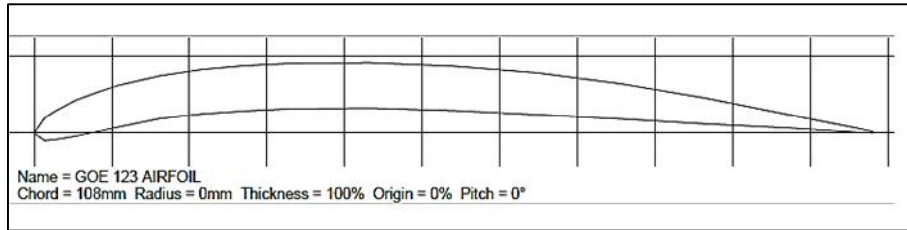
So, the first problem is the AAAA drawing has no tip fins though the text includes a contemporary photo which clearly shows them. Easily resolved by Pee Tee who produced a nice picture (marked "Hispano" which I've seen before in this sort of context, what does it mean?)

Precious few dimensions, confirmation of the prop diameter as 380mm but no pitch given (try 1.2x maybe?). But there are the tip fins for us to scale, also a nice cross section bulge which isn't on the AAAA drawing nor, as far as one can tell, in the Viabon picture. We'll ignore that feature for the moment unless someone says the Hispano drawing is the better (or that we're in Garap I and Garap II country)

We are still missing a wing section and a quick look in the text shows Gott123. Solved? Not really as the text says no more than it's "based on Gott 123". Given a liberal enough interpretation one might argue that all Coupe airfoils are!



Here is *Gott 123* in its original form for you to base yours on.
(Looks pretty good to me as it is)



This image courtesy of <http://airfoiltools.com/airfoil/details?airfoil=goe123-il> via Richard Fryer with thanks.

Let's assume that the tailplane is flat bottomed, lots were. The wing spar is definitely on the bottom of the section ("au dessous" = below) and by reverse logic the tailplane spar is on top. What about all that lovely text? Lots of good information there? Er, no... I laboriously translated the first column of text to discover it was a beatific ramble through a time when the height of anti-social behaviour amongst the young was to fiddle the French GPO by using a homemade "token" in the coin box. Happy times.

Tiring of this and knowing that Richard Fryer's wife is French I asked could she have a read and see if there was anything technical lurking in there? No, it's just waffle came the answer. Are you sure? Could you check? Sure, yes it's definitely waffle!

So there we are, a pretty good drawing missing the tip fins which we can fill in from elsewhere, a prop diameter, a sort of wing section and...waffle. Models have been built on less.

Pete Tolhurst's picture below shows what a lovely coupe it is, and still looks the best Etienvre Eater about.



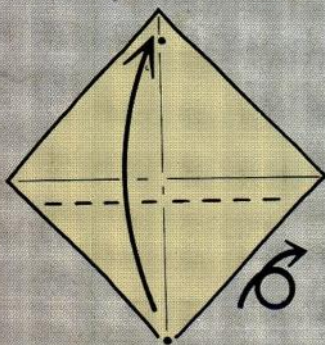
DELTA GLIDER

LARRY HART

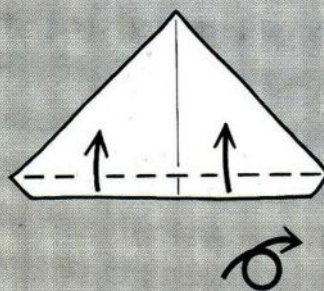
Many people seem to think that if you fold the front edge of a square over and form two wings, then the design will fly. It isn't until you have tried to create your own designs that you realize it isn't that simple. The secret of a good flier is

balance, which the Delta Glider possesses.

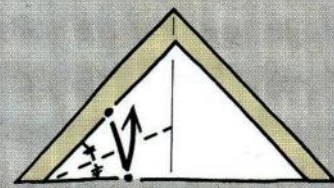
Since the leading edge ends up with eight layers, you may need to start with thin paper until you are sure of the technique. Start with a square, coloured side up, with both diagonals creased.



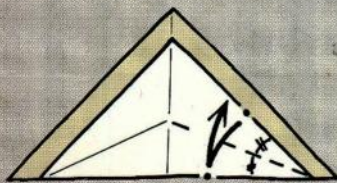
1 Fold one corner to touch a point just inside the opposite corner, about $\frac{1}{8}$ th of the diagonal. This distance isn't critical. Turn over.



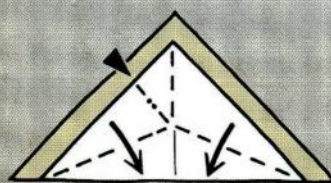
2 Fold over a double thickness on the horizontal diagonal crease. Turn back over again.



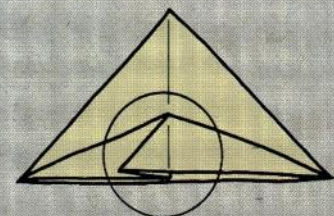
3 Take the inside edge to the folded edge and return, creasing only as far as the centre crease.



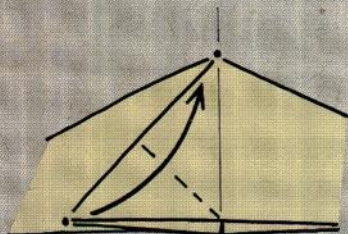
4 Repeat the fold on the other side.



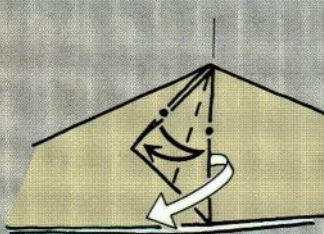
5 Using the last two creases and part of the diagonal, fold the paper into a "rabbit's ear", flattening the central flap to the left...



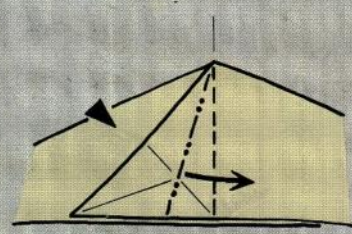
6 ... like this. The circled section is enlarged from here on.



7 Take the loose corner of the triangular flap to the upper corner.

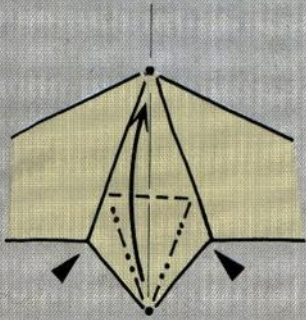


8 Fold the upper left edge of the triangular flap to the vertical edge and return. Open the paper out to step 7 again.

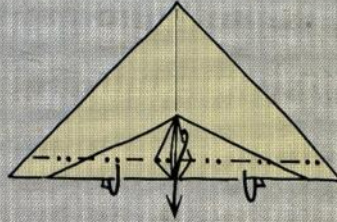


9 Squash the flap using (mostly) established creases...

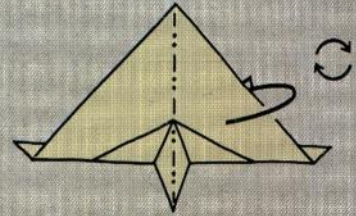
DELTA GLIDER



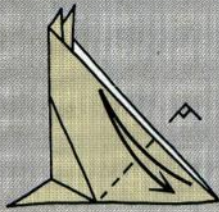
10 ... like this. Use established creases again to lift and flatten the lower corner into an inverted kite shape.



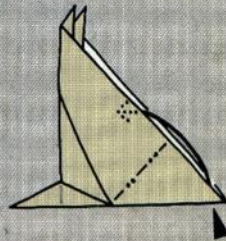
11 Make a mountain crease, parallel to the lower edge, that passes through the inside edge of the kite shape. The kite should open up into a diamond shape.



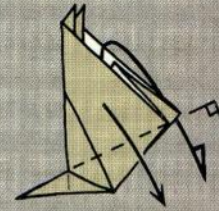
12 Fold the paper in half behind from right to left.



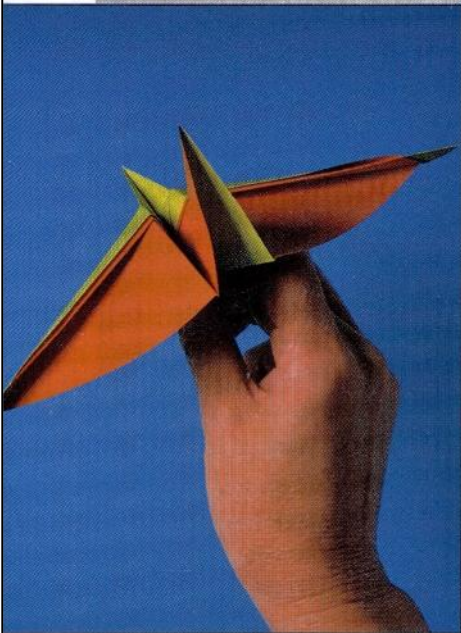
13 Make a crease at right angles to the raw edges that meets the lower end of the inside folded edge. Unfold.



14 Inside reverse fold the lower corner in between the wings.



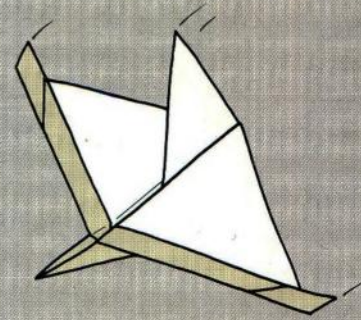
15 Fold each wing down as far as it will comfortably go, then open them out to right angles.



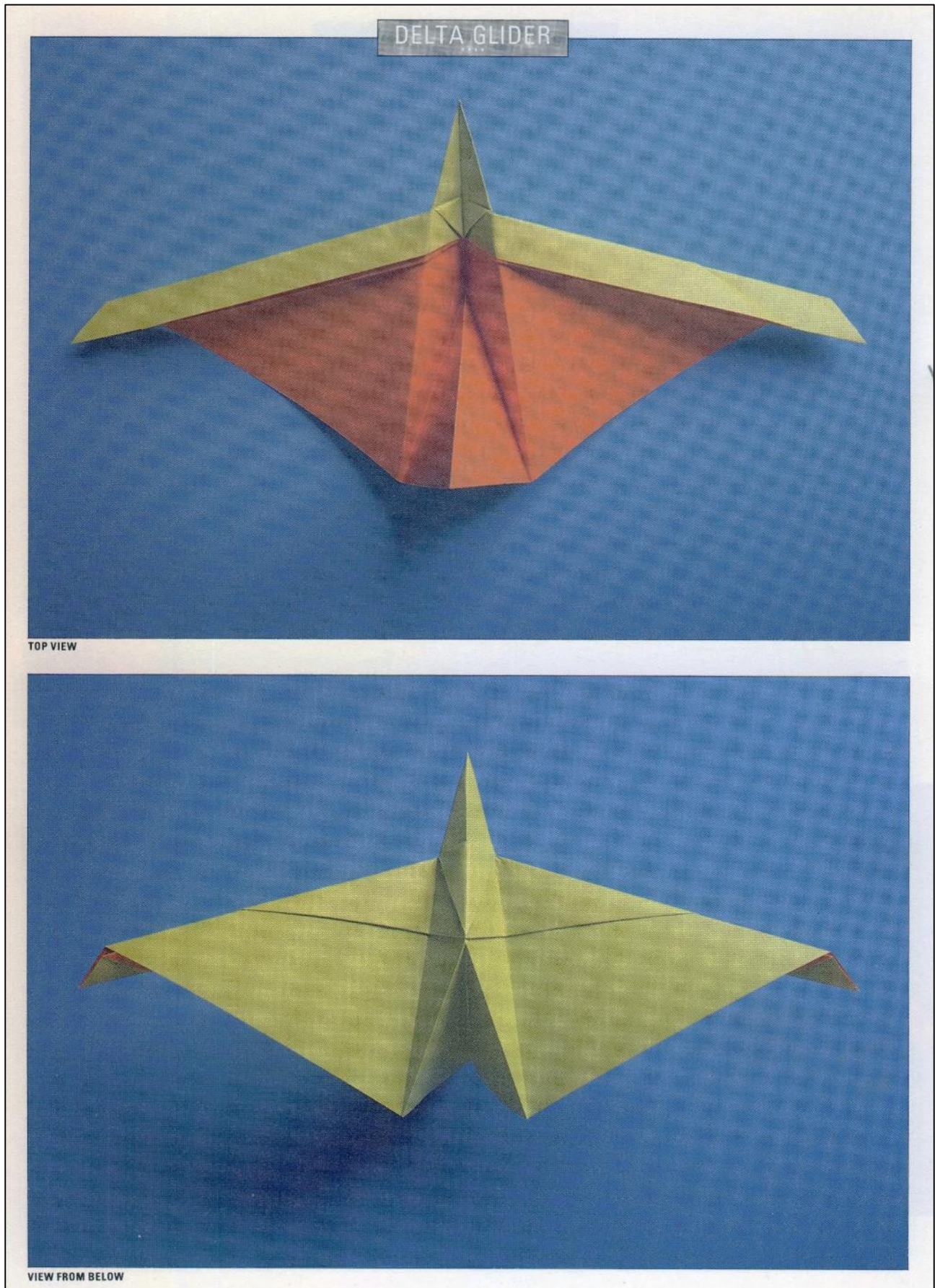
LAUNCHING POSITION

FLYING HINTS

This design is best launched gently and level. If you launch it upwards, it may swoop to one side and then level out. You can curl the ends of the wings slightly upwards to improve stability.



16 The Delta Glider.



From the book 'Paper Airplanes' by Nick Robinson

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Hi John,

Enjoy reading your wonderful newsletter.....Thank you.

The PAAGEBOY pictured in the October issue was mine that I built about 20 years ago.....

A wonderful flyer with original Mills.75.

Was having a clear out 2 or 3 years ago and a guy in Sydney now has it. Doubt he's ever flown it.....Pity.

I have slowed down the building a little these days. Built a Fifteen vintage power model and my 3rd Stomper last year but as yet not flown.

I have sold or given away quite a bit over the past couple of years as they were not being used, either laying/hanging around or in boxes, so time to go.

Problem now here like everywhere is flying sites.....All gone unless I drive 12 hours to West Wyalong NSW where the club I belong to owns 700 acres.

Within a couple of hours of here there were reasonable places to fly or at least trim a model, but they have all been developed now with new housing.....I guess we are breeding too fast. L.O.L.

As it stands I do intend to go to USA in February 2020 to attend the Fab Feb event and fly Nos Rubber using my Jeckyll and Hydes...Have had some success with them over the past 20yrs

A couple of pics.



A 'Jeckyll & Hyde' and a 'Senator' taken a couple of years back but now housing on the site



1948 Open Rubber winner at Australian Nationals. I built this 20 years ago. 36in span and a good flier.



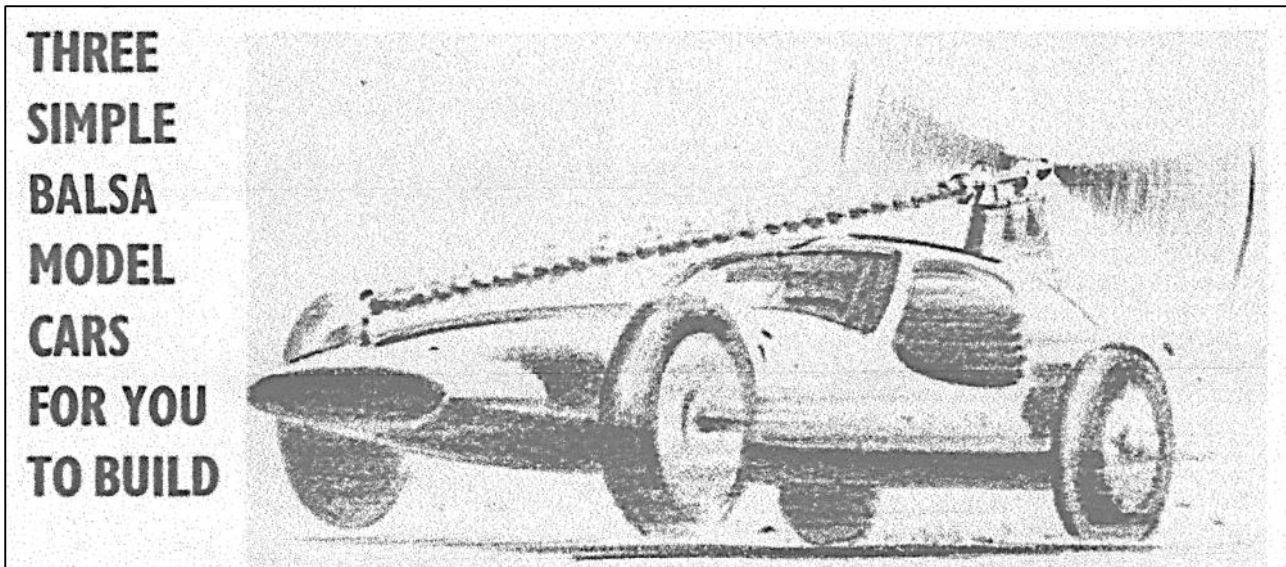
Waiting for lift
Photo by Malcolm Campbell,

I know he also reads
your news letter.

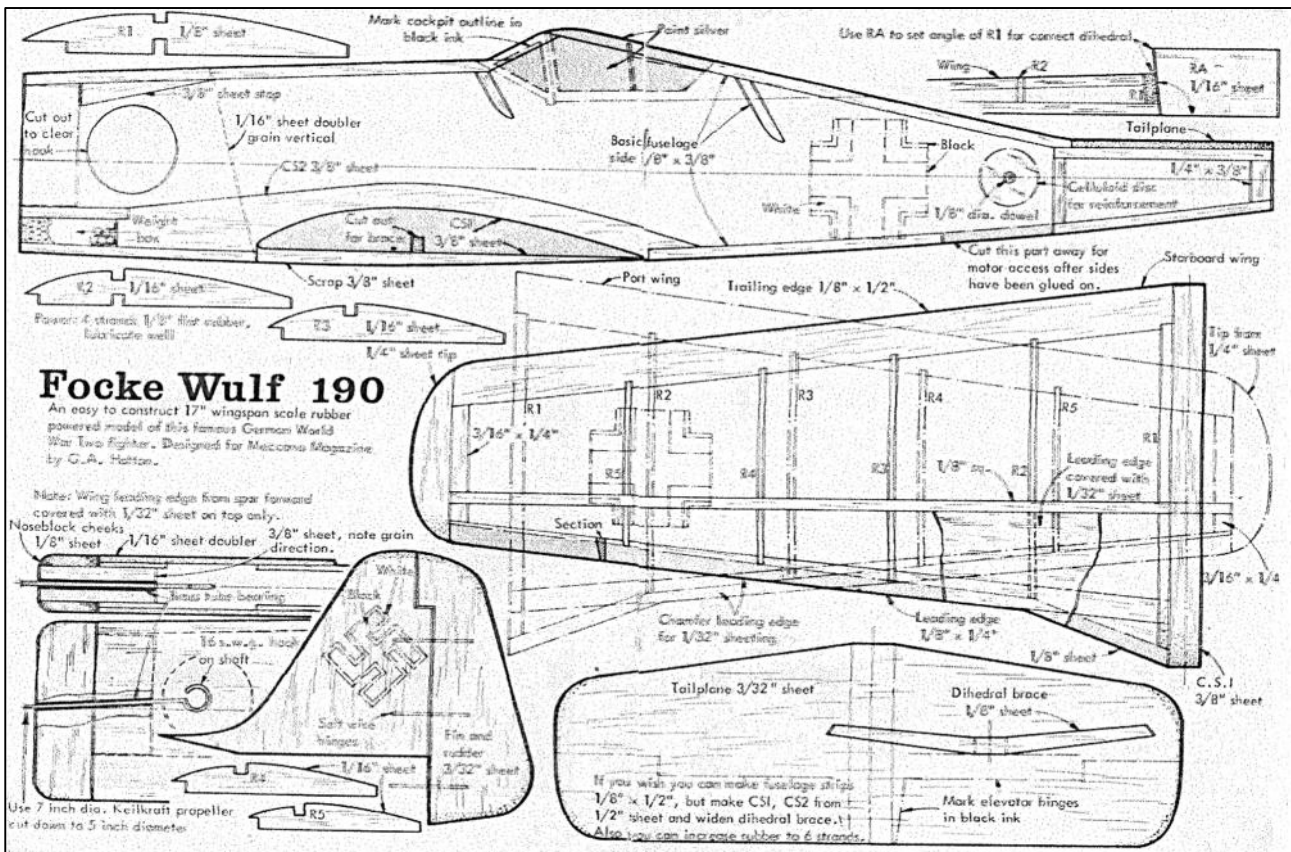
Howard Gostelow
Gold Coast Australia

Report No. 105 Meccano Magazine continued.

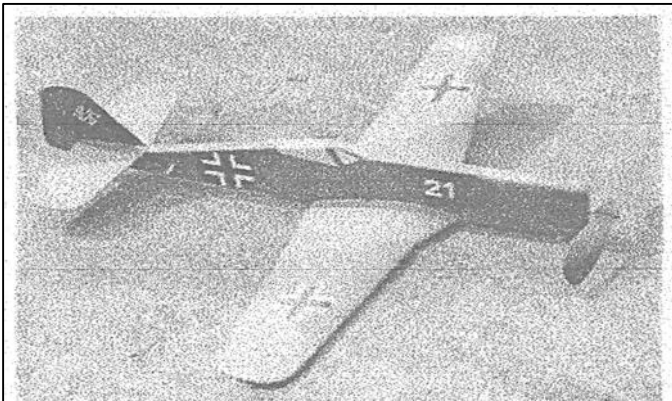
Moving on a further month to Meccano Magazine June 1968 the keen aeromodeller found no aeromodelling articles in the contents list, having to satisfy his interest with the Solarbo advertisement offering a rotor wing "Gyrokite" kit at a cost of 33/- and the publisher's book offer including the Plans Handbook No1 Aeromodelling and R.C. at 2/-, the Control Line Manual by Moulton at 15/-, the Aeromodeller Annual 1967-68 at 10/6 and the Aeromodeller Pocket Data Book at 5/-. Plenty for the aeromodeller to consider before spending his pocket money.



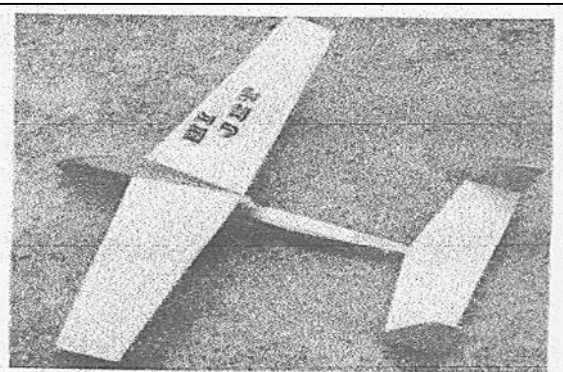
The July issue contents list raised the aeromodeller's hopes when he spotted the "Propster" but this proved to be not a flying model but a propeller and rubber powered car, plan available should you wish to build one or all three versions.



The advertisement by Solarbo this month offered the tandem wing "Flooglekite" whilst the KielKraft advertisement offered their range of gliders including the 20" Nomad, 24" Cub, 30" Cadet, Conquest, & Dolphin, 51" Caprice and 64" Chief. A good range of kits to keep the aeromodeller interested for another month.



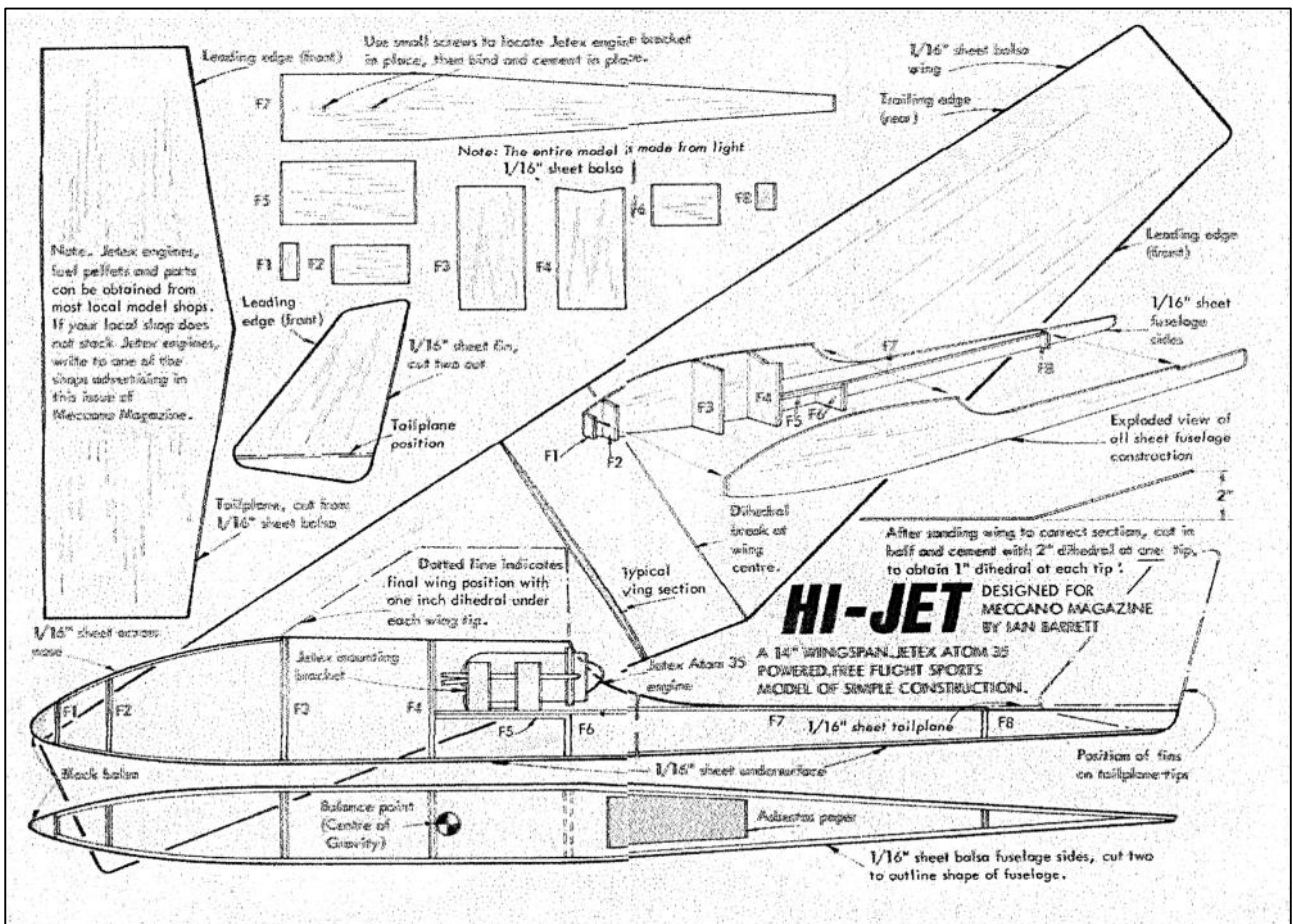
Your full size free plan!
FOCKE WULF 190
 Construct this easy to build, 17 inch wingspan rubber powered free flight scale model from W.W.2



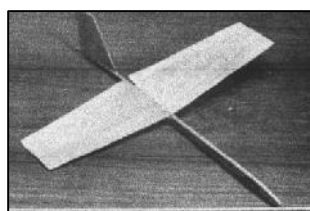
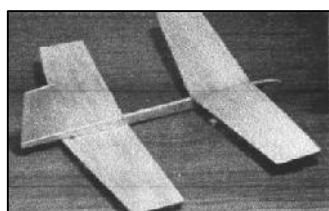
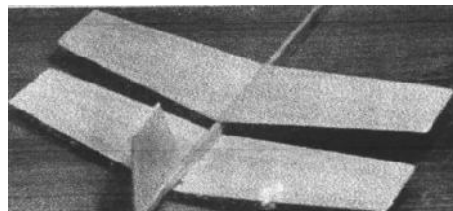
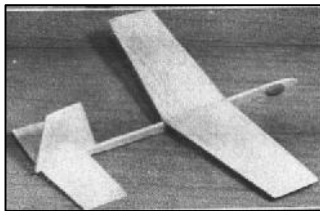
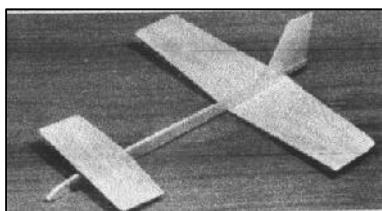
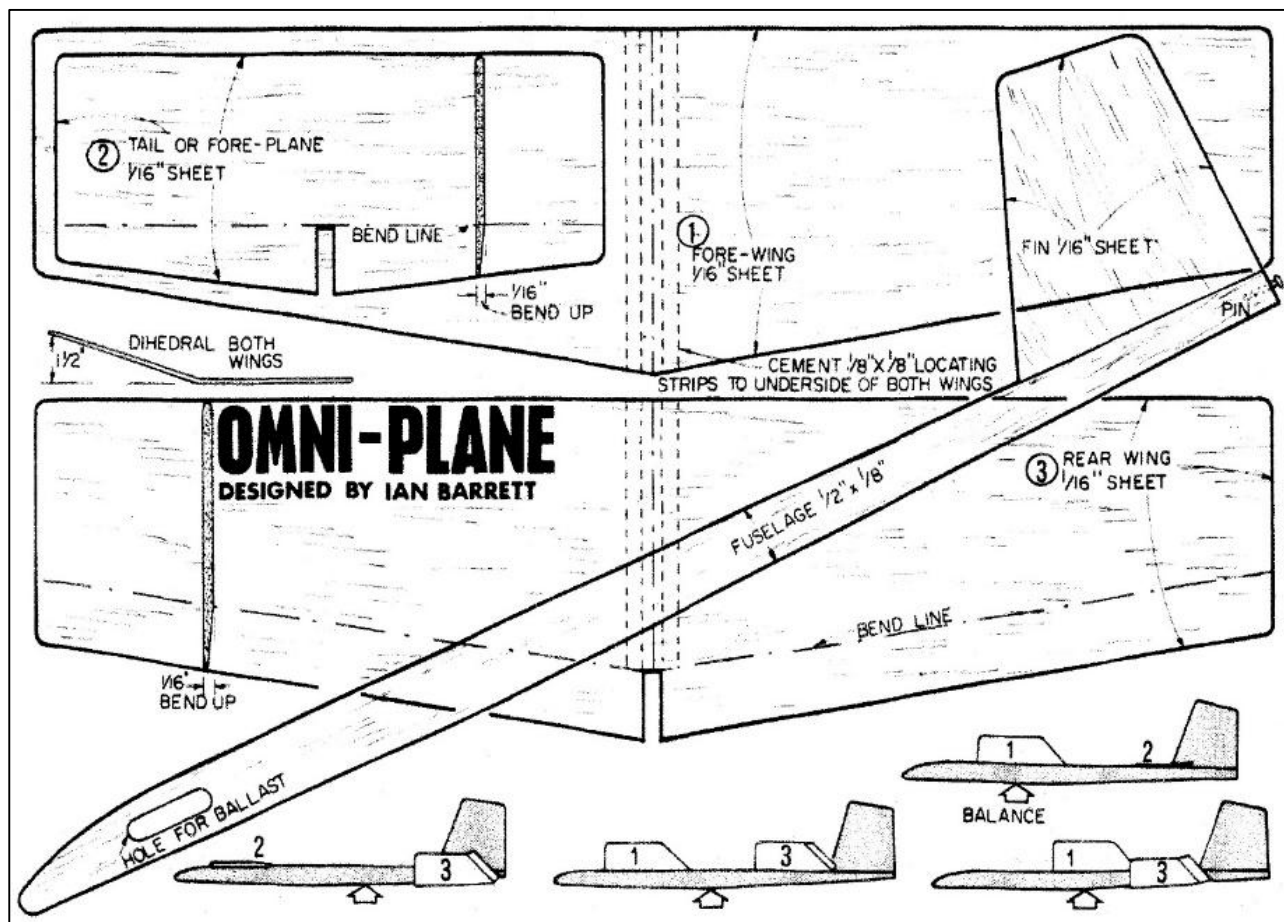
Your full size plan
HI-JET
 A simple all sheet jet model that really does fly "Hi" on its Jetex 35 motor

The August issue included a plan, see previous page, for a 17" wingspan rubber powered scale model of the "Focke Wulf FW190" designed by G. A. Hatton.

The September issue also had a flying model plan, in this case the 14" span "Hi-Jet" for Jetex 35 unit, designed by W.I. (Ian) Barrett.



The October issue was bereft of aeromodelling plans but in the November issue Ian Barrett returned with his design for the "Omniplane", a 10" wing span all sheet balsa hand launched glider which can be assembled in various configurations, described as, Conventional, Canard, Tandem Wing, Staggered Wing and Flying Wing.



Plans for any or all of the above models as they appear in Meccano Magazine available by email.

Wanted response:-

Don Thomson responded to my call for any copies of Le Modele Reduit D'Avion by scanning the pages of his July 1949 copy and forwarding the files by email, thank you Don.

More of wanted for the library collection.

Aeromodeller Plans Handbooks, any prior to 1955, plus 1956, 1958, 1960, 1961, 1962, 1965, 1966, 1969, 1970. KeilKraft Handbooks, 1948, 1950, 1952, 1956, 1957, 1958, 1959.

If you can help with the supply of any of these, please email with details and price.

More Meccano Mag. next month. Roy Tiller, tel 01202 511309, email roy.tiller@ntlworld.com

Roy Tiller



For the week before our penultimate flying day at Middle Wallop, the Met Office had been forecasting that the continuous rain and strong winds would ease to give us a better day for our visit on the Sunday - not completely dry with light breezes but something flyable if you dodged the showers. If we'd wanted to cancel and avoid the day's field use charge we'd have to have notified the MoD by the Friday but just for once optimism ruled and the decision was made to go for it. Even on the Saturday morning things didn't look too bad for the following day but during the afternoon things went pear-shaped and by the time that a dreadfully lacklustre home performance by Pompey had been endured, the forecast had changed to heavy rain until midday then strong winds in the afternoon. "Glory be!"

OK, so moving on to Sunday morning at 8.15am:

Arrival at the east gate coincided with the change of rain strength from light to heavy,

On leaving the car, hissing from the offside rear tyre could be clearly heard as it was deflating due to a bit of glass bottle poking out of the side.

And then the walk to the gate revealed that the key padlock hadn't been replaced with a combination padlock and as we had no key we couldn't get in even if we'd wanted to go flying.



Lots of phone calls followed and by about 9.45am we were on the 'drome, sitting in our cars with the rain lashing down. The Airfield Manager had had to come out to change the lock and he seemed somewhat reluctant to open up for us, presumably being of the opinion that only mad folks would be out flying free flight on a day like this.

Of course he was right, but eventually he gave in and by around 10.30 the flight line was populated with 9 cars and we waited and waited, getting regular weather updates from Roger in Lee on Solent on when the rain would stop.

In the end, the rain did stop at about midday by which time the wind was up to perhaps 15mph, so most of us got out of our cars and started flying - after all, that's what we're there for and we're a hardy bunch.

So what happened?

Glider boys, Davids Cox and Etherton, put in an appearance as the 2 entrants in the glider class. Having proved they could at least open the door against the wind AND assemble a model in the relative shelter at the back of the car, battle was resumed between the Cox Archangel and the Etherton Inchworm. Should anyone be wondering where David Etherton's NEW Archangel had got to, it wisely stayed in the back of the car.

Both opened up with a max proving the conditions were more than flyable. The Inchworm then threw its toys out of the pram by refusing to release its auto-rudder pin. Attempts to return the model to terra firma without the clock starting only resulted in a vertical hole in the wet Hampshire countryside. Had it been midsummer and baked ground the Inchworm would have

been no more, but two dozen drops of cyano and half a roll of Magic Tape later.....Etherton was not going to allow Cox a clear run to the finish!



David Cox's "Archangel"



David Etherton & "Inchworm"

But in the end the Cox Archangel - after a wipe down with a towel - again proved its reliability (almost boring!) with a full house. Meanwhile something was clearly not aligned correctly with the emergency repairs to the Etherton 'worm, and it was returned to safety of its storage box. The only matter of concern in this particular class was that the Cox tracker bug managed to fall from the model on landing (why do flyers expect wing bands to provide a suitable fixing for such an important retrieval aid?). This was not noticed until it arrived back at the car so a search party was dispatched and fortunately the rather exposed battery survived the very wet grass, resulting in a successful recovery.



Coupe Winner
Benn Hobbs

In Coupe, Ben Hobbs and Peter Hall signed on to battle it out but Peter's Etienvre piled in shortly after the launch on its first flight and broke the fuselage so he went home.



Andrew Longhurst
Under 24" Winner

Ben however flew his own Etievre very well for 2 flights to give him the win. Some folks moan that the Etievre has almost taken over the vintage coupe scene but given the design's success record and its ability to handle almost any kind of weather then it's hardly surprising. Under 25" rubber saw lone entrant, Andrew Longhurst, get all 3 flights in with his Flying Cloud Junior for a walk over, and unscathed at that - well done Andrew. Plan now downloaded from Outerzone as 250g is achievable by anyone.

Refusing to give in to the conditions, Roy Vaughn, Martin Ambrose and Tony Shepherd all went sport flying and put in quite a few flights between them.



Roy Vaughn with Airflo Mite and homemade Midge engine, also Roy with Veron Cardinal,

Meanwhile the award for common sense went to Editor John and Rachel Andrews who sat firmly in their car all day, following breakfasting in the café.

Thanks to all who attended and made the day quite jolly given how dreadful the conditions were - and it was all so much more enjoyable than the Pompey match the day before!

Tony Shepherd

The London Gala

-

Peter Hall

**Salisbury Plain, 29th September '19
Sixth Round Southern Coupe League**

'REPENT, THE END OF THE WORLD IS NIGH!' Do you remember some fifty or sixty years ago, forlorn old men in raincoats shuffling along Oxford Street with their placards? We would smile indulgently; poor deluded people. But we didn't reckon on Global Warming. We're not smiling now.

This year has seen the worst weather since my records began some fifteen years ago. (see my report in the October edition) Two SAM 1066 events were cancelled and two Area events practically un-flyable. And now the London Gala is cancelled to make way for the army who like going out on Salisbury Plain in appalling weather. Last minute event cancellation by e-mail is now not unusual. If re-schedulings could be made more easily we could mitigate the effects of climate change by picking the best days to fly.

Although I'm tempted, I really can't write a report about an event that didn't happen. It would be good to report or discuss some new aerodynamic insight, material or structural innovation or trimming procedure, but apart from Alan Brocklehurst's research and Phil Ball's venture with big wings and short motors there seems now to be very little work in these areas. However, for Coupe flyers at least, it is generally accepted that some 80% of performance is in any case,

down to air-picking (and luck), so I'll do a quick summary of this field and invite readers to comment and contribute. I'm sure our editor won't mind)

F.A.I. competitors and a few others use electronic systems that graph temperature and wind data to good effect - see Paul Rossiter's articles referenced below for examples of the complexities involved in interpreting this information. The rest of us may use thermistors, streamers, or bubble machines, or depend entirely on the unaided sensing of wind strength and temperature changes and observation of the behavior of birds, insects and other models. At competitions in the past there would be a forest of poles and streamers but at those I attend today, very few. Yes, there are fewer competitors, but I get the impression that they are not as popular. Having got the model into a thermal it might decay or the model fly out of it. The air immediately surrounding a thermal column is pulled into it together with your model if you are near enough, a bit further away you are in sink. If the lift is strong the model's circle tightens and it appears trapped in the column of air as (glorious sight) it spirals rapidly upwards. If you have not already, you should read Paul Rossiter's article 'Thermals and Picking Lift', N.F.F.S. Symposium 2016, and 'Thermal Structure and Behaviour'. by Wayne M. Angevine (google it) I'll summarize some key points. On what we call a good flying day -

- a. *Parcels of warm air at ground level combine to form plumes which then combine as they rise to form larger columns - thermals, by the time they reach the top of the surface layer of air. (100-200 m high)*
- b. *Thermals rise at 1-3 m per sec., and they can last for up to 20 mins. They move horizontally more slowly and are 2 or 3 degrees warmer than the surrounding air. This means that an approaching thermal is signaled by a reduction in wind speed and an increase in temperature and a departing one by the opposite.*
- c. *We might visualize the flying field as a chaotic mix of parcels and plumes forming, rising, falling, decaying or being shredded by turbulence. In between the plumes the air is falling but on average more slowly because there is more sink than lift.*
- d. *The turbulence and temperature changes caused by obstructions such as trees, buildings or a line of cars increase as the wind speed. The effects are felt some 20 - 30 x the height of the obstruction.*
- e. *Early morning, no wind. The ground cools overnight forming an inversion, a layer of cool air 50 - 100 m thick with warm air above it. Models reaching the top of this layer can appear to float on it, increasing duration. (I have often got the impression that models not climbing strongly enough appear to get stuck under the boundary between the cool and warm air and just cruise around not gaining height.)*
- f. *Mid-morning, small thermals form and of course areas of sink. Wind speed and turbulence increase and as the air warms up its density decreases, but to compensate, rubber motor energy storage capacity increases. (moist air also reduces air density so the model needs to fly a bit faster for the same lift generated which increases drag and reduces duration)*
- g. *Midday: ground that absorbs the sun's heat better than the surroundings (dark, rough, bare earth, roads, buildings) can generate 'thermal streets'. Increased thermal activity means more sink and turbulence which causes performance loss due to abrupt changes of air speed over the flying surfaces. Wind increases above 15 m.p.h. break up thermals. The wind may drop to zero for a period so thermals stop moving through your launch area, you might be standing on good thermal propagation ground, but more likely in an area of sink. The advice is, 'Don't go if it don't blow'. (see also 'Go on the blow'. below)*
- h. *Late afternoon: The ground begins to cool again, air density increases, wind and turbulence decrease, and there may be still some residual thermal activity into the early evening.*

The effects of inversions on thermals are discussed in Rossiter's follow-up article in the N.F.F.S. Symposium Report 2019. The effects of sudden weather changes, fronts passing through, rain, snow etc. I'll leave for you to work out. Competitors not using a thermal detection apparatus don't as a rule, have much to say about their air picking methods. It's not easy to articulate an often vague and rarified 'feeling for the air.' I think many would recognize the following practices.

1. A nice Summer day, sunny and a very light breeze. The breeze slackens for a short while or it's calm and it feels distinctly warmer. The temptation is to go, but launch as the breeze resumes - this is the 'Go on the Blow' notion which assumes that a thermal is passing through or that you are standing in a parcel of warm air which then takes off dragging in the cooler air.

2. A strong steady wind and no marked temperature change. Wait for what you guess will be more than a moment's lull. This is the 'Go on the lull' notion.

3, Overcast with a cold and blustery turbulent breeze, frequent very short lulls. No temperature change. Wait to see if you can detect any pattern in the lulls. This is the 'Go when you can't bear waiting any longer' notion and this seems to be most frequent condition this year.

I generally follow this practice and I used to use a thermistor until it broke. I decided that it needed to be stationed upwind to be credible and that would mean a transmitter. I persuaded myself that it wasn't much better than skin at detecting temperature change and concentrating on any device reduced one's sensitivity to other cues. I find a streamer in the right place upwind is fine when you have well-marked thermals but in conditions like 3. above its constant agitation increases one's own. Early morning calm or light breeze conditions before thermal activity stirs things up, offer of course, the best flying conditions, so I find that it's good practice to get as many flights in as possible after the hooter goes - assuming you are not flying rounds.

There is an enormous amount of air-picking experience out there and I am sure our editor would welcome some contributions on this topic.

Peter Hall

Coupe Europa

-

Peter Hall

Salisbury Plain 19th. October 2019 Final Round Of The Southern Coupe League

We all know how to win coupe competitions don't we ?

For non - F.A.I. events all we have to do is -

- i. Trim and prepare adequate models, new rubber motors, spares and equipment thoroughly
- j. Arrive at the event early and enter.
- k. Concentrate and check everything for every flight.
- l. Be patient and pick reasonable air.
- m. Launch as practiced in the right direction.
- n. Have average luck.
- o. Have stamina and determination

This recipe is not very demanding but at this event as at so many others it was not followed very closely. Alan Brocklehurst demonstrated its efficacy (although his model is more than adequate) taking first place with a faultless performance.

Despite gloomy predictions the weather was fair. Eleven entrants attempted five rounds from a line with a two minute max. For rounds one and two the sky was clear, with a weak sun, wet grass and a cool light westerly breeze. The score sheet reflects these benign conditions with seven maxing round one and five, round two as the air became a touch more frisky. The afternoon was cloudy and the breeze veered, now rolling down death valley taking several flights with it. There were two maxes in round four and three in five reflecting this deterioration.

Richard Fryer dropped three flights but took second place. He made no mistakes but found the air difficult to read. After taking three maxes Ken Taylor launched two minutes before the hooter for round four and the flight was disqualified. It was a max. and he dropped the repeat flight - of course. His fifth was pulled down over the valley and he took third place.

Gavin Manion in fourth, maxed his first two then seeing Chris Redrup's Etienvre rocketing away in good air waited too long and launched in the following sink with disastrous results. Flights four and five were near maxes.. He flew his new locked - down coupe which has some Etienvre characteristics and a tubular spar wing flying right / left. He says It glides better than previous models but needs more trimming. So far then, only one mistake (item 3 above) the sub maxes due to poor air (items 4 and 6)

Don Thomson admits he did no preparation (item 1) and also found the air difficult. He threw into the ground for one attempt infringing item 5. Despite this he came fifth.

Martin Stagg in sixth place had a disappointing start. No great surprise because he was trimming his model flagrantly contravening item 1. He then took a max and two very near misses showing what might have been.

Jim Paton took two maxes and nearly a third with his Bukin after dropping badly in round two in poor air. He mended a broken wing - tip then crashed the Bukin into a bush breaking the boom and the wing. The fully wound motor then exploded in his replacement model's fuselage so he tried his Etienvre, unflown for years, in round five. It 'climbed horizontally' then glided at minus twenty degrees for 28 seconds. He took seventh place contravening items 1,3,4,& 6.

Peter Hall was eighth with two maxes, two very bad launches, one flight pulled down after a good climb and a round five drop-out. (articles 5,6, and 7)

Roy Vaughn used to top the coupe scoreboard regularly but has spent the last few years concentrating on power models to the exclusion of trimming and preparing coupes. Inevitably the bugs had got into his systems and he crashed twice on the burst and had a prop miss-fold ruining a glide. He retired after round four after breaking two models and losing confidence in his third. (items 1,3 and 6)

Peter Jellis maxed round one but dropped two in bad air, then coupe - swooped into the ground in round three. He discovered a broken root rib had cancelled his wing wash-in. He declined rounds four and five. He confesses to contravening items 1 and 7. breaking many motors with suspect rubber.

Finally we have Chris Redrup flying a Ted Tyson coupe not yet fully checked out (item 1) The model dived in off the burst with what he thinks was a broken tail mount. He retired to fly in and to win the vintage coupe competition with his ever reliable Etienvre.

In summary it is obvious that poor air -picking and bad luck are by far the main reasons for failure as we all would expect, and not surprisingly preparation comes second with six instances. Pre-flight checking and launching accounted for three failures each and there were two examples of insufficient determination. The awful weather, cancellations and lack of trimming opportunities this year might explain dwindling participation and poor preparation. So there you are then, wasn't that helpful?

We'll all know what to do next time which is at the first round of next year's league:

La Grande Coupe de Birmingham at North Luffenham on December 1st.

Team Bristol and West (Alan Brocklehurst and Martin Stagg.) won the Flitehook Trophy with Croydon second and Crookham third. The Southern Coupe League Trophy was won by Peter Hall, one point ahead of Gavin Manion in second. Don Thomson took third place. Jim Paton won the Golden Spoon Award for the most original mistake of the season.

Coupe Europa				
	Entrant	Club	Maxes	Score
1	A.Brocklehurst	B&W	5	17
2	R.Fryer	Oxford	2	11
3	K.Taylor	E.Grinstead	3	11
4	G.Manion	Birmingham	2	9
5	D.Thomson	Croydon	2	8
6	M.Stagg	B&W	1	6
7	J.Paton	Crookham	2	6
8	P.Hall	Crookham	2	5
9	R.Vaughn	Crookham	1	3
10	P.Jellis	Croydon	1	2
11	C.Redrup	Crookham	0	0

Southern Coupe League 2019 - Final Results Table											
	Entrant	Club	Coupe De Brum	First Area	Oditham	Oxford Rally	Southern Gala	Crookham Gala	London Gala	Coupe Europa	Total
1	P. Hall	Crookham			12	8	15	10		5	50
2	G. Manion	Birmingham	3		15	15		7		9	49
3	D. Thomson	Croydon			11	12		6		8	37
4	A. Brocklehurst	B&W			6	4		5		17	32
5	B. Hobbs	Oxford			1	10	9	3			23
6	R. Fryer	Oxford						11		11	22
7	C. Redrup	Crookham			5			15			20
8	A. Moorhouse	Vikings	8	9							17
9	J. Paton	Crookham			8			2		6	16
10	P. Ball	Grantham	14								14
=	K. Taylor	E.Grinstead			3					11	14
12	S. Willis	Croydon		12							12
13	W. Dennis	MFFG	10								10
=	R. Vaughn	Crookham			7					3	10
15	C. Foster	Morley	9								9
16	P. Uden	Crookham		8							8
17	T. Shepherd	Crookham						7			7
18	M. Marshall	Impington	6								6
=	R. Elliott	Croydon				6					6
=	J. White	Croydon				6					6
=	M. Stagg	B&W								6	6
22	M. Bennis		5								5
=	R. Oldridge	C/M				5					5
24	P. Woodhouse	Morley	4								4
25	E. Challis	Crookham			2						2
=	P. Jellis	Croydon								2	2
27	R. Tiller	Bournemouth									0

Peter Hall/Roy Vaughn

Coupe Europa Salisbury Plain 19th October 2019

A few days prior to the 19th the prospects for this event were not looking promising, although the 20th was looking much better. In the light of this, Roger Newman (who was running a parallel SAM event) and I came under pressure to change the contest to the later date. We resisted this and, as it transpired, the weather turned out to be very pleasant and made for a fine day for flying. The wind was light-ish all day with light cloud and sunny intervals. A bonus was that we could fly from the trimming area, avoiding the hassle of going up to the airstrip.

F1G was flown to 5 rounds as usual and after a close fought contest Alan Brocklehurst was the winner with the only full score. Second place went to Richard Fryer with a consistent set of flights, for a total of 566 secs. Third place went to Ken Taylor, who, after 3 comfortable maxes, dropped his last 2 flights for a total of 550 secs. Gavin Manion was a close 4th with 543.

It was decided to change the Flitehook Trophy for clubs to teams of two, rather than three, to make it more competitive; this resulted in 4 teams taking part. The clear winners were Bristol and West, ahead of Croydon and 2 teams from Crookham.

Vintage Coupe had only 2 fliers, Chris Redrup and Bob Taylor.

Results

Flitehook Trophy: F1G teams of two
Winners: Bristol & West (Alan Brocklehurst & Martin Stagg)

F1G
See Peter Hall's report

Vintage Coupe
1st. Chris Redrup (Etienvre) 2nd. Bob Taylor (Etienvre)

Picture Parade courtesy Martin Dilley





Ray Elliott

Secretary's Notes for November 2019

-

Roger Newman

Yet once more the weather has been against us. The day planned for our Middle Wallop meeting did go ahead in spite of heavy rain in the morning - unfortunately I could not be there, but our Chairman stepped in at the last minute & was rewarded with some 10 attendees, who actually managed a bit of flying in the afternoon. His report appears elsewhere.

The Croydon Coupe Day was held on Salisbury Plain during the month & had excellent weather for a change. Decent turnout & some good flying, albeit only Alan Brocklehurst maxed out in F1G. All flew modern designs except Don, Chris & Ken - the latter two flying vintage coupes.

Results

F1G: Results elsewhere

Vintage Coupe:

1st: - Chris Redrup (Etienvre)

5.05;

2nd: - Bob Taylor (Etienvre)

1.47

Ryback A2:

1 st - John Hook (Sans Egal)	7.30;	2 nd - Dave Etherton (Seraph)	7.02;
3 rd - Bob Taylor (Uppat)	5.46;	4 th - David Cox (Chief/Hyperion)	5.22

Vintage Power:

1st - David Cox (Jimp) 2.13

The event is reported elsewhere.

A reminder for 10th November - perhaps a forlorn attempt to hold the Cagnarata Day for our final meeting at Middle Wallop, followed by the AGM which will be held in the usual place, courtesy of the Museum of Army Flying. Tea & biscuits provided as always. Details are as follows.

SAM1066 AGM 2019

Continuing our tradition of holding our AGM at the Museum of Army Flying, we (your Committee) still believe it is important to retain our links with the Museum even though this may be our last year of flying on the airfield. We need a minimum of 10 members to attend under the rules set out in our constitution, so please make the effort if you are relatively local.

**Annual General Meeting
Museum of Army Flying
Conference Room
Middle Wallop
November 10th 2019 (to be confirmed)
15.30 hrs**

1. Welcome to members old and new for the season 2019/20
2. Apologies for absences
3. Chairman's report
4. Secretary's report
5. Membership secretary's report
6. Treasurer's report and accounts
7. Report on the David Baker Heritage Library
8. Election of Officers
 1. Chairman
 2. Secretary
 3. Treasurer
 4. Membership Secretary
 5. Committee Members
9. Annual subscriptions for 2020
10. Any other business

- Members views on the future of SAM1066
- Proposed Salisbury Plain activities
- Update on the status of Middle Wallop availability
- Effect of proposed Drone Regulation
- Suggestions for 2020 competition program.

Any nominations for Committee positions and details of any other business to be discussed should be received by the Chairman at least 14 days prior to the meeting.

Tony can be contacted on tonyshepherd50@hotmail.com

NOTES

When nominating committee members the following should be taken into consideration:

SAM 1066 is an Internet based club, therefore it is essential that all committee members have:

-) Access to internet via a broadband connection.
-) The use of the necessary hardware and software to enable the club to function efficiently.

Currently the club does not own or provide such facilities, necessitating that committee members provide their own.

However expenses for consumables such as paper and inkjet cartridges etc. are refunded.

The following members of the present committee will be seeking re-election for 2019/2020

Tony Shepherd (Chairman) Ed Bennett (Treasurer) Roger Newman (Secretary)
Mike Parker (Membership Secretary) John Andrews (Editor – New Clarion)

Tea, coffee & biscuits will be provided.

Note that AOB includes an agenda item where Members can voice their thoughts on where we go in the future, particularly in light of the loss (again) of the use of Middle Wallop airfield as a flying venue, the potential consequences of drone legislation, falling membership & old age – a volatile combination indeed.

Gilding Engine Auction – 2nd November 2019

It's that time of year again. The annual Gildings engine auction takes place on 2nd November at their premises in Market Harborough. This year it features a load of engines from the collection of the late Ron Draper (World Power Champ in 1956). Dave Hipperson has written an informative article in the current *Aeromodeller*. Have a look at www.gildings.co.uk for details of what is on offer. There are some very nice pristine engines going if you are into collecting – not sure about the guide prices tho', they look to me to be on the low side?

My monthly rant on drones et al (for the last time?)

The CAA have spoken:

<https://www.caa.co.uk/Consumers/Unmanned-aircraft/Our-role/Drone-and-model-aircraft-registration/>

& there is further information on the BMFA website.

Basically, the fee is reduced to £9.00 annually to register as an Operator (18yrs+) but BMFA can collect the fee and do the registration for you, if you give them permission to pass on your personal information.

The knowledge test is every 3 years (free to take) & will be available on-line as well as apparently by postal application. Additionally the BMFA AS Certificates will be acceptable as proof of knowledge/competence.

Although this all becomes law on 30th November 2019, BMFA members will get an exemption until 31st January 2020 to allow registration etc to be brought into line with the BMFA membership year.

What more to say now? As of the time of writing (23rd Oct) nothing has yet been published by the CAA on the registration process, or the on-line test criteria & process in spite of much prior publicity about the scheme being introduced on 1st Oct. Latest info from the BMFA indicates a "go-live" date of 5th November for the revealing of all this information – a propitious date perhaps?. What the reduction in registration fee does to the maths behind "User funding" for a balanced budget operation is probably to shoot a great big hole in it, so how long will a £9 fee last?

On top of this fiasco, the spectre of electronic conspicuity is the next threat to raise itself. Here are a couple of crass quotes extracted from the very recently released report on drones from the Science & Technology Select Committee: "Tim Johnson, representing the CAA, told us that electronic conspicuity will make sure that everything that is flying is electronically visible. That would give a better picture of everything that is flying around and allow a much more system-wide understanding about who is flying where. That is clearly dependent on participation in that system, and operators being aware of their responsibilities and actively participating in the system, to make sure they are visible and following the rules." Followed by an equally inane comment from our favorite Minister – "Baroness Vere of Norbiton, the then Aviation Minister, explained that electronic conspicuity "is a very important development" and the Government had completed a consultation on the subject—Aviation 2050—which it was expecting to respond to by the end of the year. We will look at how that [the consultation] progresses, but it is my view that, all other things being equal, unless there is a particular issue brought to our attention, both manned and unmanned aircraft should be conspicuous in future."

In further evidence supplied to the Committee by the then Minister, she explained that the forthcoming White Paper would set out how the Government intended to do this. When the then Aviation Minister was asked about retrofitting drones with electronic conspicuity, she

said she did not know if this would be the case and explained that this question formed part of the consultation. Well I never!

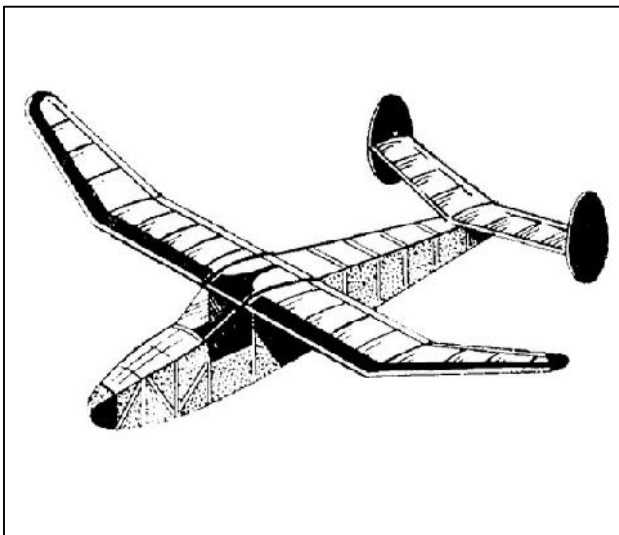
Then finally the ultimate recommendation from this illustrious Committee - "The Government should ensure all drones, including existing drones, are electronically conspicuous within two years."

Fundamentally this is more arrant nonsense in proposing a catch-all "solution" without defining the problem & having the nous to think through the total process. Yes - electronic conspicuity might be a good long term idea if it can be implemented in a sensible manner & appropriate to whatever is the problem. However to propose it to be fitted to all flying devices (which of course includes model aircraft falling within the definition of a drone) without awareness of whether any applicable technology could be fitted to all flying devices & without forethought or knowledge of how best to implement the infrastructure to support successful & meaningful operation is clueless beyond belief. Yet another example of the convoluted & ignorant thinking evident in so many aspects of our current life. Mind you, when perhaps such a scheme is implemented, free flight will no longer exist as there will be no flying fields & we'll all be too old to fly anyway! So we won't have to worry at all. A good place to stop & finish about this dreadful subject.

More nostalgia on Gliders & the odd power model clunker

The earliest & therefore probably the best remembered through rose coloured glasses are the Keil Kraft Invader & the Corsair A2 from the Nov? 1954 Aeromodeller. My friend & I flew his Keil Kraft Dolphin & my Invader in the "New Rec" (to distinguish it from the "Old Rec" which was too small to fly anything) at Wolverton. It was a fairly large field with a few swings at one end at the edge of the town, bordered on three sides by trees of varying height. If the wind came from the east, which it frequently did in those days & the model cleared the trees, there were fields for two miles. There we gained much experience of towing, trimming, flying reasonably successfully on occasions & very often the art of tree climbing. By the end of this experience we had joined the local club (Wolverton & District Model Aircraft Club) & aspired to greater things. In my case, the Corsair & in his, the Seraph - being a free plan in the Aeromodeller.

The Seraph flew better than my Corsair, but I had the dubious honor of the first fly-away, this - has been mentioned previously, in the days before we understood dethermalisers. Indeed I suspect the majority of club members were equally ignorant of such things.

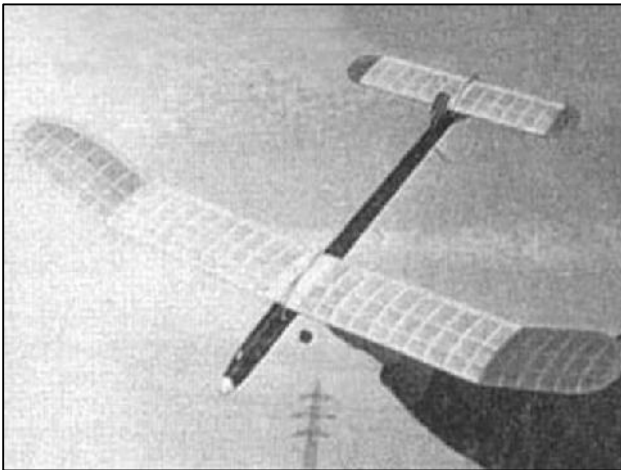


Keil Kraft Invader

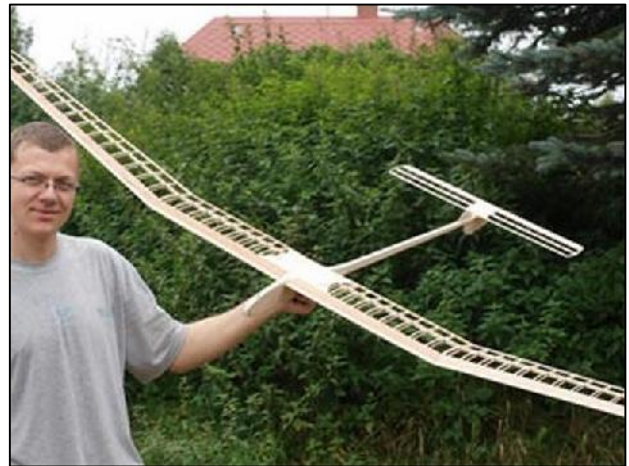


Corsair

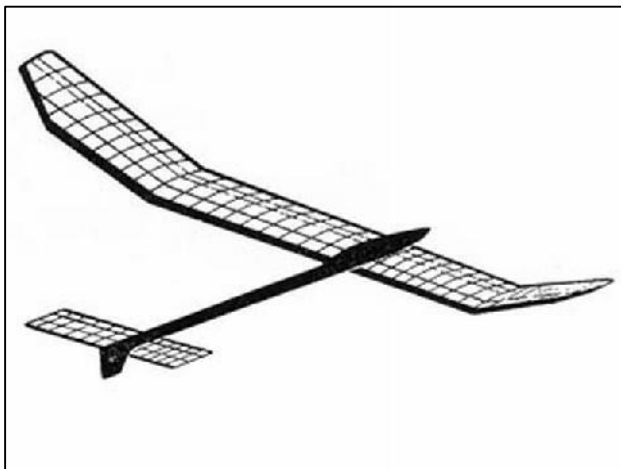
A procession of A1 & A2 models followed. The best of the A1 category was the La Mouette (yet another Aeromodeller plan). Somewhere I still have it, but it has suffered a savage attack of tissue rash & is only really fit for the bin. But it was a good performer in its time. The A2 that sticks in the mind is a Polish design that won the World Champs in 1971 - the Saper 13. I managed to get two kits in Warsaw in the late 70's, built one & still have the other kit untouched. The built version managed to accrue a "very highly commended" award at the old Wembley show in 1978. But alas the model has long since gone. The Inch Worm was another favorite, the latest of which came to me from Tony Thorn & has been passed to Dave Etherton who is far more capable than I of extracting the best from it.



La Mouette



Saper 13



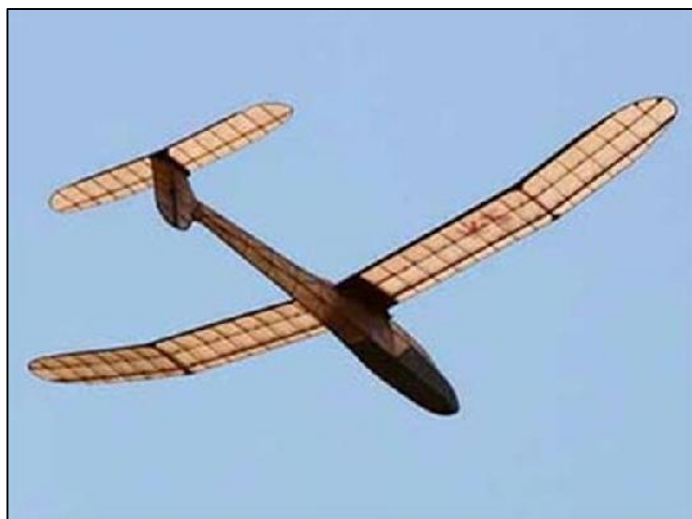
Inch Worm



Caprice

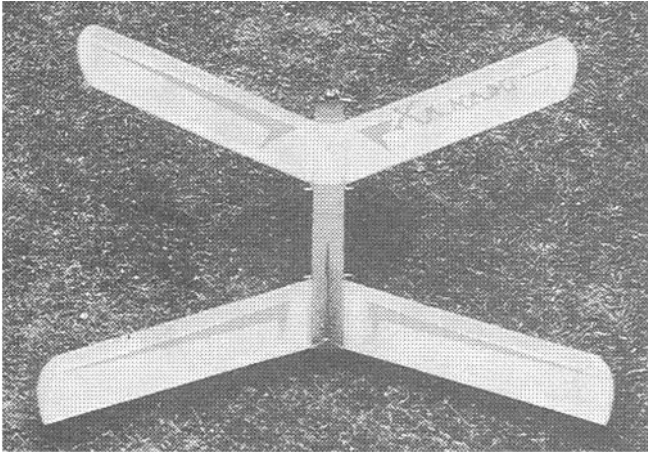
Finally the Keil Kraft Caprice was probably the most successful of the Keil Kraft gliders. Designed by Neville Willis, it just floated when trimmed out. I've had two, one of which was lost after a d/t failure & found again some two months later having spent its time in the open. It was restored, repaired & re-flown. Now passed on for further adventures.

A model that escaped my build list was another Cizek design - Kane. A couple have appeared at Middle Wallop over the years & graced the air. It would still be nice to build one but will I ever?



Kane

I mentioned power model clunkers last month. One immediately springs to mind is the Xanadu, published in 1988 June *Aeromodeller*. Other than flying in great parabolic arcs to hit the ground in a resounding crunch - left or right - it didn't matter, it failed to achieve anything like a decent flight - and I wasn't alone. The late Rod Williams also built one & it did exactly the same thing, so we both capitulated in disgust, particularly in my case as the final attempt resulted in my poor OTM 0.8 diesel breaking its crankshaft (yet another inexpensive purchase from Poland). The other failure - in as much as I couldn't sort it out, but more likely me than the model, was the Cicada from 1967 April *Aeromodeller*. That too was ultimately consigned to the bin.
(Pretty well all pics courtesy of Outerzone website)



Xanadu



Cicada

Hawker Typhoon - full size version

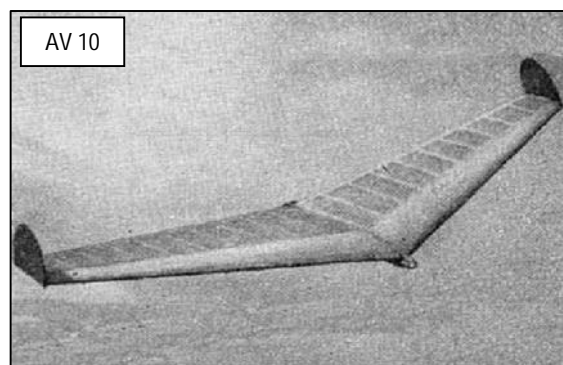
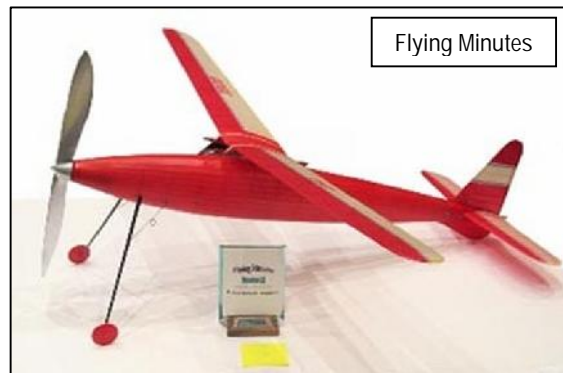
On a slightly different note, came across this website very recently - www.hawkertyphoon.com - very interesting if one is an aviation fan, as they have a long term plan, governed of course by fund raising, of restoring/rebuilding a real Typhoon powered by a genuine Napier Sabre, the latter being donated by the College of Aeronautics at Cranfield. I doubt if I will live long enough to see it fly, but it would be magnificent standing side by side with the restored Spitfires that operate from our old HMS Daedalus airfield. Have a look if you are at all interested.

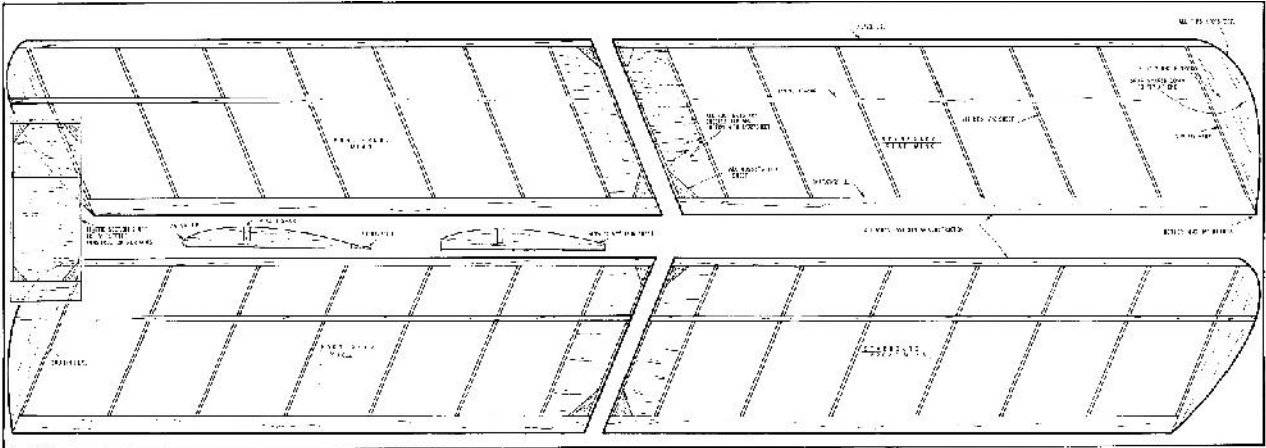
Odd topics

Plan requests are now fairly few & far between, nevertheless they do still keep on coming.

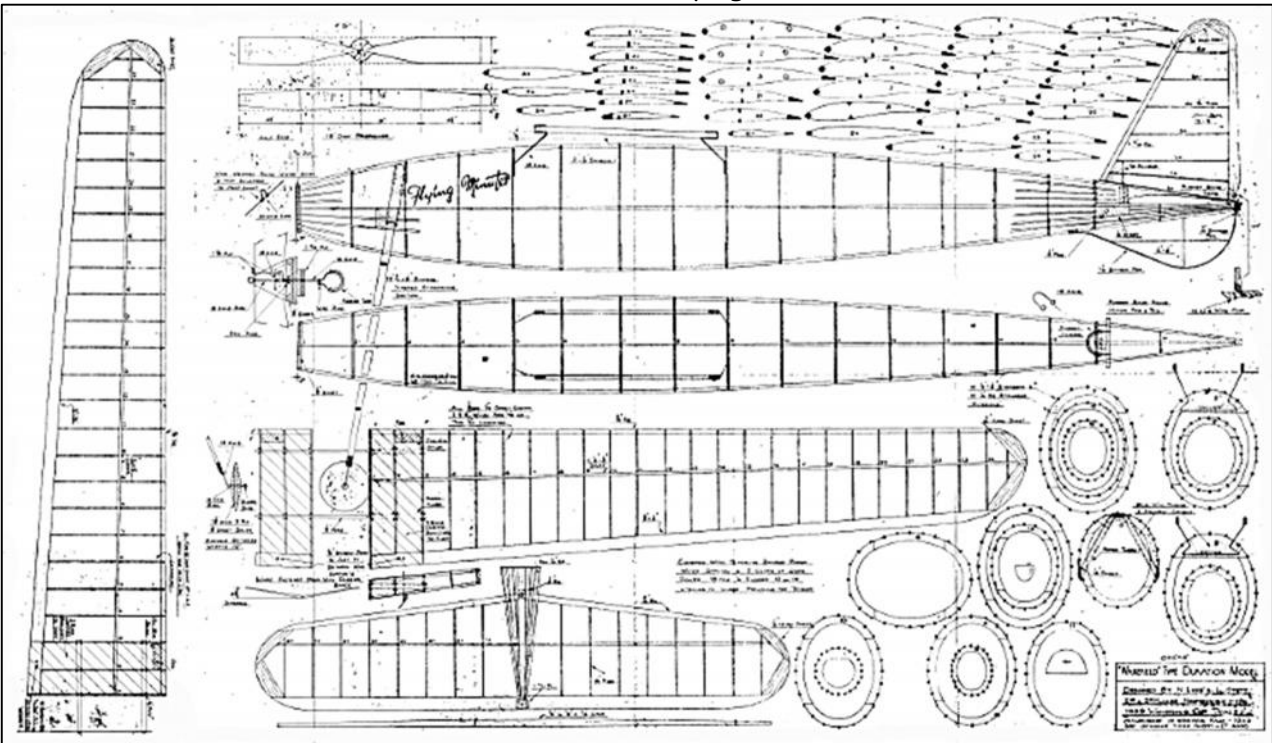
This month I received one from Andy Hopkins, who now resides in Somerset after what sounds to me like a very interesting life, for a copy of the Flying Minutes, including questions on building a streamliner.

These I couldn't answer, so he was put in touch with experts in the field (namely Andrew Longhurst & Peter Michel), who kindly provided him with sound advice & now he is well into the project. In return Andy very kindly donated a very clean copy of the 1946 Daily Express brochure for the 3rd National Aeromodelling Show, which has been passed to Roy for the library. In it was a picture of the AV10 flying wing glider - yet another model built in my youth. For the life of me, I cannot remember what happened to it, but I do recall that the fuselage was doped blue!

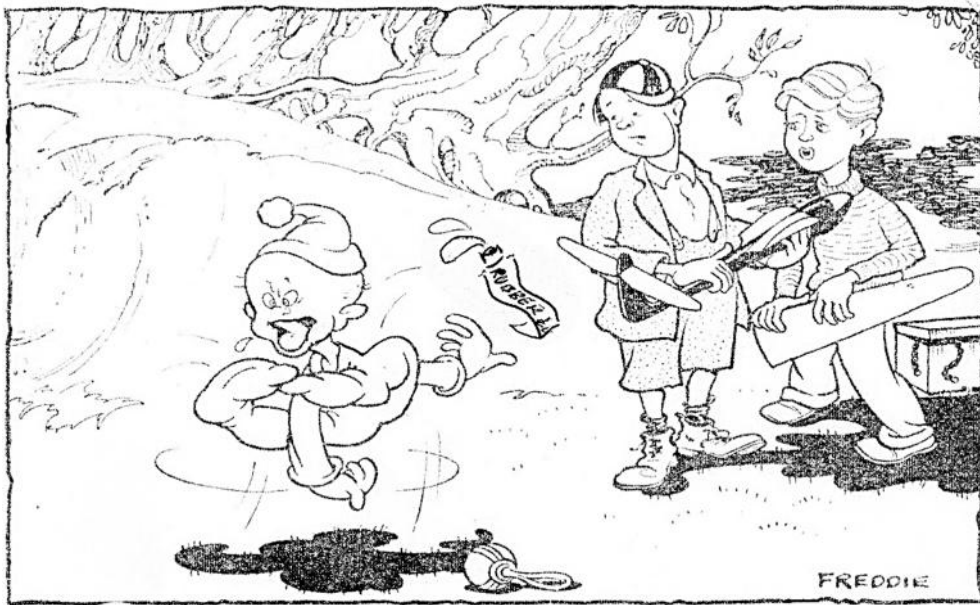




Rubber: has to be Flying Minutes



Roger Newman



ALFIE'S EATEN IT AGAIN — WE'LL FLY GUIDER

Plan Wanted

I wonder if one of you great gents can help me,
I am hunting for a plan of this model, the "JASCO Tiger. "
I was given kit below but there was no plan with it.



JASCO Kits that were produced in Southport Lancashire, England.
Junior Aircraft Supply Company JASCO
Not to be confused with Junior aeronautical supply co JASCO USA.

Mark Venter email: mventer@xtra.co.nz

Drone Zone Flying Restrictions

For those of you who wish to operate within the law as from 13th March, according to the latest Air Navigation Order amendment, there is a very good interactive map that can be accessed via [Airfield restrictions - Dronesafe](#) . You can zoom in anywhere in the UK and the restricted zones are clearly marked.

Accompanying text from this website is as follows:

UK FRZ Map

This map enables UA operators to **remain clear** of the new UA FRZs that are created as part of the latest amendment to the ANO.

It is illegal to fly any drone at any time within these restricted zones unless you have permission from air traffic control at the airport or, if air traffic control is not operational, from the airport itself.

Do have a look – if only to re-assure yourself before breaking the law!

Rules for operation at Middle Wallop in 2019:

SAM1066, after a series of setbacks have one remaining meeting at Wallop Sunday November 10th

Keep a lookout in the Secretary's report for the format of the meeting as circumstances may well change due to impending legislation.

If necessary SAM1066 will apply the 250 gram rule which exempts model aircraft from any proposed drone regulations that encompass aeromodelling. Simply put – this means that all models flown on the field must weigh less than 250 grams.

For ALL models, the fitting & use of an operable DETHERMALISER (DT) is mandatory for all flights – clockwork or (preferably) RDT. The use of a fuse DT is not permitted.

For models entered in competitions.

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

For models not entered in competitions.

- a. For all flights the DT must be set to operate at, or earlier than the max time set on the day.
- b. All models must carry name & address label with full contact details (Name, address, mobile and/or landline number) in a visible position.
- c. All models must carry BMFA membership number in a visible position.
- d. BMFA membership cards must be shown on entry to the field.
- e. Random checks will be carried out during the day. Anyone found to be infringing any of the above rules will be asked to leave the field.
- f. Checks will be made throughout the day on wind speed & direction.

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

Salisbury Plain: - Area 8 - 2019.

The booking of Area 8 for FF use in 2019 has been a bit more protracted, and tenuous than in previous years, but has now been completed. Every Saturday/Sunday, plus the 3 Bank Holiday Mondays have been allocated for our use, conditional on BMFA representation at the monthly Training Area Allocation Conferences, and final approval on the Friday morning preceding each weekend.

Most of you will be aware that the Area is to be used as a film set at some point and would be out of bounds to us for some time. The latest information received is that 22nd April to 17th May dates would be removed due to filming, but that the dates may change slightly. I guess that nobody really knows what will happen, and that details will be released at the monthly conferences.

For those wishing to sport fly/trim an annual season ticket can be obtained through donna@bmfa.org for £18. The terms and conditions remain the same as in previous years.

You are reminded that the annual licence is paid by the BMFA, and that anyone entering a contest, must pay a site access fee of £6. This applies to club Galas, Centralised, and Decentralised BMFA events. The exception to this is for BMFA Contest Season Ticket holders, who will not be required to pay this for BMFA Centralised events, and the World Cup events.

Salisbury Plain AREA 8 update.

Filming was completed on schedule, and the associated infrastructure has been removed. In practice none of this had any impact on trimming, or sport flying, although running major contests would not have been realistic.

The entrance road has now been considerably improved.

Annual permits for sport flying, and trimming available via

donna@bmfa.org

Peter Watson.

F1G & Vintage Coupe Events 2019

Date	Venue	F1G	Vint	Organiser	Comments
2 nd Dec 2018	North Luffenham	✓**	✓	gavin.manion84@gmail.com	Grande Coupe de Birmingham. F1G for A/M Trophy, Vintage for Vintage Plate
10 th Feb 2019	Area Venues	✓*		BMFA areas	1st Area. F1G (Plugge)
27 th April	M Wallop		✓	SAM 1066	Vintage Coupe
5 th May	RAF Odiham	✓*	✓		Southern Area Gala Combined Vintage and F1G
27 th May	Barkston Heath	✓		BMFA	FF Nationals. F1G Mon 27th for 308 trophy
2 nd June	Oxford Portmeadow	✓*		laurencemarks64@googlemail.com Andy Crisp 01865 553800	F1G
29 th June	M Wallop		✓	SAM 1066	Vintage Coupe
25 th July	Area Venues	✓*		BMFA areas	5th Area
10 th Aug	M Wallop		✓	Croydon / SAM1066	Cagnarata Day - Vintage Coupe (H'cap)
18 th Aug NB Saturday	Salisbury Plain	✓*		BMFA	Southern Gala
1 st Sept	Salisbury Plain	✓*	✓	Crookham	Crookham Gala , Combined Vintage and F1G
28/29 th Sept	Salisbury Plain	✓*		BMFA	London Gala, Coupe on 29th
6 th Oct NB Saturday	TBC	✓		BMFA	Midland Area Gala
12/13/14 th Oct Note Flexi Date	BMFA Buckminster		✓?	FF Gala, John Ashmole 01406 370188	Probable Vintage Coupe
19 th Oct	Salisbury Plain	✓**	✓	Croydon Coupe Day /SAM1066	Coupe Europa. Vintage for the AAA trophy, Team F1G for the FliteHook Trophy
1 st Dec	TBC	✓	✓	gavin.manion84@gmail.com	6 th Coupe De Birmingham

(*) Qualifying event Southern Coupe League. (+) Qualifying event Eurochallenge F1G 2018/19

All Vintage Coupe events for SAM1066 Trophy, 1st – 3points, 2nd – 2pts, 3rd – 1pt; no points for last place!

La Six(ième) Grande Coupe de Birmingham

A qualifying event for the "Euro Challenge F1G" 2019/2020
(provisional)

With the agreement of the FFTC and Midland Free Flight Club
this event returns to its traditional home

Sunday December 1st, 2019

MOD North Luffenham starting at 10:00

F1G for the Aeromodeller Trophy

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

Top placed "Classic" coupe (1/1/60 – 31/12/69) wins a bottle.

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 event
(includes £6 field fee for ALL competitors)

Fly-offs (Not DT!) and maxes

as determined by conditions on the day

Liquid prizes for 1st, 2nd & 3rd in all classes
plus specials as above

For further information contact:

Gavin Manion: gavin.manion84@gmail.com tel: 01543 422509

Or

Stuart Darmon at stuardarmonf1a@yahoo.com tel: 01858 882057

L'AQUILONE SAM 2001

TOMBOY RALLY INTERNATIONAL POSTAL CONTEST 01/07/2019 – 30/06/2020

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 (cusantoni@tin.it) or to Sianfranco Lusso (gli@orange.fr). Many pleasant flights and happy landings to ALL!!!!

Special Prize Vic Smeed

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

Good ROW and flight

Special Prize David Baker

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

Indoor 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

2019

Jan 12th – Feb 9th – Mar 9th – Apl 6th – May 4th

<>

Sep 14th – Oct 19th – Nov 16th – Dec 14th

Admission - Flyers £8.00 - 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

Indoor Flying Bethesda North Wales

Sessions are first Sunday of the Month
September '19 through to May '20
13.00hrs til 16.00hrs

Canolfan Hamdden Plas Ffrancon Leisure Centre, Coetmor New Rd,
Bethesda, LL57 3DT.

Free flight rubber and small electric RC. Scale, sport, small helis, small
quads, etc.

Fee £7 - £10. Contact Martin or Allan on 07425 860821
martin.pike.xray@btinternet.com allan2005@yahoo.co.uk
Facebook <https://www.facebook.com/Flying.Bethesda/>
Teas & coffees available from the machine.



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

2019 dates

Sep 7th - Oct 5th - Nov 2nd - Dec 7th

Contact:- Allan Price:

Tel: 01922 701530

e-mail: montrose32@btinternet.com

BMFA South West Area **Indoor Flying**

organised by

Cornwall Vintage Aeromodellers

at

Saints Health and Fitness Centre

St Austell Rugby Club

Tregorrick Park, St Austell

Cornwall, PL26 7FH

Flying from 1200 to 1600 on the following dates,

2019

2020

Sunday 29 September

Sunday 12 January

Sunday 20 October

Sunday 16 February

Sunday 17 November

Sunday 15 March

Note: 15th Dec meeting cancelled due to refurbishment

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

Admission: Flyers **£10** Spectators **£1**

Phone: David Powis on 01579 362951

Email: dave_powis@hotmail.com

Impington Village College - Cambridge **Indoor flying**

on 3rd November 2019 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 hope to be in attendance to supply all your needs on the day. Contact Chris Strachan shortly before the event if you need to be certain. Contact details below.

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. 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 take a different form this time as Mike Cole will be bringing and running his scale model vintage engines. Don't miss the opportunity to see them and talk to Mike. When you see the model 9 cylinder Bentley rotary running at speed it is absolutely mind blowing.

Round the Pole

Will Beaver will be bringing his 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

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

Café on Site

Flyers **£8**

Juniors & Spectators Free

Flyers must be BMFA Members

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

2019

8th Sep: 13th Oct: 10th Nov: 8th Dec: 29th Dec:

2020

12th Jan: 9th Feb: 8th Mar: 12th Apl:



Waltham Chase Aeromodellers

Waltham Chase Aeromodellers, in association with South Hants Indoor Flyers, are pleased to announce the continuation of the Indoor F/F Meetings held at the Main Hall at Wickham Community Centre, Mill Lane, Wickham, Hants PO17 5AL. These meetings will be held on the following dates:

Tuesday Evenings

2019

1st.Oct - 5th.Nov - 3rd.Dec

2020

7th.Jan - 4th.Feb - 3rd.Mar - 7th.Apr - 5th.May - 2nd.Jun - 7th.Jul

All meetings will run from 7.00 p.m. to 10.00 p.m. The Main Hall at Wickham Community Centre is particularly suitable for indoor free flight models of all types, with a ceiling free of obstructions. Tables and chairs will be available in the hall, the organisers are always grateful for assistance with moving furniture. A hot drinks machine is available on site.

Admission to the meetings will be **£5** for fliers and **£1** for spectators, whilst accompanied children will be admitted free. Junior fliers will be charged as adult spectators. Fliers will be required to show proof of insurance.

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

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

Waltham Chase Aeromodellers look forward to welcoming all Indoor F/F fliers to these events.

For further details please contact:

Alan Wallington, "Wrenbeck", Bull Lane, Waltham Chase, Southampton, Hants.
(Tel. 01489 895157) (e-mail: WCAero@outlook.com)
or see our web site: <https://wcaero.bmfa.org>

SAM Speaks USA.

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

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



THE 2019 FREE FLIGHT FORUM REPORT

It's a Bumper Issue

The Free Flight Forum Report is now in its thirty-fourth year and it's the biggest yet, with no less than 17 papers, covering a vast range of the topics that make free-flight so fascinating.

Only Joules and Forces - Peter Watson;
 Classic 1/2A Models - Simon Dixon;
 Trimming the Sopwith Snipe - Mike Smith;
 Russell Strips - Russell Peers;
 Testing June 2016 Tan Super Sport in April 2017 - Tim Chant;
 Developments in Carbon Wing Construction - Stuart Darmon;
 Buckminster - We've Got It; How Can We Use It?
 - Gavin Manion/Stuart Darmon;
 The Management of Models - Mike Woodhouse;
 Combined BMFA Rubber and CdH (F1G) - Phil Ball;
 Drone Legislation and Free Flight - Dave Phipps;
 The Rate of Climb of Model Aircraft - Dr. John Gibbings;
 A Review of Contemporary FAI Space Modelling - Stuart Lodge;
 GPS versus Radio Trackers - Mike Woodhouse;
 About Time - Chris Edge;
 "W" Style Geodetic Ribbing for Model Aircraft and Microlights
 - Denis Oglesby;
 Flat Plates, Cambered Plates and Coupe Aerofoils
 - Alan Brocklehurst;
 FAI Free Flight Since the BoM - Stuart Darmon.



The UK price is £13.00 including postage; to Europe it's £15 and everywhere else £17. Sales of the Forum Reports help to defray the heavy expenses of those representing Great Britain at World and European Free-Flight Championships. Cheques should be payable to 'BMFA F/F Team Support Fund' in pounds sterling, drawn on a bank with a UK branch; you may also order by credit card, which is a lot easier (and cheaper).

Copies are available from : Martin Dilly, 20, Links Road, West Wickham, Kent, BR4 0QW
 or by phone: (44) + (0)20-8777-5533, or
 by e-mail to martindilly20@gmail.com .

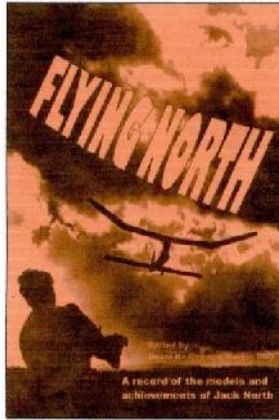
THE 2019 FREE FLIGHT FORUM AT A NEW VENUE.

The thirty-fifth BMFA Free-Flight Forum will open at 10 a.m. on Nov. 17th, the day after the AGM, at the Mercure Daventry Court Hotel, Sedgemoor Way, Daventry NN110SG. Even if you're not yet bitten by the free-flight bug, come along and see what it's all about.

Among the speakers and topics they'll cover are:

George Seyfang -	A Novel Way to Achieve Stability & Control;
Ivan Taylor -	Scale Matters;
Alan Jack -	What's Important in a Power Model Climb?;
George Seyfang -	Gurney Flaps;
Bernard Guest -	Building a Small Kit Manufacturing Company from the Ground Up;
Stuart Darmon -	A Glider for Every Occasion;
Ivan Taylor -	Gyros in Free Flight Scale;
Alan Brocklehurst -	How Big Should I Build My Next Coupe?

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



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

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

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

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

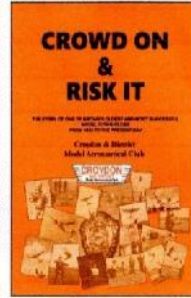
CROWD ON & RISK IT

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

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

Just £8 by PayPal or cheque.

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



DILLY JAP IS BACK

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

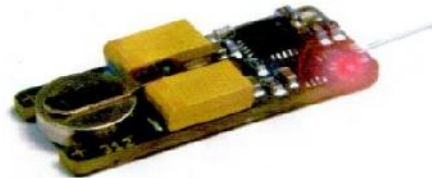
Anyhow, since the last roll came in 2015, the price is slightly higher (maybe as a result of you-know-what ...xit and its effect on sterling), but it's still only £13 for a five yard roll a yard wide.

To re-cap on the details, it's 12 gm/M² and has a strong unidirectional grain. It's white and low absorbency, so remains very light when doped. For those of you old enough to remember, it's identical to the Harry York tissue sold at his South London model shop in the 1950s. I normally sell it in rolls at contests, as it's a shame to fold it for mailing, but I can do that if you prefer.

I'm on 0208-7775533 or e-mail: martindilly20@gmail.com

BUGS

Free Flight Model Tracker



£50.00 - each including 6 batteries

Ready to use radio tracker

Suitable for most handheld receivers

Powered by one 312 ZincAir hearing aid battery

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

including battery

Run time around 10 days

Red LED flashes when transmitting

Available in any frequency from 140MHz to 980MHz

Supplied in protective heatshrink

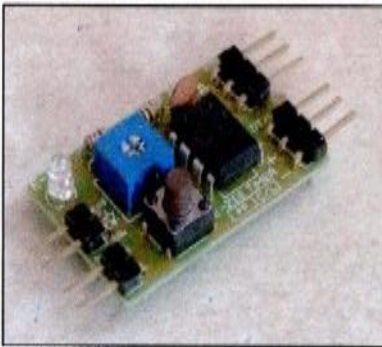
Very quick delivery, often next day

On sale at

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

or contact Peter Brown 07871 459291 for options

E-Zee Timers



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

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

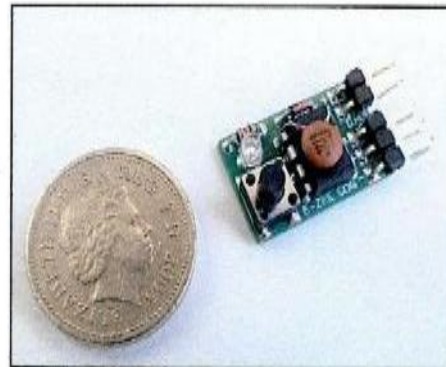
a simple push button / LED interface

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

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

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

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



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

Timers are supplied with a comprehensive instruction manual and users guide

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

Dens Model Supplies

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

Provisional Events Calendar 2019

With competitions for Vintage and/or Classic models

February 10 th	Sunday	BMFA 1 st Area Competitions
March 3 rd	Sunday	BMFA 2 nd Area Competitions
March 24 th	Sunday	BMFA 3 rd Area Competitions
April 19 th	Friday	Northern Gala, Barkston Heath
April 21 st	Sunday	Croydon Wake. Day & SAM1066 , Beaulieu
April 27 th	Saturday	SAM1066 , Middle Wallop (<i>Cancelled</i>)
May 5 th	Sunday	Southern Area Gala 2018/9 Odiham
May 25 th	Saturday	BMFA Free-flight Nats, Barkston Heath
May 26 th	Sunday	BMFA Free-flight Nats, Barkston Heath
May 27 th	Monday	BMFA Free-flight Nats, Barkston Heath
June 9 th	Sunday	BMFA 4 th Area Competitions
June 29 th	Saturday	SAM1066 , Middle Wallop
July 21 st	Sunday	BMFA 5 th Area Competitions
July 27 th /28 th	Saturday/Sunday	East Anglian Gala, Sculthorpe
August 10 th	Saturday	Cagnarata day, Croydon/ 1066 Mid. Wallop
August 17 th	Saturday	Southern Gala, Salisbury Plain
September 1 st	Sunday	Crookham Gala, Salisbury Plain
September 15 th	Sunday	BMFA 6 th Area Competitions
September 22 nd	Sunday	BMFA 7 th Area Competitions
September 28 th /29 th	Sat/Sunday	London Gala, Salisbury Plain
October 6 th	Sunday	BMFA 8th Area Competitions
October 12 th	Saturday	Buckminster Free-Flight Gala
October 13 th	Sunday	SAM1066 , Middle Wallop
October 13 th	Sunday	Buckminster Free-Flight Gala
October 14 th	Monday	Buckminster Free-Flight Gala
October 19 th	Saturday	Croydon Coupe Day/ 1066 , Salisbury Plain
October 26 th	Saturday	Midland Gala, Barkston Heath
November 10 th	Sunday	SAM1066 , Middle Wallop, Cagnarata day and Annual General Meeting

Please check before travelling to any of these events.

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

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

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

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

Useful Websites

SAM 1066	-	www.sam1066.org
Flitehook, John & Pauline	-	www.flitehook.net
Mike Woodhouse	-	www.freeflightsupplies.co.uk
BMFA	-	www.bmfa.org
BMFA Southern Area	-	www.sabmfa.org.uk
SAM 35	-	www.sam35.org
National Free Flight Society (USA)	-	www.freeflight.org
Ray Alban	-	www.vintagemodelairplane.com
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	-	www.norcim-rc.club
Model Flying New Zealand	-	www.modelflyingnz.org
Raynes Park MAC	-	www.raynesparkmac.c1.biz
Sweden, Patrik Gertsson	-	www.modellvänner.se

control/left click to go to sites

Are You Getting Yours? - Membership Secretary

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

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

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

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

P.S.

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

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

Your editor *John Andrews*