



NEW Clarion

SAM 1066 Newsletter

Merry Christmas

Issue
122019

December
2019

Affiliated to
SAM 1066 Website:



Club No. 2548
www.sam1066.org



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Contents

Page

Editorial	-	2
Annual General Meeting	Editor	3
Vintage Coupe League 2019	Gavin Manion	6
Engine Analysis: McCoy 35 Red Head	Aeromodeller Annual 1960-1	7
Indoors in Wales	John Andrews	8
Topical Twists	Pylonius	9
Boeing 737 Max 8	Dick Twomey	10
Wallop Cagnarata Day	Ray Elliott	12
In Praise of the 'Buckridge'	Peter Hall	13
Marcel Brems's A2	Dave Etherton	15
Official Recovery Exercise	Don Thomson	16
Indoor isn't for Everyone Pt.33	Nick Peppiatt	20
The DBHLibrary (Magazines)	Roy Tiller	23
Model Disposal	Don Palmer	26
Vintage in Black & White	Keith Miller Archive	26
Aeromodellers Departed	-	30
'Mikado' Vintage Coupe	Richard Fryer	31
Thorns Indoor	John Andrews	34
Secretary's Notes for December 2019	Roger Newman	36
Events and Notices	-	38
Provisional Events Calendar	-	45
Useful Websites	-	46

Editorial

Confession time, a short while back I had a telephone conversation with a modeller who requested I place an add for his series of indoor meetings in the New Clarion. We agreed that he would email me the details and I would oblige. In my normal manner I failed to record any details and awaited the email. No email arrived and I have no recollection of who it was so I'm stumped. I can only assume that the email address I gave him was used without the 'h' in my name, a common error. Please try again to johnhandrews@tiscali.co.uk or editor@sam1066.org

The leading article this issue is of course the formal report on the SAM1066 AGM held in the Wallop museum after the Cagnarata day. There was unanimous agreement to continue as best we can using Salisbury Plain. Incidentally one benefit from the presence of film units on the plain earlier this year is the tidying up of the entrance road so access should more straightforward in future.

The Cagnarata competition was well received by all competitors and it is hoped to promote more events of this nature and possibly refine the handicap multipliers to reflect the varying performances of different model classes more accurately.

On to content, following the AGM report comes Gavion Manion's report on the 2019 Vintage Coupe league with Chris Redrup topping the results table as seems to be the norm. Perhaps Gavin's articles on alternative designs my produce some stiffer competition for Chris. Gavin has enlisted the services of Richard Fryer to write-up this month's design, 'Mikado'. I don't know how you all see it but most of these vintage coupes seem to look alike to me.

I've penned a couple of short reports on indoor meets, one up at Bethesda in Wales and one at Thorns, my usual monthly excursion. The indoor season is now upon us and we can look forward to reliable windless meetings. I must get stuck in and replenish my stripped rubber as I notice that the stock in the boxes in my indoor flight box are somewhat depleted. I keep cut strip in individual boxes and made up motors in small marmalade jars. Rubber sizes are, as near as I can get, .070 - .075 - .080 - .085 - .090 - .100 - .110 - .115 - 1/8th & .135 wide.



Dick Twomey brings us up to date with reports on the Boeing 737 max 8 grounding. There was a programme on the same subject recently on the TV.

There is Ray Elliott's report on the Wallop Cagnarata day and a piece by Peter Hall on his winning design, the Buckridge Lightweight.

An amusing military recovery exercise is related by Don Thomson together with the official report of the activities and facts of the mission.

There is a list of Don Palmer's models which are available to be collected by any interested modeller. All Don asks is a contribution to the Air Ambulance charity.

As usual Roy Tiller reports as does our secretary and it's good to see Nick Peppiatt back on song with more on CO2.

Editor.

The meeting took place on October 10th 2019 at Middle Wallop museum.



After the Cagnarata meeting closed at 2-30pm, twenty or more members gathered in the Wallop museum conference room for our AGM. The top table had only our Chairman Tony Shepherd and Membership Secretary Mike Parker behind it as Secretary Roger Newman had problems at home and our Treasurer Ed Bennett does not travel easily these days. When the tea and biscuits had been demolished our Chairman opened the meeting with a statement on the current association position with comments on the past and future. He then moved on to the Officers reports as listed below.

2019 AGM: Secretary's Report

A quiet year in terms of activities, it has very much been a mixed bag. We did get permission to fly at Middle Wallop after three years away, but bad weather forced the cancellation of two of the three original dates granted. Fortunately the Authorities have been very co-operative in giving us two alternative dates, both later in the year. Attendance was disappointingly low at the June meeting; however those who did go were rewarded by excellent weather & some good flying. The October meeting sadly was once again affected by rain & wind, although our Chairman kindly stepped in at the last minute to run the meeting, attended by a few brave folk who did indeed fly.

Add the impact of drone legislation presently being introduced through an amended Air Navigation Order, delayed & not yet finalised in some respects due largely to the response of modellers to the DfT consultation process & very active dialogues with the CAA / DfT initiated by the BMFA. A new Unmanned Aircraft Bill is in preparation by the DfT for introduction in 2020, primarily concerned with police powers for offenders, if indeed any are caught. Nevertheless if enacted, it will serve as yet another potential constraint on our free flight activities, albeit there is scant recognition in the official mind that free flight exists.

What for the future? Yet again a very different story for 2020 in terms of flying. No constraints whatsoever for any model under 250 grams provided you can find somewhere to fly, but above that weight limit, the law requires registration. You are probably now aware - as things currently stand, that Middle Wallop will not be available for any aeromodelling activities. Use is in the process of being granted to the Portsmouth Naval Gliding Club for all weekends during the year & beyond, thus should we wish to continue with our low key competitions, we shall have to make best use of Area 8 on Salisbury Plain once more. Not at all satisfactory but it is the only option currently open to SAM1066 over & above the constraints posed by the various Authorities.

We have an agenda item in AOB that will allow members to give input as to what the future holds.

Finally, our esteemed Editor of the New Clarion, as always, continues to provide us with a staple & interesting monthly diet of news & information about our beloved hobby. For that I thank him very much, as indeed I do for all other Committee members who contribute their time & energy to keep us going.

Roger Newman

Membership Secretary's Report 2019

Our membership is now at 263, a rise of 63 from last year. Unfortunately, I have received many notices of members passing away over the last year, but new members are still coming in from all over the world.

Like many members my mobility (or lack of it) doesn't make using Salisbury plain very easy but it remains a much needed alternative to Middle Wallop. However, I am becoming increasingly pessimistic of us returning to our activities at Wallop in the future, perhaps some miracle will occur. I continue to fly some radio control models locally, an activity better suited to my health issues these days, but at least I am still flying.

Once again this year I applaud the hard work and dedication of all of our committee members, with special thanks to Tony Shepherd and Roger Newman who have remained so positive in the face of the many problems thrown at them this year. Many thanks to John Andrews for his continued efforts in providing the New Clarion every month, without this cementing us together we would not be able to continue, and to our Treasurer Ed Bennet who has done us great service for many years and I thank him for agreeing to continue for another year.

Many discussions are underway as to the future of SAM 1066, in truth "we" are all getting older and many can't do now what they did even quite recently, this combined with the loss of Middle Wallop will only accelerate our demise. I am very happy to hang on as long as there are people who want it to continue but I am reminded of the conversation that I had with David Baker in the last month's before he passed away where he said "Your just about the youngest here Mike so switch the lights off when you've finished", David was always a realist. I think for now the lights are still on, but perhaps we are seeing the first signs of them dimming!!

Mike Parker Membership secretary

SAM 1066. Treasurer's Report to AGM 2019.

Firstly, my thanks to fellow Committee Members for their continued support during the past year.

In presenting this year's accounts I have changed the format to include the balance at bank for each main account transaction. The Secretary's cash account enables Roger to deal with income and expenditure at flying meetings, paying any surplus into the main account. Most items in the main account are "housekeeping" payments for the 1066 website services, plus payments to the MOD for the use of Middle Wallop.

The donation to the Naomi House Charity does warrant explanation. During 2016, John Thompson sent me the account summary for the "Salisbury" gala, indicating that 1066 owed him £105. I duly did the necessary bookkeeping but committed a gross error in failing to issue the cheque.

Having finally identified the anomaly I sought the Committee's collective opinion as to a suitable course of action; John having passed away in the interim. After consultation with Anne Thompson we agreed that a donation to John's favourite charity was appropriate. My letter to the hospice and their subsequent acknowledgement are on file.

I confirm that the balance at bank brought forward from the previous year is as shown, despite being higher than the previous year's final balance. Errors due entirely to my lack of diligence, for which I apologise.

In looking forward to the coming financial year it appears certain that we will be making no further payments to the MOD for the use of Middle Wallop, beyond that for the meeting which should have happened prior to AGM date. Payments to the BMFA for the use of Salisbury Plain will hopefully continue to be borne by individual attendees. Given our current balance at bank, our funds should be adequate for the coming year even without additional income from the surplus on flying meetings.

I have for some time been conscious of my inability to attend business and flying meetings and have considered the consequences for the Committee should I suddenly cease to be available. I therefore give notice that I shall retire as Treasurer and from the Committee at the 2020 AGM.

SAM 1066. INCOME EXPENDITURE AND PETTY CASH ACCOUNTS, 1ST OCTOBER 2018 TO 30TH SEPTEMBER 2019							
INCOME		EXPENDITURE		AMOUNT	AMOUNT	CHK. No	BNK BAL
Date	Details	Date	Details	IN	OUT		
01/10/2018	Balance carried forward from 2017/18						1021.11
		16/11/2018	AGM Tea and biscuits		60	99	961.11
		07/05/2019	MOD Lic. And preparation charge		210	101	751.11
		21/05/2019	Renew Daily linux home pro		64.67	138	686.44
		30/05/2019	Donation to Naomi House, memory JDT		105	139	581.44
		15/07/2019	DIO daily use charge, M Wallop 29/06/19		125	102	456.44
03/07/2019	Balance remaining from 29/06/19 meeting				235		691.44
		20/08/2019	To reimburse M Parker.				
			Daily co.uk E Mail plus till 17/09/20		14.15	140	
			Domain renewal sam1066.org		10.99	140	666.3
			BALANCE AT BANK 30/09/2019				666.3
SECRETARY'S CASH ACCOUNT							
INCOME		EXPENDITURE		Amount	Amount		BALANCE
date	details	date	Details	In	out		
30/09/2018	Balance b/f						43
29/06/2019	meeting MW 29/06/19 28 attendees @ £10			280			323
		02/07/2019	Payment to Sec. for 12 bottles wine		45		278
		02/07/2019	Cash deposit SAM 1066 bank acc.		235		43
			BALANCE IN CASH ACCOUNT 30/09/19				43
			Signed. E. Bennett Treasurer				
			I have reviewed the SAM 1066 accounts for 2018/2019 as presented to me and find them accurate.				
			Signed N.A.Pepiatt				

E. Bennett Treasurer.

DBHL (Magazines) Report 2019 by Roy Tiller

The sale of spare plans and magazines has continued, albeit at a reduced level compared to previous years, at indoor flying meetings. This year the library has been able to cover its operating costs but there have been no funds passed to the SAM1066 treasurer. The library fund currently stands at £94.34 and I anticipate that the library will continue to be self-funding.

Look at the SAM 1066 Website. Click on "David Baker Heritage Library" and then "Magazines held" to see the Excel chart with a list of the magazines held, and the gaps in the collection. If you can help to fill any of the gaps please get in touch. Also on the website is the "Index of Plans in Magazines". Again this is an excel file and to best use it I suggest that you download the file. You can then sort the data by any of the headings i.e. model name or by designer or by magazine title/date etc... You can sort by multiple factors, select DATA, SORT and then, for example, by Designer, Type and Model Name. Sort by any factor and I am sure you will find something of interest.

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

If you are having a clear out of aeromodelling magazines, books or plans please do consider donating them to the library where they will either add to the collection or be offered for sale for the benefit of library funds. Either way good for your library good for SAM1066.

Roy Tiller

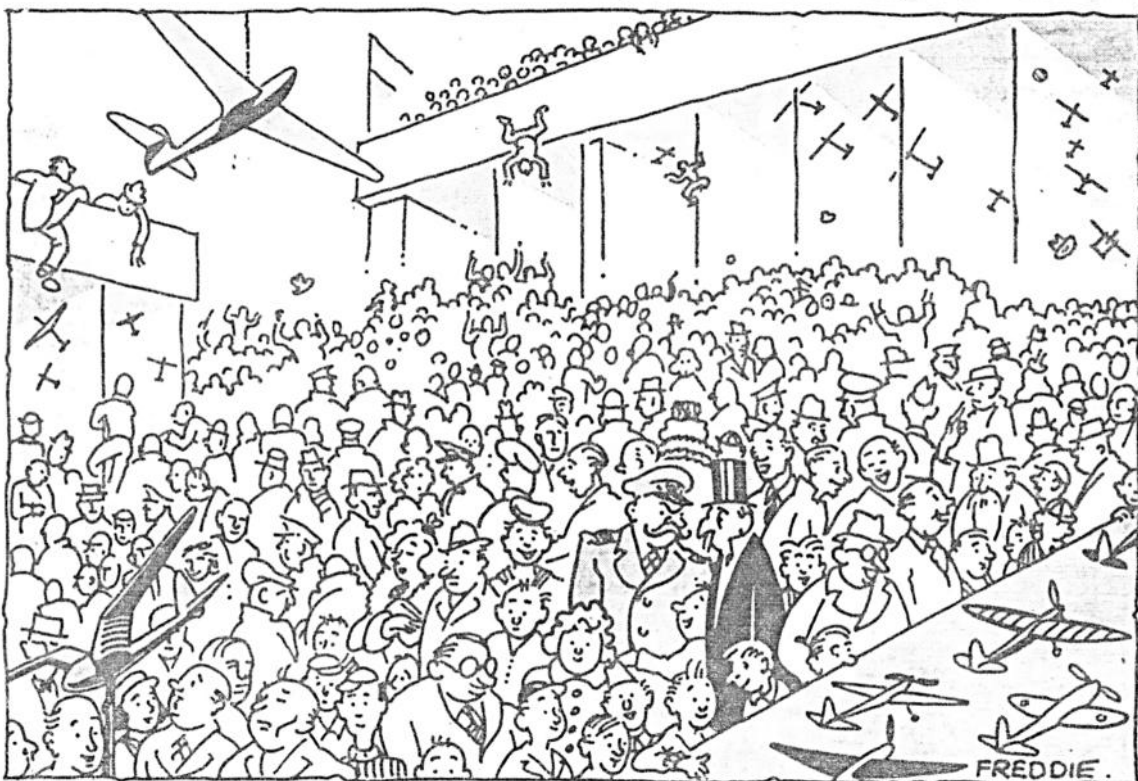
DBHL (Plans) Report 2019 Roger Newman

Very little demand for plans this year, however there are still requests coming in, which is good – quite often from overseas.. However, I have accumulated a stack of paper plans that have still to be sorted into those to be scanned & added to the Library or disposed of. Unfortunately time has been limited of late so not much has been done. The BMFA appear to have done nothing with the archive copy that was sent to them, whereas Outerzone have embedded the UK content of our scanned library into their website offerings which may go some way to understanding why requests have been lower.

Roger Newman

Having read the reports the meeting then progressed through the agenda agreeing that the membership fee remains at zero, the floor discussed the various topics and it was the general opinion of the meeting that we continue to function until such time as it becomes impractical. The effect of impending legislation remains to be seen and Mike Parker amused the meeting with his experience of taking the on line proficiency test for a licence application. He felt that any schoolboy could pass the test, particularly as the answers to the questions were also available on line.

The meeting closed in good order at 5-00pm



" DO YOU THINK THAT MODEL AEROPLANES WILL EVER REALLY BECOME POPULAR ? "

Vintage Coupe League 2019

Gavin Manion

This year's league concluded at the Coupe Europa event hosted by the Croydon Club on a lovely 19th October. Bright skies and a lively breeze combined with the five flights scheduled for the main F1G made "doubling up" and flying a further 3 vintage flights a step too far for all but Chris Redrup who made such a Horlicks of his opening F1G flights that the decision was made for him. He won Vintage with his trusty Etienvre in fine style.

Was this more closely fought than previously? Well Chris won again and handsomely in the finish. Of the three who could have given him a run for his money Dave Taylor doesn't venture this far south, Ben Hobbs didn't show either and Richard Fryer was too committed to the F1G event, where he finished second, to put in any Vintage flights.

That's it 'till next year starting with the Coupe de Brum on December 1st. I'm loath to change the scoring system from its draconian "nil points for being last" but I might. I'll let you know when I've reviewed this year's results to see if it would have better reflected the season.

2019 Vintage Coupe League, Final Results		
Place	Competitor	Points
1 st	Chris Redrup	7.5
2 nd	Dave Taylor	3
2 nd	Richard Fryer	3
2 nd	Ben Hobbs	3
5 th	Colin Foster	2
6 th	Robin Kimber	1.5
7 th	Bill Dennis	1



Gavin Manion



**McCOY 35
REDHEAD
STANT
5.362 c.c.**

Manufacturers:
**THE TESTOR CORPORATION,
Rockford, Illinois, U.S.A.
Price at source: \$11.95**

Specification

Displacement: 5.326 c.c. (.327 cu. in.)
Bore: .775 in.
Stroke: .743 in.
Weight: 7¼ ounces
Max. power: .455 B.H.P. at 12,000 r.p.m.
Max. torque: 43 ounce-inches at 9,500 r.p.m.
Power rating: .085 B.H.P. per c.c.
Power/weight ratio: .063 B.H.P. per ounce

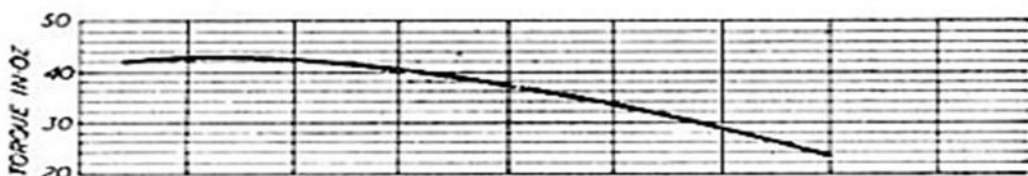
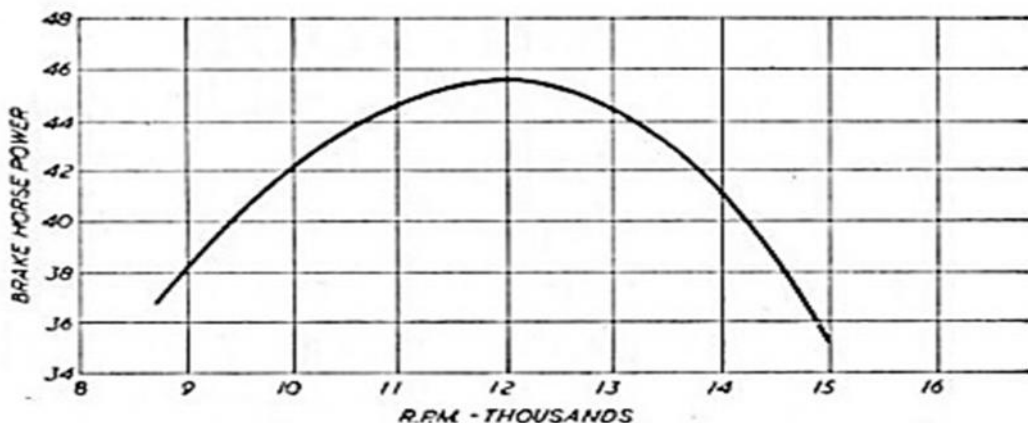
Material Specification

Crankcase: light alloy die casting
Cylinder: unhardened steel
Piston: cast iron
Connecting rod: light alloy forging
Gudgeon pin: silver steel, hollow brass end pads
Cylinder head: light alloy casting
Crankshaft: hardened steel, ground to finish
Main bearing: cast iron, reamed to finish

PROPELLER—R.P.M. FIGURES

<i>Propeller dia. × pitch</i>	<i>r.p.m.</i>
10 × 6 (Frog nylon)	11,000
9 × 6 (Frog nylon)	13,000
12 × 4 (Trucut)	9,000
11 × 4 (Trucut)	10,200
10 × 4 (Trucut)	10,800
9 × 4 (Trucut)	13,500
9 × 6 (Trucut)	11,700

Fuel used: K.K. Methanex
AEROMODELLER Plans Service Power Coding "K"





Rachel & I paid a visit to see our friends Doc Martin and family in Bethesda, taking in a Sunday afternoons flying at Martin's indoor meeting at the Canolfan Hamdden Plas Ffrancon leisure centre on the opposite side of the valley to Martin's ex vicarage home.

The hall is not large by midlands standards in terms of floor area but high enough to record 3 to 4 min flight times if you survive the curtain rail hits. Attendances are small and Martin funds any deficit himself as he weighs it against costs to travel to any other indoor events.

I took my *Gyminnie* Crickets as they were still in the car from the previous days visit to Sneyd and I was still retrimming No1 from prop replacement. I had a few 3min + flights and a satisfactory afternoons flying. More relaxation than flying as 100 miles driving the day before and 180 odd that morning was more than enough to knacker me. Good job we stayed overnight before returning home.



Attendee assembles an impressive R/C model whilst I relax as fetchermite Rachel does the honours



The R/C Model



Martin Pike. Organiser



Extracts from *Aeromodeller* April 1951 & May 1951

Fashion Notes

From Messrs. Wake. Field & Bobbin, the well-known fashion experts, we learn that the stylish figure for this season will be long, slim and completely unaccentuated; last season's bustles and padding giving way to a more modest and sleeker line.

The two-way stretch, so essential to the new gear ensemble, will return to favour, while parasols will feature prominently among the latest accessories.

From another source, the Power Fashion House, we hear that Pylons will be worn three-quarter length instead of the usual fully-fashioned, and a somewhat daring note will be introduced by the new plunging thrustline.

Field Discipline.—Strictest enforcement of the rule which limits authorised presence on the take-off area to Competitors about to fly, Timekeepers, Officials, and Officials' wives, friends, children and pet dogs.

Catering Facilities.—The exclusive prerogative of Messrs. Lukewarm and Ditchwater, who have a standing instruction never to arrive until mid-afternoon. This again tends to limit the number of participants in the latter rounds. A situation made even more effective by officials gorging the contents of well-stocked hampers before the famished gaze of the torn and mud stained competitors returning from a hopeless quest into the dim fastnesses of the surrounding forests.

Prize-Giving.—In the well organised contest the greater majority of visitors, including the prize winners, would have left long before the grand finale. Thus the obsolescent kits can be used as ideal Christmas presents for the children.

Operation Contest

A survey of Competition Organisation over the past few years reveals, for the guidance of would-be organisers, the existence of certain basic principles essential to the success of any meeting.

Choice of Venue.—At least ten miles from nearest station and bus route. Thus reducing spectator attendance to a controllable minimum, while not seriously affecting the comp. entry potential; it being a well established fact that the average comp. fanatic will go through hell itself to reach a contest.

The airfield is ideally situated if surrounded by heavily wooded countryside, as the resulting incidence of lost models in the first rounds will greatly relieve strain on Officials and Timekeepers for the remainder of contest.

Full size flying during the contest is a desirable, though not essential, feature. It does, however, give the mike-wielder a colourful repertoire of "dire warnings" as a relief from the monotonous plea for "more Timekeepers."

Siting of Operational Area.—Always at the downwind end of 'drome and some 90 seconds flying distance from densest piece of woodland, thus making greatest strategic use of territory for disposal of models.

Festooning the area with a generous network of stakes and ropes provides a happy diversion for the younger spectator, and suitably occupies a few minor officials in a bit of pompous patrolling. There is also the provident hope that some hapless motor-cyclist will fall foul of an unseen stretch of rope; an incident much to be desired in the interests of general jollity.

Radio Self-Control

Temperamental types these R/C fanatics; "keyed-up," as it were. To give an example. Being an obliging sort of bloke, I picked up one of their radio contraptions—which, as usual, had made a vicious assault on some perfectly harmless piece of ground—and promptly returned it to its owner. You should have heard how he ranted and raved! And all I did was to yank off a piece of old wire that was dangling from the tailplane.

Article reproduced courtesy Mauritius 'Weekly Magazine'

Decisions Awaited: The Boeing 737 Max 8 story continues...



It is already eight months since the second fatal crash (on 10 March this year in Ethiopia) of a Boeing 737 Max 8, the 4th generation development of what was previously famous as one of the most successful airliners in the history of civil aviation. The first warning of a serious design-change and training problem had been given when a 737 Max operated by Indonesian airline 'Lion Air' had dived into the sea shortly after take-off on 29 March of the previous year. Following the second and similar disaster of the aircraft type - already in service worldwide - the Max 8 was quickly grounded by civil aviation authorities in Africa, Asia and Europe, and (after a questionable delay) in the USA. Since then we have read of deep regrets from Boeing and promises of a review and redesign of the MGCS software (responsible for the nose-down pitching of the aircraft) and of the training for pilots transferring from earlier 737 types to this one. We have learned also of the need for a review of the regulatory and supervisory culture that had grown up with the years between the Federal Aviation Administration (FAA) and its biggest customer Boeing.

The process of putting all to rights has already taken an extraordinarily long time, confirming the opinion given eight months ago in "Weekly" in the issue of 21 March 2019 that "re-establishing confidence (in the Max 8) is likely to prove the biggest challenge that the company in Seattle has ever, or will ever, face". In spite of the steadfast opinion of aviation industry spokesmen, that Boeing is a great and safety-conscious manufacturer and that the US supervisory body the FAA deserves a great deal of respect, the reinstatement of the Max 8 and approval worldwide of its newly redesigned flight safety enhancing systems remain under close scrutiny. From an interview given to the magazine *Aviation Week* recently by Patrick Ky, the Executive Director of the European Aviation Safety Agency (EASA), it is becoming clear that the final operational clearance of the 737 Max or any future American civil aircraft will depend on satisfying EASA and other major civil aviation authorities just as much if not more than on the certification of the design by the FAA. In effect, the previously different functions of "certification" (by the manufacturer's national regulator) and "validation" (by other user nations) will no longer be as different in responsibility-level as they were in the era before the Max.

Patrick Ky speaks very frankly and admits that there are still many lessons to be learned. Asked if the return-to-service exercise is nearing completion, he replies that "we are on a good path that enables us to really start contemplating the end of this very sad story", but adds that

"there are still quite a few open items". A normal commercial pilot or even a designer of model aircraft (right down to schoolboy/girl age) may be surprised to discover that the discussion continues to focus on improved software solutions rather than on the basic forces impacting the aircraft. The Max airframe had this tendency to pitch up because of the forward and angled siting of the powerful underslung NEAP engines. The root cause of the engine positioning was always the shortness of the heritage 737 undercarriage legs! What a schoolboy designer could say is that software (like MCAS) seems to have been used to correct the lift/mass/thrust/drag geometry of a basically sub-optimal design. The Max's balance of forces may not be the same as that of the three previous generations of the B737. All of them were great to fly. This one?

Ky infers that Boeing is not likely to make basic physical changes, but will rely on its software enhancements and improved type training for pilots. Following much simulator activity and real aircraft test flying planned by EASA for this December, he believes that Europe, Canada and China may be ready to lift the ban on the 737 Max in January 2020, but that "the return will not be immediate. Training requirements and all the airspace aspects (i.e. co-ordination of all involved countries) will take a bit more time to resolve".



Cagnarata Contest Middle Wallop 10th November 2019

The format of this contest is popular in Italy and is basically an all-in event where models of different classes are flown against each other. Differences in performance of the various classes are taken into account using a handicap system (K factors) with different maxes depending on the K factors.

Given the somewhat experimental nature of this type of contest as far as we are concerned in the UK there was a good turnout for this, the last event at Middle Wallop. An encouraging weather forecast helped which did not disappoint on the day with a light northeasterly breeze making for pleasant flying conditions.

Competitors could fly in more than one class and a number took advantage of this opportunity with 3 entering 2 classes while Andrew Longhurst actually managed 3. There were a total of 21 entries comprising 7 flying Mini Vintage Rubber, 5 FIG, 3 Open Vintage Glider, 3 P30, 2 Under 25 Rubber, and 1 E36.

The contest started promptly at 10am and models were quickly into the air, however we then had a pause whilst the Army Historic Flight took off and then again about 20 minutes later when they returned. Thereafter there was continuous model flying activity with no further disruptions from the full size brigade. After a closely fought competition 3 fliers made it through to the fly off at 2.35pm. It was decided on a DT fly off with a 2 minute DT. The winner, flying a Buckeridge Lightweight, was Peter Hall with a time of 142 seconds; second was Dave Cox 119 seconds, flying an Archangel and third Andrew Longhurst, with a Flying Cloud and a factored score of 117 seconds. In fourth place with 355 seconds was Martin Stagg flying an own design F1G and in fifth place Ted Challis, flying a Dinahmite, with a score of 345 seconds. These five each received a bottle of wine for their efforts.

The general view of the competitors was that this had been a successful contest with the format providing for meaningful competition. Some thought we should run more contests to the format whilst others thought it was OK as an end of season event not to be taken too seriously. Scope for debate.

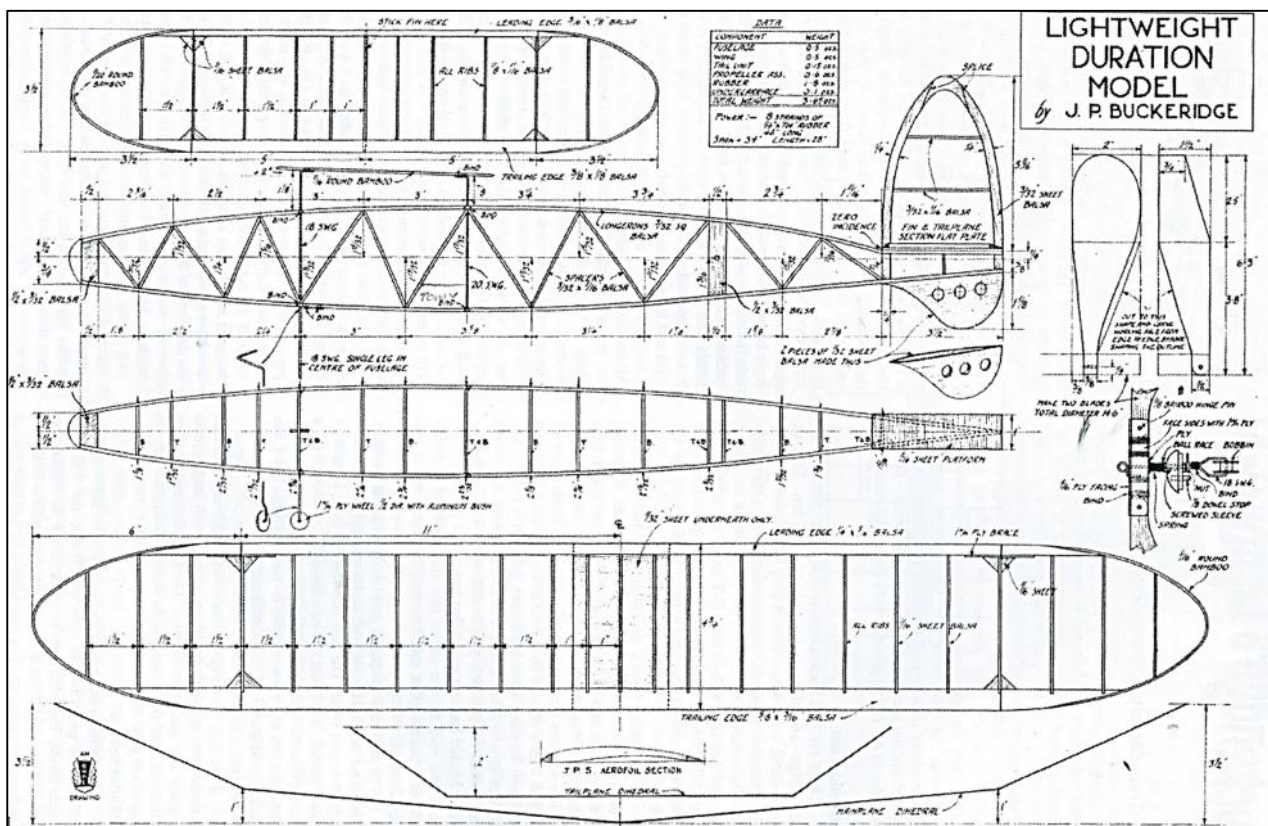
	Name	Class	K Factor	Total actual	Total x K Factor	Fly Off actual	Fly Off x K Factor
1	P Hall	Mini Vintage R	1	360	360	142	142
2	D Cox	Vintage Glider	1	360	360	119	119
3	A Longhurst	Under 25 Rubber	3/2	240	360	78	117
4	M Stagg	F1G	1	355	355		
5	E Challis	Mini Vintage R	1	345	345		
6	A Longhurst	Mini Vintage R	1	338	338		
7	C Redrup	E 36	1	334	334		
8	N Peppiatt	Under 25 Rubber	3/2	222	333		
9	D Etherton	Vintage Glider	1	329	329		
10	J Thatcher	Mini Vintage R	1	327	327		
	M Ambrose	Mini Vintage R	1	327	327		
12	K Taylor	Vintage Glider	1	316	316		
13	R Taylor	Mini Vintage R	1	262	262		
14	A Brocklehurst	FIG	1	258	258		
15	D Thomson	F1G	1	230	230		
16	J Andrews	P 30	4/3	169	225		
17	A Longhurst	P30	4/3	164	219		
18	B Hobbs	F1G	1	185	185		
19	J Andrews	F1G	1	181	181		
20	C Redrup	P30	4/3	131	175		
21	K Taylor	Mini Vintage R	1	109	109		

In Praise of the 'Buckeridge'

Peter Hall



November 10th. 2019, SAM 1066 Cagnarata day at Middle Wallop saw not only the sun set on this venue but also the dawn of this new competition format and supercharged by the success of the day, the SAM1066 resolve to continue operating. We all now have the fun of tinkering with the handicap multipliers to make Cagnarata as fair as possible. Having won this first event with a Buckeridge mini vintage I would say that the multipliers used on the day were as near perfect as possible. The DT fly-off favoured a high climb pattern and an RDT to avoid penalties and I had both these. Seriously, It's a wonderfully complicated question and I ask myself - given a DT fly-off which would I choose - a mini-vintage with 38 grams of rubber or a coupe with ten grams but with a much lower wing loading - not much more than half the mini - and so a much better glide? I have to confess that I'd go with the mini, if it was a Buckeridge, because it can get higher into more friendly air and is more forgiving - less highly strung, and more robust. I have records of all the competitions I've entered so I thought I'd check the Buckeridge's performance since I built the first one in 2009 and subsequently, three others.



Out of eleven competitions entered it took first place in six, second place in two, maxed out but didn't fly off in one, another lost high o.o.s. It dropped two flights in a 2.5 minute max competition. Not bad. Andrew Longhurst's excellent survey of British Lightweights 1942 - '53, (Free-flight Quarterly Oct. 2006) describes twenty - two alternative models. I tried the Mick Farthing Mk 2, the RAF V, the Scram and the Dinah-Mite (not listed) Martin Pressnell promoted the RAF V, a very sound design with an undeserved reputation for diving in at prop. fold - caused by pushing the C.G. too far back, fatally reducing the static margin of stability. The Scram has always been popular as a very agile, easily trimmed, fast climber. Phil Ball has had

great success with the Dinah-Mite, a rugged all -weather rocket ship. Chris Strachan backs the Buckeridge and so do I despite its apparent lack of adequate rear fuselage cross bracing, and weird dihedral tailplane. It has an effective two blade folder prop. and a wing area and span close to the maximum allowed for SAM 1066 competitions. I use a 38 gram motor, as near to 27 inches long as the strands allow, corded down to about 18 inches. 80 cording turns are applied clockwise and the run down is stopped to keep the motor tight (almost) between the hooks and knot free. I don't specify motors in numbers of strands because the strand thickness varies but it worked out at 18 strands with the rubber I used at the competition. This is a punchy motor giving a run of about 57 seconds which is not much more than a coupe but with more welly. Chris Strachan used 30 inches which looks about the same as Andrew Longhurst's 14 strands. The Buckeridge glide is good - better I think than the heavier Dinah-Mite and this for me is the key factor because most of the minis can climb well.

I hope Ray Elliot who, with Roger Newman has promoted Cagnarata now get lots of feedback and gains widespread support for this format which can offset dwindling competitor numbers and generate renewed enthusiasm.



The other two models
In the Cagnarata fly-off:

Dave Cox's 'Archangel' held by Dave Etherton;
Andrew Longhurst's 'Flying Cloud' under24"

Peter Hall

Marcel Brems's A/2

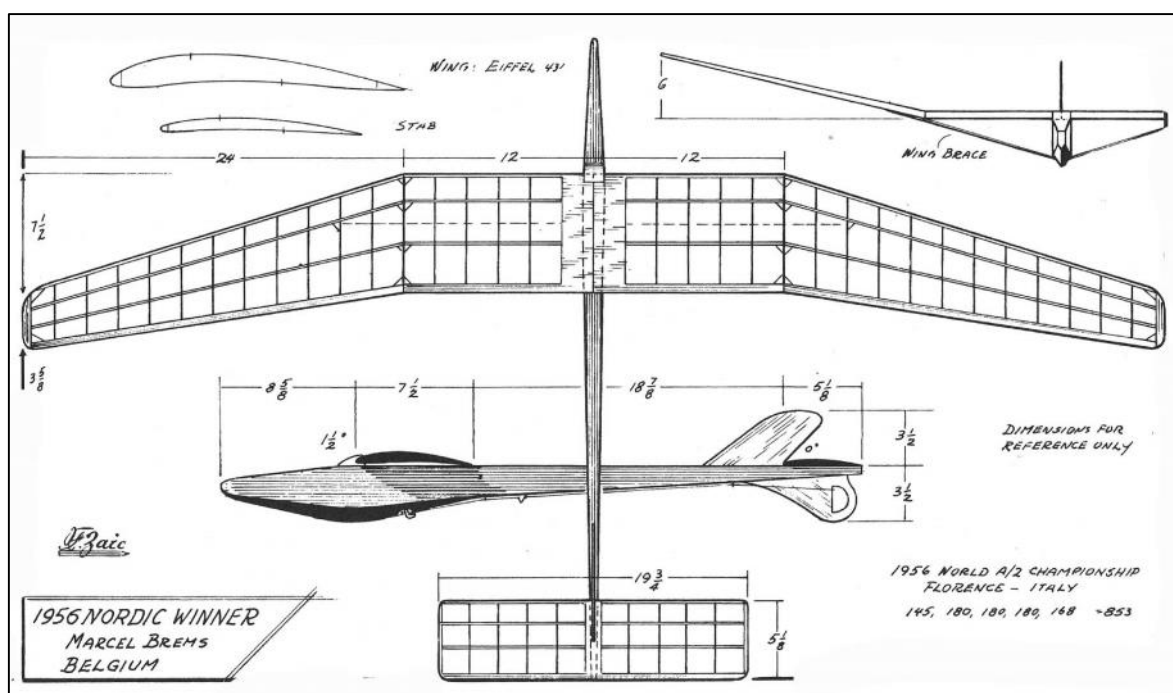
Dave Etherton

One of those doing a spot of sport flying at the final Middle Wallop meeting was Paul Notley, with a Bob Walden built Marcel Brems A/2 design that won the 1956 World Championships. That year the Championships were held on the Peretrola Airfield in Italy. Interesting to note in the light of recent events this was both a civil and military airfield serving Florence, and according to the *Aeromodeller* report there were several full size movements in and out during the meeting. Clearly dates it before the oppressive Health and Safety era.

This was the year a Brit should have won. There were 5 rounds, with a 3 minute max. After 4 rounds, British team member Bob Amor was the only competitor with a perfect score, 4 X 180, and a win looking a mere formality. Assisted by fellow team member Fred Boxall, the model was launched for its fifth flight in copybook fashion and released perfectly overhead. Just bear in mind, 'It's not over untilit's over'

Alas, to quote the *Aeromodeller* report he found the 'Granddaddy of Gremlins' by way of a massive sink, and only recorded 115 seconds. This opened the door to a handful of the chasing pack, and to the amazement of those attending, it was the Belgian, Marcel Brems' model that took the honours. Amazement, because many thought it something of an old fashioned design, and not on a par with the more modern machinery in the contest; it even had external wing bracing! Just goes to prove, if you have a well-trimmed model, you fly consistently, you can take on the World. True today as it ever was.

Details found in the Jan 1957 issue of *Aeromodeller*, p52, and the 57/58 *Ziac* Yearbook.



Dave Etherton

Official Recovery Exercise

Don Thomson

I saw the photo of Roy Vaughn with a Veron Cardinal in nc112019, and it jogged my memory about the attached quirky doc that you might like to see.

In 1959 I was a schoolboy, living on an RAF station with my parents. I was flying my first power model, a Mills Veron Cardinal on the local sports field, which had a large wood down one side. The model circled up and over the wood, probably on a full tank of fuel, and descended into the top of a very high tree, visible but beyond retrieval.

The next day, unknown to me, my father mobilised the fire section for a "training exercise", which involved the squad going to the back of the wood (farming land) and recovering the model from the tree. When I returned from school, the model was there, along with this attendance report, attached herewith. The RAF had a form for everything! I bet they would not do it today.

ROYAL AIR FORCE FIRE SERVICE	REPORT OF ATTENDANCE AT AIRCRAFT FIRE OR OCCURRENCE	R.A.F. FORM 2888 (Revised July 1955)
Indicate by a tick the recipient of each copy		Air Ministry Reference
Air Ministry (O.9) 2 Copies	Command Headquarters	Group or Wing Headquarters
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Unit Copy		<input type="checkbox"/>
NOTE.—If the space provided for completion of any item on this form is insufficient, additional plain sheets of paper should be used and attached.		
8 S. OF T.T. Command No. TECH. I. Group R.A.F. Station WRETON.		
1. AIRCRAFT FIRE CALL OR OCCURRENCE		
Date	6/1/59	Time of call or incident observed
Method of call	VERBAL	Time taken to reach aircraft
Distance of aircraft from 1st line appliances	3/4.	miles
Was incident anticipated?	NO.	Time fire extinguished
Type, No. and service role of aircraft	AIRCRAFT SINGLE ENGINE	
Location of aircraft. (Give reasonably exact description stating whether on or off airfield)	CRASHED IN TREE TOP'S (FLASH WOOD).	
2. PARTICULARS OF FIRE OR OCCURRENCE		
Did fire occur?	NO.	
Extent of damage (e.g., whether negligible, partial or total destruction)	PARTIAL	
Point of origin of fire (if observed or easily ascertainable)		
If aircraft was in motion, state when occurred (e.g., aircraft taxiing, taking-off, after take-off, airborne, colliding in air or with ground objects, crashing, landing, unknown, etc.)	CRASHED AIRBORNE.	
If aircraft was stationary (1) state its location (e.g., on airfield, at dispersal, on runway, on taxi-track or perimeter, in hangar, at mooring) and (2) whether fire occurred while at rest, during maintenance work, re- or de-fuelling, loading or unloading bombs, starting engines, unknown, etc.		
State whether fire or occurrence involved, other aircraft, station buildings, vehicles, civilian property, railway or industrial property, etc.		
3. CAUSE OF FIRE		
(Cause of fire, not cause of crash, is required.) Where no person witnessed the incident, write "Unknown".		
1. If aircraft was in motion (e.g., impact of crash, collision in air, observed to be on fire in flight prior to landing or crashing, in collision with ground objects, etc.)		
2. If aircraft was stationary state presumed cause of actual ignition (e.g., defective electrical equipment, broken inspection lamp, smoking, petrol vapour ignited by sparks from		

4. COMPLEMENT OF AIRCRAFT, RESCUES, ESCAPES AND FATALITIES

(Indicate "S" for Service personnel and "C" for civilian.)

(a) Number in crew 1 (C) Number of passengers 1

(b) Number escaped unassisted and method, i.e., self, thrown clear, parachute, etc. 1 THROWN CLEAR

(1) with burns _____ (2) with impact injuries 1 CAUSED BY

(3) with burns and impact injuries _____ 70 FT DROP

(4) uninjured (including those suffering from shock) _____

(c) Number released or assisted out alive 1

(1) with burns _____ (2) with impact injuries _____

(3) with burns and impact injuries _____

(4) uninjured (including those suffering from shock) _____

(5) Give details of action taken to release passengers and crew and difficulties encountered. (Indicate whether rescue action taken by crash crew or other persons) _____

(d) Number of fatalities (if obtainable) ///

(1) Due to fire injuries ///

(2) Due to impact injuries ///

(3) Due to burns and impact injuries ///

(4) Other causes of death (please specify) _____

5. BAGGAGE AND/OR FREIGHT

(Give brief details of type and quantity of baggage or freight carried where known or easily ascertainable) _____

6. FIRE-FIGHTING, OR FIRE PREVENTION DUTIES CARRIED OUT

(a) Appliances attending or backing up (including public fire, ambulance and other service vehicles) :

TYPE	CONTROLLING AUTHORITY
AUSTIN DOMESTIC	FIRE SECTION

(b) Appliances in use (in order of usage) :

Appliances	Quantities of extinguishing Agents carried				Quantities of extinguishing Agents used			
	Water	Foam Compound	C.O. ₂	Others (Specify)	Water	Foam Compound	C.O. ₂	Others (Specify)
1.	120 gals	10 gals	—	—	—	—	—	—
2.								
3.								
4.								
5.								
6.								
7.								
8.								

(c) Give brief description of action by station crash truck crews or other personnel, indicating the order of application of the various agents, any difficulties encountered and any relevant information or suggestions conducive to increased efficiency in methods or equipment for extinguishing aircraft fires.

30FT LADDER USE TO CLIMB 70FT TREE, CPL I/C USED MONKEY METHOD TO GET TO TREE TOP WITH ASSISTANCE OF 30FT EXTING LADDER AND RELEASE AIRCRAFT

7. SPECIAL RISKS

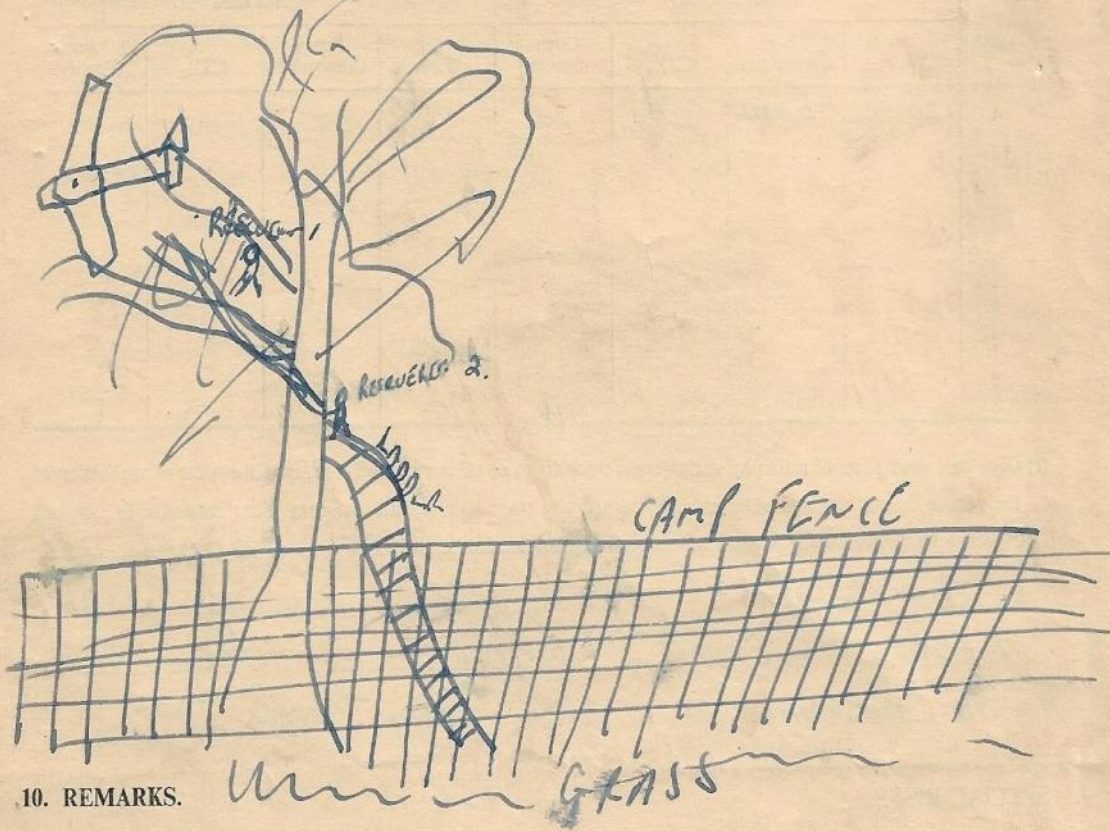
- (a) Fuel in use PETROL & KETHER
- (b) Estimated quantity of fuel present at time of incident 1 OUNZ.
- (c) Estimated quantity of fuel left when fire extinguished —
- (d) Was any considerable quantity of fuel spilled? —
- (e) Did baggage or freight contribute markedly to the fire? —
- (f) Did armament or pyrotechnics contribute to the fire? —
- (g) Specify type of fuel tanks and where located LOCATED IN NOSE OF AIRCRAFT.
- (h) Was rocket assistance used for take-off? —

8. WEATHER AND GROUND CONDITIONS

- (a) Weather conditions COLD
- (b) Wind force NIL
- (c) Type of terrain WOODS
- (d) State of ground (dry, wet, icy, etc.) ICY

9.

Make a sketch plan showing position of aircraft in relation to a prominent landmark (e.g., runway, control tower, public highway, etc.) appliances and hose lines in initial positions and indicate wind direction.



10. REMARKS.

11.

Officer or Fire N.C.O. in charge of fire party at fire or occurrence..... *Holder*

Number of men in each crew..... *1 cpl 6 privs.*

Report compiled by..... *J. Tolcher Sgt.*

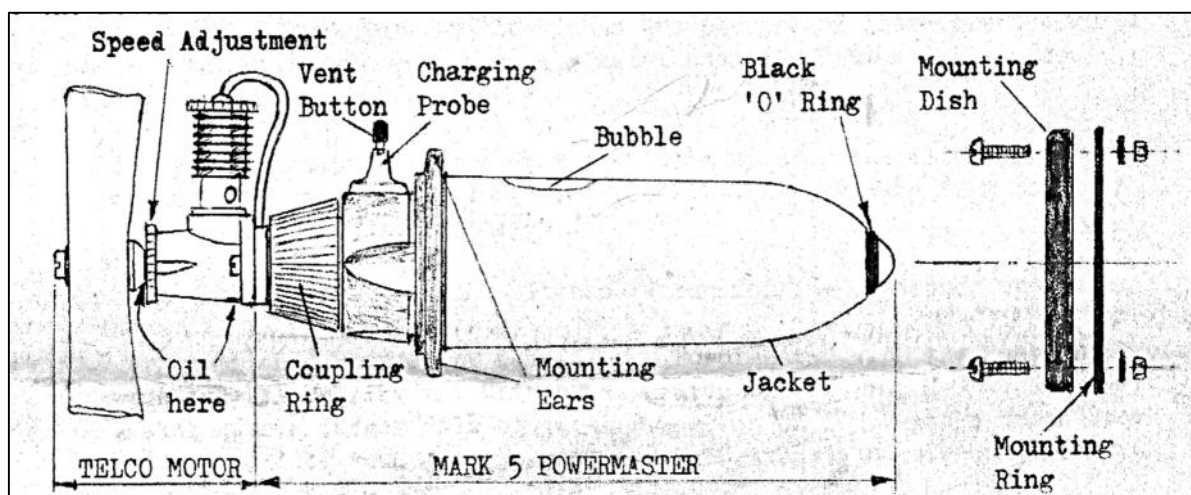
Date..... *6. 1. 19 59.*

Signature of Fire Officer or Officer i/c. Incident..... *[Signature]*

Regards Don Thomson

Turbo-Tank revisited

Having had a break last month as a result of taking a wonderful holiday on the eighth continent (the land of King Julien - ask your grandchildren!), I am returning to the subject of CO_2 motors. Mike Watters has supplied some very interesting information on a forerunner of the Turbo-Tank, the Powermaster Mark 5 CO_2 gas tank unit, a photo of which is shown in Part 8 of Ian Peacock's 'CO2 - it's a Gas' series of articles (AeroModeller, January 1980). Mike supplied some further photographs with it mounted on an exhibition stand, and a copy of a set of instructions, dated 17th November 1977 and marked 'Confidential'.

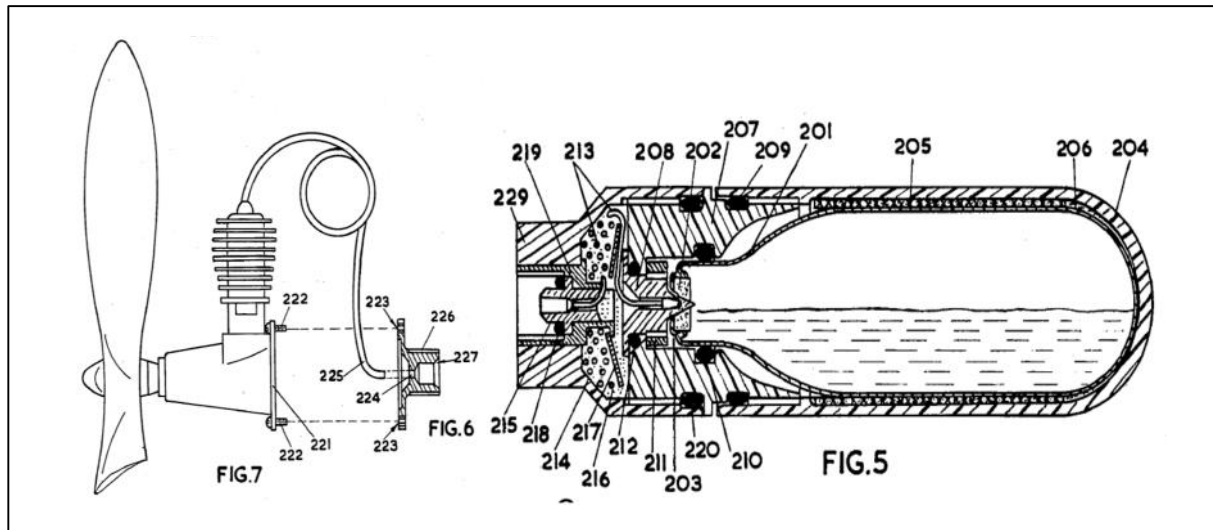
Telco CO_2 motor fitted to Powermaster Mark 5 tank unit

Drawing from Mark 5 Powermaster instruction sheet marked 'Confidential' dated 17.10.77

The instructions claim that the unit can be used with the Telco, Humbrol PMS-1 and the Brown Junior MJ-70 and MJ-140 motors, i.e. the small CO_2 motors available in the late 1970s.

This was a British Oxygen Company development, Sparklets International Ltd being part of BOC. I have in my files a copy of an article "Latent energy motor' for model market' that was published in the *Chartered Mechanical Engineer*, September 1979.

The work was carried out JWR Consultants of Bilbury, Gloucestershire for Sparklets and I have tracked down John W. Rilett's US Patent 4,092,830, which shows similar drawings to those in the *CME* article.



Drawings from US Patent 4,092,830 filed 13.1.77. Inventor John W Rilett.

Item 201 is a CO_2 bulb, and there are two buffer fluids to give latent heat to help maintain the temperature, and hence the pressure, of the CO_2 as it is expanding: -

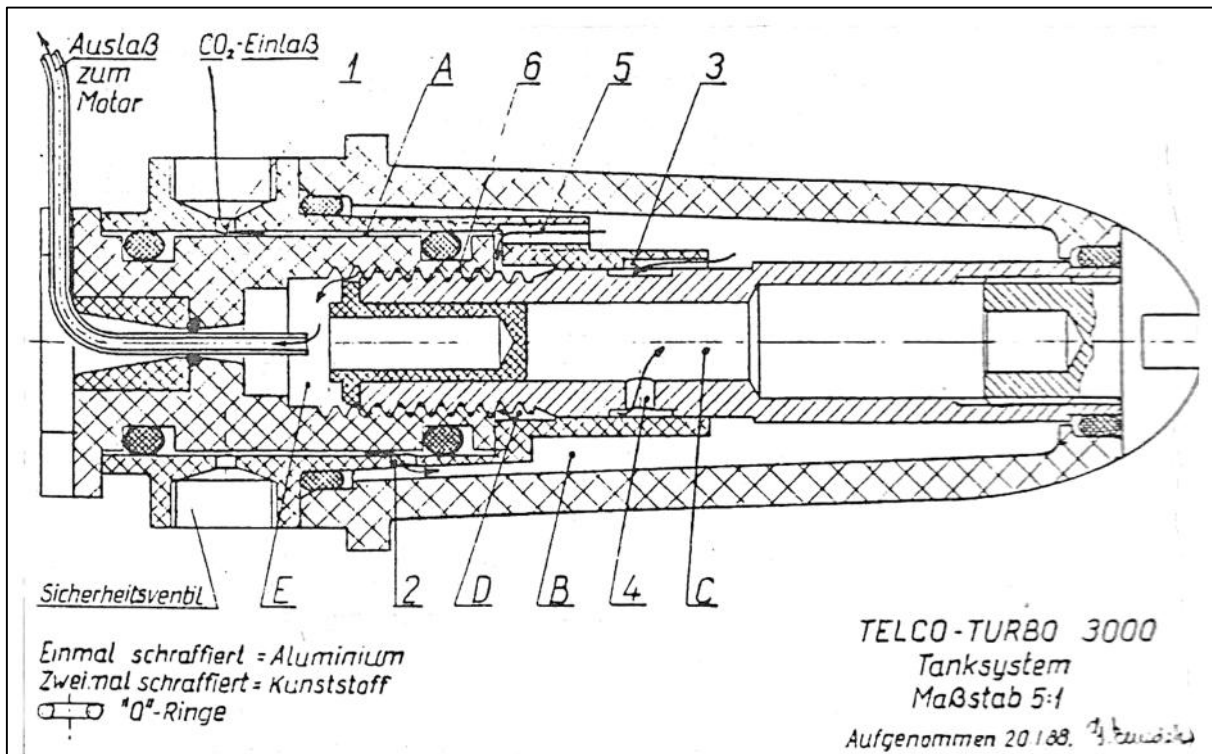
Item 206 - first buffer fluid (water) around the capsule

Item 214 - superheater chamber filled with second buffer fluid (99% glacial acetic acid, 1% water). According to Wikipedia glacial acetic acid forms ice link crystals at 16.6°C . The presence of the small amount of water lowers the freezing point by several degrees.

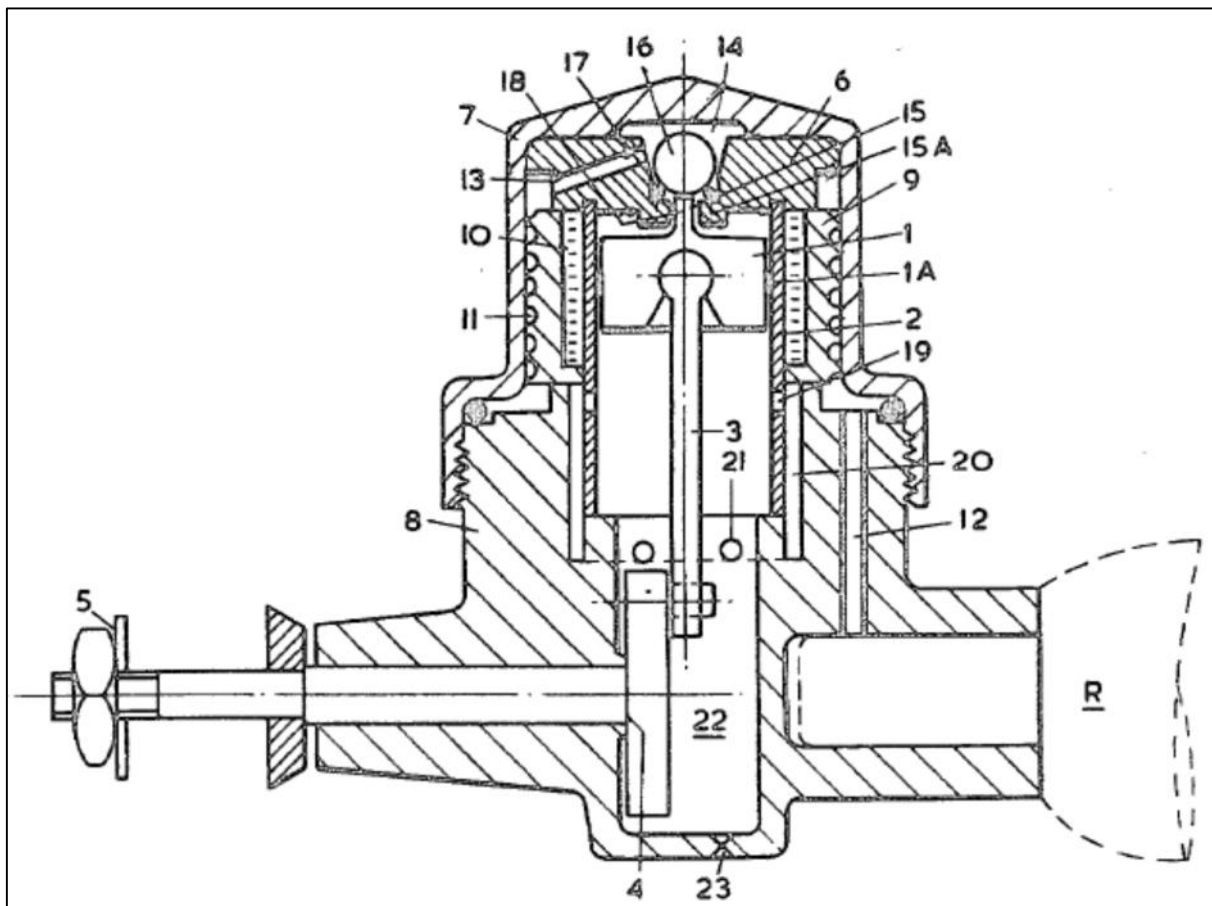
As far as Mike and I am aware this latent heat transfer tank unit never went into production. The Mark 5 Powermaster unit shown above clearly has a refillable tank, rather than a replaceable bulb as shown in the patent drawings.

Mike also mentioned that he once had a Gasparin 300 flat twin motor, which had a tank with a similar water filled jacket. He comments that it did not stop the engine from icing up. Under some circumstances, this is not surprising, as the buffer fluid, water, will freeze at 0°C and the gas will leave the tank at this temperature. It will then expand in the motor cooling it further, and depending on the ambient temperature, ice could well form. Once all the buffer fluid is frozen, of course, the temperature of the gas leaving the tank will drop further.

The Turbo-Tank, which was developed in conjunction with MicroMold and put into production, was a somewhat simpler device with no latent heat transfer fluids. In searching through Tony Brookes' *Green Bottles* columns, which were published in *SAM35Speaks*, I found that No 47 (September 1989) contains a description of its operation and a drawing by Gyorgy Benedek. Here, plastic parts are shown cross-hatched, and the central aluminium fastening screw is shown single-hatched. On filling the charge makes its way into chambers B and C. It then enters the small chamber D, via a very small hole 5, which must be at the top when the unit is installed. The so-called 'Vortex Chamber' is formed by the small gaps in the thread between the aluminium fastening screw and the housing, 6, the gas then making its way to chamber E and the motor feed pipe.



Cross-section of the Turbo-Tank by Gyorgy Benedek from Tony Brookes' SAM35Speaks Green Bottles CO₂ column No 47.



Drawing from US Patent 4,318,274, inventor James A Farrer-Halls, assigned to BOC Ltd, filed 30.3.79

Mike Watters' correspondence and the re-discovery of this article inspired me to have a look at my own Turbo-Tank (see IIFE 21, NC May 2018). A fill with low pressure gas indicated a leakage problem with the safety valve. This is retained by a small grub screw, which can be turned with a small hex key. On dismantling the safety valve (not recommended in the instructions! - 'DO NOT TAMPER WITH IT OR POKE ANYTHING IN IT'), I found it had a

compression spring and a squidgy substance at its end, which I have not identified, forming a frangible seal. I found that a standard Telco 3/32" dia ball would fit, replacing the unidentified sealing material, and seal under the spring pressure when the grub screw was wound in. I also established that this was one of the earlier Turbo-Tanks where the filler nozzle should point downwards to ensure that the hole 5 is at the top, so that gas, rather than liquid, enters chamber D. For the later models the mouldings were modified so that the filler and hole 5 were on the same side, as shown in Benedek's drawing. It is clearly worthwhile checking this out if you acquire a Turbo-Tank of unknown provenance.

The Green Bottles article makes a very useful point in that, under certain conditions, the CO₂ can freeze in the spiral thread area, making it appear that there is no gas in the tank. This can happen in cooler ambient temperatures of around 16-17°C and happened to me whilst I was trying out the restored tank unit. After a bit, sufficient warmth gets through to melt the CO₂ ice and the motor will run normally.

One further point that Mike Watters made was about the special cylinder heads in John Russell's possession, mentioned in my previous column (NC October 2019). He initially wondered whether they were to prevent damage to the pipework in the case of a motor with an inverted cylinder head. However, he has since acquired a sample from John, and now considers that it may be a modification to provide a 'Vortex Chamber' similar to that of the Turbo-Tank.

The drawing from US Patent 4,318,274 may be somewhat related. There is a helical passage which takes the CO₂ from the tank to the passage 13 and the ball in the cylinder head. Also shown on the patent drawing is a chamber containing a buffer fluid 10, which takes the place of the super-heater chamber in the Rilett patent.

It is clear that the use of CO₂ to power model aircraft has been the source of much inventiveness and creativity, and I suspect that there is still much to be re-discovered.

Nick Peppiatt

The DBHLibrary (Magazines)

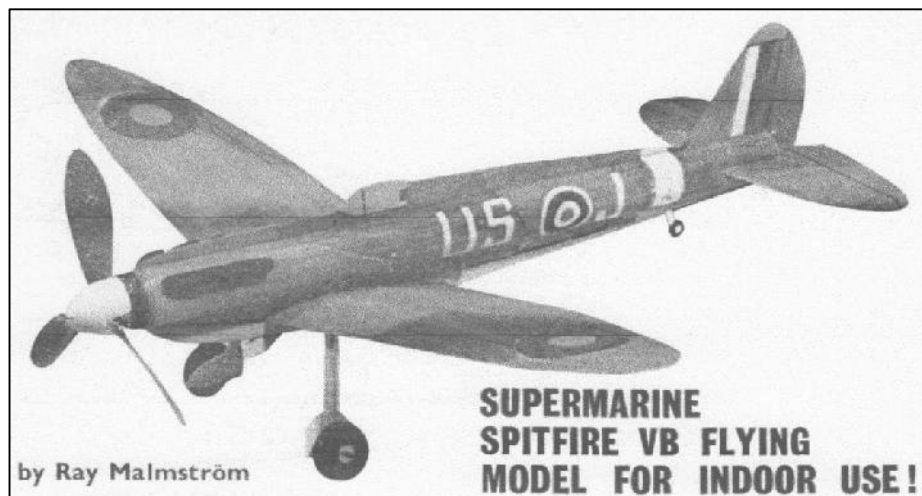
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Roy Tiller

Report No. 106 Meccano Magazine continued.

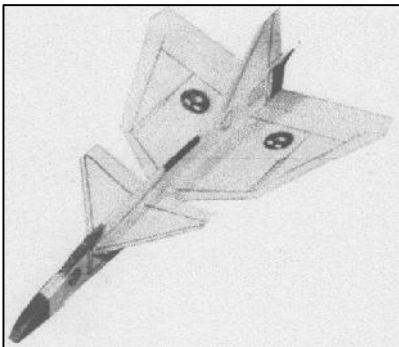
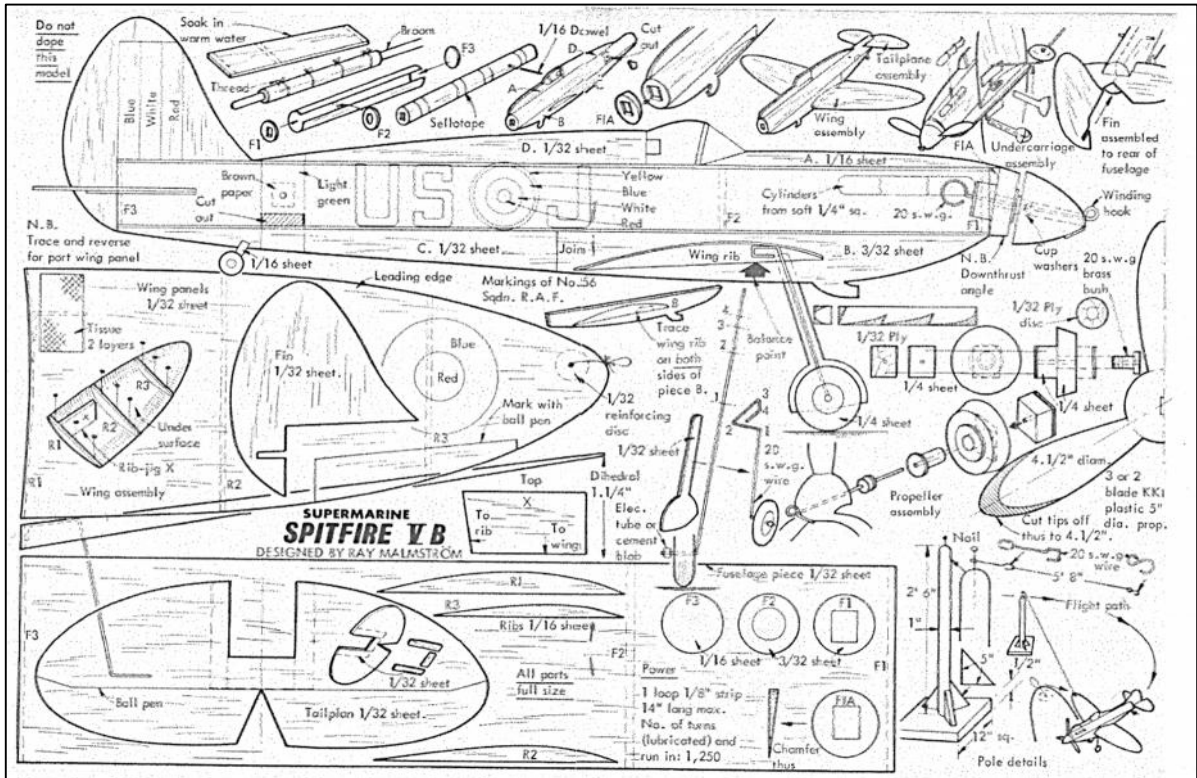
Moving on a further month to Meccano Magazine December 1968 the keen aeromodeller found Ray Malmstrom's 15" wingspan **Supermarine Spitfire VB** for indoor use!

The fuselage is made from a rolled balsa tube with spines top and bottom to give the



profile, which looks quite effective in the photograph.

In spite of that title Ray first advises "Choose a calm day, and long grass for outdoor flight tests." Indoor flying is recommended for the winter, for which a pole, as shown on the drawing, is needed. "Possibly you could build one in your woodwork lessons at school."

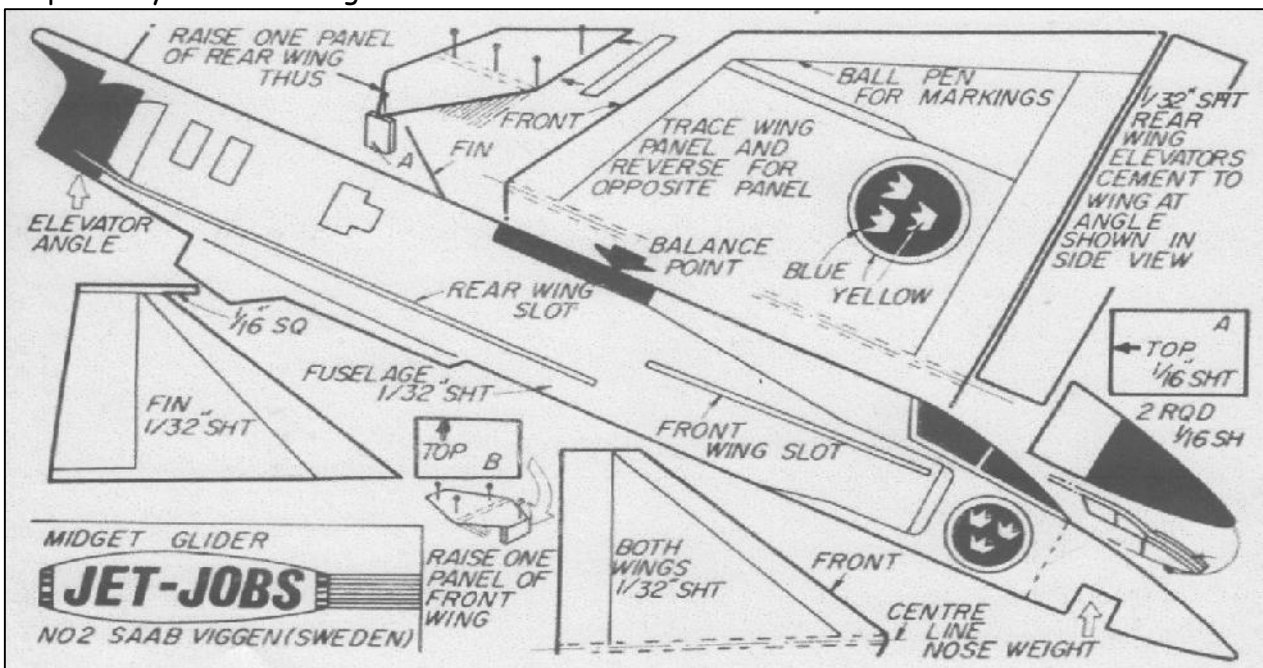


No aeromodelling article in the January 1969 issue, but Ray was back in February with his Midget Glider No2 the **SAAB AJ37 Viggen**, Sweden's double delta canard type combat aeroplane, capable of very short take-off and landing, a speed of 1386 mph and a climb to 36,000 ft. in 2 minutes. How does the performance of the model compare to the prototype? Let's equip it as a CLG and measure performance in units of VL (Viggen lengths) Short take-off and landing, NO PROBLEM. Speed 38VL per sec. That is 25ft/sec for an 8" long model,

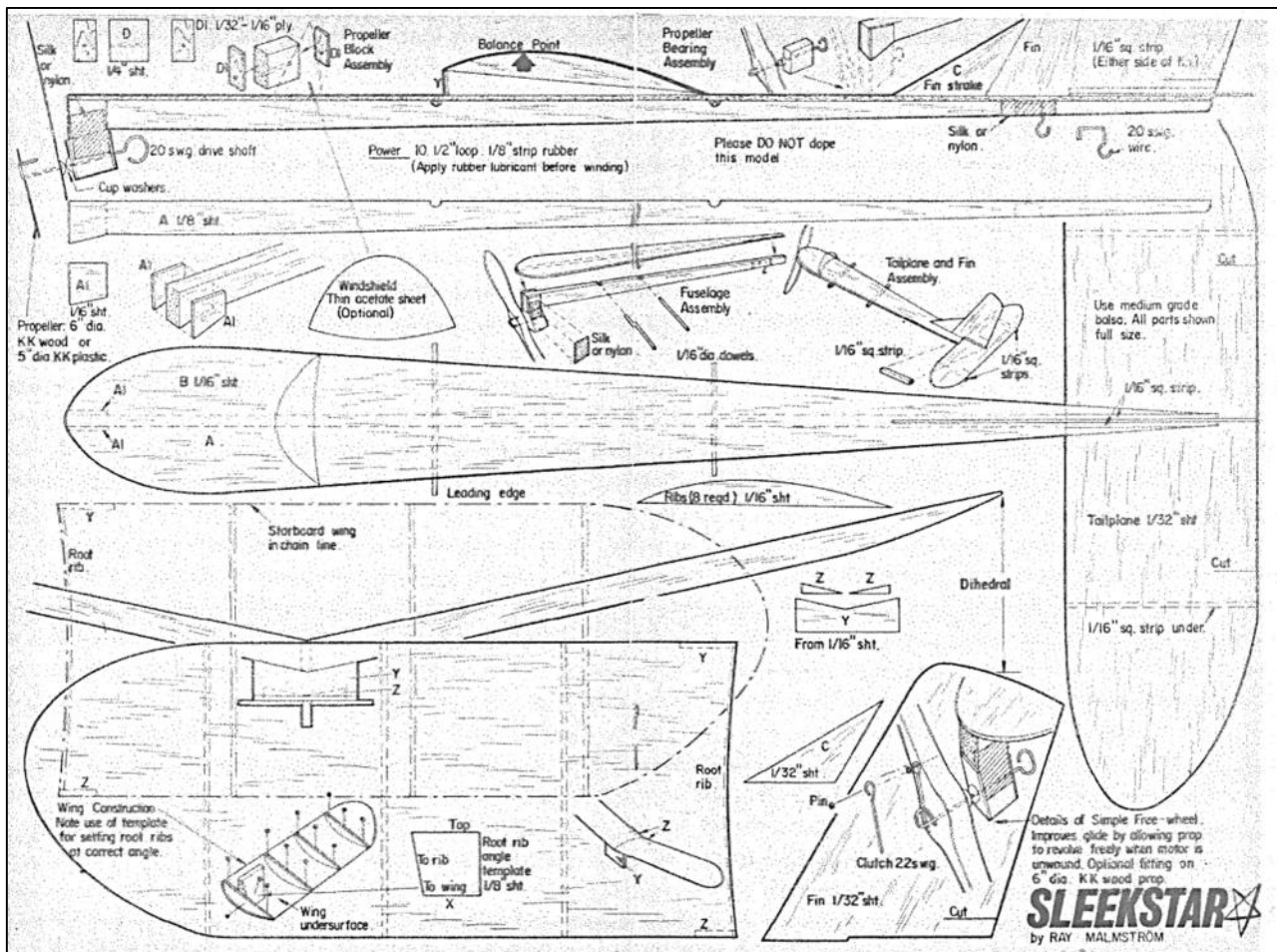
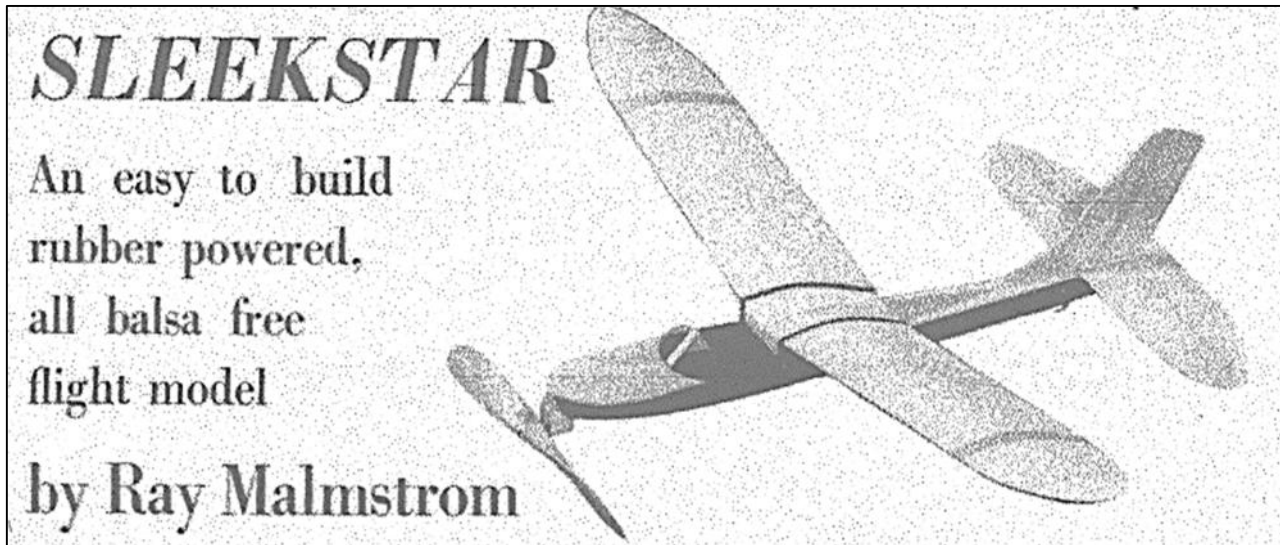
might be OK for a short burst with strong knicker elastic.

Rate of climb 5.6VL per sec. 4ft/sec, OK at launch, but then?

Height 667VL, that's over 400ft for the model, and if it ever gets that high it will be O.O.S. and probably never seen again.



March 1969 issue was another with no aeromodelling article, but again Ray was back the next month, this time with his *Sleekstar* a 17" wingspan rubber powered model, designed to be an easy build, perhaps the earlier Spitfire plan with its rolled balsa fuselage had resulted in some adverse comments.



More Meccano and corrections to calculations in units of Vigen Lengths next month.
All plans available from;- Roy Tiller, tel 01202 511309, email roy.tiller@ntlworld.com

Roy Tiller

Model Disposal

Don Palmer

Question: What is one to do with about twenty or so vintage and classic free flight models when one is no longer fit and able enough to fly them?

They are all in good or very good condition, most of them trimmed and ready to fly. I started model flying with Henley Model Club in 1948, so I have had a good innings.

If any are wanted I would hope for a donation to the Air Ambulance.

List of available models**Rubber**

Burnhams A frame, Chad, RAF V, Veron No.2, Jimmy Allen Special.

Gliders

Dream Bogey, Egret, Equarius, Pelican AI, Pelican, Snoek,
Swallow (untrimmed), Fugitive, Gilli Chopper, Nord.

Power

Gossamer, Tomboy, Hells Angel (unfinished, needs covering), KK Scorpion
All power can be with or without engines.

Scale

Sopwith Camel, 42 inch span, in the colours of No. 65 Squadron
which would be suitable for display.

a box of 44 plans.

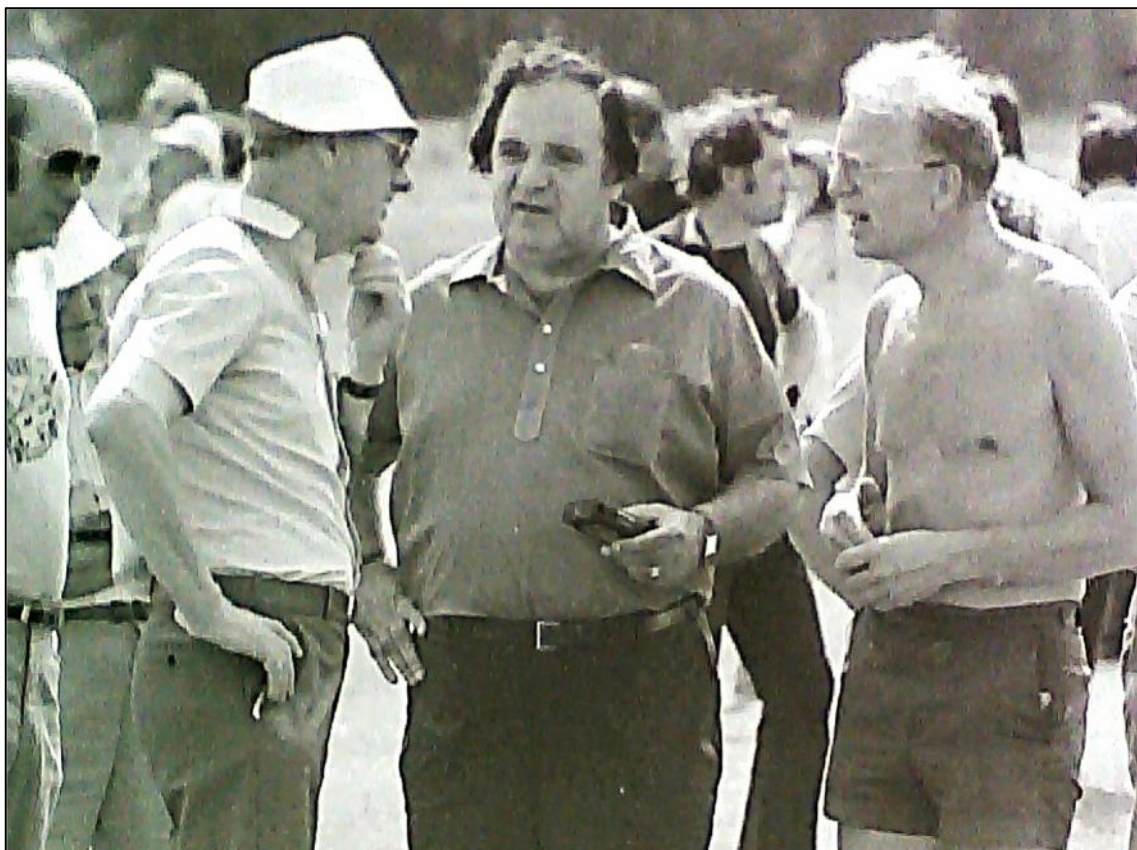
Models would have to be collected; Enquiries through Editor or Mike Parker or,
Ruth or Don Palmer phone number: - 0118 9875853

Vintage in Black & White

Keith Miller Archive



Unknown modeller launches his "Cruiser Pup" at Old Warden in the 80's.



Chester Lanzo, Danny Sheelds (both USA) and David Baker at Old Warden in the 80's.



Danny Sheelds (USA) and Brian Hewitt (SAM35) chat at an Old Warden meeting in the 80's.



Brian Hewitt (SAM35) launches his CE Bowden "Mouse" (?) at Old Warden in the 80's.



Bob Walden (SAM35) launches his rubber powered P51 "Mustang" at Old Warden in the 80's.



Pete Wright's (St Albans) replica "Wrangler" C/L team racer at Old Warden in the 80's.



Unknown American modeller holds Danny Sheelds' (USA) A-frame model at Old Warden.

Aeromodellers Departed



Ron Prentice:

I regret to announce the death last Sunday, (27th. Nov.) of Ron Prentice, at the age of 86. He wrote the control line column in SAM speaks for several years at the end of the 1900's

I have known Ron for 30 or more years, he was a respected professional musician, and a musical instrument maker of great repute. His models always looked much better than mine too!!

Ron started a musical career playing double bass with the jazz band run by (as he put it)" two brothers called Lightfoot." - Terry and Paddy. He went on to play with the Oscar Rabin band, and with the band for the TV programme "Crackerjack." He also played

accompaniments for stars like Petula Clark, and Dusty Springfield.

He learned instrument making at Mittenwald in Austria, and for years made violins and Double basses of very high quality. Some years back he was flown to Iceland by the Iceland Symphony orchestra to fit extension pieces to the neck of all their double basses, this enabled fitting of a longer string to enable lower notes to be played.

I met up with him twice a month lately for indoor flying along with Bob Watts of the local Minehead club, at village halls in some of the Exmoor villages.

As a model builder and flyer, he was a member of the group who used to fly at the old Fairlop airfield, so knew such characters as Eddie Kiel, Bill Dean, Len.(Stoo)Steward, and Charlie Taylor. He took part in writing the first SMAE stunt schedule for Control line contests. He flew C/L for many years, and was very indignant at one time when told by the judge that he was flying one manoeuvre wrongly, "but I wrote it" he said, but did accept the decision.

Ron leaves a wife, Brenda, and a son and daughter.

R.I.P.

John Russell, Porlock, Somerset.



Pauline Hook:

Very sad to have to tell you all that Pauline Hook passed away on Friday evening 15th Nov.

Many of you will know that she had been poorly and living in a nursing home for some time but despite this she and John have been enjoying their time together and having regular

visits to local events such as concerts, shows and the pop-up cinema.

Pauline had a fall a short while ago and sadly never recovered from this. John spent the last days of her life with her in the home and she was in no pain but had very little awareness of her surroundings. Such things are always hard to bear but it is a relief to know that her final passing was peaceful.

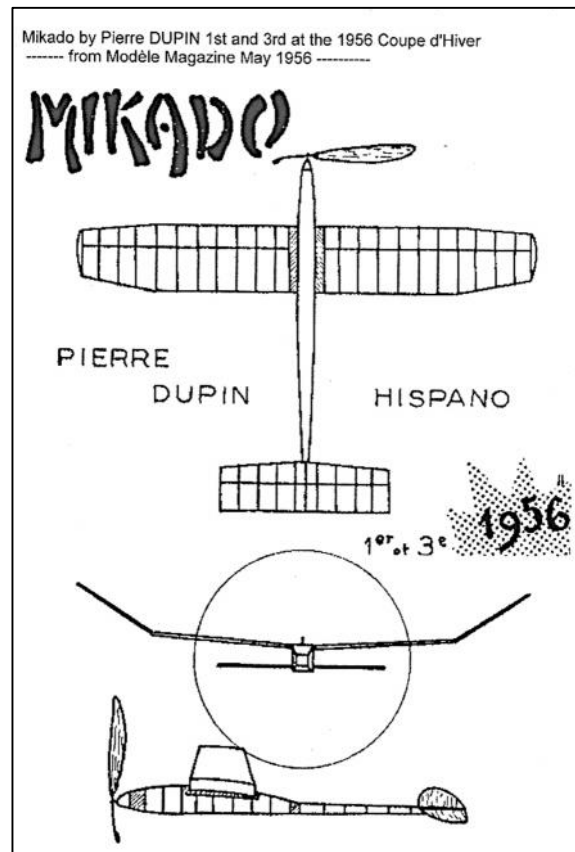
R.I.P.

Tony Shepherd

'Mikado' Vintage Coupe

Richard Fryer

Gavin Manion kindly passed on the Mikado plan to me, together with the original article in French and some good advice on how to decipher the two! Examining the Mikado plan is like most armchair building of vintage models, both tantalising and frustrating in equal measures. The model has good overall dimensions, a wing slightly bigger than the Garap and a moment arm not far off. The negatives are a cambered tailplane and a sheeted fuselage with shoulder mounted wing. The earlier versions of the model had a conventional built up fuselage, as shown in the undimensioned Hispano Plan. However being undimensioned and noticeably different to the MK4 plan it is a distraction rather than anything viable. The Mk 4 plan is fairly detailed, though the wing mount is only hinted at, it seems to follow the structure of the Machon with a shoulder mounted, two part wing and wire bracing. Not shown is a peg leg undercart but something along the lines of the Etienvere would do. The fuselage being sheeted will require the use of the lightest 1.5mm sheet you have saved for something special. Neither fuselage spacers nor bracing are mentioned on the plan, so you will have to decide how best to go about it, perhaps reinforcement for the wing mount, a rear motor anchorage placed around the wing trailing edge, 3/32 longerons and some 1/16th spacers? The prop detail is minimal, just the diameter. The drawing shows a single blader and mentions that it was powered by 6 strands of a quarter, which fits in with the comments of a quick climb. All in all a good looking model that should be fairly straightforward to build. I have translated and edited the original Pierre Dupin article for you below.



This is the 4th version of the model originally designed in 1948 by my friend Mr J. J. Roussel. The original had a diamond fuselage with a cabane and rails. This model helped me to a good start at the 49 and 50 Coupe competitions. After breaking the fuselage I redesigned it, keeping the flying surfaces as the previous version. The fuselage was now square without a cabane and with a cross section of .48 DMsq. Test glides were good and the climb was fast, it was the best model of the series, with it I came 3rd in the 1951 Coupe competition. I lost the model due to my colleague mr Chabot failing to light the dethermaliser at a competition in Cormeilles. My next version was exactly the same and it should have won the 56 Coupe competition but I lost the model in housing at a competition at d'Issy. In the meantime I made a 3rd model with a longer moment arm and triple fins, see the cover of MRA205. It proved difficult to trim with a too rearward CG, with it I came 4th at the 1956 coupe competition. Finally after breaking the fuselage with a burst motor I built a new sheet fuselage with twin fins and the dimensions of the earlier 2nd version. I have won two Vintage Coupe competitions with it. It is not exceptional but it is stable fles well in wind and responds to lift well. So the Mikado development has included 3 pairs of wings for version number 4 in question and with a mix of both wings and fuselages version 4 is in reality also version 5!

MIKADO-IV

1 9 5 6

DE PIERRE DUPIN

ler EN CH. "RETRO"

1987 et 1988

Fuselage : 28 grs

Helice/nez: 13 grs

Fuselage : 28 grs

Helice/nez: 13 grs

Ailes : 22 grs

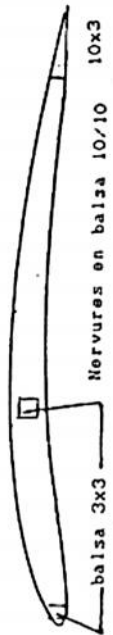
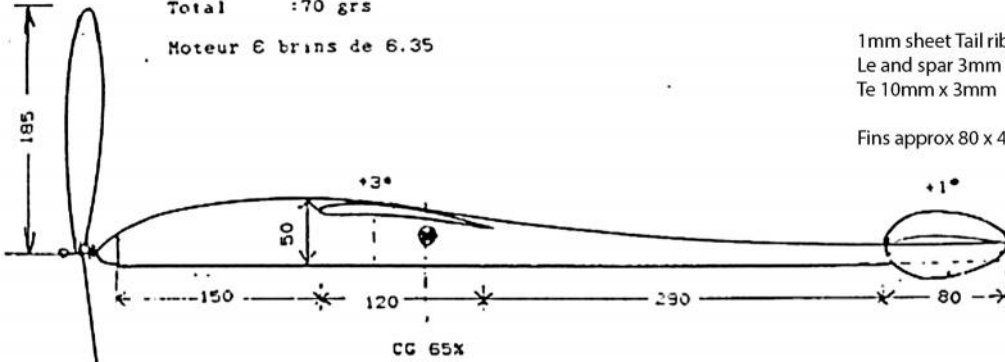
Stabilo : 7 grs

Total : 70 grs

Moteur 6 brins de 6.35

1mm sheet Tail ribs
Le and spar 3mm sq
Te 10mm x 3mm

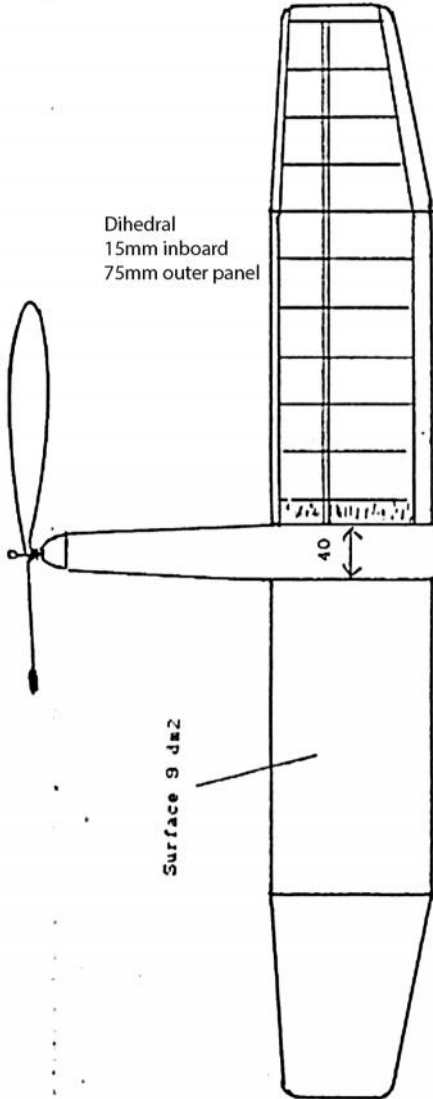
Fins approx 80 x 45mm



Although not shown the model would have a retracting peg leg undercart

The plan shows the wing shoulder mounted. Most probably as the Machon, with bamboo or wire wing joiners. The wing is wire braced with attachment to the bottom of the fuselage and to the wing spar around midspan of the inner wing panel

Dihedral
15mm inboard
75mm outer panel



2mm Sheet Balsa fuselage
with spacers

caisson en balsa 20/10
avec entretoises

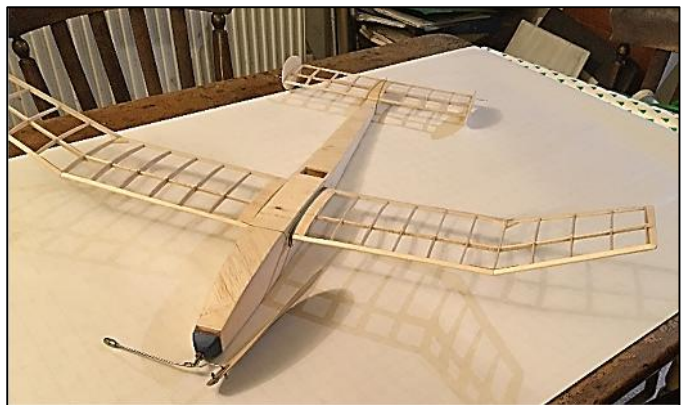
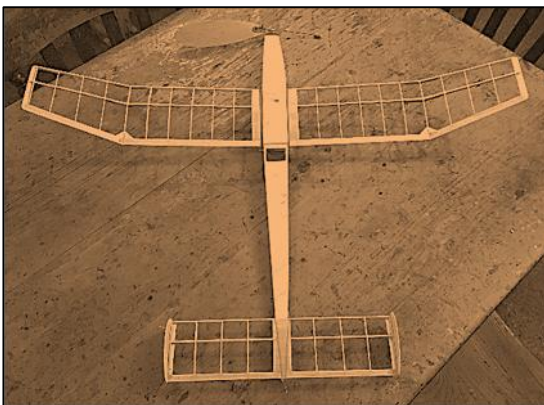
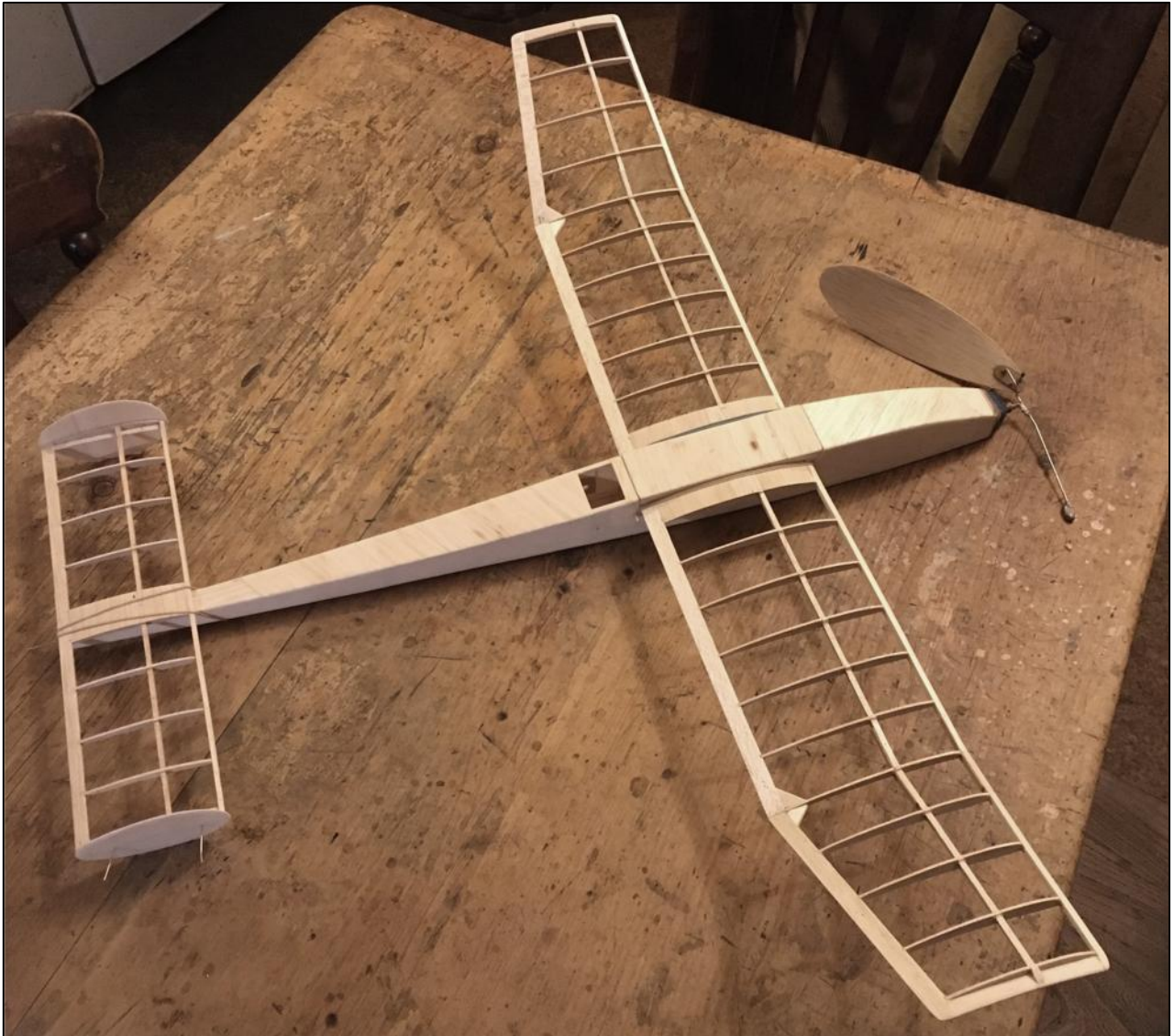
Surface 2.4 da2

Surface 9 da2

1.5mm sheet wing ribs
Le and hard balsa spar 4mm sq
Te 13mm x 3mm



The pictures following are of the 'Mikado - IV' under construction by Robin Kimber
Photographed by Richard Fryer



Richard Fryer

The Saturday afternoon November 16th saw myself and Rachel at the Thorns Leisure Centre sports hall testing out my 'Kenny Penny' a LPP model which has been nominated for the South Birmingham Clubs Xmas competition. The competition is the sum of the best two flights made before Xmas. Other competitors had already built their models and recorded flights. Myself in my usual lethargic manner had had a burst of enthusiasm the week prior to the meeting and built a model for the event. In my rush I misread the plan and made the outboard tip section too short and was 1" down on the 18" wing span. Also I was well up on weight, about 1gm over minimum, not good for duration, but at least I had a model to compete with.



I wind my Kenny Penny



Colin Shepherds version of the KP



Alan Price's version,
looks like bubble wrap covering

Alan may have used the wrong film on his model as the anti-static wrinkling is not as normal. I had a few trimming flights and eventually got up to 4 minutes by end of play. Not good enough yet as Alan has flights recorded well over 4 mins and Colin has one over 5mins. There is a rule that flights making more than two hits on the lights or beams are disqualified, but I will have to seriously flirt with them if I am to post good times.



Alan was airing a nice little Legal Eagle sized model (covering would disqualify it from competing in the class), it flew beautifully. Somewhere in my memory I seem to recall an RTP model by Bob Copland which looked very similar, 'Thistle Down' comes to mind but I know not why.



Ever Present Rob Newton was flying several of his models, the mylar covered one I believe is one of his own designs whilst the little semi-scale job on the right looks like one of the designs that was used for the Thorns Xmas comp a few years back.

My right hand recovery expert was on hand as always, seen here casting a wary eye on the model during Gyminnie Cricket recovery.

Not a bad afternoon's entertainment but my performance in the Xmas comp looks doomed to an 'also ran' result.

John Andrews

Sadly, due to personal reasons, this will be a rather short note. However, it does behold me to wish all our members a very Happy Christmas & New Year.

The AGM is reported elsewhere in this months NC. I gather from our Chairman that the day on the field at Middle Wallop was enjoyed by all who attended, with quite reasonable flying conditions for a change. Nice to end an era with a positive finish.

What will next year bring? Notwithstanding the possible effect of current drone legislation, I see from the FFTC Calendar that there will be seven Area meetings. We will continue to share event days with our friends from the Croydon Club, namely the Wakefield & Coupe Days at the beginning & end of the season. These will be held on Area 8 of Salisbury Plain. A possible further Cagnarata Day is being investigated, but no agreed venue or date set as yet. There will be the annual Odiham Southern Area Gala at RAF Odiham, presupposing a licence will be granted by the DIO & the Crookham Gala will be held - again on Salisbury Plain. Dates will be published once finalised & will appear in the next edition of the NC as usual.

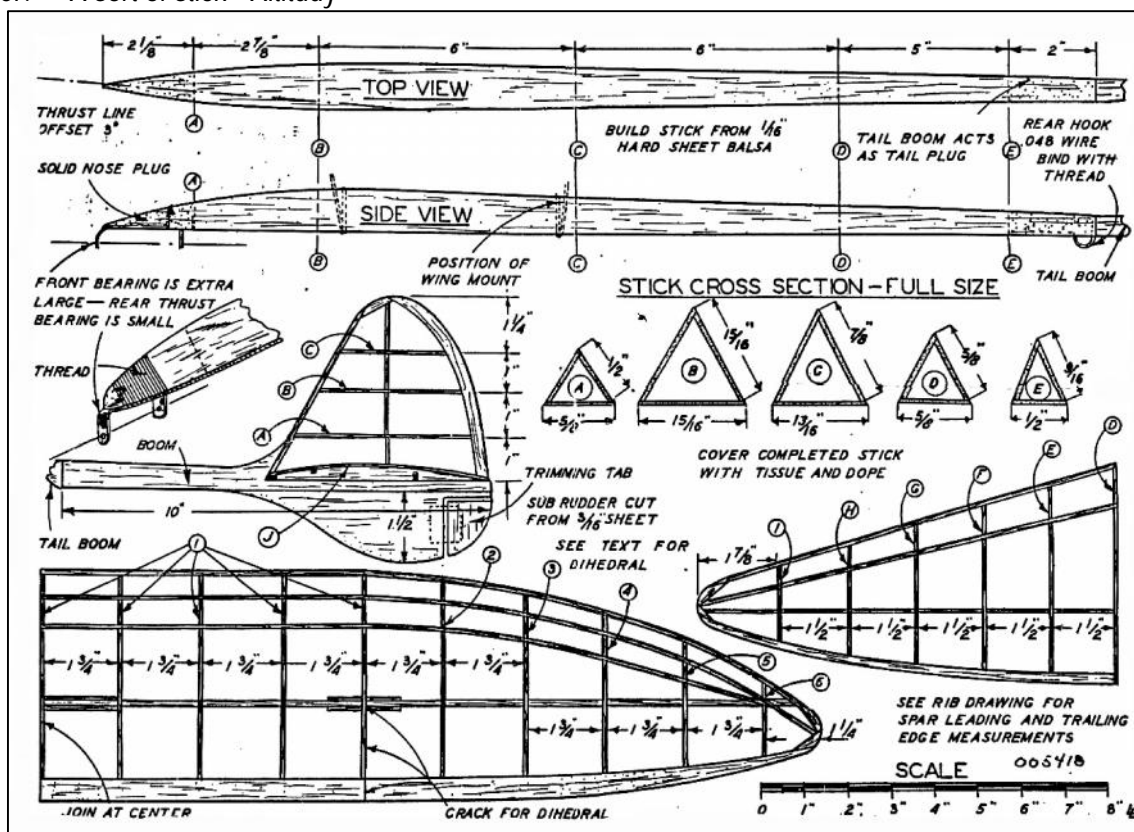
For those of you with better memories than me, who can recall my ramblings last year on an Italian bi-motor fitted to a model of the Macchi M-72 which remained unfinished - I now have a full article - in Italian! Now undergoing translation, so hopefully should be ready for publication in our next edition. It does make for interesting reading.

Our Editor received a correction to my last months note from Martin Dilly - I got it wrong regarding the origin of the Sapir A2 - it came out of Czechoslovakia, not Poland. Old age & a bad memory had convinced me it was Poland! Apologies for that & thanks to Martin for picking it up. The kits that I purchased from Poland did have two piece wings, it seems that the original did not.

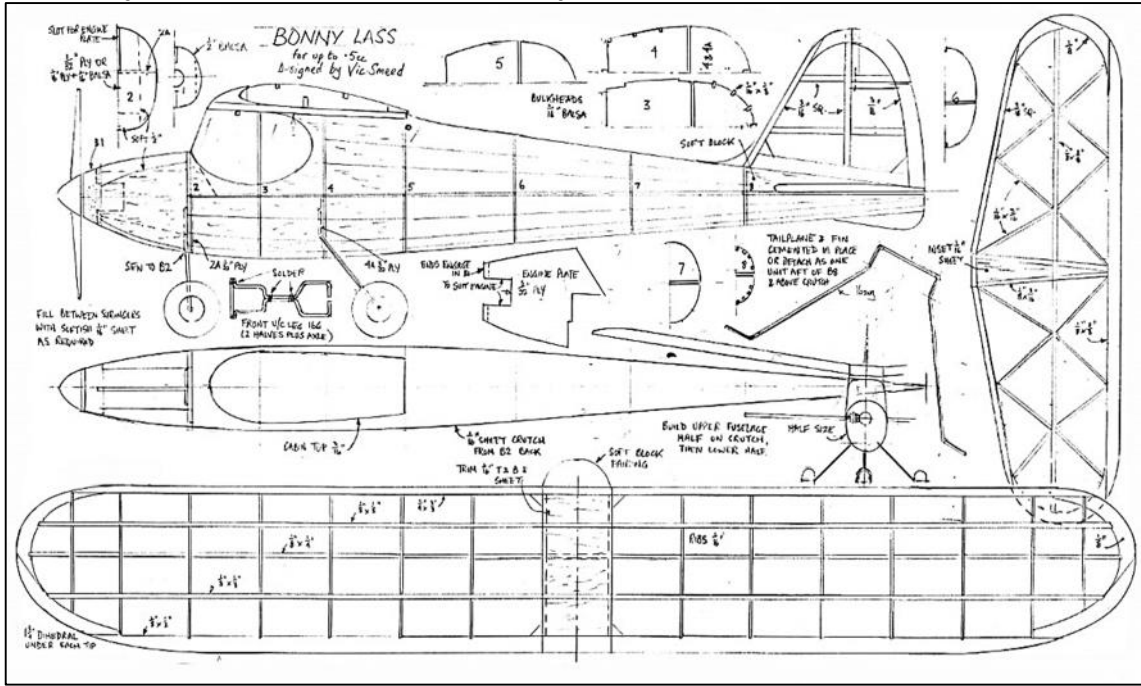
Other than that, modelling activities have been at a standstill but should start to recover in the New Year.

Models of the Month

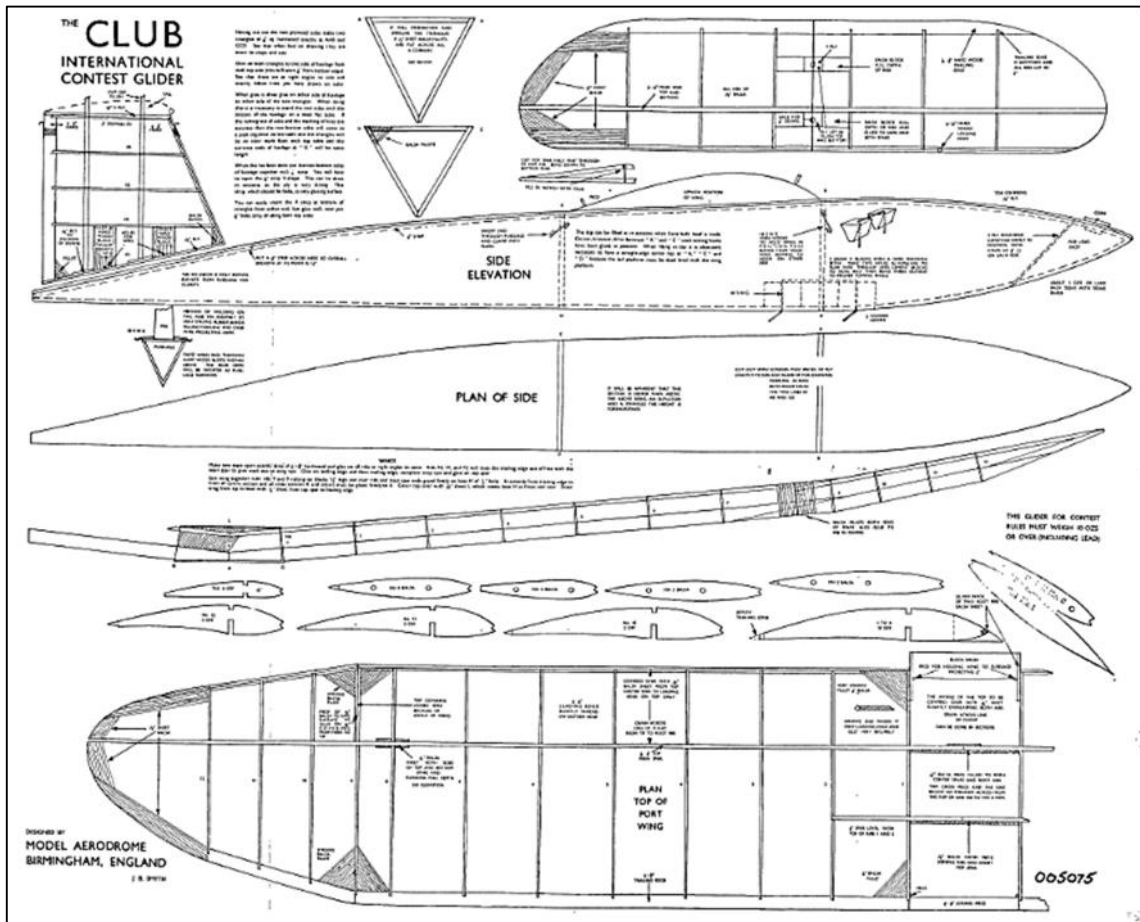
Rubber: - A sort of stick - Altitude



Power: - Bonny Lass - Neat little small field model by Vic Smeed.



Glider: - Club International from the Model Aerodrome in Birmingham, much late lamented as I used to glue my nose to their shop window when young & crossing from New Street Station to Snow Hill to visit relatives in Hereford.



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 Man 2 cell LiPo; separated batteries pack for Rx alimentation is allowed.

48" Wingspan;

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

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

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

Flights and results

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

Awards :

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

Results

Results, address, photos and technical specification about model must be forwarded to the Organization within the 15th June 2018 to Curzio Santoni (cusanton@tin.it) or to Sianf ranco 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
 Sep 14th – Oct 19th – Nov 16th – Dec 14th
 <>

2020
 Jan 11th – 8th Feb – 7th Mar – 4th Apl – 2nd May

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

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.antiquemodeller.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

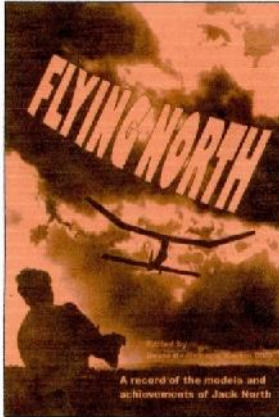
The Free Flight Forum Report is now in its thirty-fourth year and it's the biggest yet, with no less than 17 papers, covering a vast range of the topics that make free-flight so fascinating.

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 .



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

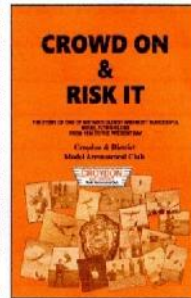
CROWD ON & RISK IT

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.

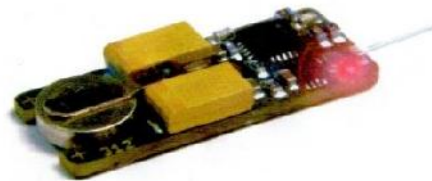
Anyhow, since the last roll came in 2015, the price is slightly higher (maybe as a result of you-know-what ...xit and its effect on sterling), but it's still only £13 for a five yard roll a yard wide.

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

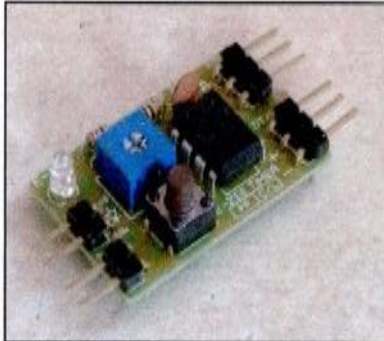
Very quick delivery, often next day

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

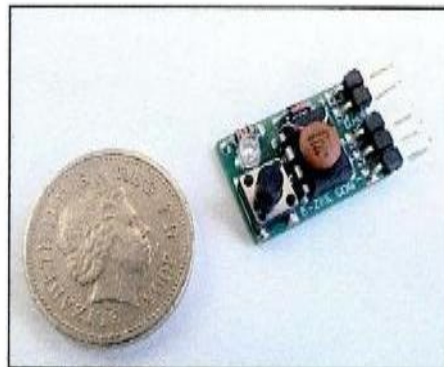
- motor run duration:-adjustable 1 to 30 seconds, set in 1 second increments
- d/t duration:-adjustable 10 seconds to 5 minutes, set in 10 second increments
- motor power:-adjustable at all times from zero to full throttle (by potentiometer)
- push button immediately stops the motor at any point during 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
December 1 st	Sunday	Coupe De Brum, N.Luffenham

Please check before travelling to any of these events.

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

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

www.SAM1066.org

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

www.freeflightuk.org or www.BMFA.org

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

www.SAM35.org

Useful Websites

SAM 1066	-	www.sam1066.org
Flitehook, John & Pauline	-	www.flitehook.net
Mike Woodhouse	-	www.freeflightsupplies.co.uk
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*