NEW Clarion

SAM 1066 Newsletter

Issue 022017

February 2017

Affiliated to SAM 1066 Website:

Club No. 2548

www.sam1066.org

Editor:- John Andrews
12 Reynolds Close
Rugby
CV21 4DD

Tel: 01788 562632
Mobile 07929263602
e-mail
johnhandrews@tiscali.co.uk

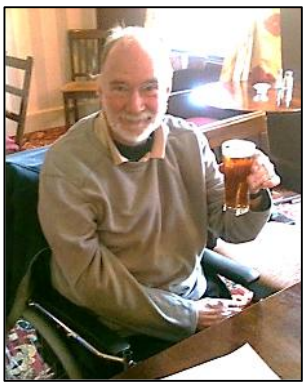
iPad users: If you are having trouble opening the New Clarion, hold your finger on it to display a menu, then select"open in new tab". You will find the new tab to the right of the SAM1066 tab.

Contents

		Page
Editorial	-	2
Thorns Xmas Indoors	John Andrews	3
Topical Twists	Pylonius	5
Coupe de Brum	Stu Darmon	6
Letters to the Editor	-	8
Indoor HLG (F1N?)	George Brown	9
Engine Analysis: Veco 19	Aeromodeller Annual 1958/59	11
Eros: an all-time classic	John Ashmole	12
Vintage in Black & White	Keith Miller Archive	15
Indoor isn't for everyone Pt.9	Nick Peppiatt	18
Aeromodellers Departed	Martyn Pressnell & Joe Barns	21
DBHLibrary (Magazines)	Roy Tiller	23
Cee Bird	American Modeller Nov/Dec 1965	26
R/C Tomboys 2017	Tony Tomlin	28
Lucky Lindy, Revisited	John Thompson	29
Secretary's Notes for February 2017	Roger Newman	31
Pillar Miller	Jim Paton	39
Indoors in Wales	John Andrews	40
Events and Notices	-	42
Provisional Events Calendar	-	52
Useful Websites	-	53

Editorial

Hi folks, here we are well into the new year, soon the area comps will be upon us and SAM1066's events at Salisbury Plain are booked, I trust 1066'ers will give the site a whirl.



First the good news, Peter Tolhurst is out and about after his stroke. John Thompson sent us this info:
We the Chobham Common flyers and friends hold a monthly pub meet. Peter Tolhurst joined us for the first time for months since his stroke. I am sure all his many friends will be delighted to see him in this form. Peter joined us today, thanks to a lift from Ray Elliott, looking the picture of health to enjoy his first beer since July. Great to see him back in the fold.

Editor: Peter, I bet that beer tasted good after your enforced layoff.

Now the bad news, we have lost two more stalwarts, Martyn Pressnell and Joe Barnes, we continue to lose more modellers than we gain I fear.

Roger Newman's report last issue depicted our founder David Baker with a canard model that Roger could not identify. John Close came up with the ID and copies of the article (which were enhanced by our archivist Roy Tiller) from the American Modeller magazine. The article is reproduced later in this issue, the 'Cee Bird'.
John reports that he built one himself but placed the engine on a pylon at the CG, in the centre of the fuselage.

Someone? *(the black hole in my filing system strikes again)* sent me the article on the microfilm Chuck Glider, I've published it out interest. I had queried Bob Bailey at the indoor nationals about the possibility of such a model and he ventured the opinion, correctly as it turned out, that the rules had been modified to effectively eliminate such models.

The indoor meeting promoted by Martin Pike in North Wales proved to be quite a success and, although only two modellers, Martin and myself, were present, the attendance by local parents and children was astounding and Martin is pressing on with a second meeting.

Tony Tomlin has written concerning the once very popular Radio Tomboy duration event that he has so successfully promoted over the last few years. He is worried over the recent low numbers of entries and is asking if any flyers have any ideas for amendment to the rules and/or competition format to encourage a resurgence. Thinking caps on lads.

Nick Peppiatt continues his blow by blow building of his Nesmith Cougar, he's down to nitty gritty of décor now, not an aspect of modelling that I have any talent for what-so-ever.

I think our chairman John Thompson may have exhausted his fleet of power models for his articles, as in this issue he revisits his 'Luck Lindy' with extra umph up front. I think we could well be in for a series of reports on existing models with increased horse power in the nose. The potential for the demise of such models during the early trimming stages is now significantly reduced by the installation of Radio DT.

Jim Paton, seeker of tools for the easier building of models, reports on his latest acquisition, a milling table attachment for pillar drills. E-Bay and China comes up trumps again.

Editor

Thorns Xmas Indoors - John Andrews

I know this report is a bit behind but I must not chicken out on recording my defeat and loss of the Thorns 'Xmas Trophy' Chalice which has been my crowning glory for the last few years. This year I got well and truly duffed up by modellers exploiting the competition rules to the full and having the modelling ability to do so. We all started out with Ikara Butterfly props but the making of larger diameter plastic props by the two winners, proved the key to their success. Having said that, I must confess that I did not even make the podium and was beaten by third place man Alan Price who was still using the small butterfly prop.

The prize table

Xmas event 1st place, John Penton

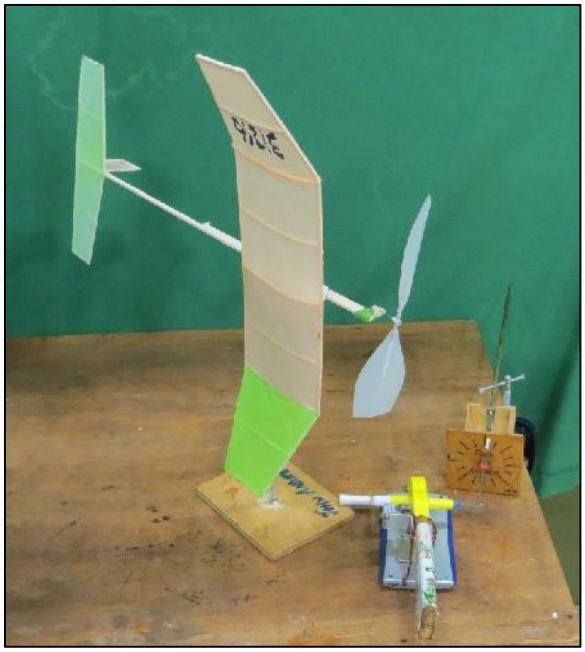
2nd place to Peter Dolby

3rd place to Alan Price

John Penton's winning two flight total was 7-23, Peter Dolby made 6-49 and Alan 5-08, I for my part made only 4-51. Here we go with the excuses, I could have made 3rd place but one of my flights, a 2-45, was discounted as I had three hits on the lights and only two were allowed. I was a little late to the big prop party, I had realised that the small prop on my models would not give me a long enough motor run to improve my times unless the rubber x section was reduced. This meant a lighter model was required, which I had failed to build in CGIII and I did not feel like using some of my meagre stock of indoor balsa to build yet another model, I had three already. With only one meeting at Sneyd to experiment, I made larger props that were much too heavy on CGI & CGII and I fitted a 12" Ikara to CGIII which did not work either.

My only option for the final meeting at Thorns was to cut down the 12" Ikara prop fitted to CGIII using a wet finger calculation and hope for the best.

As a back-up I made a panic phone call to John Hook of Flitehook who sent me two more 12" Ikaras, *(John always comes through when I'm up against it)*, these I held in reserve in the event that I did not get my first trim-cut off the 12" right. As things panned out my first trim of the prop was the only one I had time for as the final flights had to be in by 3o'clock and it took that long to trim out the model. I launched my model for its best flight of 2-30 with less than 5 minutes to spare.



Yours truly, in festive garb, contemplating rubber size and turns for best results with CGIII and cut-down prop,

Consulting my flight log book, this last flight of 2-30 used a .110" x 16" loop with 1,500 turns. As an indication of trimming frustrations, I achieved my discounted 2-45 flight using a .110" x 14" loop and only 1,100 turns. The increase in loop size to 16" did give me more turns but weight increase kept model below lights although the log records VH (very high). Earlier I had used .110" x 14" with 1,200 turns and recorded only 2-19 H (high). Some of these differences depend on whether the model is launched from floor level or shoulder height, I must start recording launch position. With more trimming time I could have improved my flight times, but certainly not enough to approach the winner's times.

Attendees gather for the prize presentations and raffle

John Andrews

(Aero Modeller June 1966)

Just Gassing

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

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

Zombie & Son

The fascinating thing about the model flying hobby is the way its traditional styles of aero-nauting refuse to be overwhelmed by the slick appeal of the modern electronic machine. Anyone thinking in the sort of progressive terms which sees a multi-storey block of flats on the non-functional open space, might find it odd that the crinoline era rubber model should merge into an age singularly lacking in elastic utility. He might also look askance at the primitive antics required to elevate a goodness knows why, motorless model to a viable altitude, and would undoubtedly give a fat, .007 smirk at the idea of the term microfilm being applied to a type of skeletal looking model. It might also occur to him that model flying is not just little brother tagging along in the wake of big brother Aviation, but has much to offer in its own right, although he may not be the kind to enjoy the diverse fun it gives to suit all pockets, air and otherwise.

Apropos of this, a recent picture of a microfilm mode! reminded me of my own attempts to produce one of these curious craft. It did not take me long to realise that I suffered from a condition known as Fyffe finger, in which the thickness of the hand deceives the eye. I also had the business of whispering friends to contend with, but this was of secondary consideration compared with the impossibility of skimming off a bath length of usable film, Whether the craft actually flew remains a mystery to this day. Although some theoricians still aver that the distance achieved was due to the propulsive influence of an open window.

All of which is part of the rich pageant of model flying, in the spirit of that continuity which gives newcomers to the hobby something of those same joys of aero-nauting that drove the Edwardian courting couples off Wimbledon Common.

Pile-in Racers

Rather like those gentlemanly University scientists who tinkered with the atom splitting experiments under the dreaming spires, and landed us with the H Bomb, so those pioneer hobbyists who heaved their six skeined rubber machines into the safe and soundless air over Wimbledon Common could not have suspected that their friendly old machines were the precursors of that ultimate flying field horror, the Pylon Racer,

Now; I admit the only pylon racing I have indulged is to get in a few flights on the local common before the Electricity Board moved in, but I do admire those intrepid modellers who can face up to these unmanning missiles without turning a hair. It takes pints of courage. Come to think of it, the tensed up follicle, cringing on the twitching scalp, can possibly do a smarter job of turning than the way out Racer, which just goes to show that we still have a lot to learn about the art of course racing,

One aspect of the sport which is well up to the mark. however, concerns that Bond which unites the crazed masses. It's bad enough people thinking that the Quantum Theory has something to do with the short skirt craze, but to imagine that nothing is complete or fulfilled without the introduction of those mythical numbers, '007' is going too far. In a recent Pylon event, we are told, the racing numbers were given a two zero prefix in order to give one of the in-types a coveted Bond identity. It's enough to make you cry 'Uncle*.

Pylonius

Coupe de Brum - Stu Darmon

GRAND COUPE de BIRMINGHAM 2016, Dec. 4th 2016 North Luffenham.

After two very challenging years, the 2016 Birmingham Coupe was very much third time lucky, the weather being bright and chilly with an Easterly breeze which never got above 10 mph or so, and was less for much of the day.

Regular CD Kris Best set the first max at 2.00, at which it was to remain all day, with no models reaching the boundary. With nineteen entries in F1G and nine in vintage, fly-offs seemed inevitable. However, flyers soon found the air deceptively treacherous with a pronounced region of turbulence in the middle of the field badly disturbing any flights which were not well away.

Defending champion Gavin Manion had his small fast-climbing model dumped to the ground well short of the max, and throughout the day, some very potent machinery could be seen struggling on the cruise. Phil Ball's model with huge ex -open rubber prop was very impressive, and on his third flight managed to claw its way out of the dreaded turbulence and max, remarkable for such a large aeroplane.

These seemingly benign but very tricky conditions made for well-fought and exciting contests, by the end of which not one of the 28 entries had maxed out. It was noticeable that in general the best vintage coupes were handling the conditions better than the F1G's, possibly because their small, low- camber wings make them slippery despite the fuselage cross-section. Worthy winner of F1G for the second time in three years was Phil Ball, who after being wrong footed on the first flight by the turbulence, stranded up and maxed thereafter. Bill Dennis came second by doing it the other way round with his 1960's 'classic' coupe, while Gavin, having abandoned F1G in disgust after breaking eleven motors to drop two flights, redeemed the honour of the host club by winning the well-supported vintage class with his trusty Etienvre.

On de-camping the flight line was enlivened by an exciting demonstration of Ivan Taylor's scale SE5, now diesel powered; clearly Ivan's effigy of Albert Ball is accurate in belligerence as well as looks, because he set about strafing us at low level, clearly having mistaken our models for a *jasta* of Hun monoplanes. The survivors repaired to the warmth of the golf club for the usual convivial prizegiving at which Andrew Boddington once again presented Phil with the AeroModeller trophy, as well as a subscription and prints donated by the new publishers.

Gavin lifted the Vintage trophy (which resembles a giant gothic eggcup); While Spencer Willis (who had already left for home) was declared 'man of the match' for combined performance in both classes. Bill Dennis won the prize for top classic ('60's) F1G.

Many thanks to everyone who supported us, particularly Andrew; next year's date-Dec. 3rd- is already provisionally booked. The format seems to work, and will likely be unchanged.

However, Gavin hopes to procure a new trophy for the vintage event.The current one was very generously donated at short notice by Gerry Ferrer, who was the last winner of the defunct 100g event for which it used to be presented, but with all due respect, it resembles the proverbial poison chalice, and a suitable permanent replacement is due. Watch this space.

Results F1G							
Entrant	R1	R2	R3	R4	R5	Total	Position
Phil Ball	109	108	120	120	120	577	1
Bill Dennis*	120	99	110	100	100	529	2
Andrew Moorhouse	96	87	117	99	120	519	3
Spencer Willis	101	120	102	74	120	517	4
William Beales	113	120	108	64	104	509	5
Steve Philpott	56	120	117	89	101	483	6
Don Thomson	96	109	63	93	93	454	7
Tony Winter	84	89	69	68	120	430	8
Martin McHugh	104	10	120	97	80	411	9
Ray Elliott*	56	120	62	88	70	396	10
Roy Vaughn	3	103	120	119	39	384	11
Andy Crisp	64	70	71	40	112	357	12
Mike Marshall	96	51	59	73	57	336	13
Terry Bailey*	81	65	64	64	52	326	14
Stuart Darmon	67	120	58	53	0	298	15
Peter Gibbons	51	52	58	61	52	274	16
Peter Jellis	120	59	29	61	0	269	17
Gerry Ferer	91	120	0	0	0	211	18
Gavin Manion	50	85	0	0	0	135	19
* DECLARED 1960s COUPE							

Results Vintage Coupe D'hiver					
Entrant	R1	R2	R3	Total	Position
Gavin Manion	110	120	120	350	1
Dave Taylor	95	120	117	332	2
Chris Redrup	104	82	120	306	3
Gerry Ferer	81	81	120	282	4
David Beales	89	74	92	255	5
Spencer Willis	72	90	81	243	6
Peter Adams	73	82	52	207	7
Bill Dennis	45	35	119	199	8
Terry Bailey	39	76	41	156	9

Special Awards		
Best Result In Both Events	-	Spencer Willis
Top Placed 1960s Coupe	-	Bill Dennis

Overall Champion Spencer Willis tends his Vintage Coupe as Walt Hodkinson chats to John Andrews

Stu Darmon

Letters to the Editor

John White, Isle of Wight:

I thought you might well be interested in my new model box. I bought it under the name of a "Christmas Tree Box" at my local Isle of Wight branch of Staples. It measures 45"x10"x14" approximately and could easily hold around half a dozen coupes or similar sized models. The one snag with these boxes is that they apparently are only on sale a few weeks before Christmas and they sell out very quickly. I reckon this sturdy plastic container was a bargain at £24.49, about half what it costs me to construct a wooden box of similar dimensions, to say nothing of the hours of work involved. Wishing you lots of good flying and editing in 2017.

John White

Malcolm Cambell, Australia:

Happy New Year! I always enjoy the Clarion and, as an editor of 2 FF newsletters, I know just how hard the job can be when contributed articles are short on. I've edited our club newsletter for over 10 years and the national one for over 6 years, so I must like what I do!

On seeing the Fike E plan I felt obliged to send a photo of my rather aged outdoors Fike E, for your amusement. I first built a 1.5 times Peanut size for Indoor Scale and, as that flew well,

I then progressed to a 3 times Peanut size for outdoor. It flew magnificently, making me pleased I fitted it with a DT. Over the last 16 years it is showing its age and is in need of refurbishment. Its proportions are spectacular, and I had visions of building a 6 times Peanut size for RC but free flight is my passion so that giant version will never be built!

In a second email to follow, I'll also send you a copy of "Free Flight Down Under", our national newsletter. The December edition has articles on West Wyalong, a central western town in New South Wales where Australian free flight has its own field. All 700 acres of it, it was purchased for Australian aeromodellers by a long term and very keen aeromodeller, Adrian Bryant.

Malcolm Cambell

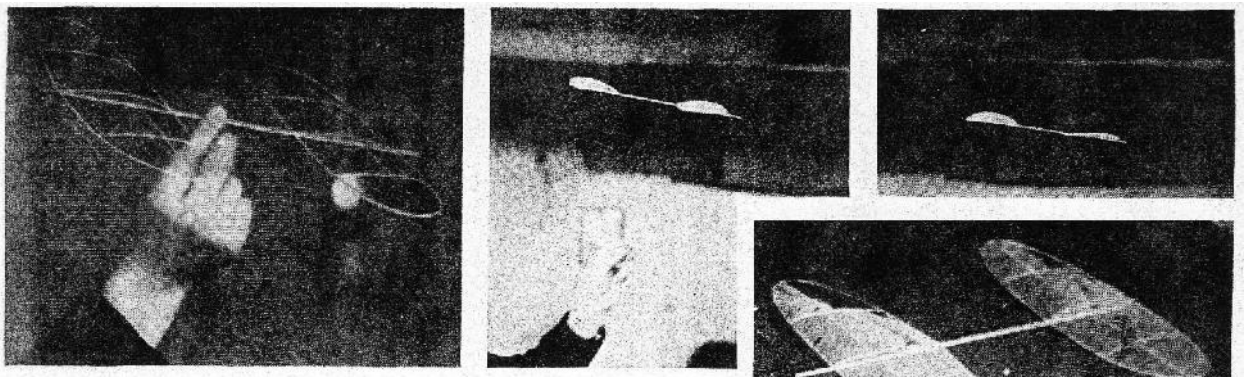
Peter Scott:

Hello John:

The model shop shown in the photo on p.33 Jan issue, ("Reminscences - Unidentified Model Shop") is the Henry J. Nicholls shop at 308 Holloway Road in North London, after its renovation in 1960, with Richard Nicholls behind the counter -- see article on p.354 of Aeromodeller July 1960.

Regards and Happy New Year, *Peter Scott*

Indoor HLG (F1N?) - George Brown



The plane is launched gently for fifty-second glide

It's easy to make—two planes on a stick

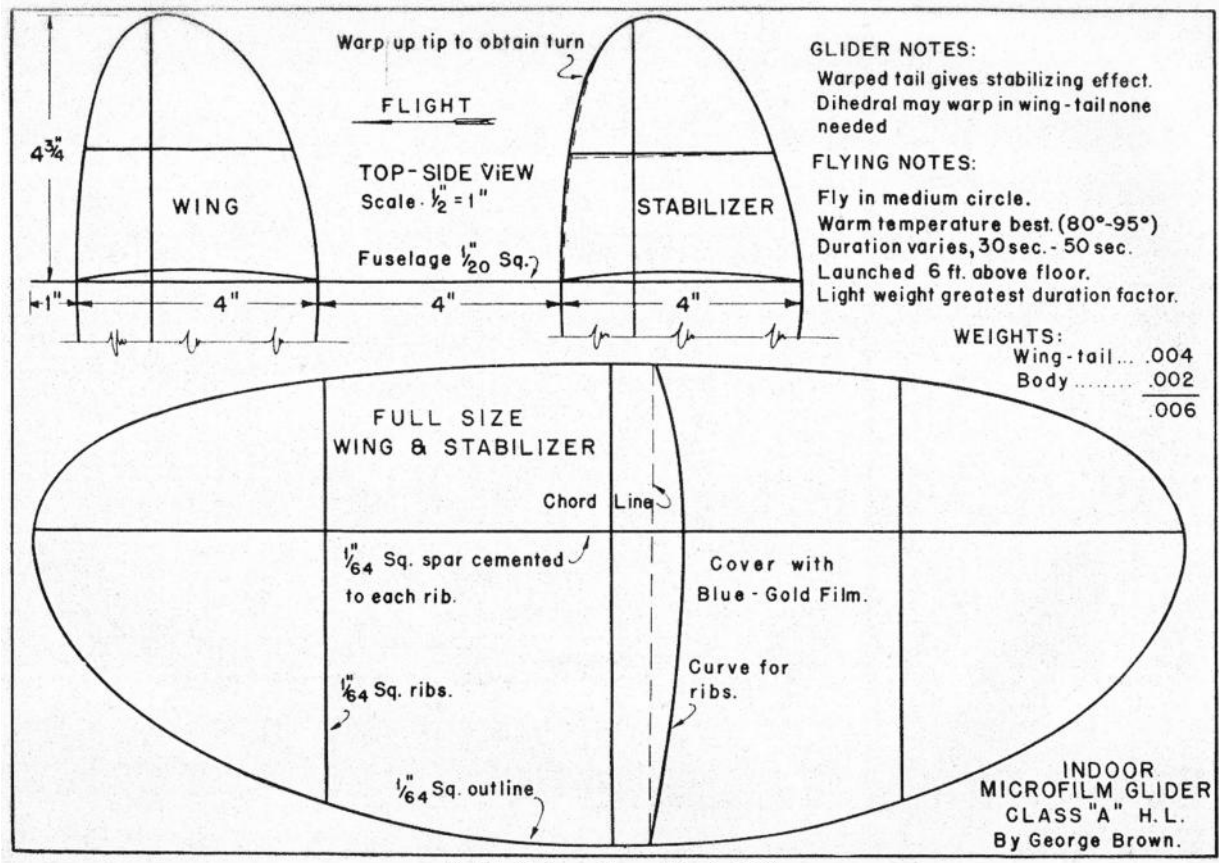
The Microfilm Glider

How to Make a Revolutionary Plane

BY GEORGE BROWN

Hey Joe, what time have you made? What, thirty-four seconds? What's the matter? Oh, you can't throw it up! Well what could you expect, you need more brawn and less brains to win this event." Yes, such, conversation may be heard - among contestants at every indoor glider meet. After all, how could Joe, who weighs 130 lbs, throw a glider as high as bigger and stronger competitors? Even though some modelers may construct better gliders than others, they are at a great disadvantage if they are not physically able to throw their gliders to high altitudes. More than once you have heard of builders winning stick and fuselage events by large margin?, only to make very low duration in the glider event.

A new type, which eliminates all these difficulties, is offered you. Yes, a really revolutionary glider . . . A scientific model which anyone can build at one-quarter the cost and time of the present type! A microfilm glider! Surprised? Well who wouldn't be? Just think, no more glider polishing! No more straining of arms and backs!



Model Airplane News March 1941

Now the question is asked: "How could you throw a microfilm glider up?" The answer: "You don't." The model is simply held in a level flight position, six feet above the floor, and released. Simple? What else could anyone want? To you builders who have complained of lack of armories or other space to fly in, your worries are over. You could even hold contests for this type of model in your own homes or club houses. As for the duration, which seems unbelievable, the author during his experiments attained flights of forty or fifty seconds with a model of thirty square inches of wing area. This time would place in any contest. The world record for this class has already been unofficially broken. The glider conforms with all rules set up by the A.M.A. The model is very simple to construct, as the wing and tail construction and size are the same so only one drawing is shown on the plan for both. Use only the lightest balsa obtainable and take the greatest care in building and covering this super-light glider. If you are not familiar with indoor building use slightly larger sizes than indicated on the plan.

Now begin the construction of the model: First make a template of 1/8" sheet balsa, for one-half the wing. Next cut two strips of 1/64" square balsa. Soak them in hot water, bend the strips around the template and slip a small rubber band over them to hold the strips in place while drying. When dry cement the strips together to form the wing outline and at the same time pin them down on to the plan.

Make a cardboard template of the wing section and cut the required number of ribs out of 1/64" sheet balsa. Cement them in place after slicing off the proper amount of the ribs trailing edges to conform with the plan. Next cut a strip, the required length, 1/64" square for the wing spar. Cement this at the required position to the wing tips and ribs. Use the same operation in the construction of the tail.

The body is made from a piece of light balsa 1/20" square sanded round and tapered slightly toward the rear. Next cement the wing and tail in their respective positions.

Great care must be taken in covering the very light framework with microfilm. They can be covered separately or both at the same time. For latter, make a large sheet of film and after wetting the framework with saliva press it on to the film. When perfectly dry trim away the excess film with a hot piece of wire. No dihedral is needed in either wing or tail. The model also flies without the use of a rudder.

As previously stated, the. model is released from a height of six feet above the floor as required under A.M.A. rules; the model then gliding very slowly downward. If the model stalls you will notice that very little altitude is lost, as it simply flies backwards until it again gains forward momentum. This is possible because of the very large tail which causes the model to be perfectly balanced. This also eliminates the use of weight in the nose.

For flying in a room a turn can be obtained by warping down the leading edge of the tail at one tip. The author's model had a sinking speed of .15 inches per second. Best flights can be obtained in evenly heated rooms, temperatures running from 70-90 degrees and free from any disturbing air currents. If the model is entered in a contest, first find the best suited location in the armory or building in which the meet is to be held before attempting flights.

Now let's see what you can do with your glider. Any questions will be gladly answered by the author. But remember that the builder who shows the greater skill in building this model will be able to make the best flights, as this type of model puts everyone on an even basis for competition. Best of luck.

George Brown

Editors notes: The use of models of this nature in international and BMFA competitions has been effectively neutralised by the introduction of a minimum weight requirement governed by a minimum wing loading. See current rule as follows.

3.60.6 Class F1N (Hand Launch Glider with BMFA Amendments)

I Definition

a) An indoor hand launched glider is a model aircraft which is flown in an enclosed space from a hand launch with the aim of achieving maximum flight duration.

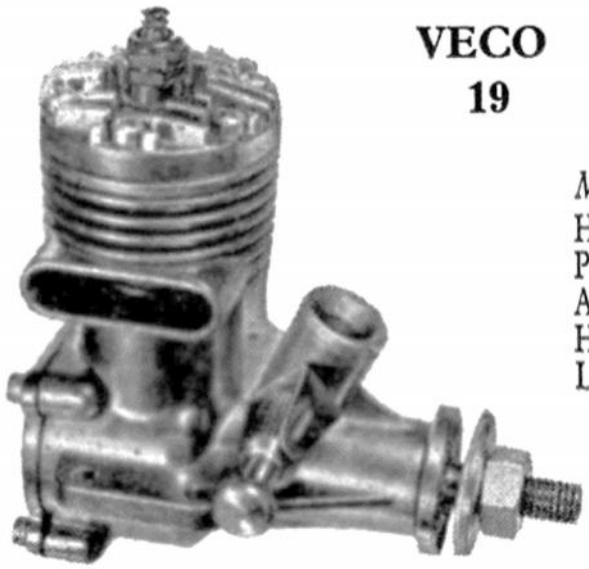
(b) The flyer must be the constructor of the model.

(c) A model shall have a loading of at least 0.5 g / dm2 (0.164 oz / ft2), based on total surface area (projected).

(d) An entrant may use up to three models or parts thereof in a contest.

This equates approximately to a Penny Plane sized model weighing 4gm.

VECO 19



Manufacturers:
Henry Engineering Company,
P.O. Box 229, Burbank, California, U.S.A.
Available in Great Britain through:
H. J. Nicholls Ltd., 308 Holloway Road,
London, N.7.

Specification

Displacement: 3·271 c.c. (·1995 cu. in.).
Bore: ·635 in.
Stroke: ·630 in.
Bore/stroke ratio: 1 : 1.
Bare weight: 5½ ounces.
Max. power: ·316 B.H.P. at 15,000 r.p.m.
Max. torque: 27 ounce-inches at 10,000 r.p.m.
Power output: ·0965 B.H.P. per c.c.
Power/weight ratio: ·0575 B.H.P. per ounce.

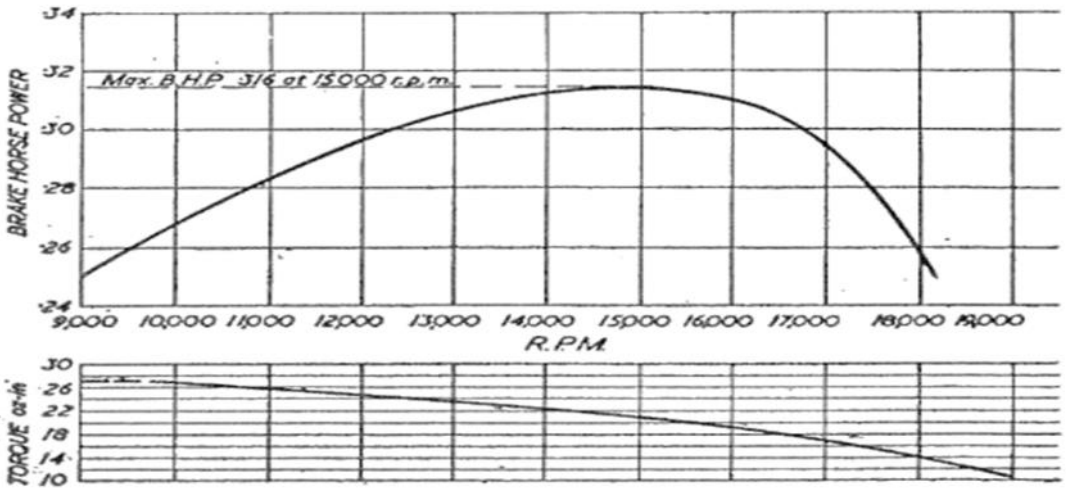
Material Specification

Cylinder/Crankcase unit: light alloy pressure die-casting, buffed and polished externally.
Cylinder liner: soft steel.
Piston: cast iron.
Connecting rod: light alloy (alloy big end bush).
Crankshaft: soft steel (ground and lapped).
Main bearing: iron.
Spraybar unit: brass.

Propeller—R.P.M. Figures

Propeller	*r.p.m.*
9 × 4 (Stant)	11,600
8 × 4 (Stant)	14,600
7 × 4 (Stant)	16,200
6 × 4 (Stant)	18,200
8 × 8 (Stant TR)	11,800
7 × 6 (Stant)	15,000
9 × 3 (Tiger)	13,000
6 × 9 (Tiger)	15,250

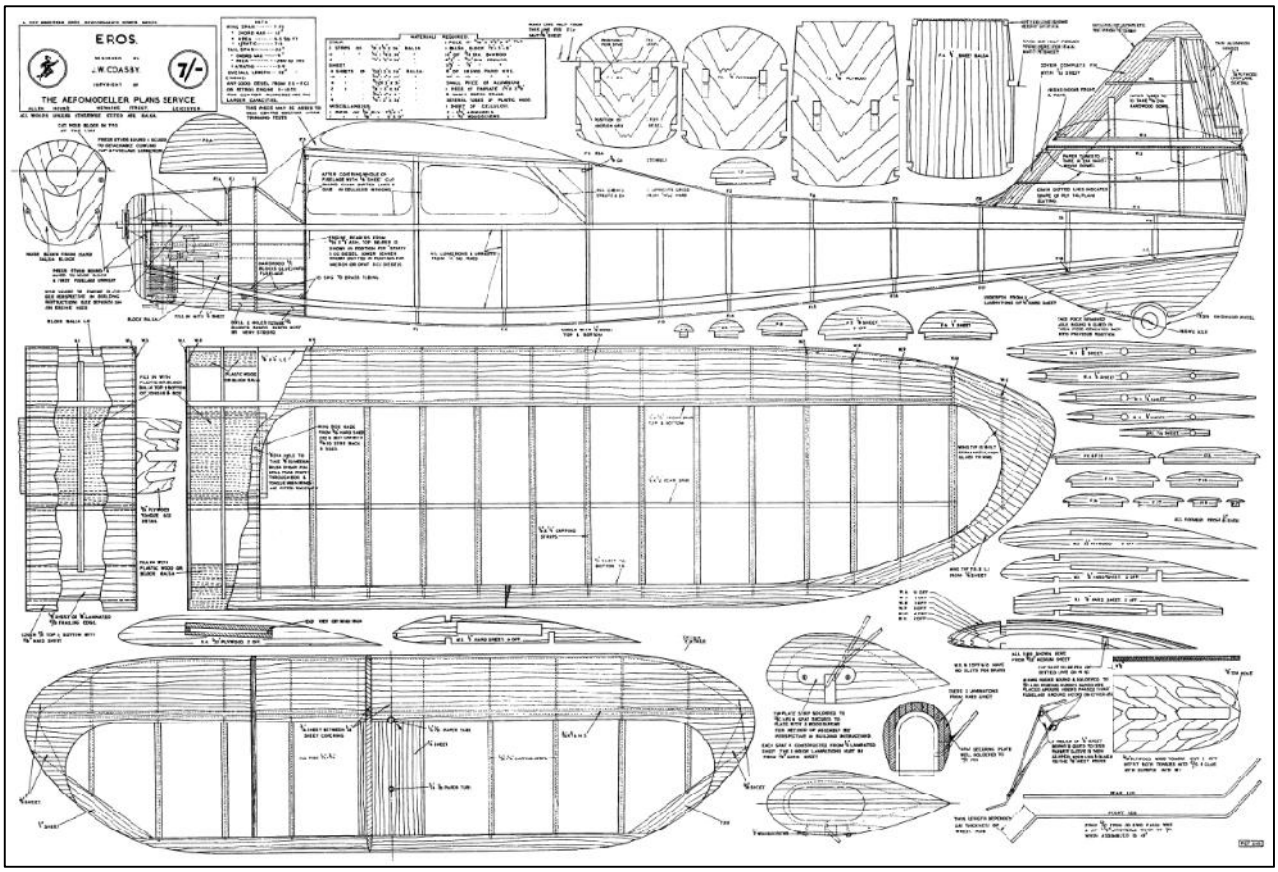
Fuel Used
Standard Methanol/Castor mixture
With 20% Nitro



EROS: an all-time classic. - John Ashmole

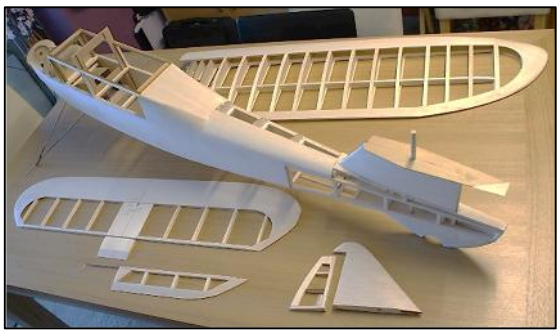
How can anyone resist this classic shape? Smooth sheet fuselage, big span, long moment arm, high tail. But how long will it take me to build it? I have so many other ambitions. Well, this method won't suit everyone, but I shall set a timetable.

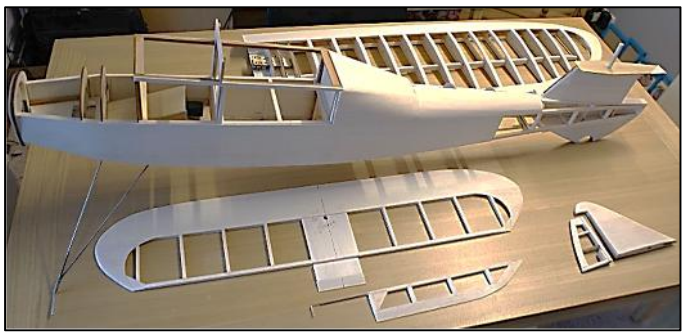
First month: All flying surfaces, plus fuselage in three dimensions.
Second month: Components integrated, drive train and control systems working.
Third month: Covering, detailing, finishing.



Hmmmm! well, let's try. Here are photos at the end of month one, so I am on task so far. Wing was a pleasure to put together: cap-strips above and below, two-part trailing edge as per the sainted Junior 60. The plan shows wings banded onto the fuselage, but I wish to avoid rubber mounting and instead use wire joiners, of which I had a lot of experience with A2 contest gliders. Consequently, I have purchased a set of joiner clips from DB Sport and Scale, so the wings can't come loose. I was surprised how lightly built the fuselage is, if one adheres to the plan. No upper or lower longerons to support the curved sheeting. Well, there are now! Having been brought up on Meccano, I have an understanding of two - and three- dimensional

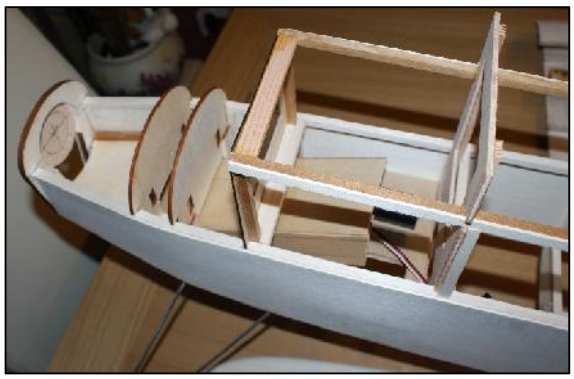
structures (culminating in the "birdcage" Ferrari sportscar of the sixties) but not of monocoques. I stand to be corrected by the many (too many) ex-engineers among us, but I think this fuselage could be described as a semi-monocoque when fully skinned. Perhaps they used tougher balsa when this was designed.

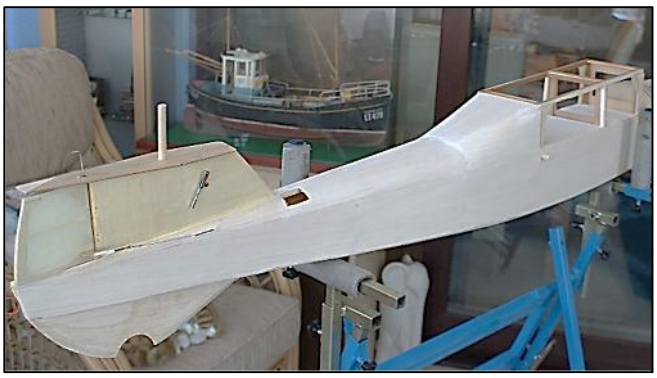




Mounting the wing firmly to the fuselage required an additional former midway down the cabin & some spruce, but the job remains remarkably light. A 'phone call to Balsa Cabin promptly provided twenty lovely sheets of l/16th balsa, much of which will get used up here. This will be powered by my usual three-cell electric power train, so a battery box forms part of the nose structure. The tail is flat plate, but well designed, like that of the Black Magic, so is very unlikely to warp. Now, how am I going to get any control to those high elevators?
Oh, why don't I plan things properly before I start building? So, there it is part one completed, at the end of November. Next entry, end of December. Or, if you hear nothing, it's all gone pear-shaped. Look in sometime, to find out!

PART TWO:
Of course, if I WERE an engineer, ex or otherwise, I would have thought through the potential problems before starting out, rather than going at the basic construction pell-mell and expecting everything to turn out right at the end, which only happens in Theatrical Performances. The issue of drive to the elevators was easily solved by mounting a mini servo in the lower part of the fin; quite a good idea for larger models, which I shall probably use again. More serious was the realisation that permanently mounting the wing centre to the fuselage would require a degree of reinforcement of the cabin area that would risk changing the character of the design. So, rubber bands it would be. It's a long time since I've touched down a tip on landing, but a ground loop could cause it to happen, and the twisting motion may rip apart a lightly built cabin. Somehow, this months' tasks just seemed to take much longer than expected. Photographs will show little change, but the fitting of all systems, hatches, motor and sheet covering just dragged on. This is what we Rugger Types call the "hard yards." Lots of work for little obvious result, yet the final outcome relies upon effort and accuracy at this stage. However, it is the last day of the second month, and I am still on target.





Most of the sheeting done, and servo neatly installed in fin. The hole in rear decking is when it fell off the cradle that I was using to protect it from damage. Heigh Ho!

One thing that I have planned for is the full installation of an Arming Lead (4max, £3.99) inside the bodywork rather than having untidy wires dangling under the fuselage, (I now use these for all 3 Cell systems.) The plug will not be firmly built into the model, but will attach to floating wires, as the leverage needed to remove & refit the Deans (ribbed) connectors is quite large.

Next month will be just covering...all downhill to the end. Ha!

PART THREE:

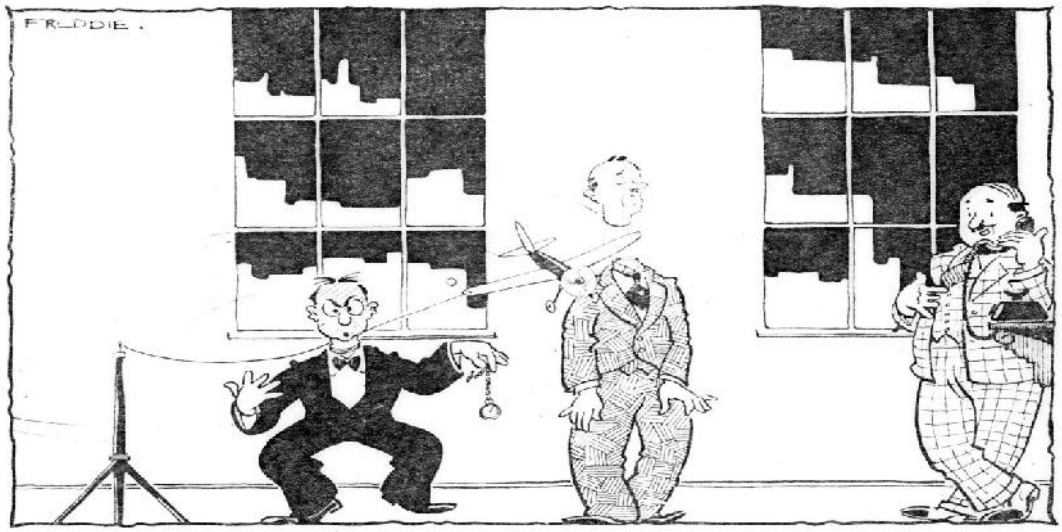
The finishing off seems to be taking a disproportionately long time. After covering the wing, which took one day and was the most satisfying single day of the whole build, I felt that I needed a break. It is instructive to note that the basic building of all the structures took only ten days, but that it seems that another ten weeks would be needed before completion. Resisting the temptation to begin some other model for variety, I spent a week buried in a racy nineteenth century novel. Wow! those French!.....remaining tasks at leisure.

All that was back in 2015. She has now flown, and in the interests of veracity, I must admit that I (whose radio flying is marginally incompetent on a good day) have not been so nervous with a new model for a long time. I was particularly concerned about the vulnerability of that long undercarriage. However, in the event she was a pussycat. What a sight in the sky! Shall I ever add the wheel spats that were such a feature of the original? Other projects call me, and anyway, I fly off grass. Excuses! We'll see.

Thank you, Mr. Coasby.

(And Belair Models for providing the short kit.) *John Ashmole, 30/12/2016*

NOTE: this item appeared originally on the PMFC website, and other similar build comments can be found there, on such models as The Playboy, Connecticut Yankee, Aeronca Sedan, Super Scorpion, Junior 60, Cloud Elf, and the Elf Biplane. To find them, go to www.peterboroughmfc.org and look under "Members' Models." there are many other worthwhile write-ups there, too.



Brian Penhall (SAM 35) with his Bowden "Conquest" at Odiham in the 80's.

Peter Michel (SAM35) ROG's his "Isis" Wakefield at Odiham in the 80's.

Brian Yearly (SAM35) ROG's his "Flying Minutes" Wakefield at Odiham in the 80's.

Unknown modeller with "Gypsy" Wakefield at Odiham in the 80's.

Bernard Aslett holds while Reg Parham winds his O/D Wakefield at Odiham in the 80's.

Reg Parham ROG's his O/D Wakefield at Odiham in the 8o's.

Keith Miller: Archive

Indoor isn't for everyone Pt.9 - Nick Peppiatt

Fin registration lettering of Peanut Nesmith Cougar continued:

The pattern for the starboard fin lettering is shown in Fig 1. This is also the Fig 6 which was omitted from last month's article. Using the poorer decals I cut a template for the decal pattern, Fig 2 top, to check the shape. This was then taped over the proper decal so it could be cut out and applied to the fin. Tissue on a balsa frame work is not the ideal surface over which to apply a waterslide decal – of course, the tissue becomes wrinkled in the process, and soft tissues are required to remove excess water. However, it all dries out and I was fairly pleased with the eventual result, see Fig 3 for the starboard side. It is worthwhile letting one side dry completely before applying the decal to the other. The decals were then given a coating of Klear floor polish to seal them in position and give them a slight lustre. A check on the internet showed that the formulation of this product has changed in recent times, so I can't guarantee that the product now bought under this name will give the same results! Apparently the bottle I have (Fig 4) is now more valuable than it used to be!

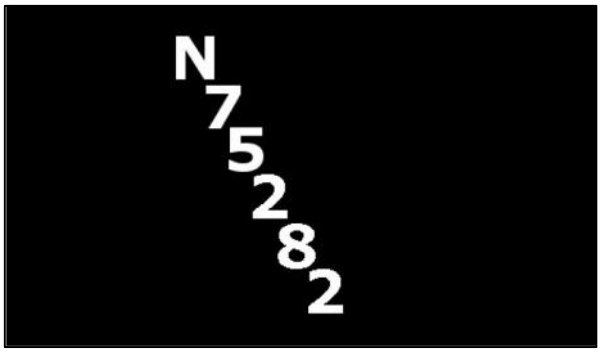


Fig 1 Pattern for fin lettering decal, starboard side.
printed onto clear decal film and cut to shape prior to application.

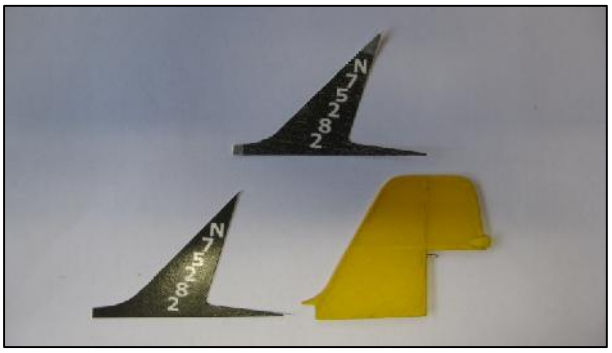


Fig 2 Top - template for port fin decal.
Bottom - cut decal and fin

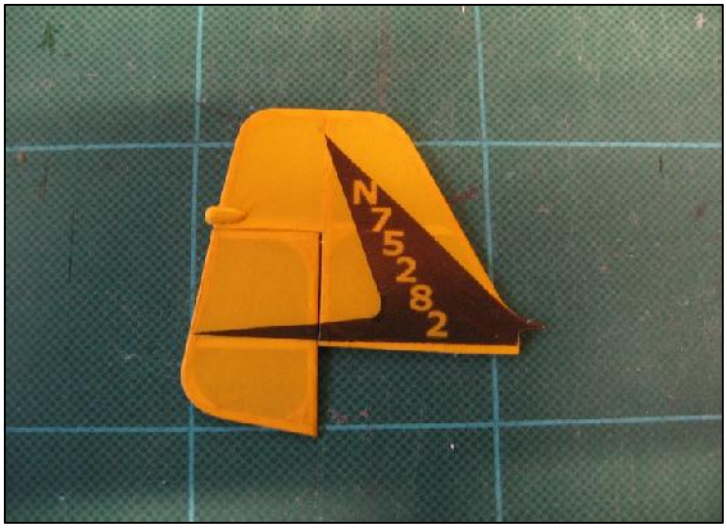


Fig 3 Starboard side decal applied to fin and rudder.

Fig 4 Bottle of Klear before re-formulation
enough to last a lifetime.

Wing registration and ailerons

Here I used an old-fashioned non computer based method. I first drew the wing registration layout on tracing paper. I find Martin Dilly's article in the April 1965 AeroModeller a good source of letter shapes. This layout was then photo-copied and laid over the masking material to be cut out with a sharp scalpel. The low tack tape I used here used to be known as Betto tape, but when buying some recently it was branded Kamoi tape, but it seems very similar. I used two overlapping layers of 25mm wide tape, Fig 5.

This was then carefully peeled from the cutting mat and positioned on the wing surface. Some soft pencil dots on the wing helped positioning the registration mask. Prior to spraying the rest of the wing needs to be mask off with newspaper attached with pieces of tape (Fig 6). Masks were applied to both the top of the starboard wing and the lower surface of the port wing.

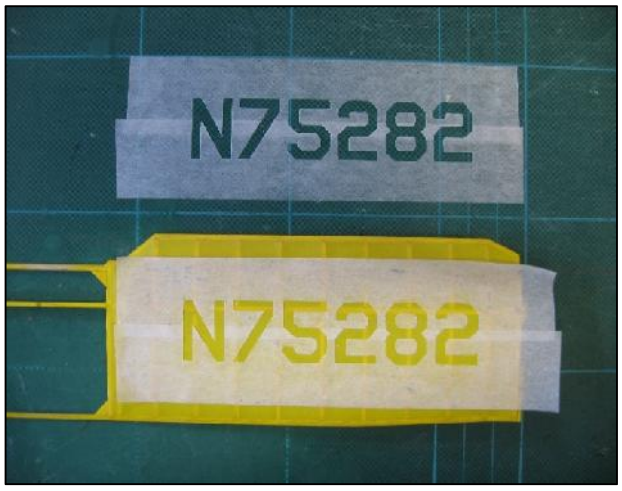


Fig 5 Wing registration masks

Fig 6 Wing covered with newspaper protection prior to spraying. Rolls of low tack Kamoi tape above.

Fig 7 Sprayed registration on starboard wing outlines and inked aileron

Fig 8 Masking for ailerons

The edges of mask need to be rubbed down with something smooth such as the end of a scalpel handle. I then sprayed some yellow paint (i.e. the base colour Tamiya X-8) over the mask to help further seal the letter and number edges, before spraying the black (Tamiya X-1). This paint dries relatively quickly and the masking material was then carefully removed, trying to peel it back at 180° where possible to reveal the registration markings, Fig 7

I drew the aileron outlines with a Rotring Isograph drawing pen and short ruler. An ultra-fine point Sharpie permanent marker would do just as well. Unfortunately, the ruler slipped slightly on one so I ended up with a rather thick line in an attempt to rectify, so I decided to mask the aileron and use the airbrush with a narrow paint cone to shade in to represent the curvature with matt black (Tamiya XF-1). I think this now over-emphasises the ailerons and the effect would be less pronounced on a larger model, but it does not look too bad when photographed (Fig 9). The front of the nose block was sprayed matt black at the same time. When using masking tape do not assume that the edge is clean. It is safer to roll out a suitable length on a cutting board and cutting a thin strip off with a scalpel to give a new, clean edge.

The landing light was glazed with 5μm Mylar attached with Cover Grip and shrunk using a heat sealing iron.
I also added a couple of short strips of 1/16 in sq between the last cross member and the stabiliser to locate the fin. The eagle-eyed may spot the form of a pilot in the cockpit. More on this next time.

Fig 9 Nesmith Cougar Peanut in assembled state nearly ready for fitting top stringer and covering.
The fin has not yet been glued into position and the wing is just resting. Must do something about those red wheels!

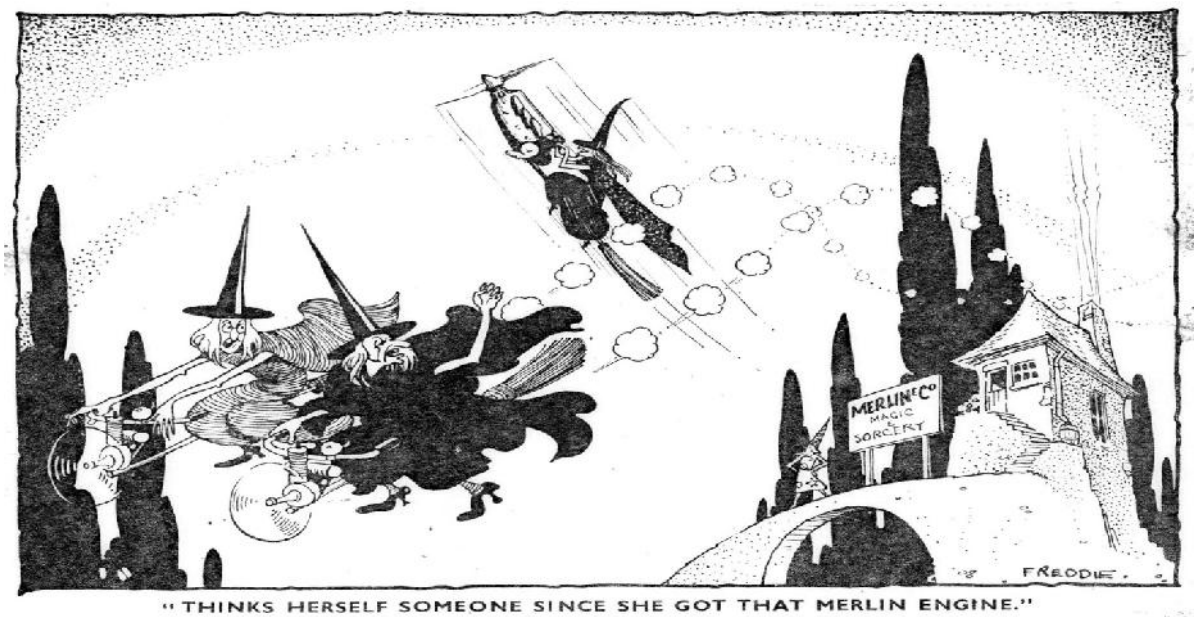
Forthcoming indoor dates in the South-East with free-flight sessions

Further details can be found on the BMFA web site.

SEBFMA meeting at **the K2 Crawley**, Sunday 5th February 11am to 5.30pm (Free-Flight only) – will I have the Cougar ready?

Tonbridge Gassers & Rubber Fanciers,

Kings Rochester, 6.30 to 10pm, Saturday evenings 28th January, 25th February, 25th March



"THINKS HERSELF SOMEONE SINCE SHE GOT THAT MERLIN ENGINE."

Aeromodellers Departed - Martyn Pressnell & Joe Barnes

Martyn's obituary is the combined memories of Martin Dilly, John Taylor, Michael Campbell, Brian Rapier, & Jim Wright, collated by Roger Newman.

Martyn Pressnell: CEng, FRAeS, - 24th September 1936 – 8th January 2017

Born in Southend, Martyn was an aviation enthusiast and keen modeller from an early age. He flew his models with the Belfairs Club, becoming a designer for Contest Kits of Leigh-on-Sea at the age of eighteen. The Cresta & Squib were amongst his early designs.

Martyn was a founder member of the Vikings free flight group formed from St Albans & Norwich club members and placed first in the only combined rubber/power/glider club championship run in the '70s.

He was Chairman of the St Albans Model Aero Club for many years through the '80s & '90s, working tirelessly to develop the club & transforming it from a small group flying on a public site to a well regulated club with a private flying site, sound finances, training schemes, social events & support for local charities.

For the Millennium, he organised the publication of the Club History covering the years 1910 - 2000.

He designed a range of power model propellers for RAM Ltd in 1997, utilising his extensive knowledge of aerodynamic skills. Martyn's primary modelling interest eventually evolved into free flight rubber duration models, mostly concerning designs from the "Golden Era" of aeromodelling. His wife, Yvonne, accompanying him at Club meetings – holding models for winding & retrieving "as required".

On retirement, Martyn moved to Lymington, Hampshire & joined the Bournemouth Model Aeronautical Society. There he created & introduced the Club Classic class for rubber powered duration models – again from the "Golden Era" – generously donating two trophies to be competed for by enthusiastic model flyers. During this time, he also published redrawn plans of classic models from the '40s to the '60s trading as MSP Plans, as well as completing his definitive book on "Model Planes Aerofoils & Wings", published in 2015. He continued to build and fly models both with his friends from the St Albans & BMAS Clubs. Several of the models he constructed are now with the BMFA, to be ultimately exhibited in their new National Centre. Others, mostly classic Wakefields, have been provided to the National Aerospace Library, where they are now displayed.

In his professional life, Martyn gained a degree in aeronautical engineering from London University & joined Handley Page Ltd in 1957 as an airframe stress engineer, working initially on the HP 115 delta project & latterly at the Handley Page facility, Radlett where he worked on the HP Victor & other projects. During this time, he became involved in manpowered aircraft and was a founder member, then Chairman of the Hertfordshire Pedal Aeronauts with six other members for some thirteen years. Work commenced in 1967 to design & build a (two) man powered aircraft – the Toucan, financed by members' contributions & a grant of £600. Parts were made in member's garages & in a portable building located on the Handley Page car park at Radlett. With the sudden demise of Handley Page in 1970, the project was threatened but the Official Receiver granted permission to assemble the Toucan in a hangar on site. In July 1973, the efforts of the team were rewarded with a 700 yard flight down the main runway at

Radlett. Consequently, Martyn was able to present a paper to the Royal Aeronautical Society on the achievements of the Toucan & man powered flights.
In the meantime, Martyn had found alternative employment as Head of Aerospace Engineering at the Hatfield Polytechnic (latterly the Hertfordshire University), lecturing on aircraft structures.
He also became a consultant with the Engineering Data Sciences Unit, which involved him in and qualified him as a CAA chief stress engineer on airships. He was in the design team for the German Government sponsored Cargolifter project in the late '90s, claiming to spot a serious flaw in the project – namely after delivering a 75 tonne payload, how was the carrying airship anchored to prevent it flying away! He became a consultant to Hybrid Air Vehicles, who had acquired the assets of the Skycat Group in 2007. Prior to this, he was involved in the development of the SkyCat lifting body airship in its early days and certainly made the first flight of a fully working one sixth scale demonstrator model dubbed the "Sky Kitten". It was radio controlled and electric powered & flew outside the airship sheds at Cardington in July 2000. The demonstrator model was used to show the vehicle's ability to take off and land equally on land and water, to manoeuvre with total control and autonomy and to anchor itself in "suck-down" mode without need of any ground personnel or equipment.

A very fine modeller, both in building & flying and a consummate professional engineer, Martyn was a pleasure to know, to talk with on subjects dear to his heart and a true gentleman. That so many of his models exist, some on display, many more owned and flown by his friends is a lasting tribute to him.

R.I.P.

Joe Barnes:

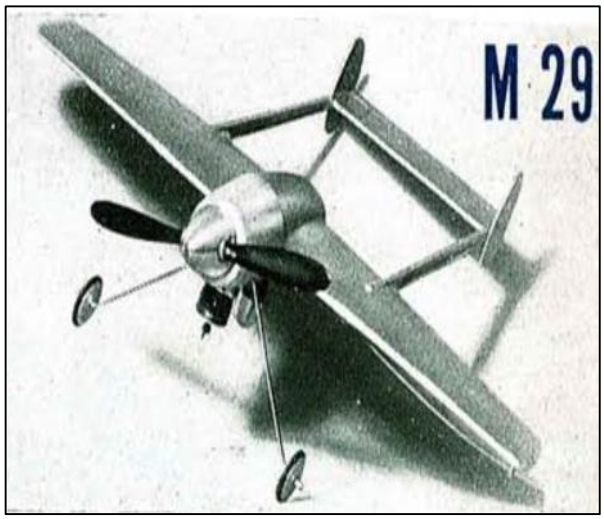
I am very sad to report that Joe Barnes has passed away just short of his 86th Birthday.
Many of you will remember Joe as a highly competitive Wakefield and Open Rubber/Power flyer from the late 1940's through to the late 1980's. Joe always kept his interest in free flight after he returned to his other love of sailing during retirement, often attending the Nationals to meet old friends and see how things were developing.
In more recent years he has been sailing model yachts and competing in kiting competitions. Having lost his wife Florence a year ago, he moved to Derby in mid 2016 to be nearer his ex F1a flying son Dave, again that many of you will know.

I was pleased to meet up with Joe in December, he was as charming and thoughtful as we all will have remembered him. A true gentleman that lived a full and very active life.
This photo of Joe with his PAA cabin model was taken in 2016 when he actually came to North Luffenham in July with his model, his last visit to a flying field where he was please to meet some of his old contemporaries once again.
He was planning on flying it at the 2017 Bowden.

Ken Faux

R.I.P.

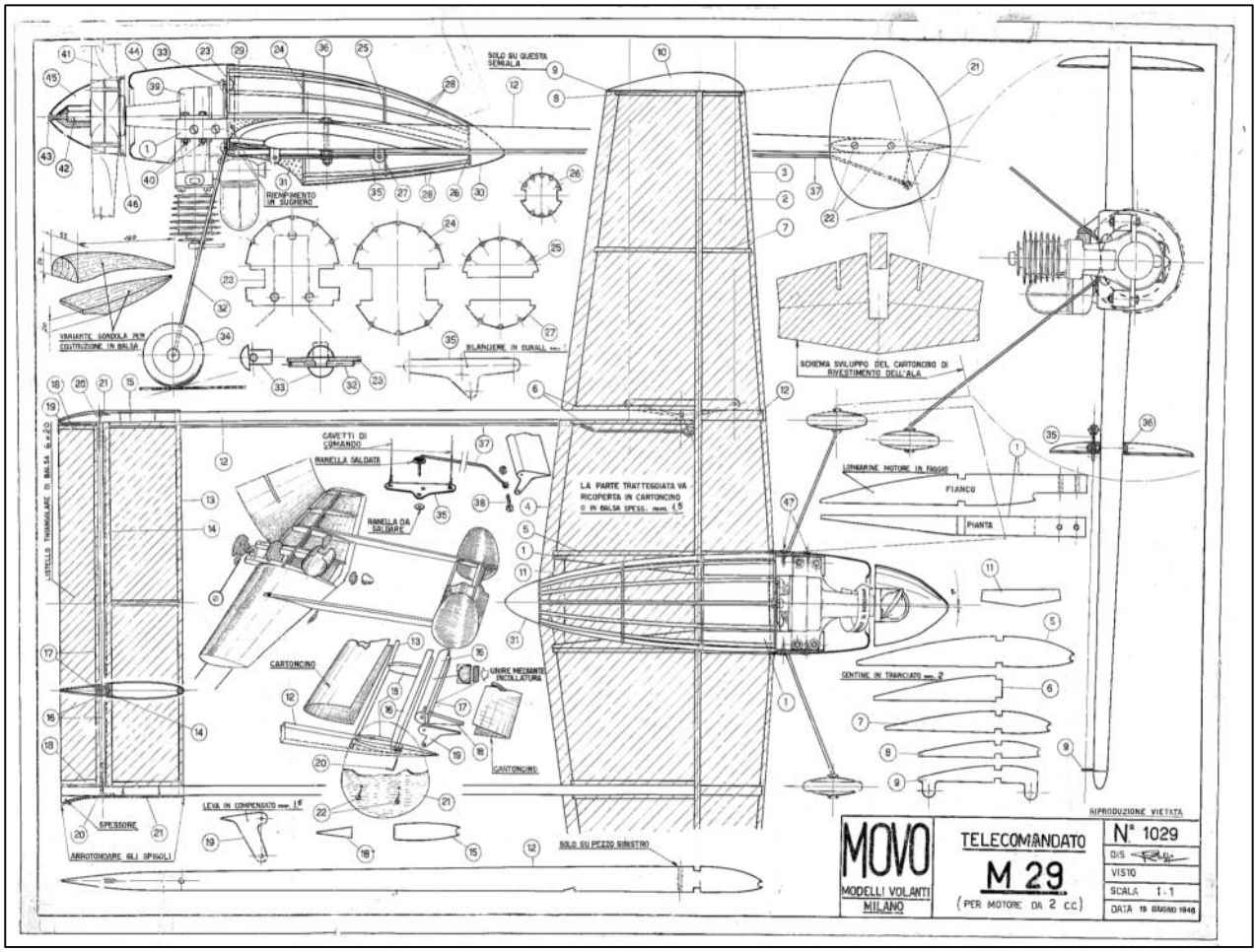
Report No. 73. MOVO, Milan, Italy, continued.



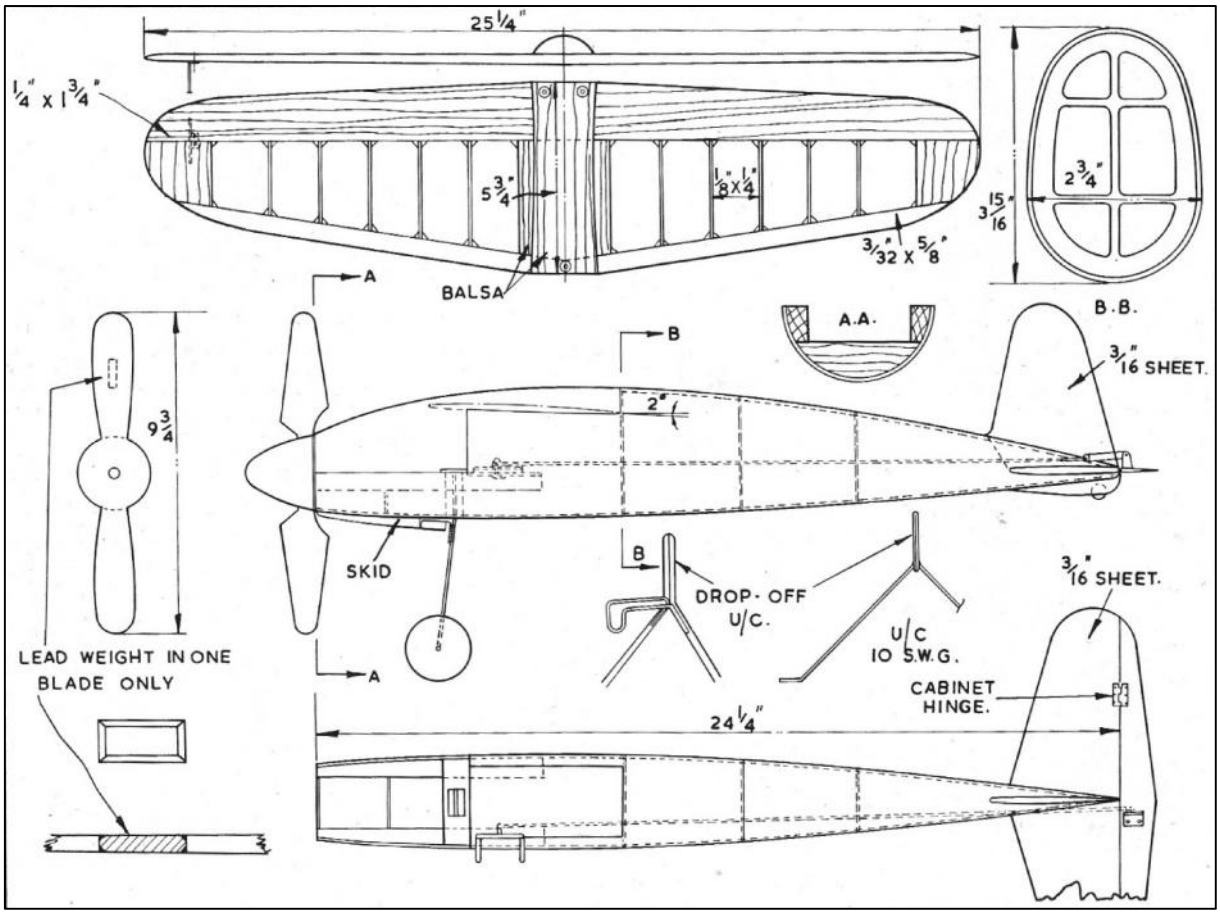
This month's report concludes the look at the MOVO catalogue of 1945, in which MOVO introduce three control line models, the M29, M31 and M33.

Perhaps before I comment on these models I should give you the full history of my control line experience. Three or four laps, then I fell over feeling giddy and vowed never to repeat the exercise. What I know about control line could be written on the back of a postage stamp, just an ordinary one not a Christmas special, but here we go anyway.

The MOVO M29 is a twin boom control line model of 23" wingspan for a 2cc motor, which is shown installed inverted. The bellcrank is fitted to the left hand boom with the control rod running down the side of the boom to the horn. This horn looks to me to be quite long perhaps indicating a beginner's model which is rather forgiving of any excess control inputs. Have a look at the bellcrank, the hole for the control rod is forward of the pivot. Why would that be? Please let me have your thoughts on this.

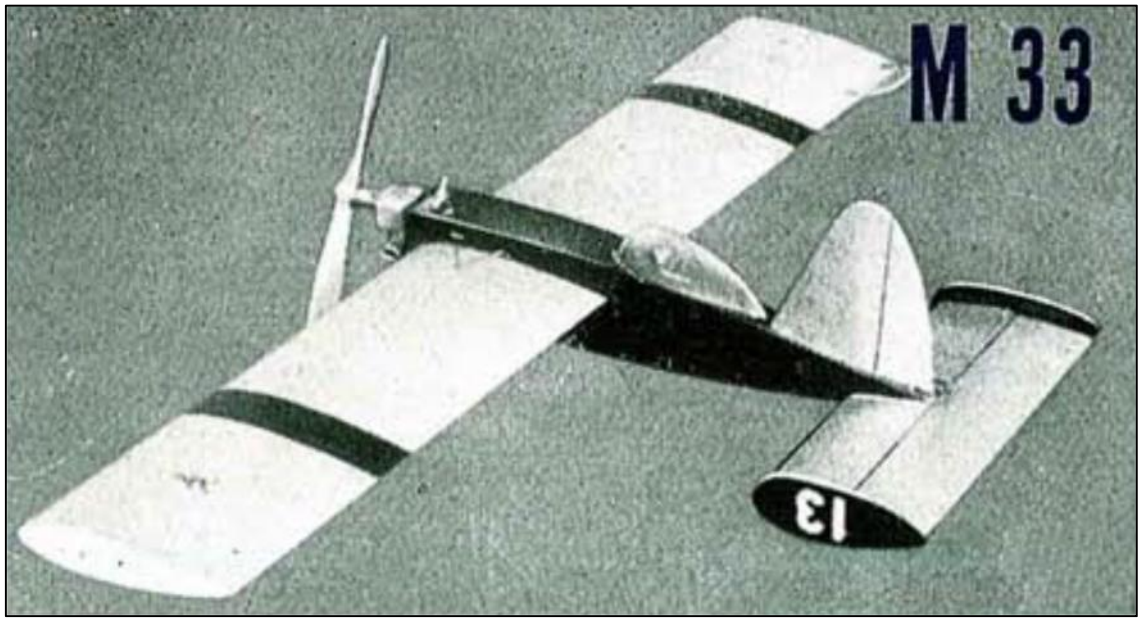


Next the M31 control line speed model.
No comments from me, simply a photo from the catalogue with text and plan from Aeromodeller Annual 1948. More detailed plan, which looks to be the same model but does not claim to be MOVO, available by e-mail.



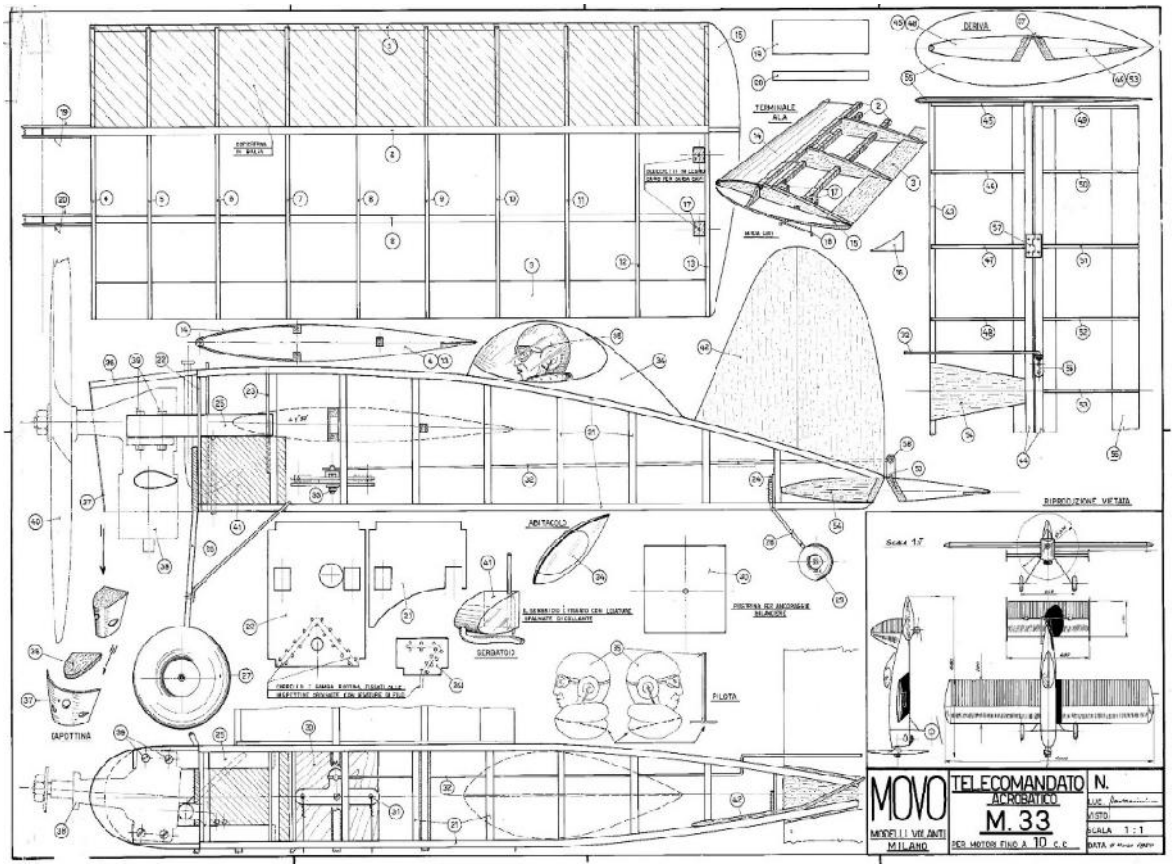
DESCRIPTION. The Movo M.31, designed by the Research Dept. of the famous Italian diesel engine and model aircraft company—probably the largest in that country—offers a number of points of interest to speed flyers. The high shoulder wing layout is a departure from the usual low or midwing layout favoured for speed models but appears to detract little or nothing from speed while making for simplicity. Undercarriage is of the drop off type, using a single prong fixing, centred by a guide over the landing skid. Versions are also flown with fixed streamline undercarriage, and in this rig have clocked over 80 m.p.h. with a 5 c.c. engine. Construction is mainly in hardwood, poplar or similar woods being used, with balsa used only for fairings. An innovation is seen in the fixing of the elevators, where small cabinet hinges are employed, screwed into the hardwood in the normal way. The propeller of walnut may excite comment, both on account of its wide almost paddle blades, and its deliberate unbalance, by letting a small block of lead into one blade only. In action this appears to give the flywheel effect claimed for it, but how the engine stands up to it is not known. Several Italian designs have, however, featured this curious departure. The M.31 is designed to use engines from 5–10 c.c., either petrol or diesel, while it seems particularly suited to one of the 5 c.c. glowplug motors, such as the Sportsman McCoy. The mainplane is designed for removal for access to control arrangements, electrics, or for ease of transport. Note also that it is set at a positive incidence of 2°.

DIMENSIONS.—Overall length 27 ins. Span 25¼ ins. Root chord 5¾ ins. Tailplane span 11¾ ins. Weight all-up approx. 2¾ lbs. Power 5–10 c.c., petrol or diesel. Speed up to 110 m.p.h., according to motor.



Finally the M33, a stunt model of 1000 mm (to us 39") wingspan for engines up to 10cc. capacity. I will stick my neck out and say that it looks like a nice simple rugged model which, with a symmetrical wing section and plenty of control surface movement, may reward any builder/flyer with a lively vintage performance. Comments please on the competitor number on the sub fin.

The files listing the magazines etc. held in the library and listing the plans to be found in those magazines have been updated to end 2016. You will not be surprised that Italian sourced items make up a large part of the update. My thanks to Mike Parker for placing these updated files on the web site where you will find that they are readily available for download.

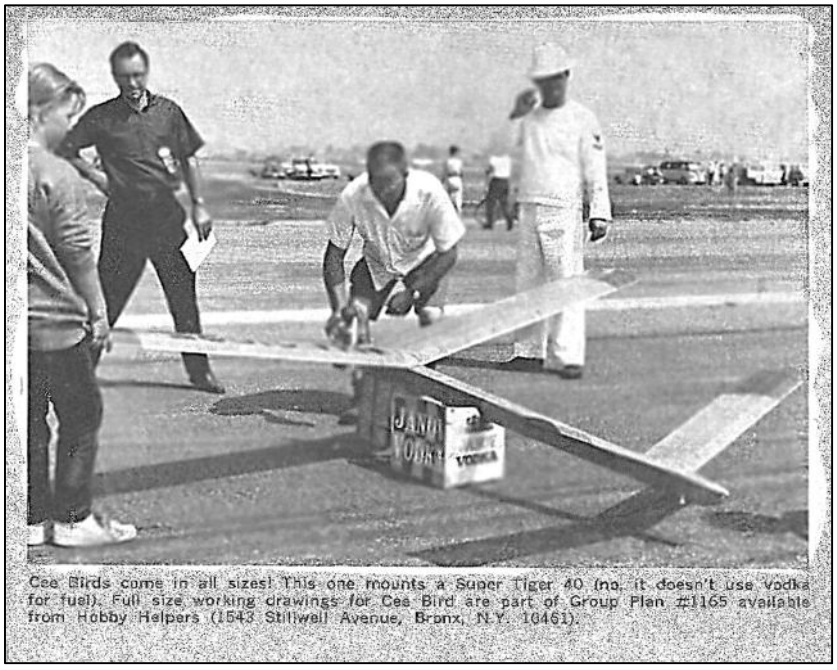


Roy Tiller, tel 01202 511309, email roy.tiller@ntlworld.com

Roy Tiller

Delightfully different! "CEE BIRD" Free Flight

The author and his friends have racked up hundreds of flights in all categories of competition with this canard design

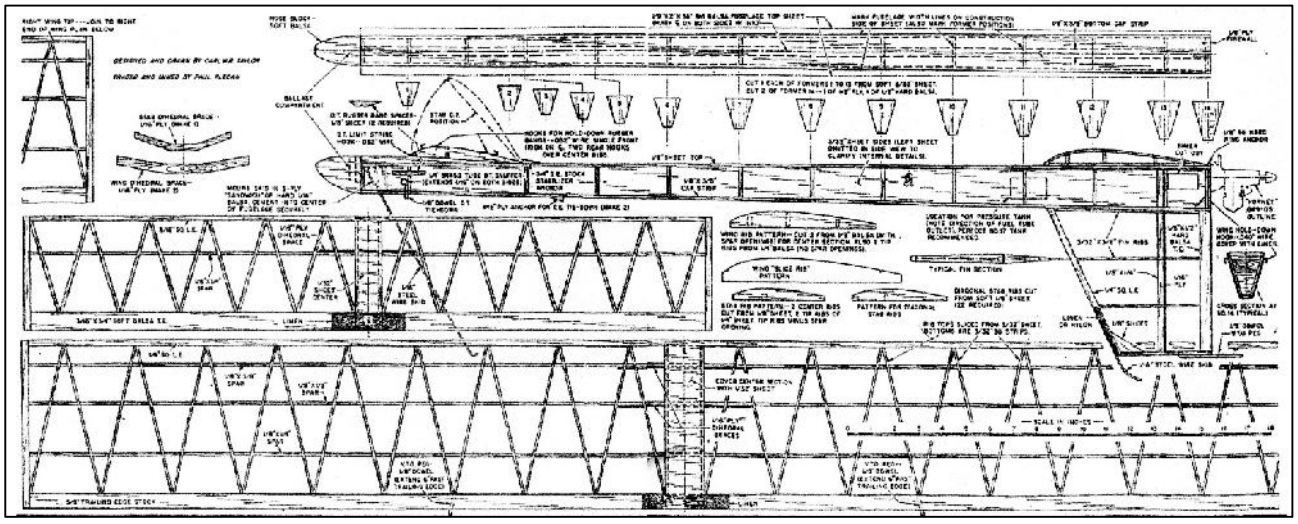


Cee Birds come in all sizes! This one mounts a Super Tiger 40 (no, it doesn't use vodka for fuel). Full size working drawings for Cee Bird are part of Group Plan #1165 available from Hobby Helpers (1543 Stillwell Avenue, Bronx, N.Y. 10461).

Years ago, the four-minute mile was the goal of distance runners. For me, "Gee Bird" represents my four minutes. I've had successes building models over *a* thirty-year period, but so far this one is tops. Each new flight is still as exciting as the first.

Canards appear unusual, yet to perform successfully they still have to meet the same basic areodynamic requirements that enable tractor designs to fly. This is meant as an introduction to a little understood and too long neglected model type. If built under nine ounces, Cee Bird can still fly in competition under current rules. Speaking of rules, I recently watched Bob Hunter and friends flying 1959 designs that could match any of today's. So *that* for rules! Give me Cee Bird every time. The two ½A. and A Canards I flew at the '63 Nats were identical to the original version which I flew at the '59 Nats. From the very first flight these ships all exhibited stability supposedly lacking in Canard designs. The most noticeable feature of Cee Bird is the glide. With reasonable care, it is possible to achieve a glide so flat that when the stall does arrive the only part of the plane affected is the nose. The force arrangement is similar to a beam balance. In this case the C.G. represents the fulcrum. Too much weight in the nose will increase the glide angle, whereas conversely, not enough weight will make the nose oscillate up and down like our beam balance. The ideal setting is had when the nose barely oscillates (stall).

This job has 392 square inches but glides like a 1300 (I also fly a nine foot version). No doubt about it, this is a big ½A. As a result, the climb is brisk, but not spectacular. While no bomb, Cee Bird is definitely competitive. Cee Bird surprised everyone with its ability to fly after sundown. I expect to decorate my darkroom with San-Valeer's night contest hardware.



Of all my Canard experiments (1/2 A, A, B, C, FAI Wakefield and Nordic) the force arrangement of the 392 Cee Bird is confirmed by over five hundred successful gas-powered flights.

Other builders, notably C. P. "Lucky" Moody, are having similar success with this design. In extending an invitation to build Cee Bird, I would like to point out its forgiving nature. In case of sudden impacts (crash), notice the well-protected engine and prop location. I can wear out a lot of engines because of this feature. The mortality rate on wings is very low, excepting weak spars. The fuselage design permits the wing and stab to shift with any kind of impact. The nose has punched a hole or two in old mother earth on occasion, but has no pylon to crack with resultant repair and alignment problems. All my problems have been cockpit errors or of mechanical origin. Plus careless material selection leading to either overweight or folding wing models. Constructing Gee Bird is pleasant and rapid. Don't let that slice-rib wing scare you. Select wood carefully as weight is important. Total weight of finished model should not exceed 9-oz.

Wing. Lay out the leading and trailing edges first, cut and install 3/32" sq. rib bottoms. Next install the spars. No mushy material here, please! While this is drying, slice rib tops from 3/32" sheet (I used an aluminum rib template). Cement rib tops and allow overnight drying. Connect the two wing panels with 1/16" plywood dihedral braces. Use 10 degrees or about 5" dihedral under each tip. Plank center section and finish in customary fashion. The stabilizer is built using solid sheet ribs (extra weight up front helps). Use 20 degrees dihedral, or about 4¾" under each tip. Sheet top of center section. Add tie-down and D.T. hooks after covering. Although the full size plans are almost self-explanatory, we will describe the fuselage construction in detail as an aid to developing a larger Cee Bird for FAI, B or C classes.

Build the fuselage upside down. Lay out a sheet of 1/8 x 2" x 36" for the top. Using a ball point pen, draw a line down the center (both sides) of the sheet. Next measure and mark for width (one side only), the front #1 and #15 (at the firewall) formers, next connect front and rear former marks with two more lines. Now measure and draw all the cross lines for each former. Fasten the sheet to a smooth flat surface. Using 3/32" sheet, carefully mark, cut and cement the front and rear formers. Be sure both are at right angles to the top sheet. By laying a straight-edge between the two standing formers I can now take true and accurate measurements for width and height (don't forget we marked one side for width on the top sheet). Cut and install all the remaining formers. Add the 1/8" x 3/8" cap strip and when dry, use a balsa plane to trim the cap strip to accept the two side sheets.

The fuselage sides (3/32" sheet) should be trimmed for a smooth tight fit against the top sheet. At this time, it would be wise to install nut plates, blind nuts, front skid and tank (if using pressure).

Now proceed to cement and to install both sides. Here is where I like one of those plastic squeeze bottles loaded with cement. The problem is to keep it away from No. 1 son (he repairs things). While the fuselage is still anchored down, I like to cut and assemble the fin to fuselage. This step makes accurate alignment easy. Next attach firewall. Here I like Wilhold White Glue. At the front end cement incidence and nose blocks in position. Sandpaper smooth for a neat covering job.

Finishing. I covered the entire "bird" with Jap tissue and applied five coats of well thinned nitrate dope. For fuel-proofer, one coat of Fuller Plast does the job for me. Next cement the V.T.O. pegs. At this stage, install wing tie-down hooks and the stabilizer anchor support. Linen hinge material makes excellent reinforcing on all the wire fittings.

Rigging. To fly 1/2A and A classes, I use .049 and .051 Holland Hornets. For props, Grish has had some excellent pusher props. For competition I suggest using a pressurized fuel system. Let's go flying! The wing is attached firmly. The stab is attached so that in D.T. position the leading edge pops up to 60 degrees. To rig the D.T., use a 3" rubber band (size 16) around the fuselage and front stab. Hook twice, then twist around D.T. fuse and hook at bottom of fuselage. The limit string can loop around the front skid. All the normal trim adjustments such as tilted stabs (wings in this case), trim tabs, offset thrust can all apply. I always fly with wing and thrustline at zero offset, plus 3 degrees incidence on the stab. To check thrustline for offset, put prop in horizontal position and measure from tips to reference line on top of fuselage to rear of stab. Both measurements should be the same.

Test glide in calm air until thoroughly confident of performance. A slight left turn is normal for hand launch glides. At this time only! Consider power! Start engine and launch slightly to left of apparent wind. If power turns are flat, advance slowly to full power. Top power pattern to date is near-vertical climb with flat (no bank) left turn.

Let's sum up Cee Bird with some capsule comments. Construct accurately. Keep weight with ballast under 9-oz (heavy airplanes react sluggishly). Add ballast until Cee Bird balances 6" in front of wing L.E. This is important! Test glide to obtain a trace of left turn. Tie the stab L.E. securely or you will have plenty of excitement! Launch to left of wind.

American Modeller Nov/Dec 1965

R/C Tomboys 2017 - Tony Tomlin

R/C TOMBOY IN 2017 WHERE DO WE GO FROM HERE!

The R/C Tomboy competition for the 36" and 48" Tomboy that I have been involved in organising [with help from my wife Pam and friends] has now been running for 8 years. Unfortunately, as often happens in these events, the entries drop off over the years. The halcyon days of 16 in the mass launch are now a thing of the past. At the last event last October at Cocklebarrow Farm we were down to 3 in each class.

Tomboy 36's 2013

Tomboy Senior's 2014

It would be a pity to see this event vanish off the calendar as it has given pleasure to those flying and watching many times [actually over 50 + times] and to that end am still willing to continue to run this event. Assuming we have enough entries this would be a free entry event with certificates for first, second and third. There will be no bottles of wine presented to the winners as before. The other option is to alter the format of the event, including perhaps a spot landing and possibly even a set flight time with penalties given for over running the set time. This was tried a couple of years ago and certainly caused a lot of excitement, although understandably not to all the fliers tastes.

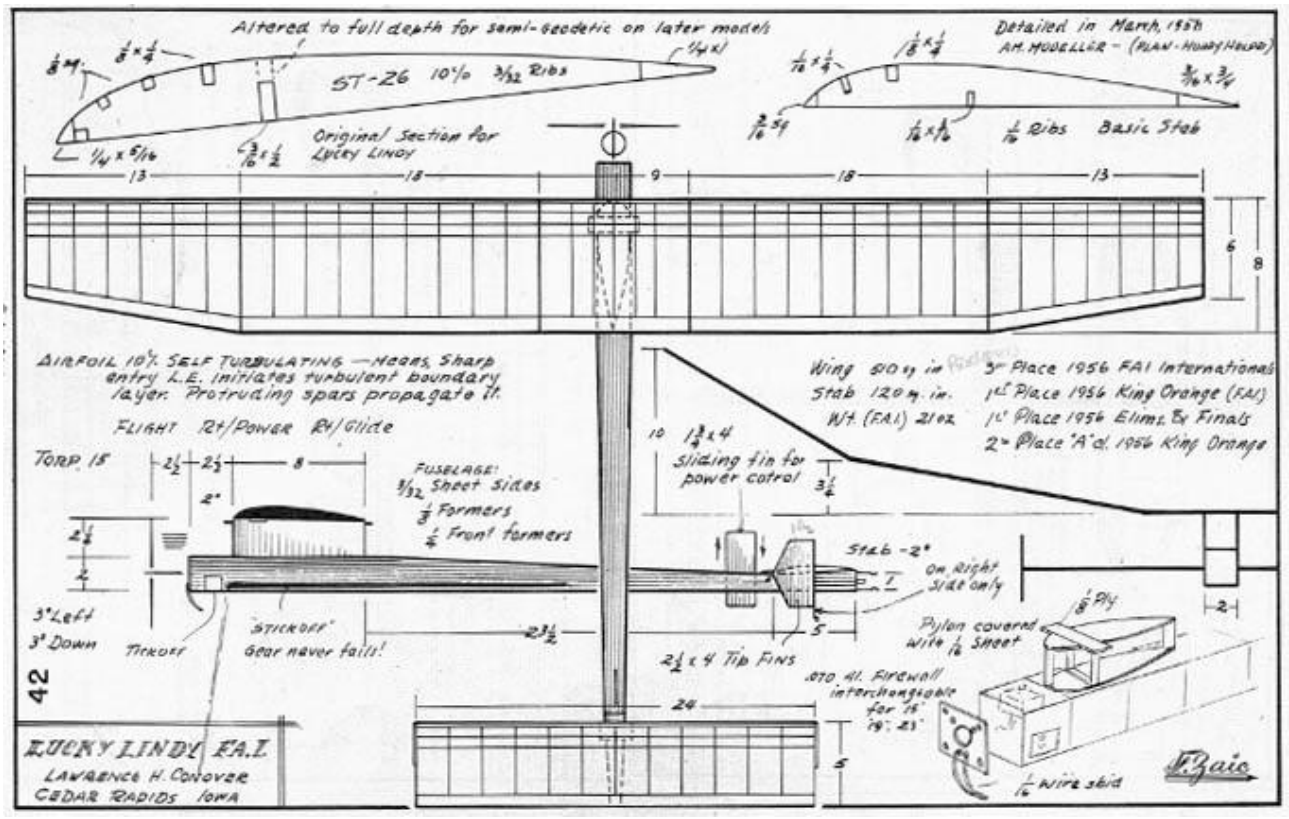
If you have any ideas as to how we could generate more interest, I would be very pleased to hear them.

Tony Tomlin

Email
pjt2.alt2@btinternet.com

Lucky Lindy Revisited - John Thompson

This model originally designed around 1954 has proved to be one of the most popular models ever, being reproduced all over the world since that time. It placed in well in three World Championships, in two of them in the top 5/6 places.
Its popularity is due to its simple construction and excellent performance, plus being easy to trim with regular 1950's engine power.



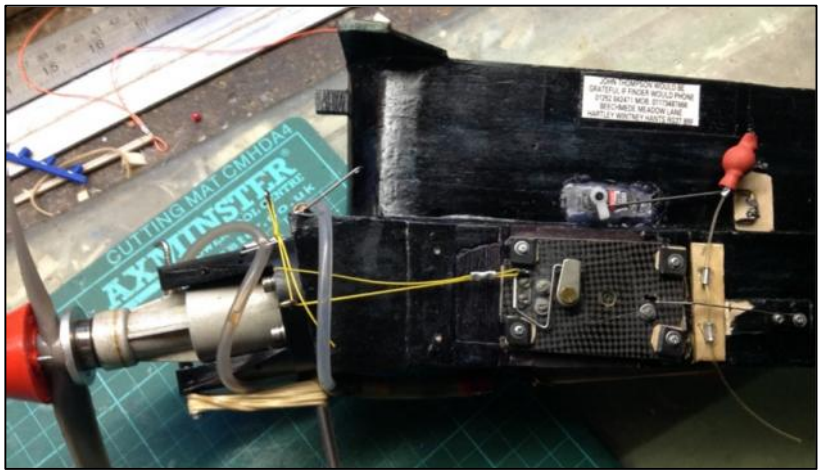
I have built three, my original (1960 version) now 30 years old, powered with an OS Max 3 fly's beautifully and on an 11 second run reaches around 471 feet, extrapolated to a 15 seconds run (the run allowed on those days), is pretty handy to accomplish a 3-minute max.

Wanting to test the model's capabilities more, I built the original 1955 version, larger wing, which had the area reduced to help meet the increase in weight (1958), for the later versions. I powered this model firstly with an OS Max CV 15 using an APC 7x4 22.2 K. the model trimmed out easily, launched vertically it will progress to an 85-degree sweep with excellent transition.

I used a drag flap for glide turn. the reason for this is that with a forward CG used with the small 22 percent tail, tilt becomes very touchy and is best avoided. It reached 782 feet in 11 seconds.

I then tried a 1980's Rossi 15 using an 7x3 on high nitro about 26 k. It trimmed out OK but the engine gave up the ghost before I could fully check the model out. It looked higher than with the OS CV.

So finally, I installed a Nelson side exhaust 15 on high nitro which swung an APC 7x4 prop at 23.5 k plus.



The model again trimmed out OK reaching around 850 feet in 11 seconds. Early on I had a problem, in early October the weather was a bit damp and the wing fluttered. The noise was horrendous, RDT saved the day. The wing covering had slacked being Mylar with light Esaki. I stripped the wing (easy to do when initially covered with Mylar) and recovered with, as before 10 micron Mylar, but then used Medium Esaki which as I have mentioned before, seems to resist damp much more for very little weight penalty (8 g).

I can recommend this design to ensure a good performance especially for a novice. It really is in the category of the Dixies as an iconic design.

Model data:

Wing - 150g. Tail - 31g.
Fuselage - 112g (includes pylon 23g).
Power/timer - 260g. **Total - 553g.**
(19.5 ounces).

Wing +4 deg Tail +1.3 deg. CG 60%.
Thrust line 10deg down.
7deg (yes 7) left.

No warps 2.5degs washout both tips.
Nelson15, side exhaust,
7x4 prop at 23.5 k rpm.

John Thompson

Secretary's Notes for February 2017 - Roger Newman

Not much to report this month other than a gentle early reminder to sort out a few models for our first meeting of the year, 17th April (Easter Monday) on Salisbury Plain. Peter Watson has confirmed that the licence has been granted for the year, which is good news. The meeting is joint hosted in conjunction with the Croydon Club. Events are: 8oz Wakefield, 4oz Wakefield, Marcus Lightweights (RAFF V, Bazooka, Dinah-mite, Supa Dupa), Combined Vintage / Classic Glider over 50" & E36 Electric Power. Should be enough to dust off the winter cobwebs. Sports fliers are of course most welcome.

Info coming out of the most recent BMFA Council meeting suggests that the Free Flight Nationals will be held at Barkston this year – the good news. Conversely the bad news is that it may well be the last one to held on this long cherished venue due to operational changes to be introduced by the RAF for 2018. Time will tell. In the meantime, work is proceeding on the new National Centre.

The political front has gone a bit quiet. David Phipps of the BMFA appears to be doing a very good job in arguing for modellers rights in his dialogues concerning EASA, but again time will tell. There is an update about the current status on the BMFA website. The Government has launched its public consultation on drones, which pretty well ignores model aviation (other than para 6.14 regarding the registration of model aircraft), the BMFA & has absolutely no mention of the regulatory work being done by EASA. During the month we have also received a response to the submission made to EASA on behalf of SAM1066 et al.

EASA
European Aviation Safety Agency

Yves MORIER
Principal Advisor to the Certification Director - New Technologies

Mr R K Newman
Secretary SAM1066
35 Russell Road
Lee on the Solent, Hampshire
PO13 9HR
United Kingdom

2017(D)50231
YMO/kle/CT.0.1
Cologne, 16. JAN. 2017

Subject: **EASA "Prototype Commission Regulation on Unmanned Aircraft Operations"**

Dear Mr Newman,

Thank you for your letter dated 11 October and for your much appreciated comments.

I apologise for this delayed answer.

Your comments are being reviewed by the expert group that the Agency has set-up to prepare the Notice of Proposed Amendment (NPA) for the open and specific categories.

Please note that Europe Air Sport (represented by Dave Phipps BMFA) and FAI (represented by Mr Delor FFAM) are in the expert group and we have discussed with them improvement to the article 15 to better reflect our intentions.

This NPA should be published end of March and the corresponding opinion towards the end of the year. The opinion is the recommendation from EASA to the Commission to adopt the rules for open and specific categories.

The adoption by the Commission depends of the adoption of the revised EASA Basic Regulation which will allow regulating all Unmanned Aircraft Systems (UAS) at EU level. Indeed today, EU rules do not apply to UAS with a mass above 150kg and to UAS that are "state aircraft" (e.g. military, police, customs, firefighting, etc.). The adoption of the revised Basic Regulation will be after negotiation between the Council, the European Parliament and the Commission: such adoption could be expected by summer this year and therefore the rules for open and specific categories be adopted early 2018.

They will become applicable around two years after their adoption.

The NPA will be published on the EASA web-site in the Comment response Tool (CRT). I will inform you of its publication and encourage you to review it and comment.

If you need further information please do not hesitate to contact me.

I take this opportunity to wish you a happy and successful new year.

Yours sincerely,

Yves Morier

The consultation document definition of a "drone" is:
What is a drone?

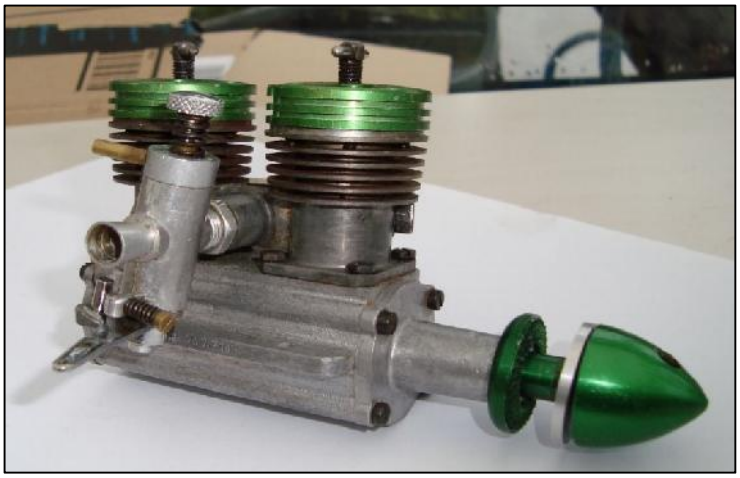
1.1 A drone is an unmanned aircraft, normally flown by a pilot from a distance, using a remote control station that communicates instructions to the drone. Drones are also known as Remotely Piloted Aircraft Systems (RPAS) or Unmanned Aircraft Systems (UAS). Those using drones are referred to as drone users, operators or pilots.

No mention of free flight or control line models so does that let us off the hook?

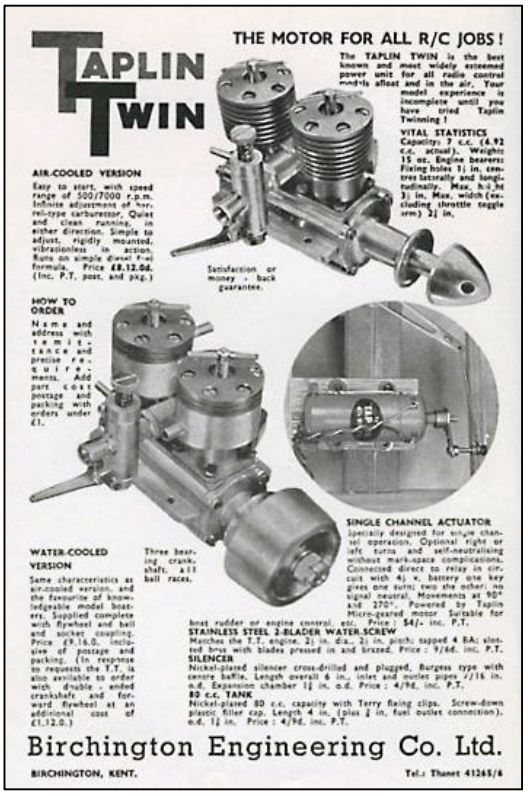
An interesting point is that whatever outcome arises from this consultation may be totally ineffective if the EASA timescale is held & the proposed regulation becomes European law before we have completed Brexit!
On the good news side, an exhibitor at the London Model Show commented that "the bottom would drop out of the (toy) drone market this year", so there is hope yet.

Ramblings

Engines et al



Out of interest during the Christmas week, a browse of Ebay ended up looking at model aircraft engines (as one does from time to time!) – just right to see the latter stages of bidding on an early Taplin Twin, which eventually sold for £550!
Whether it is worth £550 is debatable but who am I to say. However, this lead to more browsing – this time on the origins of the Taplin Twin & it unearthed an advert for the same engine at the grand price of £8.12.0 or £8.60 in modern parlance. A bargain at the time!

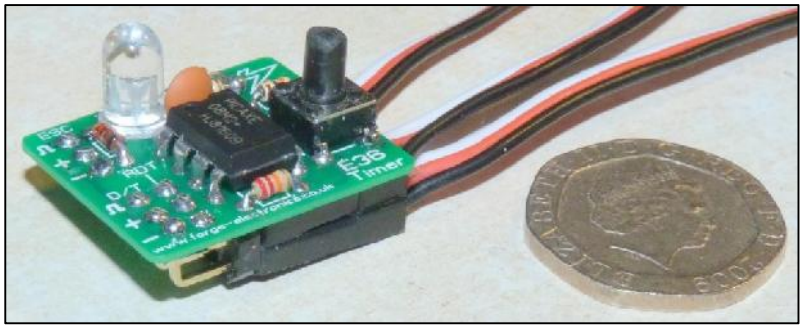


It seems that the factory site of Birchington Engineering, founded by Lt Col Taplin & producers of high quality drawn wire products as well as model engines, is now occupied by one of the dreaded McCarthy & Stone retirement homes. The only redeeming point being that it is (I believe) called Taplin Court. Ken Gale, on hearing about Taplin Twins, commented that he once was the proud possessor of a marine version which now sadly resides somewhere at the bottom of Chichester Harbour!
Further research then uncovered another very interesting website all about model aircraft engines. This was set up in 2014 by one Adrian Duncan, who lives in British Columbia, Canada & who for many years collaborated with the late Ron Chernich of Model Engine News. Adrian contributed many fine articles to MEN & has now done a brilliant job on his own website.

Well worth a browse – his site can be accessed at http://www.adriansmodelaeroengines.com and contains some fascinating material. For example, there is an extremely thorough & complete story on Mills engines – of interest to anyone who owns a Mills http://www.adriansmodelaeroengines.com/catalog/main.php?cat_id=110 . Adrian indicates that he will be documenting an article on the Kemp K4 & Harold Kemp in his next month's edition of his newsletter. He also made mention of the Mills involvement in model railways through the trade name of Milbro. Again there is a very good related website http://www.milbromodelrailways.co.uk/ providing a huge amount of information on this little known aspect of the Mills Bros business.

Build program

A recurrence of coughs & colds put paid to a great deal of activity during last month & this month. Still haven't made much progress with the Penny Rocket but managed to attend the last Bournemouth Club meeting. A dialogue here with Alan Bond (of electronic timer fame) resulted in a decision to abandon the rest of this winters planned builds (Spook 48 & Super Zomby A) in favour of dragging out the kit of an electric Orion, as I can fit one of his latest timers that combines precision motor run timing & RDT. Alan has been working on a version in conjunction with our Chairman, who has provided practical advice on the requirements most suited for E36 activities. He is now modifying the design primarily for electric sport flying, which should be available in early Spring – this is the version that will go into the Orion E. I can do no better than to quote Alan's own words as regards his E36 timer:



"Developed in conjunction with John Thompson to both control the motor run of E36 models and to interface with an RDT system which is used as the primary means of terminating the flight. The motor run period is adjustable up to 20 seconds in 0.1 second increments. The timer powers the RDT receiver and is used to drive the D/T servo. In the event of an RDT malfunction, the timer trips the D/T servo after a five-minute fail-safe period. The direction of servo movement is user configurable. The timer is set up by a simple bi-colour LED and pushbutton user interface."

Alan offers options for alternative RDT systems, with his default as the Leo Bodnar product. He can be contacted at www.forge-electronics.co.uk

Martyn Pressnell

Sadly Martyn passed away earlier this month after a long illness. An obituary is being put together by Martin Dilly, with input from John Taylor & others. Martyn was a very fine builder & restored several classic Wakefields which are resident in the National Aerospace Library at Farnborough. Some of his models are being collated & photographed by John Taylor – these will appear in a future New Clarion for sale to any interested party. So far they include 4 x RAFF V, Pinocchio, Mick Farthing Lightweight, Last Resort & an O/D P30. These will be made available to take to our Salisbury Plain meetings for anyone to view.

John Oliver's engines & the Sherborne Auction

A quick look at the results indicates that most of the engines up for sale achieved prices considerably higher than the auction catalogue estimates – typically in the region of £250 -

£350! The three Oliver powered tethered cars went for approx £2500! This month's Aeromodeller has some excellent pictures together with covering words. Full results can be seen on the Charterhouse website (www.**charterhouse-auction**.com) – items 203 to 255.

New Year light relief from modelling

Once the fuss has died down on the regulation of drones, the next "hot topic" could be that of air corridors for commercial devices & for "flying cars". Currently air space below 400' is "loosely" regulated but with Amazon & others keen on drone deliveries, the Authorities will no doubt want to put their two pennyworth forward, particularly if they view it as a potential source of taxable revenue. To complicate the issue, there is a great deal of work being done on "flying cars", you can read one perspective about it here

http://uber.com/elevate/whitepaper

Airbus, as an example, has set up a new Company with a stated intent of having an airborne prototype by the end of 2017 & in production by 2020. It's a VTOL vehicle, pictured alongside:
The Company & the vehicle is called Vahana – a Sanskrit literal translation meaning "that which carries". The Vahana design is an 8 fan tandem tilt wing, carrying a single passenger. Look at

https://vahana.aero

German Companies are also taking a keen interest. Volocopter are one such organisation, who already boast of a first manned flight – www.volocopter.com

Another German outfit is Lilium, who already have 35+ engineers working on the project, but not as yet a flying prototype. This one is a bit different in that it is designed to carry 2 people – again a multi-fan VTOL concept. Look at - www.lilium-aviation.com

One has to ask where have all the British innovators gone?

London Model Engineering Exhibition

An annual event at Alexander Palace that accommodates some 50 plus Clubs & Societies, together with around 60 or so trade stands & attracting over 12000 visitors throughout the three days over which it is held. Inevitably most of the Club stands are focussed on boats & trains. Nothing on aeromodelling other than the BMFA stand, which displayed several models encompassing vintage to modern, together with a powerpoint display of the new National Centre & a variety of BMFA "goodies" for the younger attendees. The transportable flight simulator was in operation and is always a popular attraction throughout the Show. Also busy was the area devoted to kids making small models under supervision. The stand was manned by BMFA

members from the London & Southern Areas, who provided the models for display & overseen by Mannie Williamson. It's a good occasion to chat to a lot of people & to meet old friends.

BMFA Stand

Selection of desirable engines (on one of the Club stands)

Boats on show

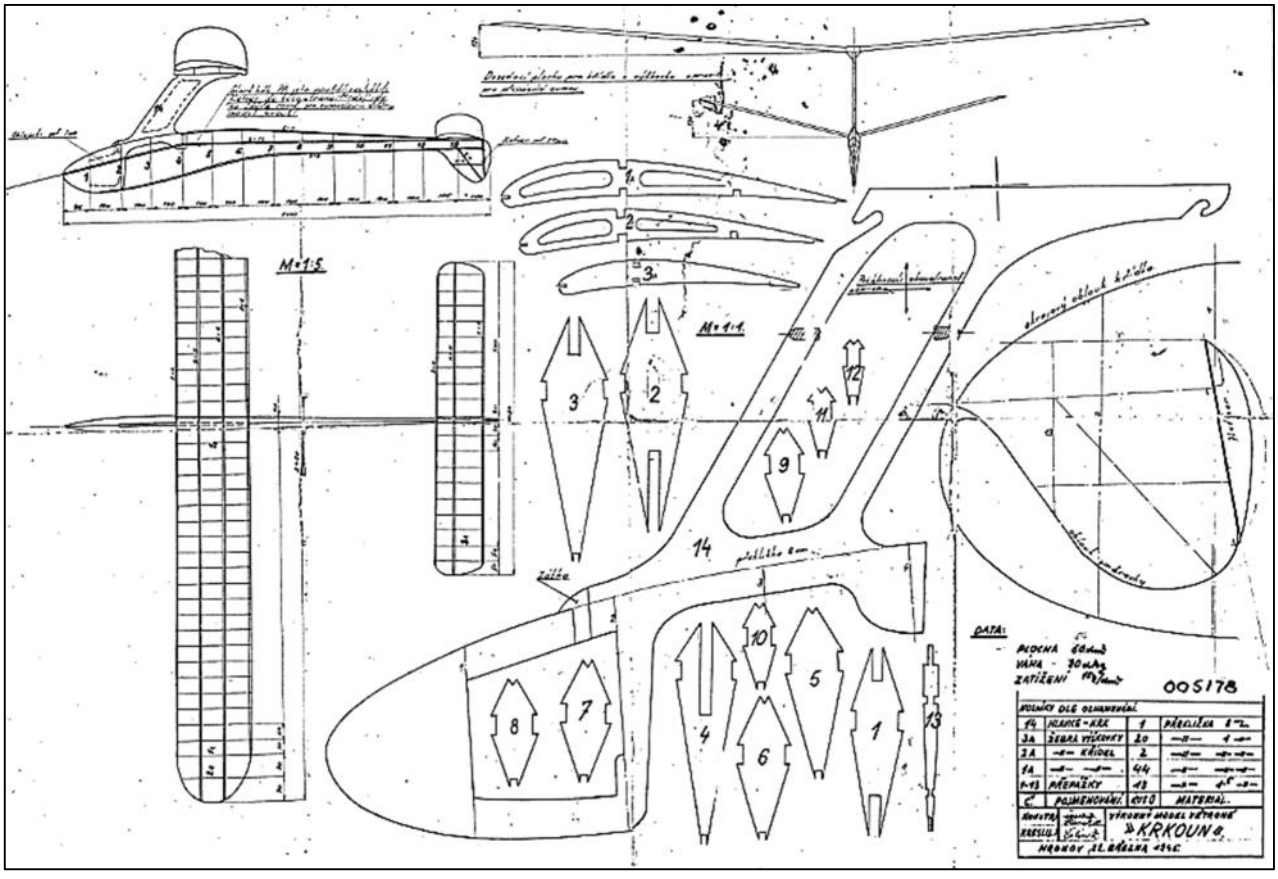
Mainly trains

And some planes on the BMFA stand

Plans for month:

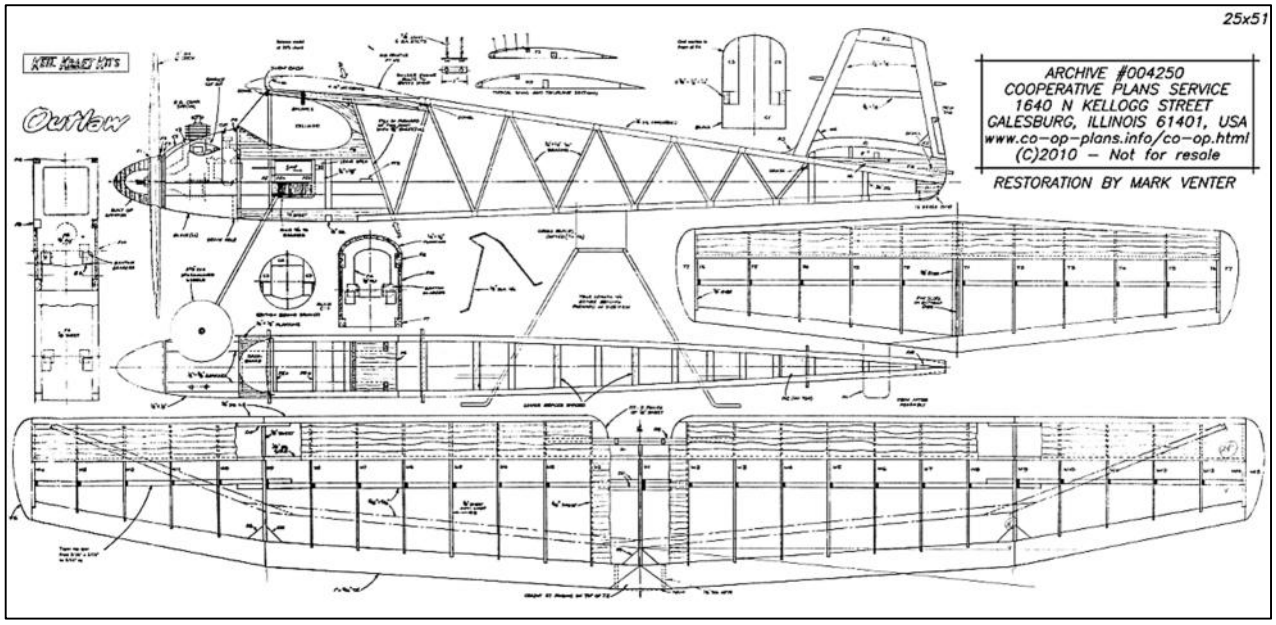
Glider:

Krkoun – a rather unusual & large glider from (I think) Czechoslovakia. The translation appears to be "Cheapskate"!



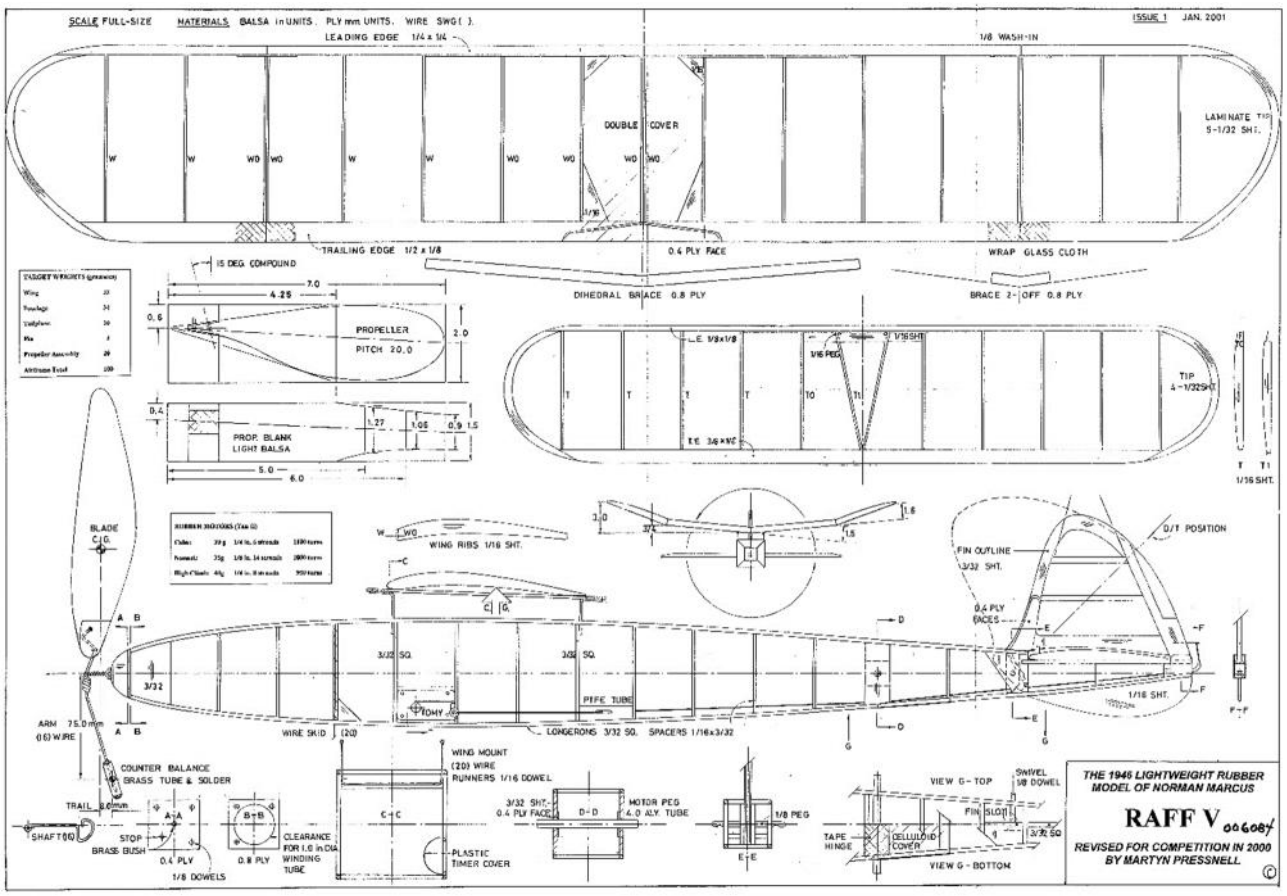
Power:

Would have put Orion E but it hasn't been scanned yet! So it's a Bill Dean Outlaw. Good performer with Mills 1.3.



Rubber:

RAFF V – a favourite of Martyn Pressnell, which he flew regularly.



Roger Newman

Pillar Miller - Jim Paton



Multifunction Milling Machine Vise Fixture Adjustment Worktable for Bench drill

Just bought one of these for my pillar drill. Ideal for aero modelling applications and drilling/milling mortices in wood. £26!! Cutters from same seller are dirt cheap. Well worth looking at his other items. It arrived within a week from China. The post is ridiculously cheap. It is remarkably good quality for £26, and arrived within a week. For those aeromodellers who don't have a milling machine but do have a bench drill it seems a cheap alternative. The main drawback is that it reduces the effective height of the column. Ok on a larger drill and not so good on a smaller one. I wait to see how this works out in practice. However, milling cutters are shorter than drills. It is easy and quick to bolt to the table or remove. I read on internet forums that it can be bolted to the drill base to get extra height. However, the base is not adjustable up and down unless one uses spacers. If I am cutting slots in wood or soft metal, then the milling cutters I use are short. I know it's not the best practice to mill with a bench drill, but I am mainly going to use it for wood. I reckon balsa isn't going to put much strain on the bearings. So far I have used it to cut a mortice in a piece of timber and it worked fine.
I cut a series of holes to remove most of the waste and then carefully moved it sideways through the slot. It is neater and safer than sliding a piece of wood sideways by hand. I used an end mill cutter that cuts the base as well as the sides.

I thought I had solved the reduction in effective column length by screwing the xy to the base. I read about it on the internet. Not that good as it needs variable elevation! I need to source 24" of steel pipe 46 mm outside diameter to lengthen the drill's column. Until then it will have to be screwed to a Heath Robinson spacer to elevate it as and when required, or stick it back on the table and accept the loss of distance to the chuck.
I've had a further play with it. The main limiting factor in the setup is the quality of the drill and sideways play in its bearing, which can cause vibration. The table adjusts well with the grub screws to allow movement without play. The milling cutters cut wood easily. So the whole system works ok and is cheap.

If I was thinking of buying a good pillar drill for my workshop, I wouldn't. I would spend the same money on a milling machine.
Look at this on eBay
Proxxon MF 70 Milling Machine 371104 ref : 27110 UK DESPATCH BY CHRONOS
I think this might be the aeromodellers' choice. But it's two or three times what I spent. There's no pockets in shrouds. £250ish.

Jim Paton

Indoors in Wales - John Andrews

Sunday 22nd January, Bethesda.

Martin Pike promoted and funded an experimental indoor free-flight meeting in North Wales at the sports hall of Bethesda's Leisure Centre, to test the water so to speak.
Rachel and I stayed for the weekend as his guests and were there to support his initiative.

As can be seen above, the hall was more than acceptable for indoor flying, the suspended net support bars, although reducing the clear ceiling height, did not pose a significant hang-up threat and many flights went above and came back down again. There were one or two hang-ups but, having my 8M pole with me, they were all dislodged with minimum effort. The only model to get really stuck was my F1M which came to rest in the suspended netting on the far end wall, however I managed to lift it out with only minor damage and it was soon in the air again.
There was a really good turn-out of supporters, Martin had posted circulars around and face booked the meeting. There were no modellers other than Martin and myself and the majority of the attendees were hospital colleagues of Martin's and their kids, with a few locals and personal friends of his.
Martin had invested in some BMFA kits and slot together Midair polystyrene models. The rubber powered styrene models were particularly good and most people got theirs flying. Models were handed out to all and sundry and the hall was alive with kids hurling chuck gliders about and most parents were soon deeply involved in support. The rubber powered 'Kestral' was proving a real winner as many were seen to be flying really well.
My role was as demonstrator of more advanced models, I had two Gyminnie Crickets, a Penny Plane and an F1M with me. At first I was petrified at the thought of trying to fly my lightweights amongst the grand melee of children who were running about all over the place but later on when things calmed down a bit I got a few demos in without real incident, although a couple of times catapult styrene gliders fizzed across my bows. My real contribution was to answer questions from parents, and many were showing keen interest in the hobby. I also functioned as a trimming advisor to whoever requested help.
In light of the fact that several kids had got the rubber powered 'Kestral' model flying well, Rachel was landed with organising a contest for them. It was amusing when one them approached me and asked if I was competing as he said that I was bound to win. His face lit up when I said I was not taking part. There is a desire to be in with a chance to win in all of us.



Yours truly playing the know-it-all


Parents were participating as well as their children & Rachel was still fetchermiting before CD'ing the contest

There were nine entrants in the Midair Kestral competition, where 3 flights were required and the total flight time decided the winner, just like any outdoor FF comp excepting 'Rise Off Ground' was a requirement.

The Midair model proved to be an ideal absolute beginners model, being easy to put together and a stable flyer with R.O.G. capability. The picture shows the lines of the aircraft and the generous tip dihedral that is part of the secret of its stable flying characteristics.

With only one exception all flyers completed their 3 flights and the winner Liam Barns, whose three flight total of 57 seconds also included the best single flight time of 23.25 seconds achieved, with arm waving celebrations, on his final flight.

The result sheet here shows actual flight times down to 1/100th of a second but only full seconds counted.

Name	1st Flight	2nd Flight	3rd Flight	Total
Tony Petkov	16.50	17.42	17.47	50
Petko Petkov	12.20	16.55	17.49	45
Alex Krauss	12.94	14.08	14.50	40
LIAM BARNES	16-80	18-72	23-25	57
GUTO William	10-44	11-65	15.06	36
Rory	12 Se	15.80	9.83	3 bs
Jame Burke	15.10			
Reuben Evans	11-91	14.63	13.65	38
Caitlin	12-44	14.63	11-91	

All in all Martin's meeting was a resounding success and thoroughly enjoyed by all participants, including the 'Post Mistress' whose catapult glider efforts so nearly shot my Penny Plane out of the sky.

Martin has already booked a second event (see add below) and I feel sure word of mouth will result in even more attendees. Hopefully some parents may have built a BMFA model or two by then.

John Andrews

2nd Indoor Model Flying Event

Sunday 19nd Feb 2017

Plas Ffrancon leisure centre

Bethesda

LL57 3DT

1-30pm til 4-00pm

Come and have a go at flying model planes. You can fly rubber powered models, gliders or even small radio models (<100g). The first event was a success. I aim to hold monthly events during the winter.

£5/adult, children free.

I have a stack of planes you can borrow, or see below for details of kits for you to build yourselves (I'd advise you to start with something simple).

Contact Martin Pike for details:

martin.pike.xray@btinternet.com 07831 141418

Or look on Facebook for : Indoor Model Flying in Bethesda

Kits from:

Midair models http://www.midairmodels.co.uk/midair-models-aircraft.html

BMFA https://bmfa.org/Info/Education/Education-Kits

Sky Hi Products http://www.skyhi.org.uk/

SAMS Models http://www.samsmodels.com/

Tips on building and adjusting models for good flights:

Search for 'Trimming rubber model planes' - eg 10 step trimming

Impington Village College - Cambridge

Indoor flying on 19th March 2017 9 am to 5 pm

We will be using the large (100 x 50 x 28 ft) sports hall at the College. The only restrictions are no radio models in the main hall and no internal combustion engines, jets or catapults anywhere.
Also Round The Pole (4.5 metre lines) and small electric helicopter and fixed wing flying (X twin or Vapour type) in a separate hall (radio or infra-red).

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

Competitions:

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

- **A Peanut** event using a simplification of the usual international rules
  Maximum size of model either 13" span or 9" length excluding propeller
  A GA drawing, photograph or any other proof that the actual aircraft existed.
  A single judge for all entrants to award up to 30 scale points.
  Any number of flights with a 10 second bonus for ROG.
  Total of best two flights plus scale 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. **Numbers have been dropping so if you have enjoyed it in the past make sure that you build one for this time, or even better build two and get someone else to race the other one!** This is a fun event for rubber powered cars. We vary the distance to be covered, number of heats etc depending on the entrants on the day! Ring or email below for any further information and for plans of suitable vehicles.

Exhibition

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

Seminar

The seminar will be a discussion with **Richard Crossley**, well known designer, builder and Scale contest winner. We will have some pre-prepared questions but we hope that the audience will come with some topics they would like to see covered. Chris Strachan will act as mediator! Please let him know what you would like to ask either at the email address below or on the day.

Round the Pole and Small Radio Models

David and Will Beavor will be bringing their equipment, using 4605 connectors at the model, available from The RTP Hut (www.thertphut.co.uk) who have taken over the Ballards RTP business which no longer exists..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 and the Indigo competition

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 ¾ 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

Salisbury Plain Area 8 users

I am pleased to say that Area 8 Salisbury Plain is available for Free Flight in 2017. The military authorities have confirmed all the bookings applied for, which covers every Saturday and Sunday, from February to November, plus Easter Monday. This is of course, subject to any possible future cancellations.

To use this facility for sports flying/trimming, you must have an annual users permit. This is issued by the BMFA office. Apply through donna@bmfa.org or by phone/letter to the office, for the necessary forms. The conditions of use, the code of conduct, the undertaking, and the fee remain the same as in 2016.

The permit is for sport flying/trimming on any of the available dates. Under the terms of the licence granted to the BMFA, we are charged per flyer/day, but the charge per contest flyer/day is higher than that for a sport flyer/trimmer day. This is an odd situation which I hope to re negotiate when the licence is renewed. On scheduled contest days only, non permit holders may fly, on paying a 'field access fee'.

To partially alleviate these anomalies, anyone entering a contest will have to pay a 'field access fee', whether they hold an annual permit or not. Permit holders can sport fly/trim without further charge on these contest days, but must pay the fee if entering a contest.

The exceptions to the above are for competitors only, at the London Gala, Southern Gala, Stonehenge Cup, and Equinox Cup, for which the contest entry fee, or if applicable a BMFA free Flight Season Ticket, also covers the 'field access fee'.

Please do not shoot the messenger.

Peter Watson. BMFA FFTC Area 8 Liaison.

THE BIGGEST AND THE BEST IN THE NORTHWEST!!

Returning to where it all started

NORTHWICH MEMORIAL COURT, Chesterway Northwich CW9 5QJ

For Information contact
Wayne and Ruth Howman
01565 631190

www.northwichswapmeet.co.uk

Entrance fee only £2.50 per person!

Pre booking essential at £12 per first table, (with two free entry passes) and £6 for each additional table.

Tables £12 on the day with no free passes

Please contact us for information
For booking forms see the website or call us

Please enclose a SSAE for the return of your documents.

Model Aircraft related items ONLY please!

5 miles from the **M6 Jn 19** for easy access, free parking places right outside!
Full disabled access all on one level and all tables in one hall only.

REMEMBER – BOOK EARLY AND TELL ALL YOUR FRIENDS ABOUT THIS EVENT

HORAM SWAPMEET 2017

Sunday March 12th

Horam Village Hall. 9am to 12noon
TN21 0JE

Refreshments available

for table reservation contact Robert Richardson
Tel: 01825 762372
Email: rob.richardson@talktalk.net

All proceeds to Air Ambulance.

We invite you at

15. EUROPEAN SAM RC CHAMPIONSHIP

18.6 – 23.6. 2017

SLOVAKIA – **Airport NITRA**

http://www.airportnitra.sk/en/index.html

Yet see, where is the airfied located:

https://www.google.com/maps/place/Nitra+Airport+(ZNI)/@48.279798918.1320275,1698m/data=!3m1!1e3!4m5!3m4!1s0x0:0x1cf9554eca45104!8m2!3d48.2802353!4d18.1331277

...bulletin coming soon !!!

We are looking forward to meet You in Nitra.

SAM SLOVAK REPUBLIC, chapter 119
Fero Swiety president
Tel.: 00421 905 339 894
e-mail: fero@swiety.sk

L'AQUILONE SAM 2001
TOMBOY RALLY INTERNATIONAL POSTAL CONTEST
01/06/2016 to 31/05/2017

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 alongwith 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 " scaledup) 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.G. or float version; Lone fliers can self-launch and time

Engine/motors

I.c. engines and electric motors are admitted within the following limits:

36"-44" WINGSPAN

I.C. Engines:

Any engine with 1 cc. maximum displacement; 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 fitted the blades must be held open with a rubber band;

Battery: 450 Mah 2 cell LiPo - separate battery pack for Rx 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

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 fitted the blades must be held open with a rubber band;

Battery: 500 Mah 3 cell LiPo - separate battery pack for Rx is allowed

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 2017 to Curzio Santoni (cusanton@tin.it) or to Gianfranco Lusso (gfl@orange.fr). Many pleasant flights and happy landings to ALL !!!!

SPECIAL PRIZE VIC SMEED

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

SPECIAL PRIZE DAVID BAKER

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

Good thermals

Southern Coupe League
Fixtures 2017

Feb 19th.	First Area, at Ashdown Forest, Beaulieu, North Luffenham, Merryfield, Salisbury Plain and Sculthorpe.
Apr 30th.	London Gala at Salisbury Plain.
Jun 11th.	Oxford Rally at Portmeadow Oxford.
Aug 19th	Southern Gala at Salisbury Plain.
Sep ?	Odiham?
Sep 24th.	Crookham Gala at Salisbury Plain.
Sep 30th.	Coupe Europa at Salisbury Plain.

Contact Peter Hall: email; phall789@btinternet.com

FLITEHOOK

Indoor Free Flight Meeting
West Totton Centre,
Hazel Farm Road,
Totton, Southampton.
SO40 8WU

Café on Site

Contact Flitehook
E-mail flitehook@talktalk.net
Tel. No. 02380 861541

Flyers £6, Spectators £2

Sundays 10.00a.m. to 4.00p.m.
2nd October 2016
6th November 2016
4th December 2016

~~Tuesday 27th December 2016 10.00a.m to 3.00p.m~~ CANCELLED

2017
Sundays

8th January 2017	9.00a.m. to 1.00p.m.
12th February 2017	10.00a.m. to 4.00p.m
12th March 2017	10.00a.m. to 4.00p.m
9th April 2017	10.00a.m. to 4.00p.m

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

Jan 28th – Feb 25th – Mar 25th – Apl 22nd

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

Indoor Flying with the South Birmingham MAC

Mainly Free Flight

Thorns Leisure Centre.

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

Jan 14th - Feb 11th – Mar 11th
Apl 8th – May 13th

Admission - Flyers £5.50 - Spectators £2.00

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

For further information phone Colin Shepherd 0121 5506132
or e-mail colin@colinwilliam.wanadoo.co.uk

BMFA South West

Indoor Flying

Cornwall Vintage Aeromodellers
at
Saints Health and Fitness Ctr.
St Austell Rugby Club
Tregorrick Park, St Austell
Cornwall, PL26 7AG

Sundays 1200 to 1600

2016

Sep 25th - Oct 23rd - Nov 20th - Dec 11th

2017

Jan 22nd – Feb 19th – Mar 19th

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

Admission: Flyers **£7** Spectators **£1**

Contacts:
Cornwall - David Powis on 01579 362951
dave_powis@hotmail.com
Devon - Roger Bellamy on 01752 257826
randmbellamy@gmail.com

IMPINGTON INDOOR MEETING

Sunday March 19th 2017

at Impington Village College
Cambridge CB24 9LX.

9.00am to 5.00pm. £6.00
Fly indoors all day.

RTP and small electric helicopter and radio flying in separate hall.
Competitions for peanuts (with light scale judging – minimal documentation) and Bostonians.
Seminar "A conversation with Richard Crossley"
Also the last rubber powered car race (unless we get 4 or more).
Contact Chris Strachan Tel:- 01223 860498 for flyer with details or see at
www.impmac.co.uk

BMAS
BOURNEMOUTH MODEL AIRCRAFT SOCIETY

INDOOR MODEL FLYING
2017
ALL TUESDAYS
24TH JANUARY
28TH FEBRUARY
28TH MARCH
7pm to 10pm
ALLENDALE CENTRE

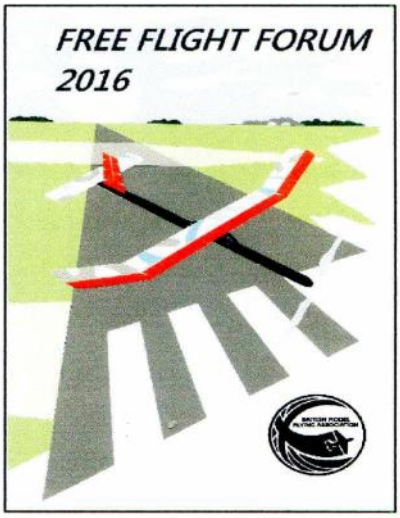
HANHAM RD. WIMBORNE BH21 1AS
FREE CAR PARKING IN PUBLIC CAR PARK IN ALLENDALE RD
FREE FLIGHT ONLY
COMPETITIONS: GYMINNIE CRICKET & SERENE LEAGUES
ALL FLYERS MUST HAVE BMFA INSURANCE
FLITEHOOK NORMALLY IN ATTENDANCE
Adult Flyers £5 Spectators £1.50
CONTACTS: John Taylor Tel. No. 01202 232206
Aubrey Bugden e-mail bugden863@btinternet.com

THE 2016 FREE FLIGHT FORUM REPORT

HOT OFF THE PRESS

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

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

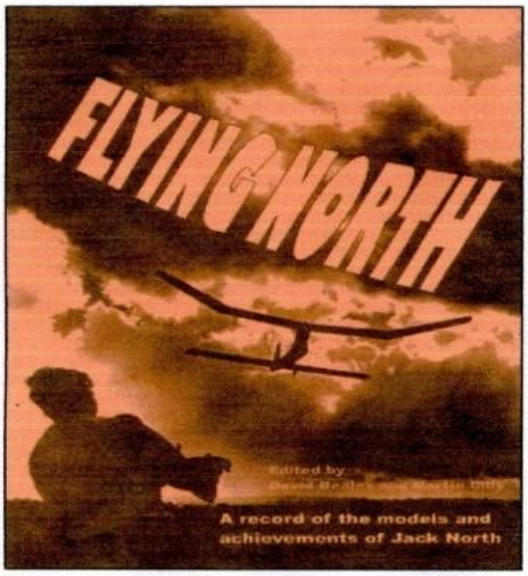


The **UK price is £12.00** including postage;
to **Europe it's £15** and **everywhere else £17**.
Sales of the Forum Reports help to defray the heavy expenses of those representing Great Britain at World and European Free-Flight Championships. Cheques should be payable to 'BMFA F/F Team Support Fund' in pounds sterling, drawn on a bank with a UK branch; you may also order by credit card, which is a lot easier (and cheaper).

Copies are available from :

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

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

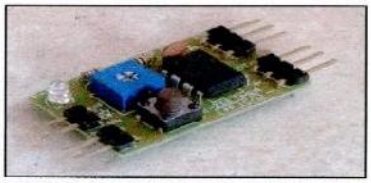


Flying North is a 163 page book covering the model flying career of Jack North, and including 23 previously un-published plans of his aircraft. Access to Jack's drawings and notes dating back to 1938 means that there are a number of designs in the book likely to be tempting to the nostalgia-minded.

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

The price in the UK is £18; airmail to Europe £20 or to anywhere else £22. Cheques should be payable to BMFA F/F Team Support Fund, in pounds sterling only, and drawn off a bank with a branch in the UK, you may also order by credit card, all proceeds help to fund the expenses of those representing Great Britain at World and European FF Championships

E-Zee Timers



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

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

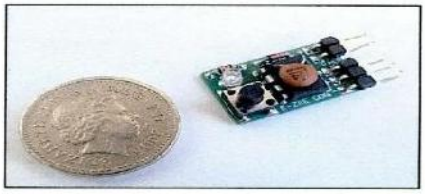
- motor run duration:-adjustable 1 to 30 seconds, set in 1 second increments
- d/t duration:-adjustable 10 seconds to 5 minutes, set in 10 second increments
- motor power.-adjustable at all times from zero to full throttle (by potentiometer)
- push button immediately stops the motor at any point during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

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

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

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

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



- d/t duration:-adjustable 10 seconds to 5 minutes, set in 10 second increments
- push button immediately cancels the flight at any time
- duration settings are saved in memory a single button push serves to repeat a flight.

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

Timers are supplied with a comprehensive instruction manual and users guide

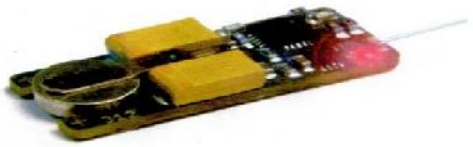
E-Zee Timers have been designed and are manufactured in the UK
Exclusively available from

Dens Model Supplies

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

BUGS

Free Flight Model Tracker



£50.00 - each including 6 batteries
Ready to use radio tracker
Suitable for most handheld receivers
Powered by one 312 ZincAir hearing aid battery
27mm long, 11mm wide, 5mm thick 3 grams including battery
Run time around 10 days
Red LED flashes when transmitting
Available in any frequency from 140MHz to 980MHz
Supplied in protective heatshrink
Very quick delivery, often next day
On sale at
http://www.leobodnar.com/shop/index.php?products_id=217
or contact Peter Brown 07871 459291 for options

Michael Woodhouse
mike@freeflightsupplies.co.uk & http://www.freeflightsupplies.co.uk

Plans of models designed by Geoff Lefever

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

DBHL Plan Service

The rules for obtaining plans.

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

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

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

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

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

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

This service is provided at no charge.

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

VINTAGE COUPE PLANS.

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

Further information will be advised in due course.

John Ashmole SAM35 FF sec

Free Flight Calendar for 2017

Postal contests:

29th Apl to 28th May.....Under 25" Vintage Rubber.
17th Sep to 15th Oct .....Lulu Glider (Two classes, towline and Hi Start)

Area Postals:

5th Mar (2nd Area) and 26th Mar (3rd Area)
"March Wynde" for lightweight Rubber (Two classes)

25th Jun (5th Area) and 16th Jul (6th Area)
"Summerglide" for under 50" Classic and Vintage Gliders

17th Sept (7th Area) and 15th Oct (8th Area)
"Autumn Trophy" for P30

At the Free Flight Nationals:

Sunday 28th May.....Wakefield, 4oz. And 8oz. (Administered by FFTC.)
Monday 29th May.....36" Hi Start Glider.....Under 25" Vintage Rubber
Biplane precision (two classes. Rubber and i.c.)

At Old Warden:

Sunday May 14t.....Frog Senior Duration (Two classes)
and Biplane Precision (Two classes)
Sunday 23rd Jul.....Masefield Trophy for Rubber Scale
and Earl Stahl Trophies
Sunday* 24th Sept.....Rubber Bowden (Two classes)

Provisional Events Calendar 2017

With competitions for Vintage and/or Classic models

February 19th	Sunday	BMFA 1st Area Competitions
March 5th	Sunday	BMFA 2nd Area Competitions
March 26th	Sunday	BMFA 3rd Area Competitions
April 14th	Friday	Northern Gala, North Luffenham
April 17th	Monday	**SAM1066 Meeting, Salisbury Plain**
April 29/30th	Sat/Sunday	London Gala & Space, Salisbury Plain
May 14th	Sunday	BMFA 4th Area Competitions
May 27th	Saturday	BMFA Free-flight Nats, Barkston
May 28th	Sunday	BMFA Free-flight Nats, Barkston
May 29th	Monday	BMFA Free-flight Nats, Barkston
June 18th	Sunday	**SAM1066 Meeting, Salisbury Plain**
June 25th	Sunday	BMFA 5th Area Competitions
July 16th	Sunday	BMFA 6th Area Competitions
July 22nd/23rd	Saturday/Sunday	East Anglian Gala, Sculthorpe
July 30th	Sunday	**SAM1066 Meeting, Salisbury Plain**
August 19th	Saturday	Southern Gala, Salisbury Plain
September 17th	Sunday	BMFA 7th Area Competitions
September 30th	Saturday	**SAM1066 Meeting, Salisbury Plain**
October 15th	Sunday	BMFA 8th Area Competitions
October 28th	Saturday	Midland Gala, North Luffenham

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

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

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

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

Useful Websites

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

Are You Getting Yours? - Membership Secretary

As most of you know, we send out an email each month letting you know about the posting of the latest edition of the *New Clarion* on the website. Invariably, a few emails get bounced back, so if you're suddenly not hearing from us, could it be you've changed your email address and not told us?

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

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

P.S.

I always need articles/letters/anecdotes 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

From Your editor John *Andrews*