



NEW CLARION

SAM 1066 newsletter

Issue 1.1

January 2007



Affiliated to the - Club No. 2548

WEBSITE — WWW.CAVGROVE.FREESERVE.CO.UK/SAM.HTML

Editorial

First, let me introduce myself. I am Vic Willson and can be contacted at:
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You are probably thinking 'who is Vic Willson?' Well, I am an active aeromodeller, mainly concentrating on vintage and classic rubber duration designs.

Although I have been aeromodelling for 50 years, off and on, I am a relative beginner to free flight, having only concentrated on this aspect of our hobby for the past 5 or so years.

In a 'previous life' I built and flew control line and RC models, (mostly scale).

However, due to a fortuitous

coincidence, I found myself working with Mike Parker a few years ago and inevitably his infectious enthusiasm and boisterous influence drew me into the free flight fraternity.

After a very hesitant start (from scratch really) I found that I was enjoying the hobby more than ever and since then my enthusiasm has grown from strength to strength.

This has been very much due to the unstinting help and encouragement from everyone that I have encountered.

Even the most famous of 'names' have been free with help and advice. In what other walk of life would you find this refreshing attitude?

It was Mike who cajoled me into having a go at editing this electronic newsletter, which will not be issued on a fixed monthly basis, but whenever there is sufficient material to justify an issue.

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Editorial cont.

The plan is to keep the membership informed of news and events, and hopefully to pass on knowledge, advice, plus hints and tips, from members.

Any comments, criticisms, suggestions etc. for future editions will be welcome.

Message from Mike Parker**Welcome**

As one of the three new committee members I would like to welcome you all to the new SAM 1066, I hope that this new club proves to be as popular as the original (a hard act to follow!!).

At the time of going to press (or should that be email?), there are now over 120 new members, senior and social from Canada, France, Mauritius, United Kingdom and the United States. There are no juniors yet, but as ever I remain optimistic.

The New Clarion

This newsletter is the first of what I hope will become a regular publication. Our thanks go to Vic Willson for volunteering to be its first Editor. As Editor he has the unenviable task of "sifting" the articles received, please be a little

forgiving if your article is not used immediately, this job is never easy. Some articles may be thought more suitable for the Web Site and published there. My only plea is that we keep to "Aeromodelling" subjects and not politics.

If you have ever thought of writing something that would be of interest to the other members, now is your chance. Any free flight subject, techniques, tips, your memories of times past and of course reports of events together with black & white or colour photographs (if appropriate) will be welcome. The only criteria is that it must be typed, ideally on a computer and emailed direct to the Editor (preferably in MS WORD format). If you only have a typewriter then it can be posted. We will attempt to "scan" it into the computer (remember this is, if possible, an electronic club). It would be especially good to hear from the Sports Flyers, I am sure that they have much to contribute.

Club Funding

SAM 1066 like every club, can't survive without funds, having an internet membership lowers running costs, but does not do away with them. There are many expenses,

some small and those, like the purchase of an "Airband Transceiver" and the Middle Wallop licence not so small. To raise the revenue required a small supplement is to be added to the "Gate Entry" charge at events. It is anticipated that the "Gate Entry" this year at Middle Wallop (including supplement) will be £7 per flyer (wives and children free as usual) if we end up with an excess of funds then we can have "supplement free" days. The "Farmers Fund" is now an integral part of the Club's funding, this Christmas (2006) I delivered the usual presents on your behalf, these were warmly received and ensure that we remain on good working terms.

Middle Wallop 2007

As you can see from this year's calendar of events (log on to the SAM 1066 website at www.cavgrove.freeserve.co.uk/sam.html for full details of events) we are back at Middle Wallop for most of our traditional dates, hooray I can hear. Obtaining these dates is due in part to the hard work of your committee over the past year. I am sure you will join me in thanking them all. However at this stage, arrangements, (including the venue), for the SAM Euro Champs have not been finalised and some of the details for "Club invitation days" are to follow.

We have gained some "extra" dates this year enabling the return of the 'Fun Flying & Trimming Days' ,

I am sure that given the weather (all pray now) these will prove very popular.

As some of you will know the situation at Wallop has changed in recent times. We now have to share the airfield with other users, in particular the Army Flying Association (AFA) and the Paragliders. Although this is not ideal, it is felt by most to be better than having no events at all; as for the minority who feel that it is not, perhaps I can ask them to at least be seen to be co-operative when attending events.

However the safety of all of the airfield users is paramount and to that end we will cooperate and liaise with the other users. We now have to use a ground-to-air radio at all events when the AFA are operating, and having already purchased a new transceiver we will be looking for volunteers to use it at every event (this can be shared by a number of people on a rota basis). Please remember that even if you are not in a completion, you **MUST** on arrival visit the event control and read the notices, this will ensure that we can all return next year.

There are many ways of "getting involved" at SAM 1066 events, you don't need to be an expert at anything, enthusiasm and a good quota of common sense are the only qualifications required, perhaps some new people would consider volunteering their services this year.

if you feel you can give some help I will be very pleased to talk to you.

Mike Parker
SAM 1066
Membership Secretary & Treasurer

Message from John Thompson

Hello and welcome to our "New Look" SAM1066. The original "New Look" arrived in 1946/7, so we are now 60 years away from that date. Women's fashions as always have changed many times since then, but vintage model planes have not!

I suspect, however, that such models are better flown nowadays, utilizing the trimming knowledge that has been garnered since those days.

Notwithstanding the "Contest" models, we are all delighted to see those out of the ordinary Vintage and now Classic designs being built and flown, just for the fun and joy of seeing them fly.

SAM 1066, we hope, will continue to prosper at Middle Wallop and Little Rissington where all are welcome to fly a little or talk a lot, or is it the other way around? This has been the format in the past and we do not want to change it.

John Thompson
SAM 1066
Chairman & Secretary

Epsom Downs, Boxing Day, 2006.

Report by Peter Michel

As most free-fighters will know, the Chobham (Common) Chiller has for many years been part of the Boxing Day festive aeromodelling scene. This year, however, genial organizer David Beales switched the venue to Epsom Downs for two very good reasons: A - Thickening gorse and bracken is rapidly rendering Chobham a no-go area; and, B - There are two decent pubs adjacent to Epsom racecourse which, in the event of dire weather, at least provide a place for a pint and a chat. (One of these, the Derby Arms, is the spiritual home of the Epsom Bangers & Mash set which meets there on the first Wednesday every month at 12 noon, race days excepted, thereafter to fly on the Downs in the afternoon. End of plug.)

The inaugural Epsom Energizer on the Downs was little short of idyllic. The dense fogs and mists of the previous few days had given way not, as many of us feared, to wind and rain, but to a time of quiet stillness only to be dreamed about. Never once did the gentle east-west drift exceed 2 or 3 mph, and our stick-and-tissue models were in their true element.

There were even traces of buoyant air which took them to towering heights against the thin grey cloud cover.

Families and the like were quietly walking the north-south path which bisects the site near where we, all seven or eight of us, chose to

set up camp. A couple of hundred yards away was the radio-control patch at which there was the usual activity. However - and significantly, we felt - all attention from Joe Public was not upon these models, but our own! We heard comments, such as: "How can they get so high on just rubber bands?" (They have seen us all stretch-winding). And there were spontaneous cries such as "How lovely!" - this, when Terry Bird's KK Contester, or Andrew Longhurst's P-30s, were wheeling high above, gracefully and, above all, silently.

David had decreed a precision contest, the winner achieving the closest to a three-minute total for two flights. It was an amazingly close-run thing with Ted Horne's Coupe d'hiver clocking 2min 59sec against my own John Godden-based tailless rubber model on 2min 58sec. Yes, only a second in it. The winner's prize, we were told, was a weekend in the Bahamas with Myrna Loy... Great fun!

All told, a great day for sticks and tissue, both for the participants and as a super PR job on what our form of flying is all about.

Peter Michel's Column

As some of you may know I did a regular "column" in the dear old Clarion magazine. I had prepared the following jottings for publication the month before it folded. At the invitation of Mike Parker I hope to continue these random jotting in electronic form.

Doesn't feel quite the same, somehow, but as my old dad, a First World War 'Tommy', used to say, San Fairy Ann ...

Toys R (not) Us

ON the glass-top counter at my local model shop stood this cute little RC helicopter with a rotor of about 10 in diameter. Obligingly, the proprietor gave a demo for the people in the shop - four or five radio flyers and me. What we saw was perfection. The mini-flyer buzzed into life, lifted slowly off the glass counter, and did a tour of the shelves before returning to settle on the exact spot from which it had taken off. Truly impressive "How much is that?" said one of the RC guys "£270, complete with everything." "And it comes ready to fly, straight out of the box?" - "Yes." "No setting-up at all?" - "No." "I'll have one." Just like that £270.

Amazing. A different world.

THERE'S lots more in the toys for boys department.

Anyone who has ever tried to carve a 1/72 scale "solid" Spitfire in the dim and distant past out of some dreadful cross-grained hardwood will wince at the version, illustrated (next page), culled from an ad in one of the Sunday colour supplements.

It is "hand-made in mahogany" with a "deep rich finish created by the application of 35 coats of enamel".

Yours for £89 squire.



With its identical number (NUZ 8842) this travesty was clearly meant to be the Spitfire IIb of No. 603 (Polish) squadron, based at Northolt in August 1941 [lower picture] - one of the many splendid colour plates in David Mondey's British Aircraft of World War II.

However, unless the advert photograph has been distorted in some way, the fuselage is tubby, and the canopy looks to be painted on.

I am no scale buff, so perhaps one of our many experts could supply an additional list of no-no's.

People who buy "collectables" such as this honestly believe they will grow in value. So what might our £89 mahogany Spitfire, with all its 35 coats of enamel, be worth in a few years' time? Personally, I wouldn't give 89p for it now.

For the workshop

MY THANKS to flying chum David Beales for putting me on to the ultimate gunge zapper: X-tend Air Intake and Carburettor Cleaner to give it its full title. This king-size aerosol shoots out a rushing jet of some wonderful concentrated foam which hoses away every speck of grime and dirt in its path.

The need for some such cure-all became apparent when one of my treasured KSB timers suddenly became a "stopper" Inspection with a powerful magnifying class revealed tiny bits of heaven-knows what in the works.

It was then that David, a vintage car buff, suggested "X-tend" which I got at the local Pit Stop.

Two squirts of this awesome spray and the works of the KSB were as clean as a whole orchestra of whistles and the timer was functioning again.

I have also reclaimed two sulking Tomy timers and persuaded a crude but attractive Edwardian pendulum clock to tick-tock again after many years of silence on its shelf.

(The local clock repairer quoted £60 to do the job). "X-tend" sells at £6.99 for a king-size aerosol which, for our small needs (contact-breakers on spark motors, for instance), should last half an aeromodelling lifetime (how many of us have this much time left? Ed.)

A workshop must.

Email from Tim Westcott:

"Spent a fascinating afternoon and evening with Bert Judge, delving into cupboards and boxes that yielded various historic modelling items and eating well at a local hostelry.



THE SPOON CANNOT LIE: Peter Jackson and Robin Willes at the Bangers & Mash club, Epsom, with the spoon showing not just the table number but their age (they claim.) The Bangers & Mashers meet on the first Wednesday of the month at 12 noon in the Derby Arms opposite the grandstand at Epsom race course.

After a meal we go flying on the Downs during the afternoon. Great fun.

Bert, having examined a large photograph I have discovered - principally showing the BBC filming H. White's twin rubber powered seaplane, but also of himself with his 1936 Wakefield - has now solved the conundrum of the emblem seen on the fin.

It is the crest of TMAC [The Model Aircraft Club].

"I do have a black and white picture of that crest but Bert seems to think it was coloured.

He can't remember what colours (although he thought it might include red) and I was wondering if any of your contacts might be able to help? "We were looking at the very scrunched remains of his 1937 streamlined Wakefield but couldn't find any flying surfaces or plans. If only I could find some pictures (doubtful) or drawings I'd have a go at reconstruction.

We did find his partly-finished Wakefield from sometime in the 1940s and Bert has allowed me to bring it home with a view to completing/restoring it." [Now done -PDM]

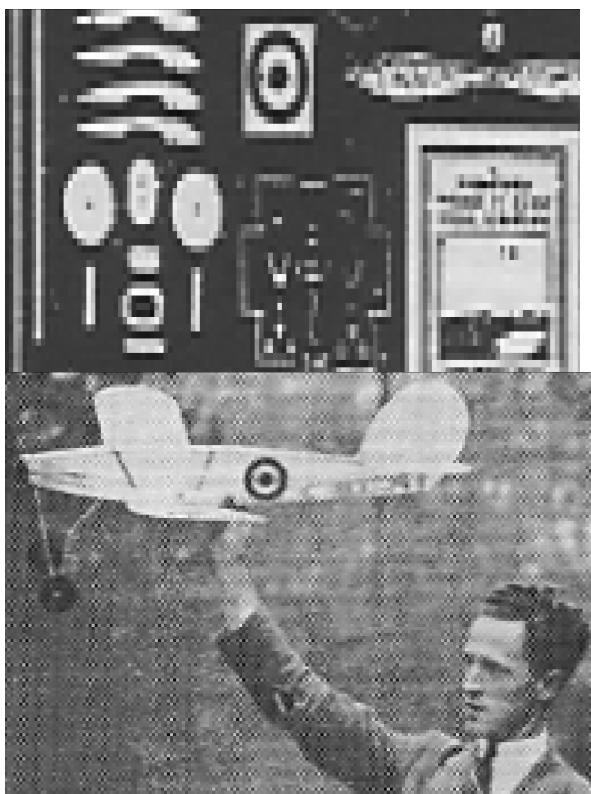
Tim adds: "I've talked with Wilf Peers [pre-1930s low-wing geared guru of the Isle of Bute] and he seems to be certain that the plans I have are effectively those of Bullock's 1929 model as supplied to Warneford.

I will have to find an expert to de-wrinkle the plans (they've been folded up in an envelope) and then I'll have some copies made.

TALKING of that Bullock 1929 model, which was kitted as the Witch by Warneford, Mike Beach has been given an original in a dire state of repair and is currently restoring it. It came in a box with a winder which is shown in the Warneford advert for the kit.

"It's the Holy Grail!" says Mike.

We look forward to seeing the model brought back to its former state.



The 'Holy Grail' winder, top left, supplied with the Warneford kit of Bullock's 1929 Wake, seen with the designer, below
(Note the kit's RAF roundel).

From all accounts it will be a formidable task, but knowing Mike's previous efforts in this department, the result will be worth a trip to Middle Wallop to see it.

Since writing the above, I learn from Mike that he has had a visit from Tim who arrived with the original Warneford Witch and the Bullock/Warneford plans, now restored and printed to a remarkable standard. I have a set. You could frame them and put them on the wall if they weren't so huge.

A remarkable anomaly emerged when the two old models were compared

The wing of Mike's model is one bay shorter than Tim's.

The only reason for this, both agree, is that Warneford's cut the spars to fit the available supply of boxes! I have heard similar tales from the world of commercial aeromodelling.

So much for accurate kitted reproductions...

Comments please, adverse or otherwise,
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Classic Glider Possibilities

by Andy Crisp

One of the criticisms levelled at modern designs by the Vintage/Classic brigade is that they all look the same. The modern flier might say that he only builds (or buys) the machine to do the job of staying in the air as long as possible, and that there are no prizes for originality.

But surely the old-style flier is tending to go that way. Even the sport modeller is more ready to churn out yet another TOMBOY than to search those old Aeromodeller Annuals and Zaic Yearbooks for something that is really "rare". As for the Vintage/Classic contest enthusiast with a penchant for gliders, must we see even more LULUS, INCHWORMS and CAPRICES?

Now, to be original in Vintage, choice is quite difficult. Most of the goodies have been done to death, unless you stray into the field of the Italian, streamlined monsters. Aesthetics before practicality was their stamp, with (usually) awkward tail mounts for D/T operation. However, the classic period of 1951-60 is brimming with exciting subjects.

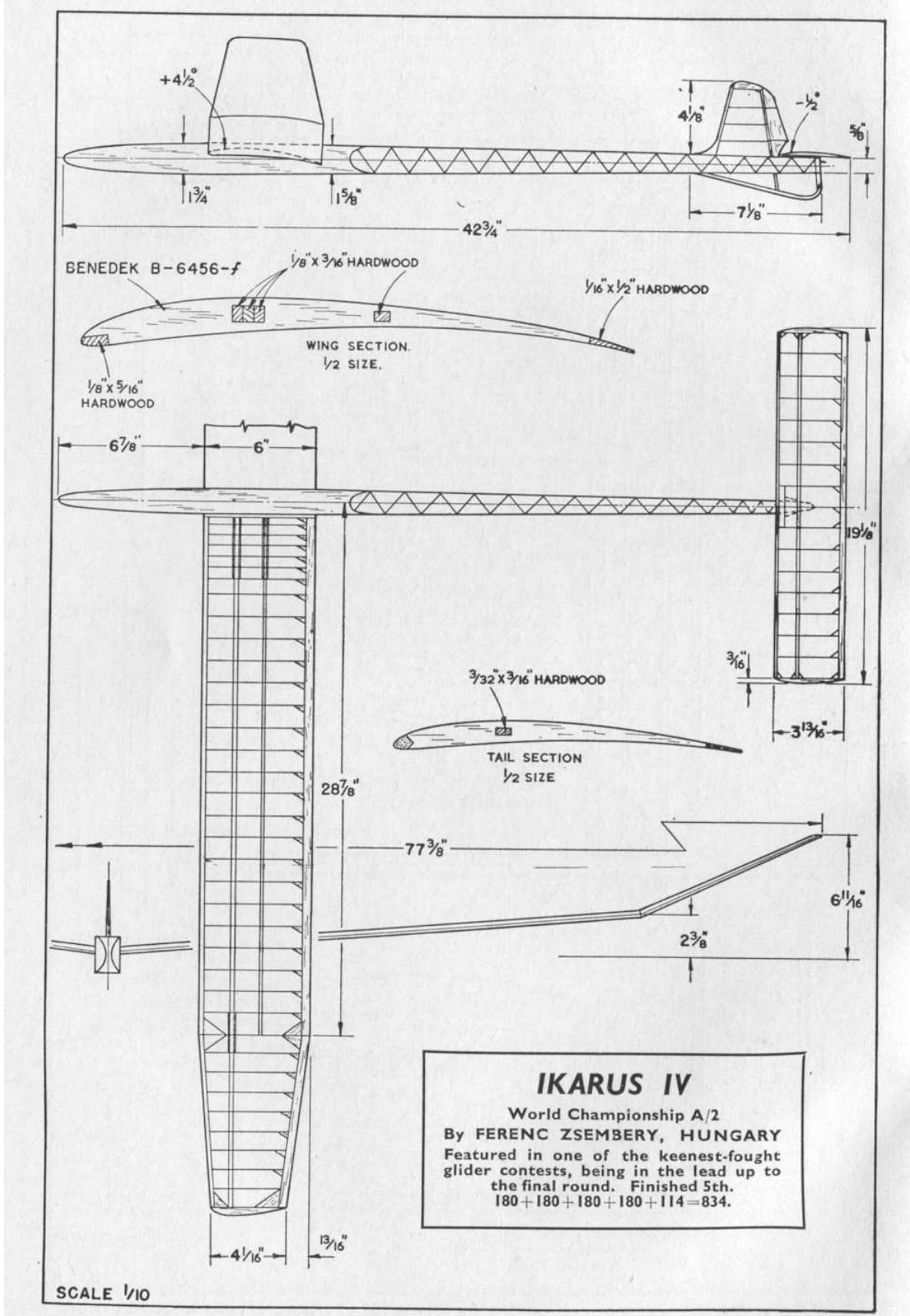
In Hungary a school of design developed which was practical, efficient, and also good looking.

Instigated by Otto Roser, using the latest aerofoils from George Benedek's catalogue, the genre featured "modern" proportions with high aspect ratio, for the time, and relatively small tailplanes, compared to typical British designs.

The defining feature was the slim box fuselage with built-up open truss structure aft of the wing. Rare then and now. It is debatable whether this was for lightness, or because of a lack of suitable balsa for sheeting available in the Eastern Bloc countries in the 50's. It should be noted that wings usually showed 1 mm ply ribs, and spruce leading edges, trailing edges and spars. The difficulty of building with such materials was probably offset by the fact that state sponsored clubs had access to fairly sophisticated woodworking facilities.

IKARUS IV was featured in the 1956-7 Frank Zaic Yearbook, along with another Roser A/2, and the 1958 Aeromodeller Annual. The version flown into 5th place in the 1957 World Championships was actually by Ferenc Zsembery, a 16 year old protégé of Roser.

I made a version in 1960, although the concepts of Vintage or Classic had not been considered at the time. The body and tail were "as per", as was the shape of the wing, but I used the spar-less construction made famous by Gerry Ritz in his CONTINENTAL.



This was very flexible in a wind, probably due to the 16 S.W.G. dural tongue, which I still have to this day! On one flight in the 1961 Nationals my **IKARUS** landed in a pigsty which broke the tail in two. A quick repair gave a result like a propeller, but it didn't affect the performance in the slightest!

Anyone considering a modern reproduction might consider the following points:

1. No C.G. or hook positions are shown. I suggest 55% of root chord, with the towhook $\frac{3}{4}$ in (20 mm) in front.
2. I assume life is too short to cut ply ribs, so I suggest 3/32 (2 mm) hard balsa for the wing, and 1/16 th (1.5 mm) med/soft for the tail.
3. All these **IKARUS** type designs have spars THROUGH the wing ribs, as do many Czech jobs of the period. It was thought that smooth, uninterrupted surfaces gave a better performance. We now know that "interruption" by way of surface spars can give stability enhancing turbulation and greater strength. However, in the interests of authenticity, you have to build it like the original. What a drag!

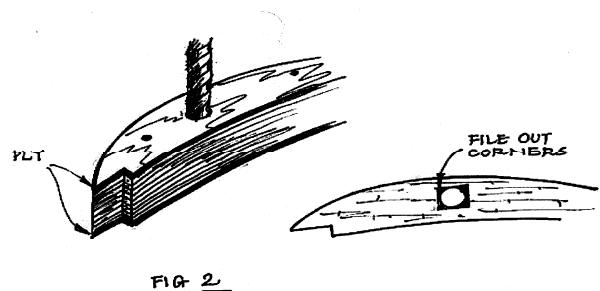
Things are made much easier if you construct a jig to the curve of the lower surface. In fact all under-cambered wings are better built this way.

The spar holes can be made three ways.

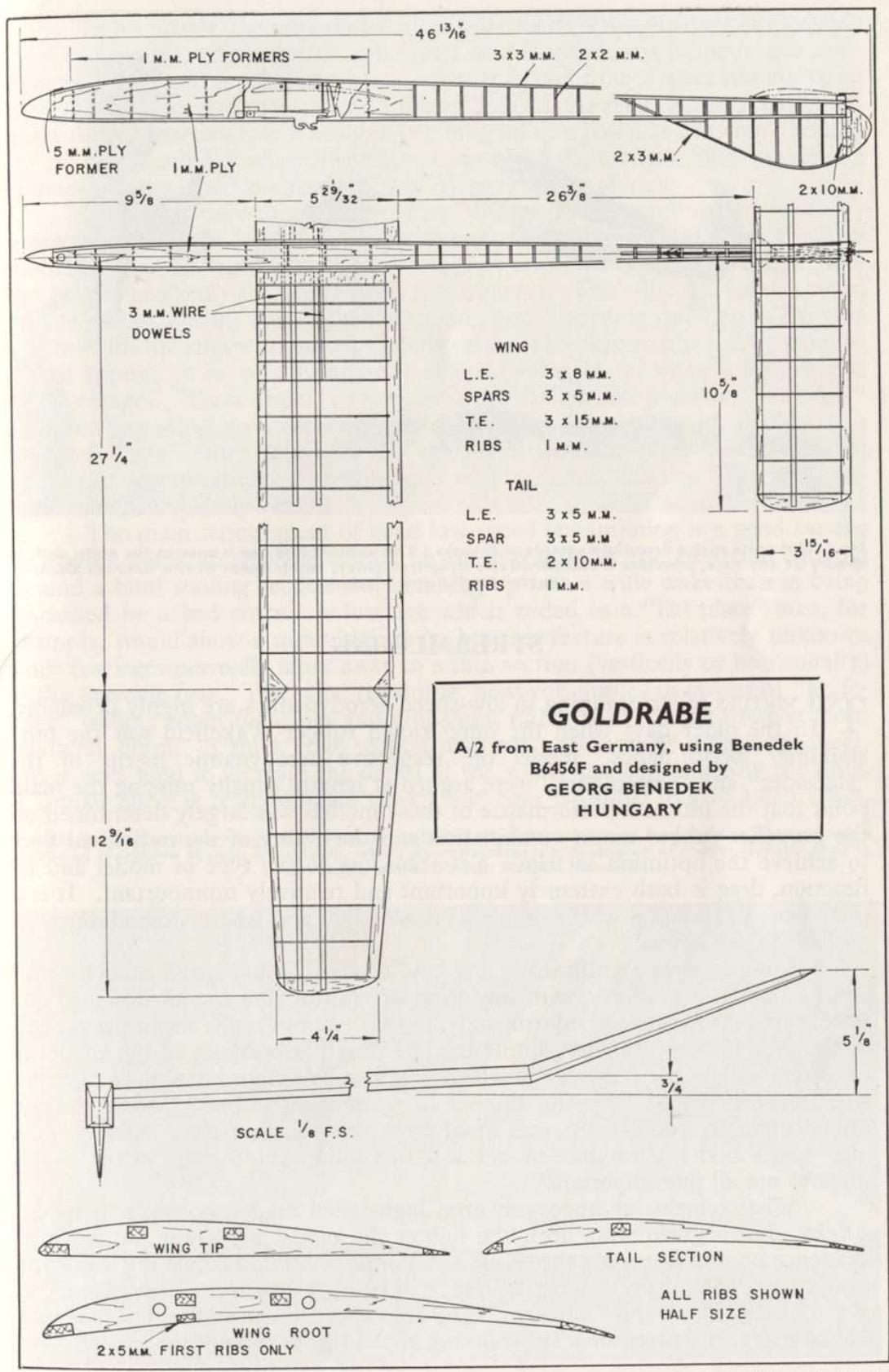
A. Make accurate ply or metal templates, with spar holes, and painstakingly cut out each rib, using a new sharp-pointed blade. There are only approx. 70 ribs to cut out. Therapeutic, with something good on the radio!

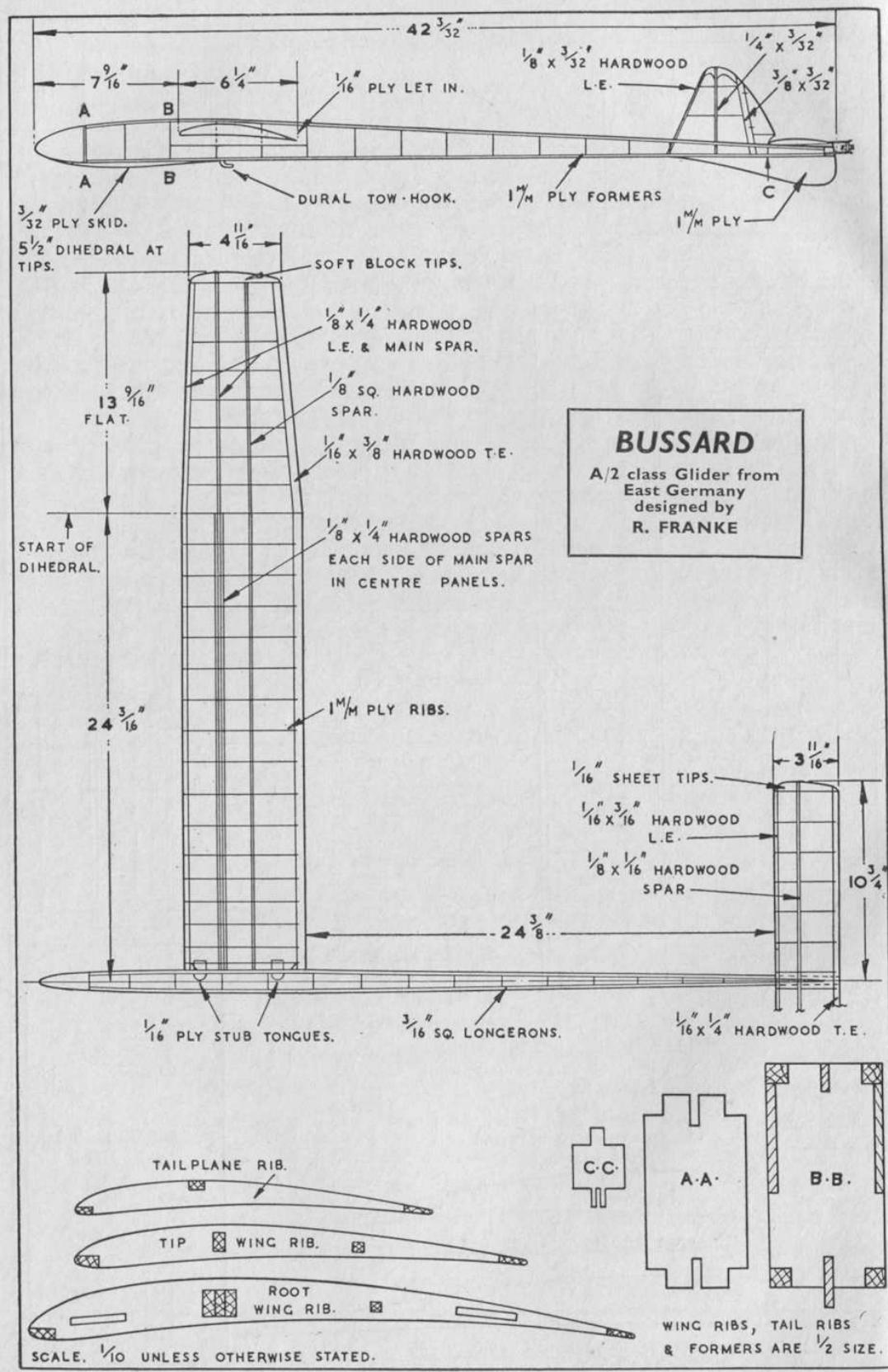
B. Make packs of ribs by the "sandwich" method - about an inch worth at a time (Fig. 2).

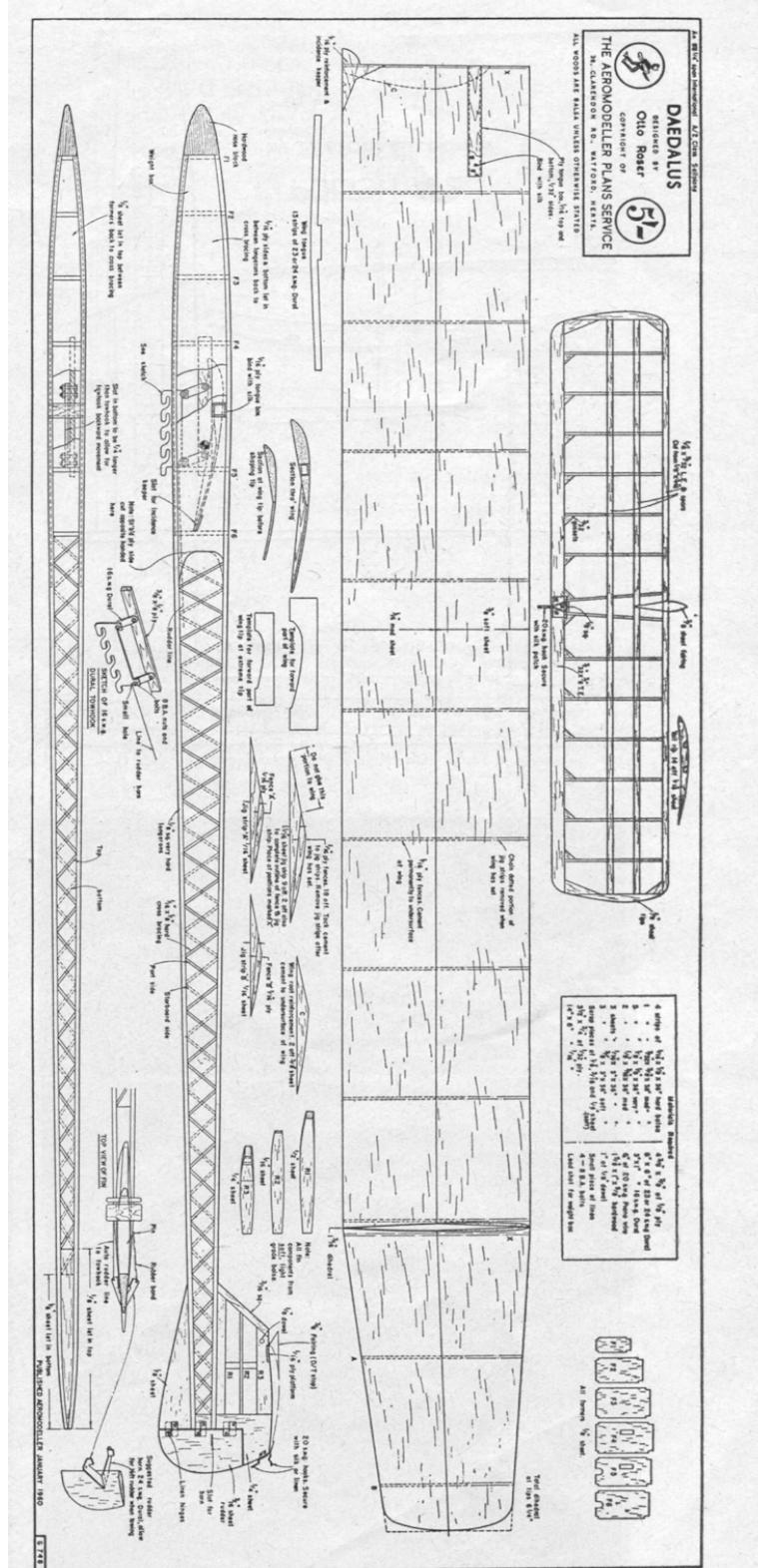
Using a drill press, drill down through the block with a drill as round as the spar is deep. When the ribs are separated, rout out the corners for the spar hole with a suitable file - obviously this system works better with a square spar.

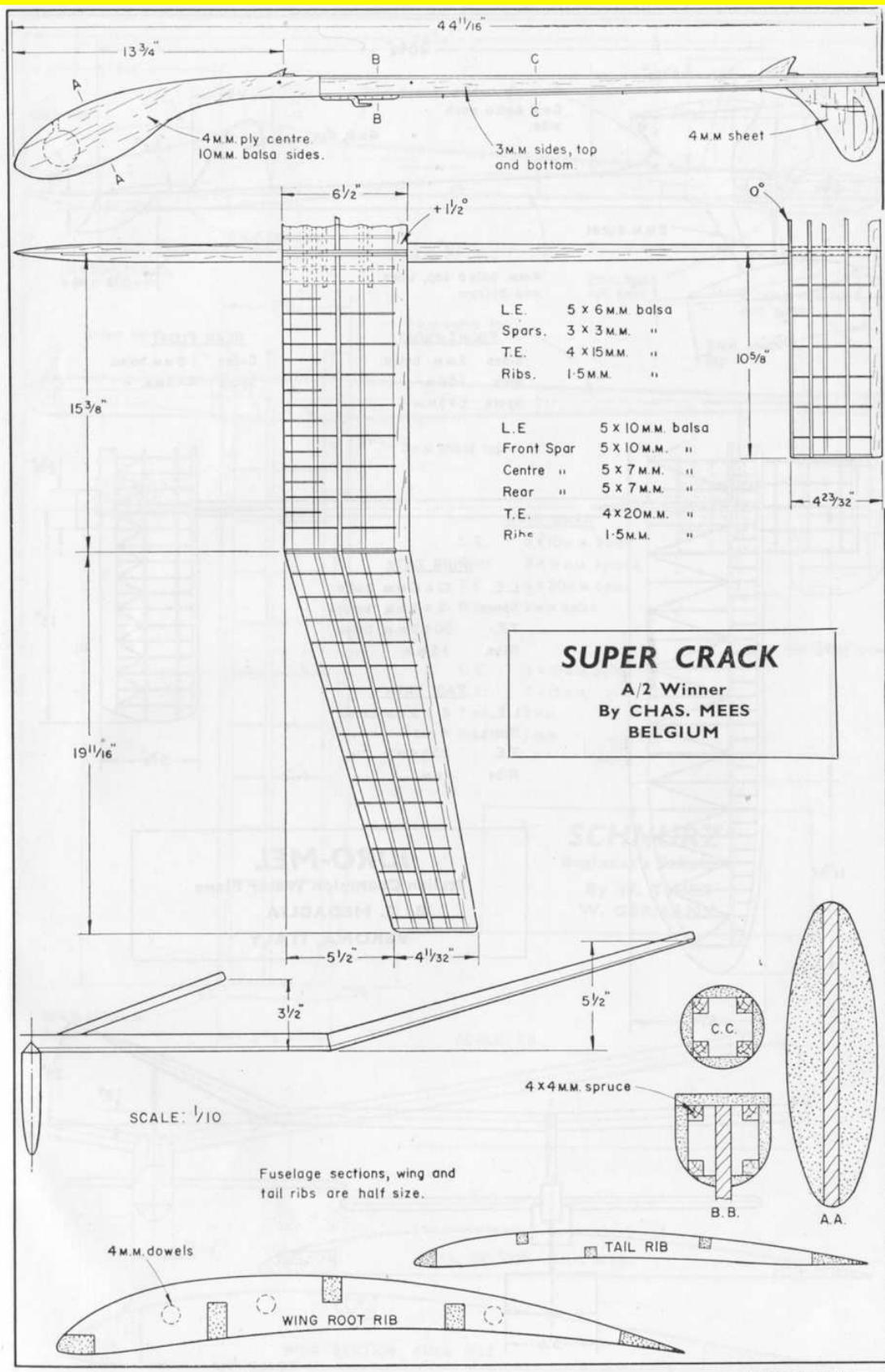


C. Cut out ribs without holes. Build panel on cambered board with LE and TE. When set, using a sharp, new razor blade, with masking tape each side to prevent going too deep, cut into rib back and front of the spar position. Insert and glue spar. When dry insert little bits of balsa to build up rib flush with top surface.





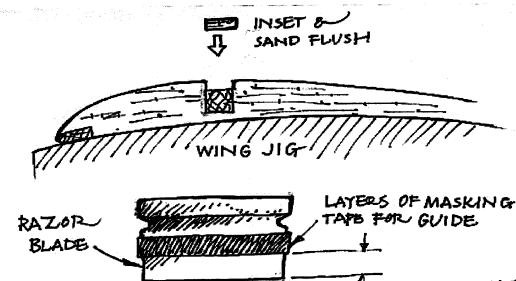






Otto Roser with prototype DAEDALUS at the 1959 World Championships in Belgium

Sounds fiddly, but it only took 10 minutes per panel, when I built such a wing.



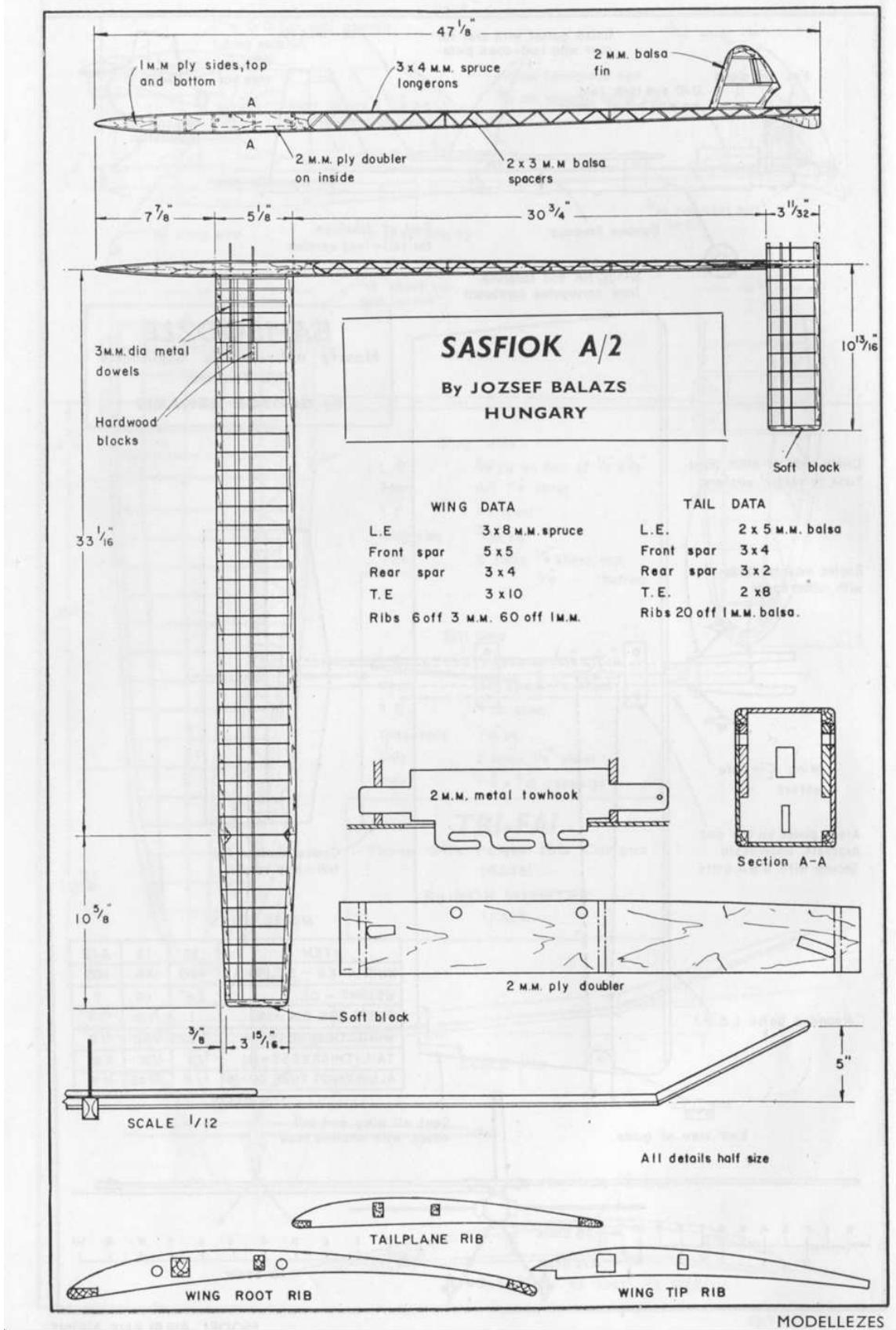
IKARUS IV shows no wing joiner detail. I suggest 8 S.W.G. 7" long at front and 14 S.W.G. 3" long at the back, running through brass or aluminium tubes, secured in ribs with Araldite.

No fuselage longeron size shown. I used 3/16" square balsa with 3/16" x 1/16" spacers with a weak balsa cement (Joyplane!). Suggest Evostik or PVA here.

The IKARUS theme spread into East Germany and plans of **GOLDRABE** and **BUSSARD** from the period are shown.

GOLDRÖBE, apparently designed by Benedek, has a distinctive underfin, but rather a long nose.

BUSSARD has ply formers all down the fuselage and open structure, even in front of the wing - shades of Mercury Marauder! I'm sure conventional longerons and spacers would be acceptable, with formers just at the wing position and nose.



In the interests of higher still air performance, aspect ratios climbed in **DAEDALUS**, flown by Roser in the 1959 Champs (plan AM Jan '60), and in **SASFIOK**, published in the 1960 AM annual. With spans of over 90" they are geometrically on a par with current FAI gliders.

Good balsa had obviously arrived in Hungary, as **DAEDALUS** featured an all-sheet Jedelsky wing. The characteristic family fuselage was finished by a conventional tail mounted on top of the fin, T-style. This sort of wing is a doddle to make, especially if you are handy with the razor plane - just like a giant chuck glider, in fact. A friend of mine in the Abingdon club made a **DAEDALUS** when the plane first came out, and it had a beautiful glide in calm weather, as I remember it.

SASFIOK seems even more stretched at 93 $\frac{1}{4}$ " span, but the building is relatively straightforward. I have my doubts about the rigidity of the wing and possible fluttering on tow. Double covering with Jap, with the "grains" at 90 deg. should go some way to obviate this.

Note the dural towhook system, which slides back and forth in ply formers to actuate the auto rudder. It's a crafty solution, but whether such a selection of hook positions is really required is debatable.

Were I tempted to build an **IKARUS** or a **SASFIOK**, I would double up the mainspar for 12" (300 mm) or so at the root of each wing, tapering off the ends to transmit the towing load into the structure.

So there you have it. Four exciting Hungarian gliders, which are not too difficult to reproduce, absolutely itching to be built and flown in the coming season's Classic competitions, and don't forget, there are quite a few BMFA combined glider comps. Where Classics get to use a 75 m. towline. Something like **SASFIOK**, neatly launched, should do around 3 minutes, unassisted, from a 50 m. line. From 75 m. that translates into 4 mins. 30 sec. - WOW!

P.S. From the sublime to the ridiculous! Whilst searching through old AM annuals I came across **SUPER CRACK** (1960). Obviously a step down the line from Marcel Brem's 1956 World Champs winner, it would be difficult to envisage a more ungainly looking beast.

And yet..... And yet it has a certain charm with its absurdly long, drooped nose, swept-back wing tips and generously dihedralled tail. I expect it would be very stable in wind, especially if trimmed for a tight circle.

Anybody out there brave enough to make one?

Andrew Crisp - Dec. 2006

2007**Provisional Calendar of events****for Vintage, Classic (or both classes)**

| Date | Venue | Event |
|-------------------|----------------------|----------------------------------|
| 11th Feb | Middle Wallop | Crookham Gala |
| 4th March | Area Venues | BMFA 1st Area comps. |
| 11th March | Middle Wallop | Fun flying & trimming |
| 25th March | Area Venues | BMFA 2nd Area comps. |
| 7th April | Middle Wallop | SAM 1066 Glider day |
| 8th April | Middle Wallop | SAM 1066 Combined power |
| 9th April | Middle Wallop | Croydon Wakefield day |
| 22nd April | Area Venues | BMFA 3rd Area comps. |

Please check before travelling to any of these events, as access to MOD property can be withdrawn at very short notice!

For up-to-date details of SAM 1066 events at Middle Wallop check the website—WWW.CAVGROVE.FREESERVE.CO.UK/SAM.HTML

For up-to-date details of all BMFA Free Flight events check the website—WWW.VENGI.DEMON.CO.UK

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