NEW Clarion

SAM 1066 Newsletter

Happy New Year

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Editorial

Hi, Happy New Year to you all and let's hope for light winds and good lift for 2014.

Roger Newman came up with a good piece on P.E.Norman, which might inspire some of you to build the 'Natsneeze' for the memorial competition, whatever it may be. Our Chairman John Thompson has built his own electric derivative, featured later.

Dick Twomey has weighed in this issue with a historic account of his adventure into full sized aviation, like myself I feel one or two of you may be quite surprised.

Ex Croydon & District member Dave Harding, a fellow newsletter editor (http://www.propstoppers.org/newsletters.htm) now domiciled in the USA, supplied an extract from a 30s Model Airplane News. The original was sent to him by a fellow Boehle Giant flyer. He further informs me that Vernon Boehle became an RAF pilot early in WWII transitioning to the USAF when they entered the war. He flew P-47s from the UK. http://www.modelaircraft.org/files/BoehleVernon.pdf
On the modelling side Vernon is sometimes credited with the move away from twin pushers in the mid 30s due to his success flying what are now conventional models.

Jim Paton has written a piece on model minimum weights, questioning whether they could be increased for model longevity, the argument has some merit I feel.

Having prepared the Provisional Events Calendar, I must observe that the depleted Middle Wallop dates have significantly shortened it and I have no events listed in November or December.

I am led to understand that there will be a meeting in January between the BMFA and SAM35 to see what Vintage presence can be integrated into the Free-Flight Nationals at Barkston at the end of May.

Sad news is the reported passing of John Godden, I remember him well from the Peterborough Flying Aces meetings at Ferry Meadows where he always had a cigarette on the go for DT fuse lighting. The Rise Off Water competition was one of his events, he had a few tussles with Peter Martin and usually one of the two of them took the honours.

Well that's about all I've got to say about this issue, I'm usually scratching for content during the festive period but this year there seems to have been enough to fill the issue so thanks to the contributors.
However I could do with a few extra days on the calendar for December as it gets a bit hectic nailing it all together, still I've made it.

All the best for the new year. *John Andrews, your Editor.*

PE Norman: Model Engineer - Ken Croft

The following article was published in the October 2008 edition of Model Engineering News written by Ken Croft with additional research by Ron Chernich, who has very kindly given permission for it to be reproduced in the New Clarion. For those of you who are unaware, Ron has published Model Engine News for many years (www.modelenginenews.org) – it is an extremely good journal and throughout those years has contained many excellent articles on model engines.
I recommend a look - Roger Newman

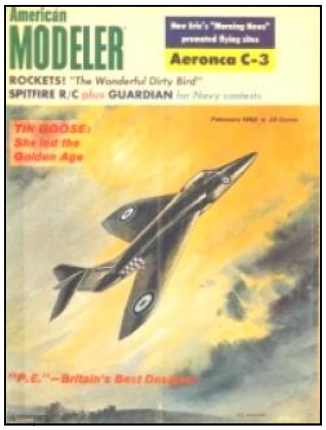
The name PE Norman should be familiar to all older readers of the Aeromodeller for his pendulum controlled, free-flight scale WWI biplanes and his pioneering efforts to produce some of the very, very early free-flight and single channel R/C ducted fan models. What I did not know until Ken Croft described one of his less successful engine restoration adventures was that PE was also a model engineer!

PE Norman's Sparkie

Text and photos by Ken Croft, September 2008. Additional archival research by Ron Chernich.



Name	Natsneez engine	Designer	PE Norman
Bore	9/16" (14.29mm)	Stroke	1/2" (12.7mm)
Type	Spark Ignition	Capacity	0.124cuin (2.037cc)
Production run	1	Country of Origin	UK
Photo by	Ken Croft	Year of manufacture	1944



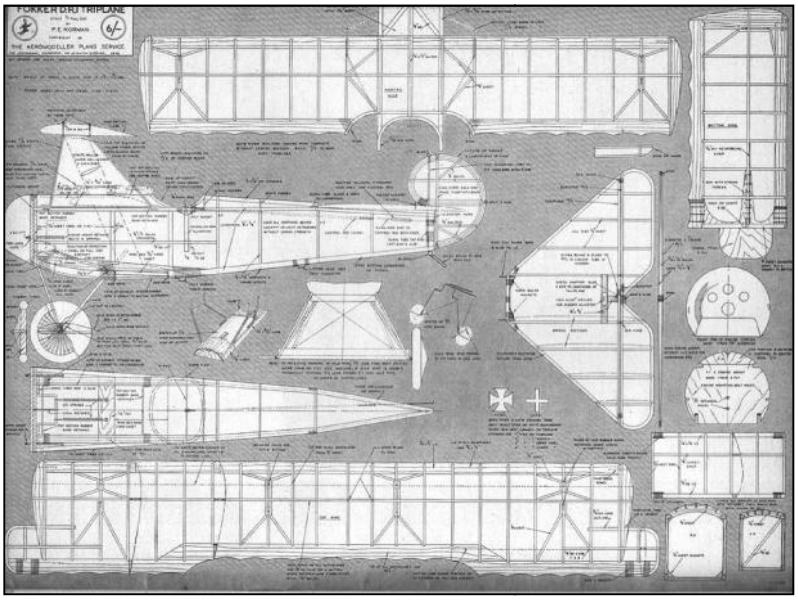
Here is a rather unusual and unique engine I had for restoration some few years ago, and a little about the man who constructed it. The engine was the work of the well known but now sadly departed Percival Edward "PE" Norman. P.E. as he was called, was not just a modeller, being known to the wider world as an accomplished painter, musician, violin maker and sculptor. His sculpted wood paneling graced the main lounge walls of the Queen Elizabeth luxury liner and his skills were used to design and build unique trophies for the Aeromodeller magazine and the then S.M.A.E (Society of Model Aeronautical Engineers) National Championships. He was also an aeronautical artist of great note, with his oil paintings featuring on model magazine covers in both the UK and USA. I would guess while his name will be familiar to many older modelers in England and Australia, very few would be aware that he was also some kind of model engineer.

Free-flight Scale

FOKKER TRIPLANE

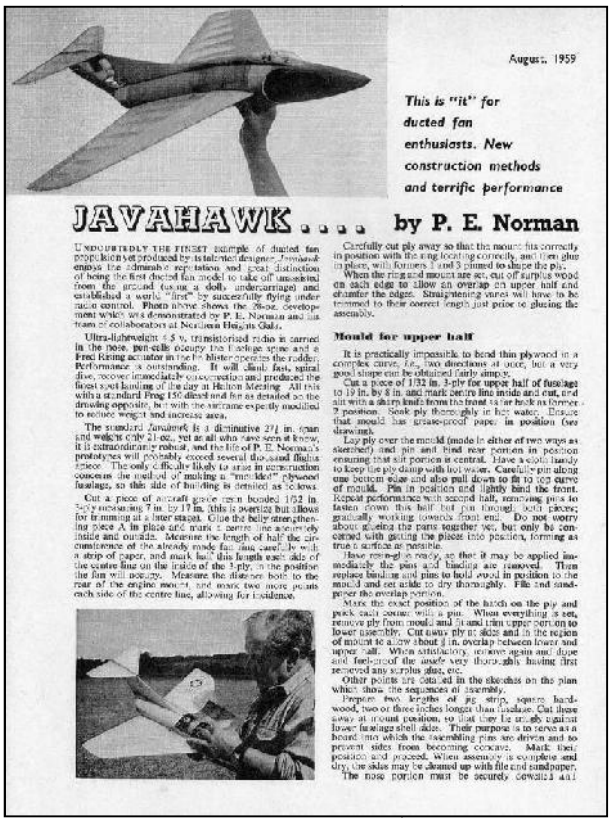
by

P · E · NORMAN



His love of scale biplanes was started by his older brothers, both World War I Royal Flying Corps (RFC) pilots. Many of his free-flight scale designs were published in the UK. Among those are the Sopwith Triplane, Gloster Gamecock, the Sopwith Siskin, Hawker Typhoon, Percival Mew Gull, and others. His scale models featured pendulum control in which he was quite expert. All feature extreme knock-apart construction, essential if they were to survive the initial trim flights! Stories abound of PE at Epsom Downs, generally shirtless, with models performing wild aerobatics as he trimmed and tamed them. He took great joy in having several of his scale free-flight models all in the air at once!

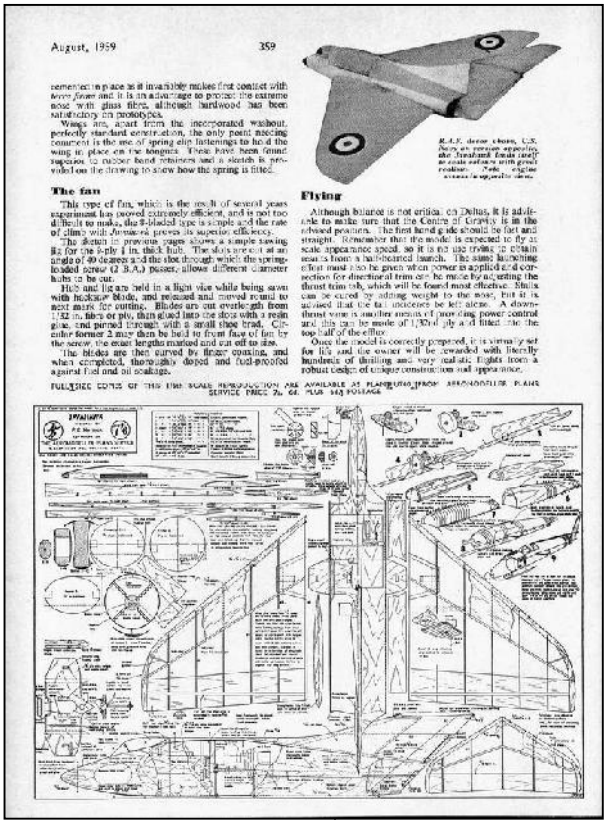
Ducted Fans



August, 1959

This is "it" for ducted fan enthusiasts. New construction methods and terrific performance

JAVAHAWK . . . . by P. E. Norman



August, 1959 359

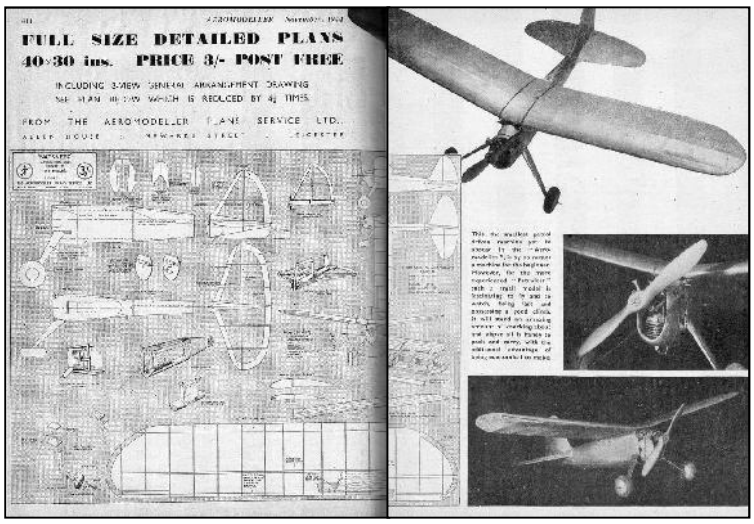
PE was well known for his pioneering efforts with ducted fan propulsion for models. These include the Mig 15, plans for which appeared in the Aeromodeller Annual 1955-56, his free-flight Javahawk

which featured in the Aeromodeller, August 1959, and the single channel R/C Rapier that appeared in the June 1962 issue of American Modeler. Smaller all-sheet variations of the Javahawk for free-flight called the Shrike and Mini-delta, designed in collaboration with Bill Dean, appeared in American Modeller, November/December 1964.
He could be seen out flying his models on Fairlop Common as his jets swished overhead much to the amazement of onlookers.

As might be expected from a violin maker, his ducted fan models had shapely fuselages modelled from steamed and twisted balsa and plywood sheet bonded together in the most incredible way. Ducted fan was always a bit iffy in the early days and few modellers have built his designs for this form of power.

Sport Models

He also designed some cheeky sports models called "Antspantz" and "Natsneez". Copies of the Natsneez are regularly seen tearing about making havoc at vintage rallies. At 31 inch span for a 2cc petrol engine, in it's day this was a high wing-loading high-speed rocket. Even with a modern 1cc engine, the model is ballistic! His original model was powered by an inverted petrol engine of about 2cc. The plans, as such, was published in Aeromodeller, November, 1944. A few years ago, one of his home built engines came to me for an attempted but largely unsuccessful restoration. I believe that this was the engine he used in his Natsneez.



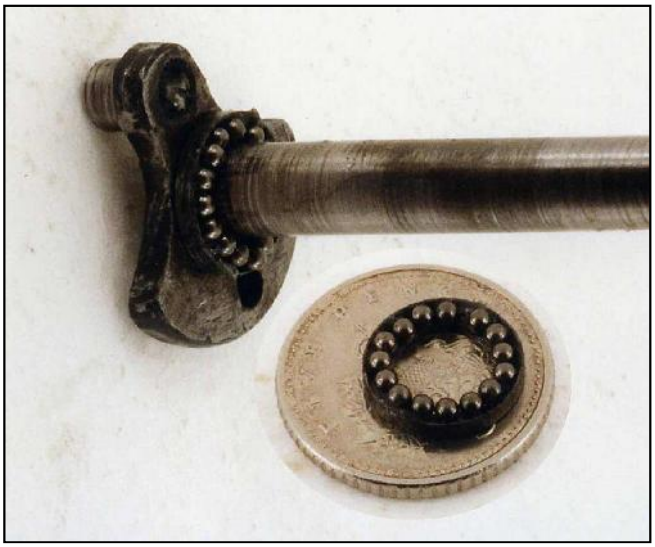
Model Engines

So what of the engine? The man was a sculptor and musical instrument maker by trade. The February 1962 American Modeler biography credits him with 26 home made engines, several built without the benefit of a lathe! Certainly his innovative and individualistic approach shows in both the external appearance of the quirky little 2cc ignition engine, and on the inside too.

As an engine builder myself, I would have some difficulty in building this engine successfully as designed. The crankcase is split vertically, the two parts being held together with only three screws, two at the top and only one at the bottom. This makes it difficult to get a gas tight seal between the halves of the case. The cylinder liner slips into the assembled case, the bottom of the liner coming to rest on a ledge in the case. The liner must be a gas tight fit within the case, yet not so tight as to spring the case halves apart and allow a leak. In the region of the ports there is very little surface to provide a gas tight seal. The cylinder fins slip over the liner and the whole liner and fins are retained by just 2 screws at the front and one at the rear, each only very small at 8BA (Ed: about 2-56). The fins have to make a seal on the top of the cylinder liner; there is no "button" or other seal at the top end. The transfer passage is at the front of the engine, and twin exhaust ports are at the rear.

The positioning of the ports in the cylinder give rise to an odd piston shape. In order to get normal exhaust and transfer event timing, the depth of the piston skirt at the rear of the engine is considerably lower than at the front of the engine. A curved passage has been carved into the rear of the case to give clearance at bottom dead centre for this very low piston skirt extension. This sculpture can be seen in the previous photograph.

The counterbalanced crankshaft is steel and runs in a bronze bush pressed into the case. A small home-made ball thrust bearing between the crank disk and the crank case takes the forward load on the crankshaft. The crankpin is pressed and riveted in place. The front end of the bearing bush projects from the front of the case and is the mount for the timer in the usual way. The timer itself was of conventional design, though the frame was sculpted from magnesium, now very black with oxidation. For some strange reason, the crankshaft journal is tapered, being smaller diameter at the front than at the rear. I once read somewhere, but perhaps in a dream, that some O&R engines had a tapered crankshaft and bush in order to take up radial slack in case of wear. But maybe

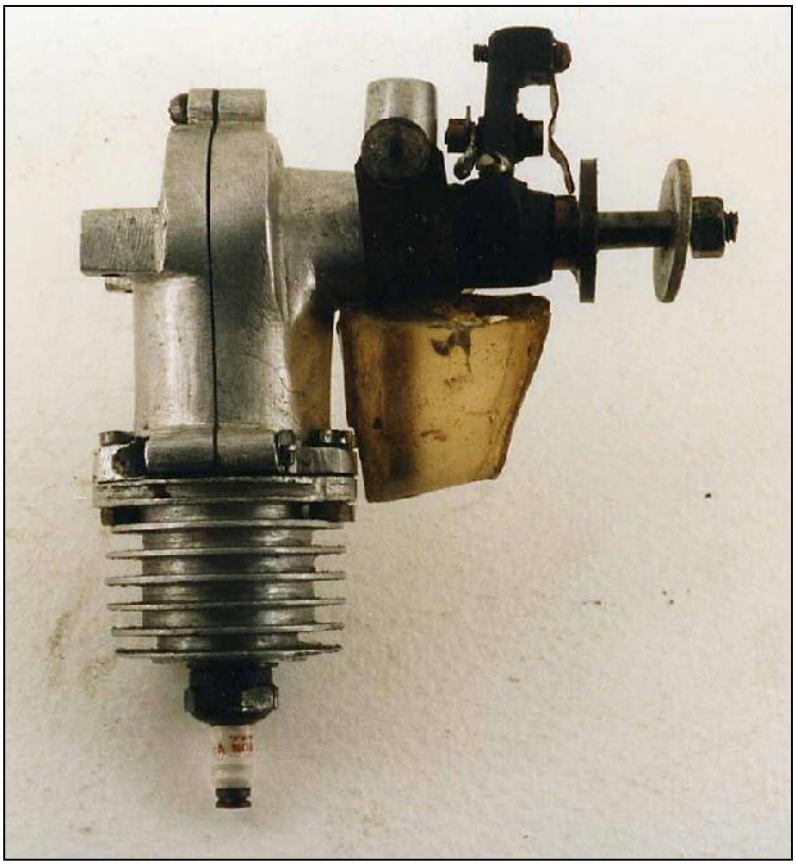


I made that up. Put it down to old age! Perhaps this too was P E Norman's idea. It would be rather odd if this was the case, since the thrust bearing would prevent any forward shaft movement, making the tapered-journal idea irrelevant.

Sculpted is a good word for this engine, after all that was the man's trade. The external shape of the crankcase has been whittled away by some means to leave only the metal necessary for the job, and then polished. The rear of the engine has a strange mount; neither radial nor a beam mount. It has two rearward projecting lugs each tapped for a single 6BA bolt. As can be seen in the photo of the engine with the tank attached, it was designed for inverted running.

Internally, there is machining only where necessary, and this appears to have been restricted to simple turning. There is no evidence of any milling, but there are marks which would indicate that general metal removal, and in particular the shaping of the transfer passage, has been achieved by chiseling, filing and scraping. The case is aluminium, so hand working would not be difficult. Remember, this guy was a sculptor, so that is hardly surprising.

I did attempt a restoration, involving re-boring and attempting to run the motor otherwise as found, which was not a great success. I tried a new liner and redesigned piston and porting, but all to no avail. The motor would run, but would not pull the skin off even a very lightly baked rice pudding. It leaked all over the place. Compression ratio was very low but I was not sure the fragile thing would stand much of an increase. The major problem was the effective sealing of the crankcase. It really needed the mating surfaces to be re-machined, then the hole for the cylinder in the assembled case to be re-machined. I was in danger of needing to make a replica engine rather than a restoration of the existing one, so I swallowed my pride and gave in. The motor was tidied up, all original parts installed, and it was handed back to its owner. He would rather have the original unadulterated 60 year old engine than a much modified almost-replica nothingness.



At least I had the privilege of having an engine through my hands that was the product of hands more gifted than my own. Have a look at the pictures of the engine in the condition as received. The photo here of the complete engine, with it's tank, shows it as it was when handed back to its keeper.

Epilog

PE passed away in July, 1964, stricken while flying his Comper Swift on Epsom Downs.

Ken Croft

Postal Competitions - John Andrews

There are a number of 'Postal Competitions' both national and international and I have the feeling that entries in them are not as numerous as they might be, so I'm going to give you all a kick in the pants and hopefully increase participation.
Times can be submitted by email or letter to the appropriate organiser.

Tomboy Rally International Postal:
SAM2001 in Italy run a duration comp. for Tomboys, principally for radio duration, but tacked on to it is also a Free-Flight event.
I recently submitted my fly-away time from Aug Wallop last year together with some pics and a brief description and it was gratefully received.
Details for the comps are in the advert in 'events and notices' at the end of this newsletter.

Annual Worldwide Postal:
This competition comprises of many individual events and is run by Caley Hand in the States who took over from Jim Moseley the long time organiser of these events.
There are numerous classes so you should be able to find an event suitable for yourself. Most events are 3 flights to a maximum followed by incremental flyoffs.
Once again details for the comps are in the adds at the end of the newsletter.

B.M.F.A. Indoor Postal Events:
The BMFA Indoor Technical Committee have decided to run a few UK postal indoor events: 35cm Starter; Gyminnie Cricket; and a Worldwide F1N, indoor chuck glider event.

First the 35cm Starter:
The new Challenge year has started, exactly the same model/competition specification as for this year with one exception – the competition will culminate at the 2014 Nationals. We had some good flights submitted last year, Clive's win was by no means a walk over. So build a model and get some good flights going then come to the Nationals and go for it!! *(cannot be too difficult, I got third place last year).*
There is a time adjustment for ceiling heights so times submitted need a venue ceiling height stated. The rules appeared in the 2013 January issue of the New Clarion. Do not forget that there is a minimum weight limit of 1gm and flights must be made using ½ motors. (ie model must carry a weight bar equal to or heavier than the rubber motor). times to: tony_hebb@hotmail.com

Gyminnie Cricket Clubman event:
In recognition that this little model is flown by more people at a Club entry level than perhaps any other the ITC has decided to run a postal competition. This will be for the current GC specification – 3gm. minimum weight, full motor - unlimited rubber, layout as per the original plan but an own made prop. is permitted. The competition will again culminate at the Nationals 2014. Your best 2 flights over the competition period will count and height adjustment will be the usual formula. Flight times countersigned and ceiling height of your venue to: tony_hebb@hotmail.com

Indoor Hand Launched Glider worldwide postal event:

Mark Benns is organising this postal event, Full details can be found on the website **indoorduration-gbr.co.uk** and in the adds at the end of this newsletter.
Mark can be contacted at **mark.benns@ntlworld.com**

John Andrews

Extract from Aero Modeller June 1975

Long trail a-winding

JUST THINK back to those hoary pioneering days when the free flight modeller - they were all F/F modellers in those less choosey times - just wound up his motor, which he would unabashedly call elastic, by revolving the prop, with his finger, and then consider the amount of gadgetry now required to achieve the same end. There is the mechanical winder, the cartridge loader, the winding tube, and, not least of all, the team of trained helpers. And where the pioneer just took himself and the model to the flying field, usually the local park, his modern equivalent has to mount a special expedition to that far off airfield. He takes with him not just his sturdy index finger but a whole range of complex equipment. There is inevitably the rusty retrieving bike and the muddy pair of wellies, plus, if he is really keen, the club bubble machine. On top of this there is the tree-climbing equipment, including the spiked irons, the weighted line and its projecting catapult. Among other impedimenta there's the sighting apparatus, cardboard arrows, various coloured flags, and, of course, the binoculars. I am not too sure about the kitchen sink, but it might be advisable to load it just in case.
Thus, heavily and costly prepared, you get to the airfield, only to spin your model in on the first comp flight.

Scaling the depths

An unfortunate effect of the brief but disastrous bombardment of local flying sites by the new-fangled radio models is that the ban they inevitably incurred also is extended to anything with an engine, however innocuous it might be. This may be why the sports model is now such an uncommon sight, and why there is a return to those highly unflyable contraptions of my youth: rubber-powered scale models. Most of us have tried our hands at this particular game of frustration in our innocence, to find that the flimsy little what-not always turned out looking like a wrongly put together sports model rather than the hyper-realistic illustration on the carton. One thing of which you could be sure, whether it flew two feet, or six yards, is that it would resolve itself into its component parts, plus a few extra, on contact with the merest blade of grass.
What surprises me about the new cult is the cult within the cult, by which I mean the vintage aspect. Exactly why anyone should wish to build scale models to outdated designs I just cannot imagine, particularly if you think of the suffering they inflicted on our poor old antecedents.

Pylonius

My Other Hobby - Dick Twomey

No, although it is small, this "Jetstream" of *Berlin Regional UK* is NOT a model. The location is Tegel Airport in West Berlin. The date was 21st April 1987. *We were starting up a new airline.* I had worked 31 years for BEA/ British Airways, but by 1985 I had hit the dreaded and ridiculous retirement age of 55. (Times have since changed, commercial flying can now continue until you are 65).

The Cold War was still afoot and I had been posted by my employer to walled-in, Russian tank-surrounded, "West Berlin" four years previously.

It seemed to be time for a crazy dream: Anyone could see that Berliners wanted more air routes than those then offered by the British, American and French carriers which served the beleaguered half-city where Lufthansa itself was not permitted, so why not form *"my own airline"* to do it?

They say that if you want to own 1 million pounds the thing to do is to start an airline with 2 million... But if you still want to go down this road you need aeroplane(s), pilots, cabin crew, engineers and ground staff, plus a deal of money and a LICENCE. Finding the people was the simplest part, there were other BA captains also hacked off by the same premature retirement rule, girls queuing up to become stewardesses, and enough old BA friends who were experts in traffic, crew rostering and engineering who were more than willing to join the adventure. Money was more difficult: The quantity of capital required had to based on both the amount you had yourself calculated, AND the amount prescribed by the giver of the Route Licences, which in our case was the UK Civil Aviation Authority (CAA) in consultation with the British Civil Air Attache for Berlin. It took over a year to get training done and equity and licences in place, but from April 1987 two 16-seat BAe Jetstreams offered new passenger routes to Copenhagen, Geneva, and other destinations new to Berliners. No new routes had been opened for many years. The big guns like BA and Pan Am started to take notice, one friendly, the other definitely not!

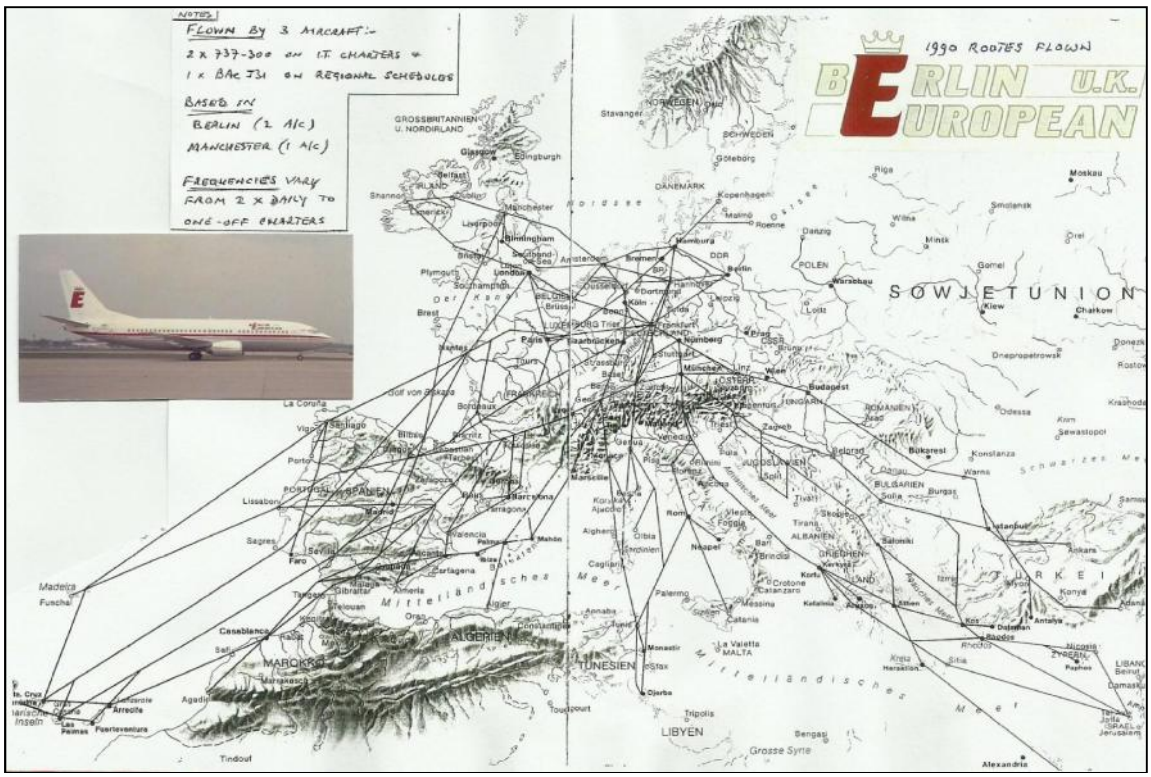
Regional Operations:

From the start the customers loved us, but it was a different case with Pan Am: Bringing a fleet of turboprop ATR aircraft which were not required in the States, they aped our route pattern and undercut our prices. By coincidence the Garrett engines of the two Jetstreams also developed problems, adding unserviceability to the major worry of falling passenger numbers. One expects to lose money at the

beginning with a start-up airline, but after the first year I was getting concerned about the ability to pay salaries at the end of every month.

I.T.Charters:

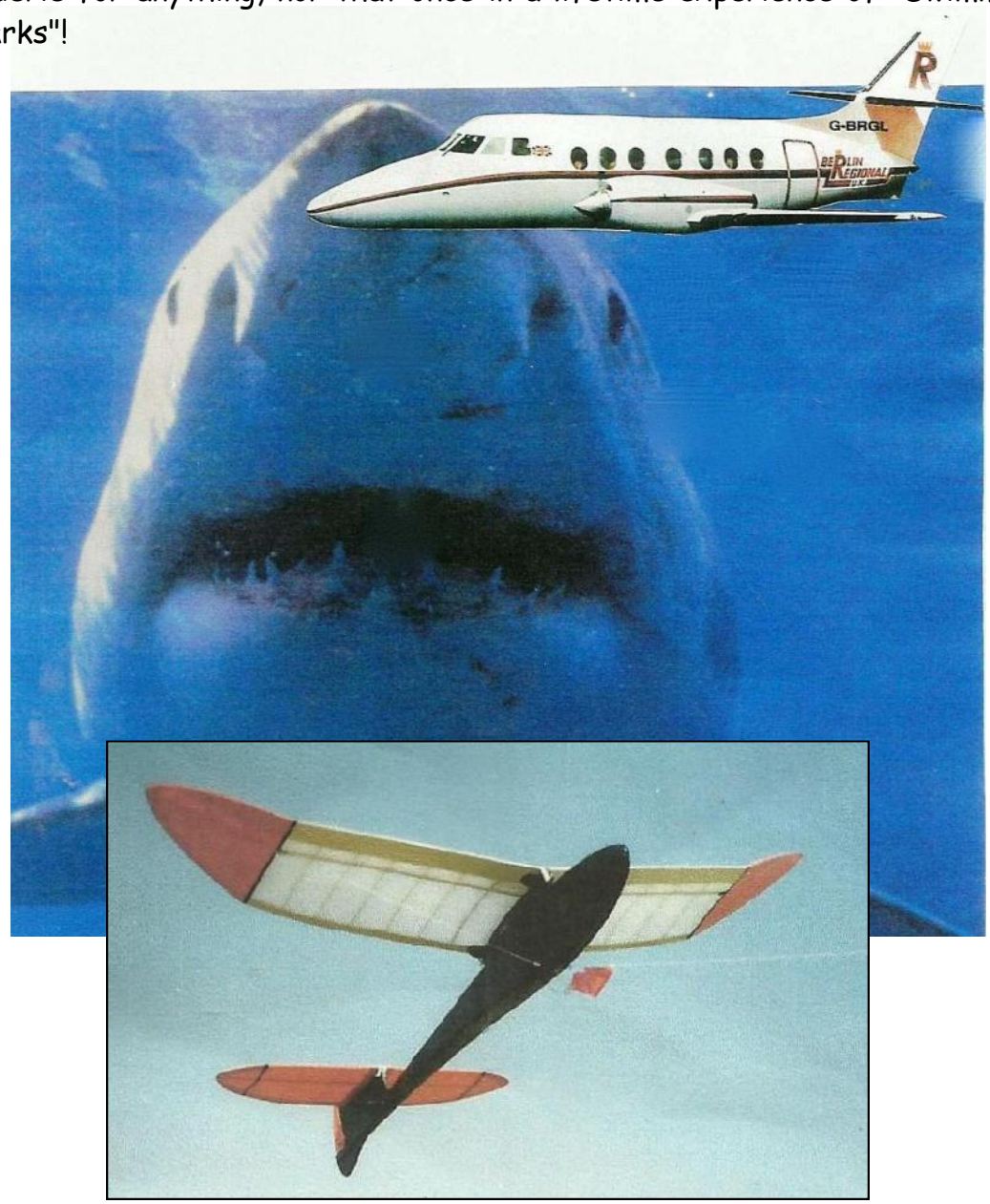
I must have been born lucky. By October 1988, thanks to a surprise offer to lease one {later two) brand-new Boeing 737-300s from the owner of a charter airline based in West Germany, we had parted with one of the two Jetstreams and abandoned all but two of our scheduled routes in favour of a new strategy. A wet-lease contract was signed with Monarch Airlines, and the aircraft+crews package, based initially at Luton but later at Manchester, proved to be the best "unit" in that company's fleet, thanks to the experience and complete reliability of my ex-BA pilot friends. Then when the second B737 was delivered from Seattle resplendent in our own "BERLIN EUROPEAN UK" colours, (a new company name for a new operation) we were able to go fully into the holiday Inclusive Tour market, thanks to a contract with TUI, the biggest tour operator in Germany. The network flown from Manchester and Berlin expanded remarkably and the Accounts at the close of 1989 showed...for the first time...a healthy profit.



But Nemesis was waiting:

In November 1989 the breaching of the infamous Berlin Wall signalled the break-up of the Soviet Union and its communist satellites. What was undoubtedly good news for Germany, re-uniting in 1990, was of course not so for the "Allied Airlines" which had served W.Berlin for over 40 years. For them (us!) it was a case of "Thank-you and goodbye", and time to look for another job. Many of my friends found work with the German airline which took over our offices and routes, but a "boss" with his British-registered company was not required! Searching the back-pages of that aeronautical journal "Flight International" I found something useful to do in Mauritius, which for over 20 years has... very happily... become my home.

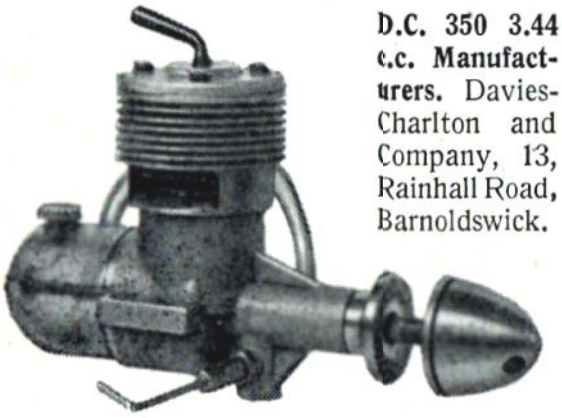
Regrets? No way! The half-decade 1985-1990 remains the most exciting and satisfying period of a lifetime in aviation. I would not have liked to have missed the camaraderie for anything, nor that once-in-a lifetime experience of "Swimming with the Sharks"!



Now where's that 'Leprechaun'

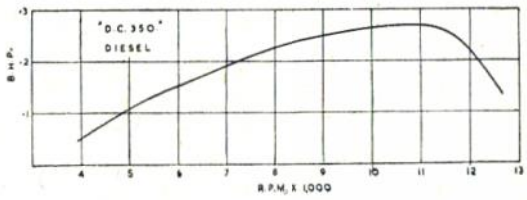
Dick Twomey

Engine Analysis: DC 350 - 3.44cc - Aeromodeller Annual 1951



D.C. 350 3.44 c.c. Manufacturers. Davies-Charlton and Company, 13, Rainhall Road, Barnoldswick.

Retail Price. £3 10s. 0d.
Delivery. Ex stock.
Spares. Ex stock.
Type. Compression ignition diesel.
Specified Fuel. Mercury No. 3 or No. 8.
Capacity. 3.44 c.c.; 12 cu. in.
Weight. 5½ oz. including tank.
Compression Ratio. Variable.
Mounting. Beam, upright or inverted.
Recommended Airscrew. Free flight, 10 in. × 6 in.; control line, 9 in. × 8 in.
Bore. 11/16 in. **Stroke.** 9/16 in.
Cylinder. Cast in one piece with crankcase.
Cylinder Head. Held with set-screws.
Crankcase. Die-cast D.T.D. 424.
Piston. Plain. Meehanite. Ground and honed.
Connecting Rod. Forged aluminium turned from solid.
Crankpin Bearing. Plain.
Crankshaft. Nickel chrome. Hardened, ground and lapped.
Main Bearing. Plain.
Little End Bearing. Plain.
Induction. Rotary crankshaft valve.
Cylinder Liner. Nickel chrome.
Special Features. Only three screws are used in the assembly of this engine. The exhaust is partly shrouded. Low fuel consumption. Extreme flexibility of control. Engine bearer mountings are to be enlarged in future production models.



TEST

Engine. D.C. 350 diesel; 3.5 c.c.
Fuel. Mercury No. 3.
Starting. Excellent at all times.
Running. Extremely good and steady at all tested speeds, but was inclined to run in short bursts at speeds in excess of about 12,500 r.p.m. due to the compression control-lever slacking off under vibration. The engine ran remarkably well at the very low speeds (below 4,000 r.p.m.), a rather unusual performance for such a short-stroke unit. Fuel control was extremely flexible, and made correct adjustment quite simple.

B.H.P. The curve obtained from this engine is extremely good, not only because of the high maximum output, but because of the flat character. We thus see that at 7,250 r.p.m. the power output is .200 b.h.p., yet the gain at 11,000 r.p.m. is only .070 b.h.p. This means that the engine may be considered to be running efficiently over a very large speed range, and quite large variations in speeds between 9,000 and 11,500 would make little *perceptible* difference to the performance of the aeroplane.

Maximum output was found at 11,000 r.p.m. with a reading of .270 b.h.p.

Checked weight. 5.7 oz., with tank. (Maker's figure is 5.5 oz.)

Power/Weight Ratio. .835 b.h.p./lb.

Remarks. In view of the excellent power output, high power/weight ratio, flat power curve, and flexibility of control, this engine should be very suitable for control-line flying. The low fuel consumption should be extremely useful for team racing.

Coupe Capers - John Andrews

Rachel and I went down to the Coupe Europa do at Wallop on December 8th, I do not as yet have any coupes. Problem is they need to be light to perform, but I don't seem to be able to build light, I can build weak. I did take a box of models but as it turned out I spent the day helping? Colin Shepherd make a mess of his flying. I think he has been standing too close to me.

The wind strength was reasonable but the direction was the worst for Wallop, we were down on the loop at the bottom of the airfield with all the turbulence from the houses and hedgerows. Most of the coupes struggled to gain altitude, I have the feeling that models need larger x section motors to fly from this spot.

Colin was flying his smart new coupe that he had been trimming at the last Wallop meeting and it had looked really promising.

Colin however had a disaster day and it started right at the outset as, with a mild expletive, he announced that he had forgotten his motors.

Panic ensued but, after we calmed him down and Rachel talked him out of going home, he visited John Hook and bought a box of 1/8th strip.

I, in the meantime, set off to locate the means of weighing motors. First person I see is friend Dave Greaves (we used to ride motorcyle trials many moons ago) who

informed me that Jim Paton always carried the where-with-all, so I stationed myself by Jims car awaiting his return from a flight. True to form Jim had all the makings, scales, weighing cup and a pegboard to wind on (*thanks Jim*).
Colin, on his trip to see Hooky, had also scrounged a couple of motors from traveller John (isle of Wight) White and was ready to go. He really piled the turns on John's motor and bang, one down one to go. As Colin struggled to get the broken motor out of the blast tube we had to talk him out of packing up again. Persuaded to continue he loaded up the second motor, wound and finally launched for his first flight. It was less than perfect, power stall in the breeze and then depressed by the turbulence the model's time was well short of requirements.

Seeing the imminent need for other motors I set to to make a couple. Jim had told me that six loops on the peg board would be OK for 10gms so I opened up the box of rubber and wound on the loops. I knotted the ends, lubed and completed the motor with a dt band at each end. Firing up the digital scales, I dropped the motor into the weighing cup and, hey-presto, 10.1gms, near enough for rock and roll without the dt bands.
This motor was 12 strands of 1/8th which seemed a bit much to my way of thinking so I checked John Whites motor which was 12 strands of 3/32nd. Now I think of motors in 1/32nd 's which meant JW's was a 36 and the new one I had made was a 48. This I figured was too much so I re-stranded to 10 strands which then made it a 40.
Flushed with success I quickly knocked out another.

Colin, with the new motor, had a second flight which, in spite of a good launch was depressed by the turbulence yet again and the time was worse than the first effort.

Giving up with his new model Colin reverted to his stick and tissue version and made a couple of equally indifferent flights.

As a last throw of the dice Colin decided to make his swan-song flight with his new model. He wound and we moved out onto the field to launch for what was the best performance from the model all day. Although it still struggled up through the turbulence it gained altitude and settled down in nice steady air for a good long flight.

Unfortunately Colin had aborted his launch mid-throw but I had involutarily started the stopwatch, he re-set the d/t and relaunched whilst I fiddled re-setting the watch. You may well have guessed by now that I made a mess of the re-setting and the watch failed to restart. No time recorded.

I was then pensioned off as timekeeper and Rachel was on the watch for the final reflight. Needless to relate, the re-flight was another clunker, but I got an all action picture of the launch. We then had a good cry and repaired to the cafe.

John Andrews

How to Adjust Outdoor Models

Some Suggestions From an Expert That Will Help You to Win Contests If You Follow Them Carefully

By VERNON BOEHLE

A busy group of champions at the 1936 Nationals

The building and flying of model airplanes has always been one of the most interesting of sports, but with the passing of each year it becomes even more interesting and more intricate. This is due chiefly to new developments being made, which tends to attract the air-minded boys and girls of the nation to this thrilling sport.

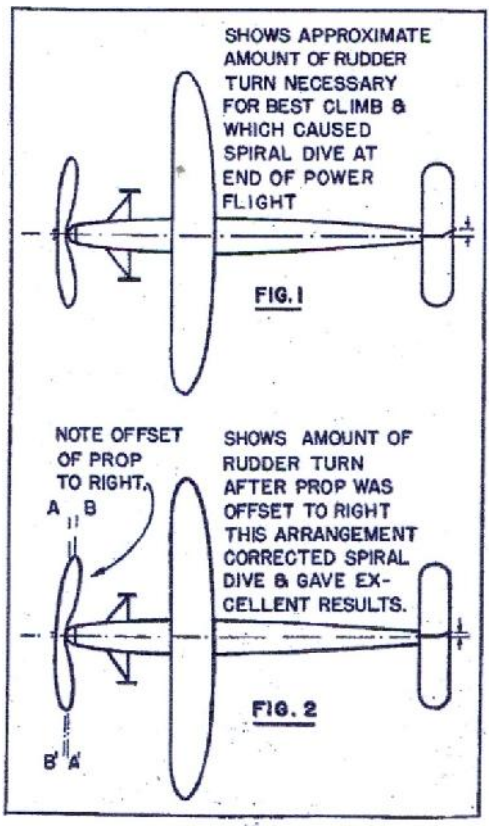
In this article which I am writing, I will endeavor to tell some of the inexperienced model builders who haven't been in this game very long, some of the fine points which must be included in the design of a duration model, to make it a good and consistent flyer.

It isn't a difficult job to design a model that is capable of winning contests. The most important things to bear in mind are stability and gliding characteristics.

Some of the most important developments which give a model the qualities of being a consistent flyer, are the freewheeling propeller, negative line of thrust, and the off-setting of the propeller to the right, which changes the line of thrust. These three developments in the main are responsible for the great increase in duration records in the past three years.

Free-wheeling propellers came into general use after the National Contest in Dayton in 1931, and at the National Contests in Atlantic City in 1932, practically every model was equipped with it.

In 1933, with the advent of the weight rule in all the contests, model builders the country over started designing new and different models, to attempt to overcome the handicap of the extra weight which they were now compelled to use. At first no doubt, as it seemed to the builders here in Indianapolis, it was a huge handicap to practically double the weight of a model without increasing the area to support the added weight. But as new models were built and flown, and the latest ideas were used in the design of their models, the designers overcame these obstacles. Today the records for weight models are higher than the records of non-weight models were when they were discarded as National Contest models in 1932.



The model I used in the 1933 National Contest in New York, was built on the theory that a tapered wing would support more weight and help the glide, while a large propeller which was nearly one half as long as the wing, would give the best results. I also decided to use a large stabilizer and approximately two degrees of negative thrust, which arrangement lowers the center of gravity and permits the wing to be moved forward slightly. *(See model airplane news, April 1934 issue, page No.34, third column, and June 1933, page No.15. A positive stabiliser creates a positive thrust. Editor.)*

The model was adjusted to fly against the torque, which allowed it to have a tighter circle than it would have, if it had flown with the torque. If the model were adjusted to fly with the torque, it would have a straight glide when the power gave out, and this would lessen the chances of staying in a riser when it chanced to glide into one.

After test flying the model I found out that because of the torque, the model would go into a tight spiral dive at the end of the flight with this adjustment, and if the model was adjusted to have a medium circle after it started free-wheeling, it would have a large circle at the beginning of the flight. (See Fig. No. 1.) Heretofore on non-weight models, little trouble was experienced with the torque, because they used less rubber and small propellers, and the area of the wing was much greater in proportion, in comparison with weight models.

After studying over the problem for a while, I found that if the propeller were offset to the right slightly, I could still have the rudder adjusted for a medium circle after the model started free-wheeling, and yet have the same circle at the beginning of the flight. (See Fig. No. 2.) This arrangement worked beautifully and the model became a consistent and reliable flyer.
This it demonstrated when it placed second in the Stout Outdoor Contest in New York in 1933, when Maxwell Bassett won first place in every event with his gas model.

At the American Legion Contest in Indianapolis last summer, the same model was lost to sight at twenty-eight and one-half minutes, but was returned to me three weeks later, being found approximately one quarter mile from the spot where we lost sight of it directly over our heads.
After the National Contest in New York, I began considering the possibilities of using a tractor model in the Mulvihill Contest. Tractor models were not unheard of up to this time for use in this contest, but they had not proved to be very successful.
The disadvantages of a twin pusher to my way of thinking, were very numerous, but the main one is the poor glide after the power *is* exhausted.
On many occasions I have seen many twin pushers attain high altitudes and apparently seem to be headed for record flights but due to the poor gliding qualities as a result of the drag from the exposed motors and the open A frame, literally drop out of the currents to end what would have been an exceptional flight, but which was merely another flight.
There are ways of streamlining the A frame of a twin pusher, but this involves a great deal of labor, and if the two motors are enclosed; in tubes, it makes it difficult to wind.
Consequently I decided to build a tractor model, with an enclosed motor to cut down the drag and to increase the gliding performance of the model.
This model used the same dimensions on the wing, elevator and prop, as my Stout fuselage model, but the fuselage, due to the fact there is no cross section rule on stick models, was merely a tri-angular tube having the same length as my Stout model.
The plane was a success from the first test flight, having an exceedingly fast climb and an even better glide than my Stout fuselage model.
The model lived up to expectations and on its first flight at the National Contests in Akron in 1934, after getting off to a fast -climb, it was soon up in the thermals, where we lost it at fifteen minutes. The car we were chasing it in hit a bad hole in trying to get out of the field and threw everyone off the car. After vainly trying to locate it again, we finally headed back, and I spent the rest of the afternoon worrying about whether anyone would beat it or not
Shortly after making the fifteen-minute flight in the Mulvihill Contest, I launched my Stout entry and for a while I began to believe I was going to get another such flight. The model cleared the Goodyear Zeppelin Hangar by what seemed inches, and then began hitting some risers which soon had it up at approximately one thousand feet Just when I began congratulating myself on having so much luck in one day the power became exhausted and I instantly perceived that something was wrong. The model instead of starting on its usual flat circular glide began to dive and stall, and this it continued to do till it touched the ground. It didn't take much time to determine what the trouble was. The rubber motor due to the small cross section of the fuselage in the rear had become tangled and had formed a large knot, and as a result of the weight being in the rear, had caused the model to become tail-heavy which made it very unstable.
James Cahill of Indianapolis won the event with a flight of four and one-half minutes, my model placing second, with four minute's and fifteen seconds.
Nearly every builder has had at one time or another his share of bad luck, which perhaps prevented him from winning a contest or winning a prize. A free wheeler giving way at an inopportune moment when the currents are at their best will delay a contestant just long enough for repairs to keep him from getting into a current which may mean the difference between winning or losing.
At the National Contests in Atlantic City, the free-wheeler on my Wakefield entry gave way just as I finished winding it for the first attempt in the finals. The vibration tore the whole front of the fuselage apart, and by the time the model was repaired it was late in the afternoon and not a thermal current could be found.
On the same day previous to this, my twin pusher model had become lost when the timer became confused and timed another contestant's plane in place of mine. In order to fly again in the contest, it was necessary for me to build an elevator for my other twin pusher, and on the last flight I finally managed to place third with it
Shortly after completing my flights the lost model was returned to the airport by a resident of Atlantic City who had found it approximately six miles from the Airport.

This is but some of the bad breaks I have encountered during my experiences at National Contests, and needless to say I have had as many good breaks, having on several occasions regained sight of a model after I had lost it.

The Advantages of Coloring a Model

One of the most important things that many model builders neglect to do is to dope their models with colors that can be the most easily discerned at far distances. It is not enough to have a plane which is adjusted correctly and flies well, because after all the model is only timed as long as it can be seen and the longer the model is seen the better the chances are of winning a contest

This is one of the reasons why the boys here in Indianapolis have been so successful in flying outdoor models in recent years.

All of our models are doped with the colors that we believe can be seen for the longest time.

On nearly all my models the supporting surfaces are colored red, with the fuselage and other parts colored an orange or green. In some instances I have colored the entire model red because this color seems to show up better than other colors at high altitudes. This reminds me of a flight which I witnessed last summer which proved in my opinion that red is one of the best colors if not the best to use in coloring a model.

Robert Huddleston of Indianapolis, while flying in the Scripps Howard Transcontinental Air Derby, on one of his flights managed to make an excellent flight, which if it had been under N.A.A. supervision would have been a world's record.

The flight was made on a hot summer day in June with practically no wind and but few clouds.

Shortly after the beginning of the flight, the model began to hit some thermals, and in a short while was up to an altitude of approximately two thousand feet. After following the model by car to the boundaries of the field from which there were no roads leading in the direction the model was taking, we followed it on foot, having no difficulty in keeping up with it and walking directly under it. Due to the color of the model, which was a dark red and which appeared to be a red dot in the sky, not much trouble was experienced in keeping sight of it till it drifted directly beneath a cloud and the currents sucked it up into it.

After the plane had disappeared in the cloud, it was decided to follow the cloud till the model came out or the cloud broke up. After a short time the cloud broke up and we soon located the model, now beginning to lose altitude, and in approximately seven minutes the model came gliding to the ground, close enough to us so that we could have caught it if we cared to.

The model had been in the air for thirty-nine and one-half minutes and the entire flight had only covered one and one-half miles.

The plane was a tractor model and a replica of the model that I won the Mulvihill Contest with in Akron in 1934.

After getting back to the field, we inquired of the meteorologist at the airport at what altitude the clouds were, and he told us they were at an altitude of thirty-five hundred feet.

Some model builders may disbelieve that a small rubber powered model can be seen at such high altitudes, but as long as the models do not get too far away from the timers horizontally, they can be seen considerable distances vertically. Of course the only days that they can be followed so closely are such as the one I just described. On other days when a moderate wind is blowing and large cumulous clouds fill the sky, it is a difficult task to keep very close to a model, chiefly because the roads or highways don't usually go the same way that the model goes, and when zigzagging all over the country in an effort to find a road going the right direction, the model is invariably lost.

Another thing which helps a builder to retain sight of his model is the freewheeling propeller, which when doped with several coats of banana oil and sanded with fine sandpaper, gives a smooth finish and causes a reflection when the sun strikes the blades at certain angles, thereby making it easier to be seen.

In preparing for a national contest it is advisable to build an extra model or two if the rules allow in case an unforeseen catastrophe eliminates one.

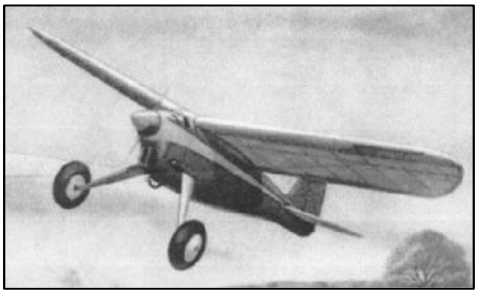
An accident like this happened to me at the National Contest in St. Louis when the lid of the box my models were packed in was blown shut and crushed one of them.

After the models are built, test fly them, not in the morning or afternoon when there is sure to be risers, but just before or after sunset. This not only eliminates the possibility of the model getting in a riser and becoming lost, but will also help in giving the model the correct adjustments. If the model is test flown when there are currents, the performance of the model when it hits one or two currents may lead one to believe that it is adjusted correctly, but in all probability the adjustment is far from perfect, which may not be discovered until the model is entered and flown in a contest where it may work in an altogether different manner.

When a model comes down not completely unwound, it is advisable to add two strands of rubber which will greatly increase the climbing angle and altitude, besides increasing the duration and the chances of hitting a rising air current. Many builders have their models underpowered, reasoning perhaps, that the less amount of rubber used, would mean more winds, and the more winds the more duration.

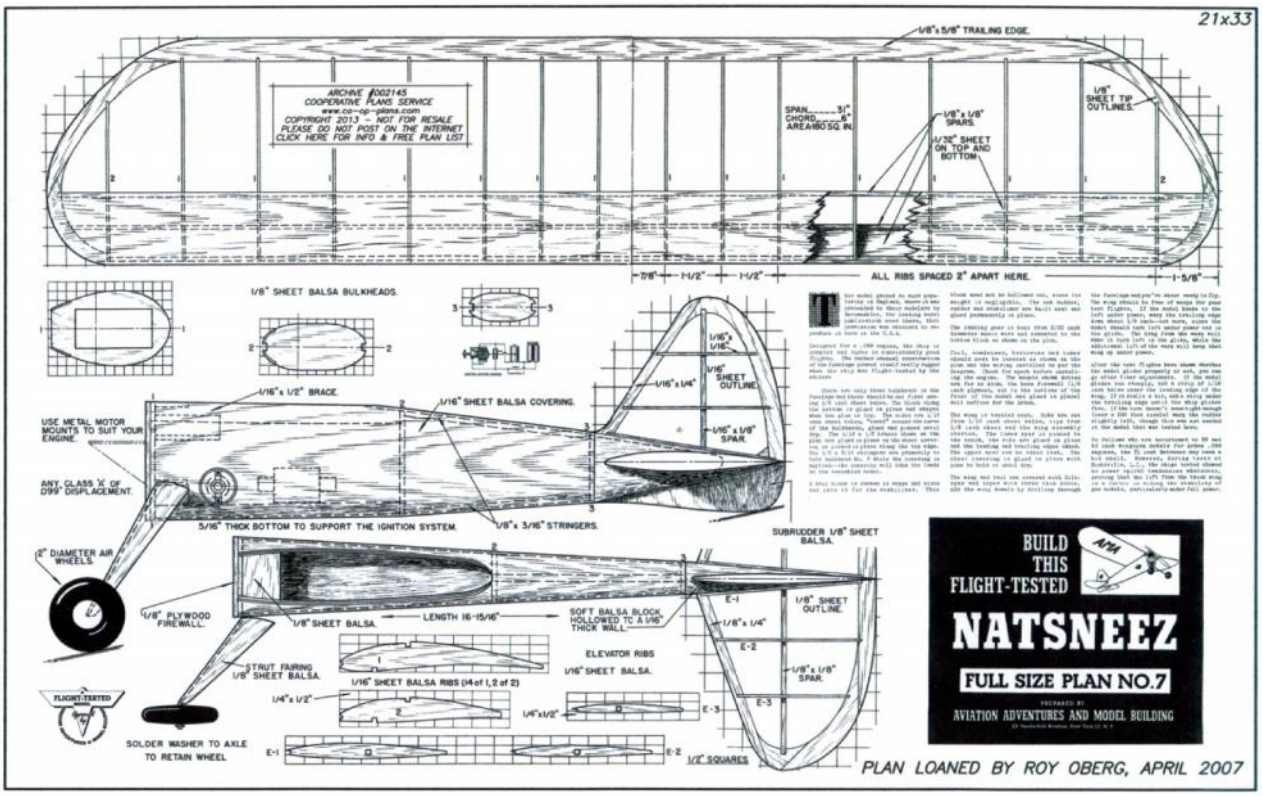
At the National Contests in St. Louis there was almost a wholesale change of this method, and as a result the records were greatly increased.

My Electric 'Natsneeze' - John Thompson



The spur to this was James Parry (he of Sticks and Tissue fame) who pointed out that 2014 was the 50th anniversary of the death of P E Norman. 1066 took note of this and decided that a commemorative event would be held at the August Bash. Natsneez was selected from the various generally very complicated models Norman designed as being the simplest and also the most likely to fly readily.

I thought it might be fun to build an electric version of the Aeromodeller November 1944 Natsneez design.



This plan is an American version of the original Aeromodeller plan previously published in NC.
(note that the wing-tip slots are not fitted)

The model must have been flown as soon as the ban on wartime power flying was lifted. I have not been able to trace anyone who can recall seeing this model fly. According to ED Bennett a stalwart junior at Epsom at that time, probably everyone was cowering underneath the Stands for protection, as Norman was well known for heavyweight highly crashable models. This model in its original form is designed with "knock off ability ".

I decided that I would build a lighter (that was easy !) and easier to build model.. So the model followed the plan layout, but not the construction. I did however leave out the wing slots. I used a flat plate fuselage, multi spar tail assembly and a webbed mainspar with no sheeting on the wing.

The power package was selected by Guru Peter Tolhurst (notwithstanding the modern electric touch, he still charges for advice in Guineas'. I am still searching for such a coin to pay him so he will have to wait a little longer for the account to be settled) being 15 grm P&S 2000 KV motor, 6amp speed controller, 180 mAH lipo plus a Derek Knight E36 timer.

The original model weighed more than 14 ounces , mine totalled 177grs (6.25 ozs), wings 39g, tail/fin 14g, fuselage plus undercarriage 74g, power package 50g. My flying set up is wing at +4deg,tail 0deg, CG 33%. 10deg down thrust and 4deg right. The motor turns a 7x3.5 gws prop at 8k (turned down to this from 8.7k by the use of the speed adjuster on the timer) very roughly this equates to 0.06 bhp say equal to 0.5cc diesel or thereabouts.

The model trimmed out fairly easy - much to my surprise with such a short moment arm - right power circle and left glide, the opposite to most sport type models, however this is the way it wanted to go, so I just went along with it. It can show odd traits with no change of trim, such as wall of death climb and, if on the glide it gets displaced, it will stall all the way to the ground. This is possibly caused by the short moment arm and maybe a CG further forward would help. Should I have put the wing slots in ?

On a 20 second run the model climbs very nicely to about 100 feet, followed by a rather bouncy glide - a DT is very necessary for thermal weather. All together an excellent sports model that looks different. I suspect that the performance is enhanced by the light weight of the model. I am not sure how a 14oz version would fly, do I hear flying brick mentioned. One day I might attach 8 ounces of lead to the model and find out.

Pete Carter has build a Kosher version with a 0.5cc diesel, as yet unflown, we will report on the outcome once known.

Go on you sports fans and build one and lets have a mass launch in August ?

John Thompson

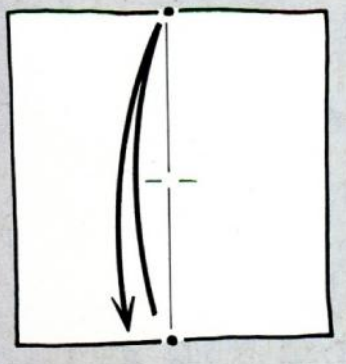
Paper Airplane: Stunt Plane - Nick Robinson

STUNT PLANE

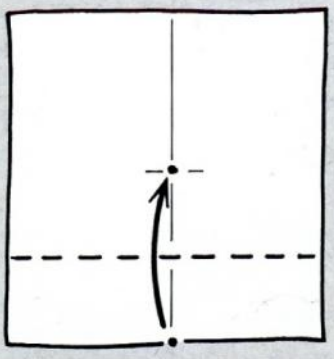
MAX HULME

This design is the most acrobatic of all the airplanes in this book. It is ideal for paper-folders who are stuck in a hospital bed, because it will come back to you! Neat curling of the wingtips requires a bit of practice, but the results are well worth it. The blunted nose of the Stunt Plane means you can throw it very hard without worrying about hitting anyone.

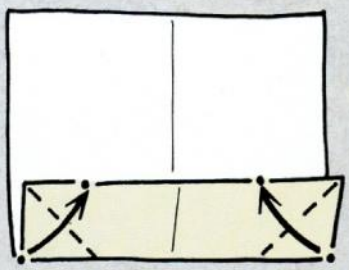
Start with a square, coloured side down, creased along the centre.



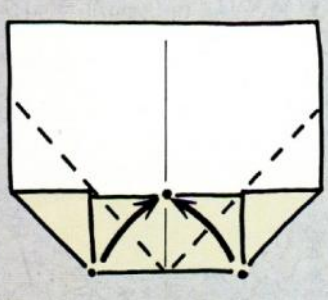
1 Gently pinch the half-way point of the central crease.



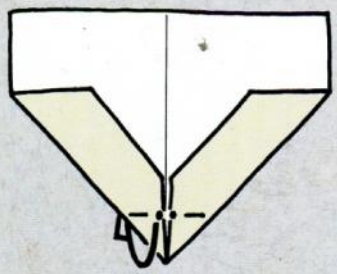
2 Fold one end of the crease to the centre.



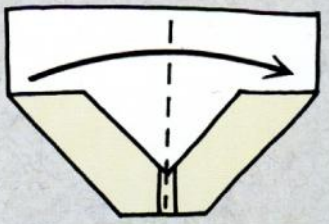
3 Fold in each corner of the double layer to lie along the inside edge.



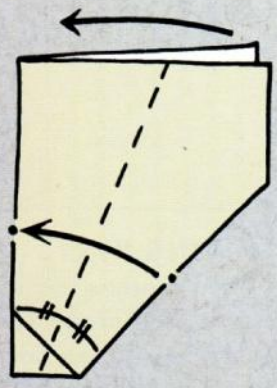
4 Valley in either side to lie along the vertical centre crease.



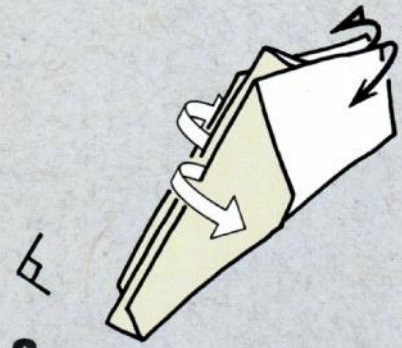
5 Mountain fold the tip behind to meet the original centre pinch.



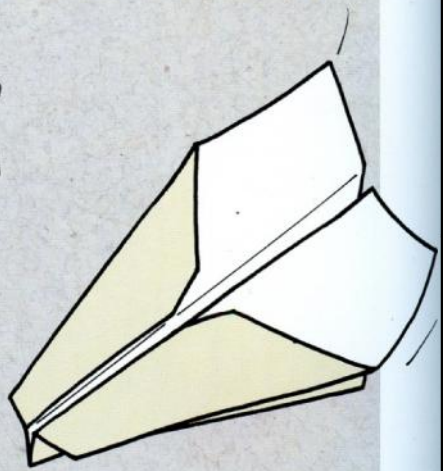
6 Fold in half from left to right.



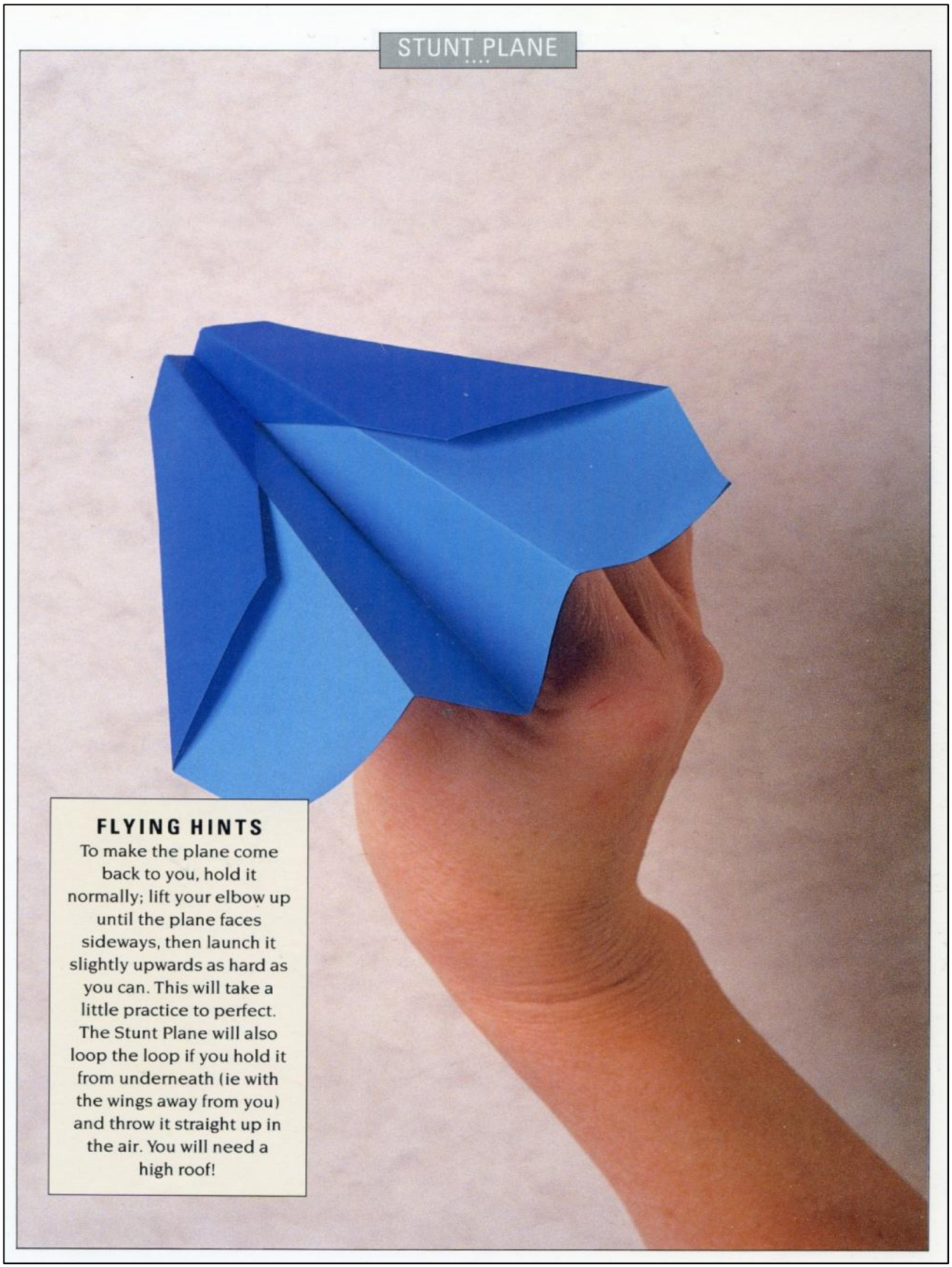
7 Enlarged view. Take the folded edge of the wing to meet the vertical edge. Line it up carefully and flatten well. Repeat behind.



8 Open the wings out to right angles. The trailing tips of the wings need to be curled upwards by scraping them with your fingernail or by pulling them over a sharp edge.



9 Ready for action.



From the book 'Paper Airplanes' by Nick Robinson

Minimum Weights - Jim Paton

I have just completed the mind numbing task of stripping tissue off my vintage coupe fuselage.
During this last hour my mind wandered around the fragility of these models. The longerons had several repairs but the model was down near the minimum weight.
I started thinking of such basic questions as " What is the purpose in deliberately making a model fragile?"
For a few extra grams I could have a fuselage whose longerons are actually fit for purpose. For a few more grams I could have a Tomy timer instead of a viscous. That would mean fewer lost models and fewer repairs. Now there is a point in having a minimum weight. It stops us needing one model per outing. And we don't want to be competing with lead brick models whose performance is dreadful. So where is the happy medium?

The situation with P30 is even more illogical. It is supposedly a beginners class. Commercial props only, so you don't need that skill. But you do need the nerve and an experts skill to build very very light .

So what would be the result of increasing the minimum weight of vintage coupes by 5 or 10g.? The performance would be reduced. But how about compensating with an extra gram or two of rubber.
We all would then have more durable models to fly to the same standard as before, and eminently more suitable to the typical blustery conditions that occur in our green and pleasant land.

Coupe Europa, Middle Wallop, on Sunday December 8th certainly sorted out the men from the boys. How on earth did F1G winner Peter Hall manage five maxes in the turbulence? He did make some references to voodoo.
Peter Brown did nearly as well, but was hampered by not having any long trousers to wear.
I was rather jealous of the sports fliers who simply enjoyed themselves.
Tony Shepherd flew his Simplex in a more sedate manner than we are used to. It's the first event he has been to for 5 years when he hasn't taken home a bottle of wine.
I made two sort of maxes on the day. One was a trimming flight where I encountered some good air with my F1G, and one was a relatively magnificent flight in vintage coupe with my Altaire. Unfortunately it D/T'd at 1 minute. I am in the process of fitting a new timer that rotates at half the speed. For the following flight I managed to wind on one turn too many. Hence tonight's repairs. Who says you should only measure torque??? I couldn't fit a blast tube up its nose. Out of body winding in future. I guess that going for 580 turns with 10 strands of 1/8th and no blast tube is a bit optimistic.

Jim Paton

Coupe Europa - Peter Hall

Coupe Europa at Middle Wallop December 8th 2013

With the golden memories of last year's event still lingering - perfect weather, 32 flying and maxes galore, we expected a blizzard at least. But the gods tease and allowed a light southwest breeze, high overcast and 8-10 degrees C. But still teasing, a sting in the tail. I've remarked on the following on a number of previous occasions but its worth repeating because it explains the otherwise sub standard results and so will make us all feel better. For those less familiar with Middle Wallop the long axis of the field runs northeast parallel to the A343. The ground gently undulates at right angles to this axis and falls away to the southwest perimeter and beyond through the trees and houses of Nether Wallop. With a southwest wind, control and flight line were sited near this perimeter to give us full advantage of the field's length and so avoid flyouts on the two minute max.The sting? Even a light breeze is made turbulent in this area by the trees and houses and as it strengthens, it rolls down over the flight line. It needs a fast climb and or luck to escape this. Let Andy Crisp's flight exemplify.The burst took him to about forty feet before he was blown flat then flipped upside down and into the ground.

At the start of round one conditions looked innocent enough, but with the overcast flatlining the temperature, and the streamers dithering aimlessly in the unsettled air, variations in the breeze were the only guide. Unfortunately these were slight and often very short and many were prompted to launch only to find themselves in severe sink after a few seconds. Only Hall and Vaughn out of the twenty one competitors maxed the round. By midday after very brief visits from the sun and the rain the air was slightly more pickable and/or we were getting acclimatised. Six maxed round two (Brocklehurst,Brown, Grey, Hall, Manion and Stagg) and nine the third (the foregoing plus Marshall, Stringer, Thomson and Vaughn, minus Grey) The improvement wasn't sustained, Brocklehurst, Manion and Stagg dropped round four but Tolhurst joined the party. Only Brocklehurst, Manion, Stagg and Ken Taylor maxed the final round even though towards the end the air seemed benign.

The light fades so quickly, so early (are the astronomers not telling us something?) so with no fly-off it was all over by 2.45.pm Only four and three quarter hours flying time and so we must applaud those stalwarts who entered both F1G and Vintage coupe and put in eight flights. So I award the Coupe des Jambes Fortes to Gary Manion with fifth place in both events, closely run by Chris Redrup, first in Vintage and tenth in F1G. Commendations to Peter Tolhurst, Andy Crisp and Ken Taylor. Hall took the Aeromodeller Cup in spite of dropping round five with a terrible throw. Stringer came through strongly into second place after re-trimming in round two. Brocklehurst improved after moving his launch point out of the worst turbulence and was placed third. Brown, last year's winner, unable to read his thermal detector with his usual consistency in the erratic air, dropped to fourth. Manion took fifth (fourth last year) like Brocklehurst he flies a locked down coupe with great consistency. Unlike F1B

where bells and whistles are obligatory, in F1G there are still plenty of advocates of the systems-free approach. In the same air with everything working perfectly and with no finger trouble the systems coupe will dominate. But this requires regular practice, thorough checks and even then …… let Ted Tyson exemplify. His new coupe had looked very promising in calm conditions but he had trouble with the transition in the first two rounds. He was using only V.I.T and suspects he'll need auto rudder in rougher air. In round three he D.T'd at 16 seconds. Finger trouble obviously, so a thorough check, but it D.T'd again at 16 seconds! Impossible! (you know that feeling) Later he discovered that the tailplane mount had moved forward a millimetre or so allowing the V.I.T hammer to slip off the tailplane trailing edge.

2013 Coupe Europa Results

PLACE	NAME	CLUB	MAXES	SCORE
1	P.Hall	Crookham	4	16
2	G.Stringer	E.Grinstead	3	12
3	A.Brocklehurst	B&W	3	11
4	P.Brown	CM	2	9
5	G.Manion	Birmingham	3	9
6	R.Vaughn	Crookham	3	8
7	M.Stagg	B&W	2	6
8	T.Grey	Crookham	1	4
9	D.Thomson	Croydon	2	4
10	C.Redrup	Crookham	0	1
11	M.Marshall	Impington	1	1
12	K.Taylor	E.Grinstead	1	1
13	P.Jellis	Croydon	0	0
14	P.Tolhurst	Crookham	1	1
15	D.Greaves	B&W	0	0
16	A.Crisp	Biggles	0	0
17	R.Elliott	Croydon	0	0
18	C.Shepherd		0	0
19	J.White	Croydon	0	0
20	J.Paton	Crookham	0	0
21	E.Tyson	Crookham	0	0

It would be nice to report some innovations in coupe design and practice, but as far as I could see, most were sticking to old favourites, some indeed, might be considered candidates for the Antiques Roadshow. Peter Jellis was spotted with a very new-looking shiny silver model but it turned out to be a re-cover after the rigours of Monconteur. Ray Elliot tried his 240 sq." (not a misprint) coupe with a single blade prop. His F1B also uses a giant single blade and is not much bigger. Trimmed in light air it couldn't cope with the turbulence so he changed to an Etienvre. John White, who never abandons his faith in square inches pressed on regardless, as he does.

Southern Coupe League 2013

Jim Paton was the clear favourite to take the trophy, yet he flew fewer events than last year when he was down in eleventh place. Coupe Europa would decide. But after a couple of promising test flights (that would have maxed of course) he dropped the first three rounds and retired too ill to continue. He diagnosed a viral infection but followers of Holmes, Poirot, Frost et al immediately suspected foul play. It was all too convenient for close contenders Hall and Vaughn. Hall's win gave him the League cup

with Paton and Vaughn joint second. Brocklehurst and Brown handicapped by entering only four events came fourth and fifth. It's a pity some very strong coupe fliers down the table couldn't fly more events. Now they've realised how easy it is they may be tempted in 2014. There was an average of just over ten entrants per event down a bit on last year, and thirty participated, down from forty.

Unfortunately, the B.M.F.A. contest callendar and Middle Wallop availability have forced an unsatisfactory spread of events for 2014. Five out of seven will count as this year and the score system will be the same, - 12 for first place, 9 for second and so on to tenth place, plus one point for each max.

Southern Coupe League 2013 Final Results

	NAME	CLUB	Cr'k Gala	L'dn Gala	St'n Hen	Oxf Gala	6th Area	S'th Gala	C'pe Eu'p	TOTAL
1	P. Hall	Crookham	7	6	10	17	5	14	16	**64**
2	R. Vaughn	Crookham		16		14	6	10	8	**54**
=	J. Paton	Crookham		8		13	16	17		**54**
4	A. Brocklehurst	B&W		9			13	8	11	**41**
5	P. Brown	CM			17	3		11	9	**40**
6	P. Tolhurst	Crookham	13		7	7		5	1	**33**
7	M. Marshall	Impington	10	6	8			7	1	**32**
8	K. Taylor	E.Grinstead	8			10	10		1	**29**
9	C. Chapman	B&W		13	4			11		**28**
10	G. Stringer	E.Grinstead		12					12	**24**
11	N. Allen	E.Grinstead			13		9			**22**
12	D. Greaves	B&W			5	8				**13**
=	D. Thomson	Croydon				9			4	**13**
14	D. Chevenard	Beaujolais			12					**12**
=	M. Chilton					12				**12**
16	M. Stagg	B&W		3		2			6	**11**
17	G. Manion	Birmingham							9	**9**
18	M. Richardson	E.Grinstead					8			**8**
19	A. Moorhouse			7						**7**
20	T. Grey	Crookham				2			4	**6**
21	R. Elliott	Croydon				5				**5**
22	P. Gibbons	Peterborough				4				**4**
23	M. McHugh	Peterborough				3				**3**
=	R. Willes	Crawley					3			**3**
25	J. White	Croydon				1				**1**
=	C. Redrup	Crookham							1	**1**
27	P. Jellis	Croydon								**0**
=	A. Crisp	Biggles								**0**
=	C. Shepherd	S'th Birmingham								**0**
=	E. Tyson	Crookham								**0**

Dates for 2014

Crookham Gala, Salisbury Plain, **20th April** **Oxford Rally,** Port Meadow, **8th June**
Fifth Area, Beaulieu, Merryfield, Ashdown Forest, Salisbury Plain**, 13th July**
Odiham, Odiham, **19th July** **London Gala,** Salisbury Plain, **27th July**
Southern Gala, Salisbury Plain, **30th August** **Coupe Europa,** Middle Wallop, **28th September**

Don't forget the Southern Coupe League website. Everything you need to know and more. http://www.southerncoupeleague.org.uk

Peter Hall

Competition Dates - John Thompson

Crookham Gala plus SAM1066
will be held at Salisbury Plain on **Sunday April 20th 2014**
BMFA Southern Gala
at Odiham on **Saturday (note) 19th July 2014**

Full details of competitions etc. will be announced at a later date. The move to a Saturday at Odiham was necessitated by Operational requirements,
I am just happy that they allowed us to fit in a date. The use of Salisbury was approved within (and by) the FFTC arrangements that they have with the MOD for the use of this site, thus compensating for the loss of Middle Wallop on this date.
With sites becoming ever more difficult to come by the continuation of these Galas can only be welcomed.

John Thompson

Aeromodeller Departed: John Godden - John Barker

I heard the sad news today that John Godden died. There must be many who knew John much better than I and I hope they will contribute. I will just say that scale models or duration, indoors or out, John had a knack of getting the best out of any model. He hid his talents under a carefree exterior but underneath was a very astute mind. His devotion to producing the Northern Area FF News year after year is legendary. Many of you have probably finished a 'Senator' build by carving the propeller to John's layout dimensions as given in Naffnews a long time ago.

R.I.P. *John Barker*

Secretary's Notes for Jan 2014 - Roger Newman

Coupe Europa Day

The year ended on a positive note with reasonable weather for our last event, albeit the two glider comps had minimal entries. However Martin Dilly must have been pleased with the turnout for F1G & Vintage Coupe. Hopefully these latter events will be reported elsewhere as I failed to take any notes at all!

Results:

Ryback Glider: (1 flew) **1st** - Dave Etherton (Seraph): 2.38 – Dave retained the Ryback Trophy.

Bungee Glider: (5 flew) **1st** - Peter Michel (Nord) 4.20; **2nd** - Ted Horne (Corsair) 3.33;
3rd - Robin Kimber (Vagabond) 2.49; **4th** - David Beales (O/D) 2.38;
5th - Dave Etherton (?) 1.17.

Draft program for 2014

The good news is that we already have the licence back from MoD DIO, ready to get endorsed by the BMFA after the Christmas Break. A draft program for days at Middle Wallop is given below & will be published on SAM 1066 website once the licence is finalised.

Sunday 27th April: Croydon Wakefield Day

Following events to be confirmed

4oz Wakefield; 8oz Wakefield; F1B; Norman Marcus event

SAM 1066 Events

Combined Vintage/Classic Bungee Glider; Vintage / Classic CLG/HLG; Ryback Glider; E36 Electric Power; Combined Vintage/Classic Open Power Jimmy Allen Mass Launch; R/C Assist (Tomboy etc); Control Line.

Sunday 1st June

Combined Vintage/Classic Bungee Glider; Vintage / Classic CLG/HLG; E36 Electric Power Under 50" Combined Vintage/Classic Glider; Vintage Lightweight Rubber; Combined 4oz/8oz Wakefield; Tailless (Combined Glider, Rubber and i/c Power) Jimmy Allen Mass Launch; R/C Assist (Tomboy etc); Control Line

Sunday 24th August:

Combined Vintage/Classic Bungee Glider**;** Over 50" Combined Vintage/Classic Glider SI Precision (Brian Martin); Maxwell Bassett SI; E36 Electric Power Vintage Coupe; Flight Cup (Vintage Middleweights); Club Classic to BMAS Rules Spar Tractor/A-Frame Mass Launch; Natsneez (P E Norman); Jimmy Allen Mass Launch; Tomboy Vintage Duration; Top Time Trophy

Monday 25th August:

Vintage / Classic CLG/HLG; Under 50" Combined Vintage/Classic Glider; Ryback Glider; SI Precision (Brian Martin); Combined Vintage/Classic Open Power; Vintage Lightweight Rubber; Combined 4oz/8oz Wakefield; Tailless (Combined Glider, Rubber and i/c Power); Natsneez (P E Norman); Wallop Bowl Mini-Vintage Low Wing Rubber; Tomboy Vintage Duration; Top Time Trophy; R/C Assist (Tomboy etc); Control Line.

Sunday 28th September (Croydon Coupe Day rubber events)

F1G for Aeromodeller Trophy; Vintage Coupe for AAA Cup; Flitehook Europa Team Trophy for F1G teams

SAM1066 Events

Combined Vintage/Classic Bungee Glider; Vintage / Classic CLG/HLG; Over 50" Combined Vintage/Classic Glider; E36 Electric Power; Jimmy Allen Mass Launch R/C Assist (Tomboy etc) ; Control Line.

Our Chairman has some notes from James Parry on the proposed Natsneez comp in August, which he is currently massaging into shape. Once done, these & the plan will appear on our website. If anyone desires a plan before this, email me & request a copy.

Salisbury Plain

It is hoped that the Crookham Gala can be held on Salisbury Plain on Sunday 20th April (Bank Holiday Sunday). Our Chairman is busy galvanising the action & an event schedule will appear as soon as details are sorted. SAM 1066 sports fliers will be most welcome to attend. The location for the event has a reasonably flat area of approx 500yds square, which should be sufficient for trimming & sports flying, with car access via a hardcore track.

Correspondence from Dick Twomey - DH HORNET MOTH

Dear Roger,

On page 22 of the Dec.2013 New Clarion (just out as I write) you show a planlet of the renowned **H J Towner's** scale Hornet Moth, which immediately caused my eyebrows to move skyward as I looked at the wing shape. It was not what I remembered.

The Hornet Moth has a particular magic for me because it was the first civil type that I ever flew, coming home as a sprog pilot from my RAF National Service. Having accumulated only a miserable 250 flying hours during the foregoing two years which I had spent entirely in Training Command, I felt (too presumptuously, for sure) that I was a real pilot who could now show off to his family: And this I did, starting with my sisters, my brother and even my mother. Happily each of them in turn survived a 25-30 minutes airborne adventure, even came back smiling. We were flying from the old airport of Pengam Moors , alongside the Cardiff Docks, long before the civil airport was established where it is now at Rhoose, near Barry on the Bristol Channel coast.

The wings were not of the pretty moth-like planform which Mr Towner showed, but were much squarer, and of almost constant chord. Wikipedia research reveals that in fact HJ had copied the prototype shape, which had been quickly abandoned because "it was prone to tip-stalling, especially when approaching to land in a three-point attitude"...with some damaging consequences, it is related.

Obviously (and once again) I was lucky. The square-tip wings, which had been incorporated into production aircraft long before I was in a position to risk the lives of my trusting family in an otherwise docile Hornet Moth, behaved just fine. Amen!

I attach a photo of a model I still have, built from a kit featuring the wing-shape modified in 1936, given to me by none less than David Baker himself. I decorated it with the actual registration letters of the Pengam Moors Hornet that I had enjoyed in 1951: "DT", by happy coincidence, my initials...

Thanking you Roger and NC for the memory, Dick / 6th December 2013

From Mike Myers (not modelling but it's a great tale)

The SR-71...How *slow* could it fly?

Brian Shul, Retired SR-71 Blackbird Pilot via Plane and Pilot Magazine. As a former SR-71 pilot and keynote speaker, the question I'm most often asked is: "How fast would that SR-71 fly?" I can be assured of hearing that question several times at any event I attend. It's an interesting question,

given the aircraft's proclivity for speed. But there really isn't a single number to give . . as the turbo ramjet would always give you a little more speed. If you wanted it to. It was common to see 35 miles a minute. But we typically flew a programmed Mach number. But because we never wanted to harm the plane in any way, we never let it run 'out' to any limits of temperature or speed. Thus, each SR-71 pilot had his own personal ' high ' speed that he saw at some point during our missions. I saw my highest speed over Libya when Khadafy fired two missiles my way and max power was in order. Let's just say that the Blackbird truly loved speed . and effortlessly took us to high Mach numbers we had not previously seen.

So it was with great surprise, when at the end of one of my presentations, someone asked : "What was the SLOWEST you ever flew the Blackbird ?" This was a first. After giving it some thought, I was reminded of a story that I had never shared before, and relayed the following: I was flying the SR-71 out of RAF Mildenhall, England, with my backseater, Walt Watson. We were returning from a mission over Europe and the Iron Curtain when we received a radio transmission from home base. As we scooted across Denmark in three minutes, we learned that a small RAF base in the English countryside had requested an SR-71 fly-past. The Commander of air cadets there was a former Blackbird pilot . . thought it would be a motivating moment for the young lads to see the mighty SR-71 perform a low approach. No problem, we were happy to do it. After a quick aerial refueling over the North Sea, we proceeded to find the small airfield. In the back seat, Walter had a myriad of sophisticated navigation equipment and he began to vector me toward the field. Descending to subsonic, we found ourselves over a densely wooded area in the slight haze. Like most former WWII British airfields, the one we were looking for had a small tower and little surrounding infrastructure. Walter told me we were close. And that I should be able to see the field. But as far as I could see in the haze . . I saw nothing but trees. We got a little lower, and I pulled the throttles back from our 325 knot cruise. With the gear up . . anything under 275 knots . . was plain uncomfortable. Walt said we're practically over the field. Looking hard. There was nothing in my windscreen. I banked the jet and started a gentle circling maneuver, hoping to pick up anything that looked like a field. Meanwhile, below, the Commander had taken the Cadets up on the control tower's catwalk to get a prime view.

It was a quiet, still day with no wind and partial gray overcast. Walter continued to give me indications that the field should be below us. But in the overcast and haze, I couldn't see it. But the longer we continued to circle and peer out, the slower we got. With our power back, the awaiting cadets had silence. I must have had good instructors in my flying career, as something told me I better cross-check the gauges.

As I noticed the airspeed indicator s-l-i-d-e below 160 knots. My heart stopped as my adrenalin-filled left hand shoved both throttles FULL FORWARD! At this point we weren't really flying, but were falling in a slight bank. Just at the moment both afterburners lit with a thunderous roar of flame and what a joyous feeling that was as the aircraft fell into full view of the shocked observers on the catwalk.

Shattering the absolute quiet of that morning, they now had 107 feet of fire-breathing titanium in their faces as the plane leveled and accelerated, in full burner, on their side of the infield, much closer than expected, maintaining what could only be described as some sort of ultimate knife-edge aerobatic pass.

We proceeded back to Mildenhall without incident, not saying a word to each other for those next 14 minutes. After landing, our commander greeted us and we were both certain he was reaching for our wings.

Instead, he heartily shook our hands and said the Commander had told him it was the greatest SR-71 fly-past he had ever seen. Especially how we had surprised them with such a precise maneuver that could only be described as... breathtaking.

Some of the cadet's hats were blown off. The sight of the plan form of the plane in full afterburner, dropping right in front of them, was stunning. Unbelievable.

Walt and I both understood the concept of "breathtaking" very well that morning. And we sheepishly replied that the Cadets seemed just excited to see our low approach.

As we retired to the equipment room to change from space suits to flight suits, we just sat there. We hadn't spoken a word since the pass. Finally, Walter looked at me and said, "I saw One hundred fifty-six knots. What did you see?" Trying to find my voice I stammered, "One hundred fifty-two."

We sat in silence for a moment. Then Walt calmly said, "Don't ever do that to me again." And I never did.

A year later, Walter and I were having lunch in the Mildenhall Officer's club, and overheard an officer talking to some cadets about an SR-71 fly-past that he'd seen one day.

Of course by now the story included kids falling off the tower and screaming as the heat of the jet singed their eyebrows.

As we stood there with lunch trays in our hands, the officer noticed our HABU shoulder patch icon of a deadly snake asked us to verify to the Cadets that such an event occurred. Walt just shook his head and said, "It was probably just a routine low approach. They're pretty impressive in that airplane." Impressive indeed. Little did I realize that low speed experience would become one of the most requested of my stories. It's ironic that people now became very interested in how slow the world's fastest jet aircraft can fly.

Regardless of your speed it's always a good idea to keep up your instrument cross check. I'm certain you'll agree. However keep your Mach up, too. *Mike Myers.*

<u>The perennial "what shall I build this Winter" question – continued!</u>

Christmas activities seem to take over during December so not much progress has been made. However, I did manage to redope the Vortex wings, build new wings & tail for the Night Owl & sort out the Pee Wee in the Junior Zipper – reading notes downloaded from the Cox website prompted me to check the position of the pickup tube in the tank – it was still in the "as shipped new condition" – halfway up the tank

which meant that the miserly amount of fuel I put in was never being sucked up. Once corrected, all was immediately ok.

BMFA 5 Year Plan

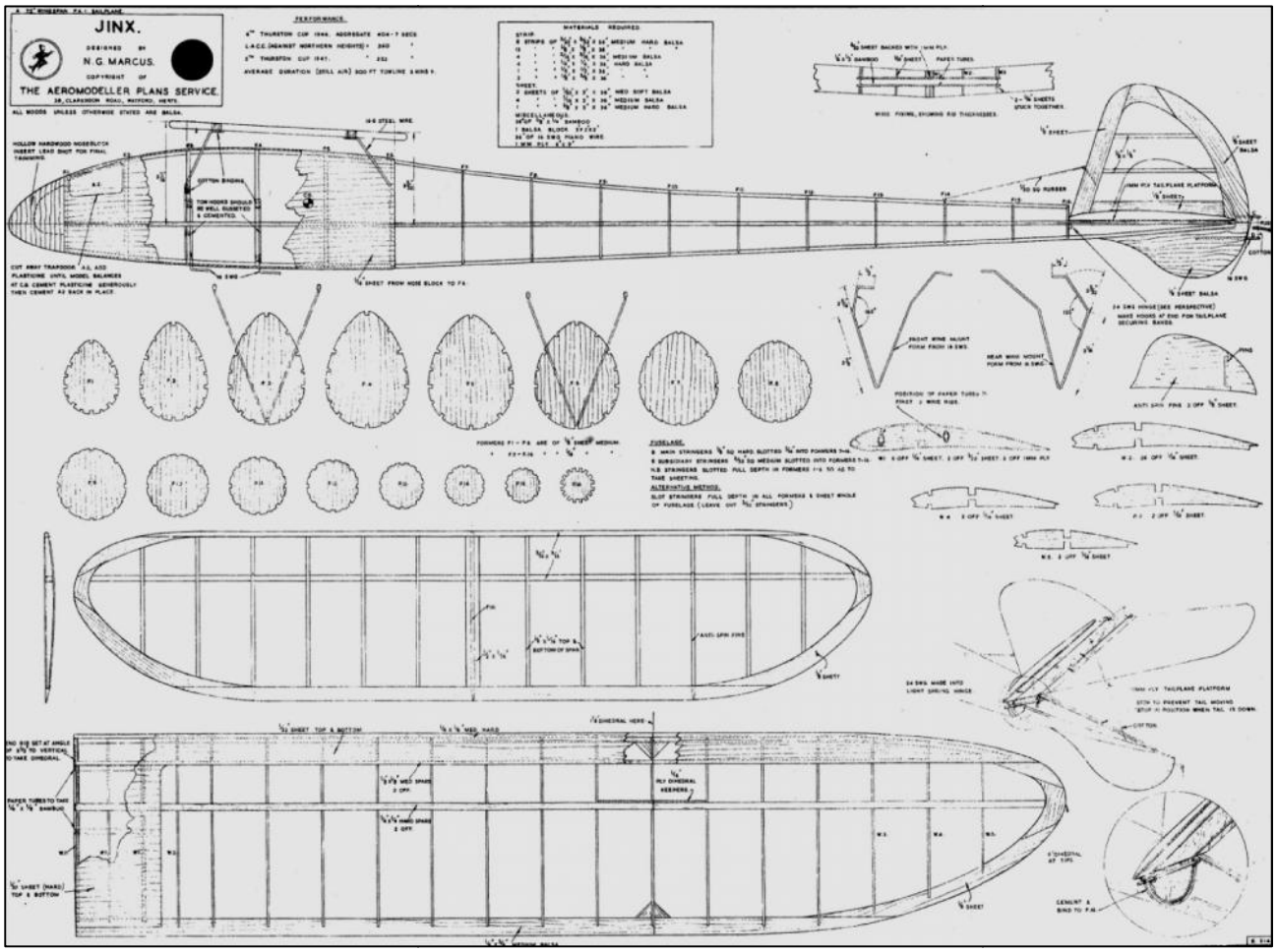
SAM 1066 – as you are aware – is affiliated to the BMFA & is one of many clubs in the Southern Area of the BMFA, primarily due to our flying activities at Middle Wallop. The Southern Area is endeavouring to make inputs to the BMFA for a five year forward thinking plan of what the Society should be doing for its members. Probably greater than 97% of BMFA members only fly radio models – mainly within a local club area. However, as free flighters (the minority 3% or so), we clock up more road miles to an ever decreasing number of free flight sites. It is therefore increasingly important that our voice is heard before our sites disappear altogether. Any inputs that you care to make on this subject would be most welcome & will be forwarded to the Southern Area Committee. Email me.

Roger Newman

Plans from the Archive - Roger Newman

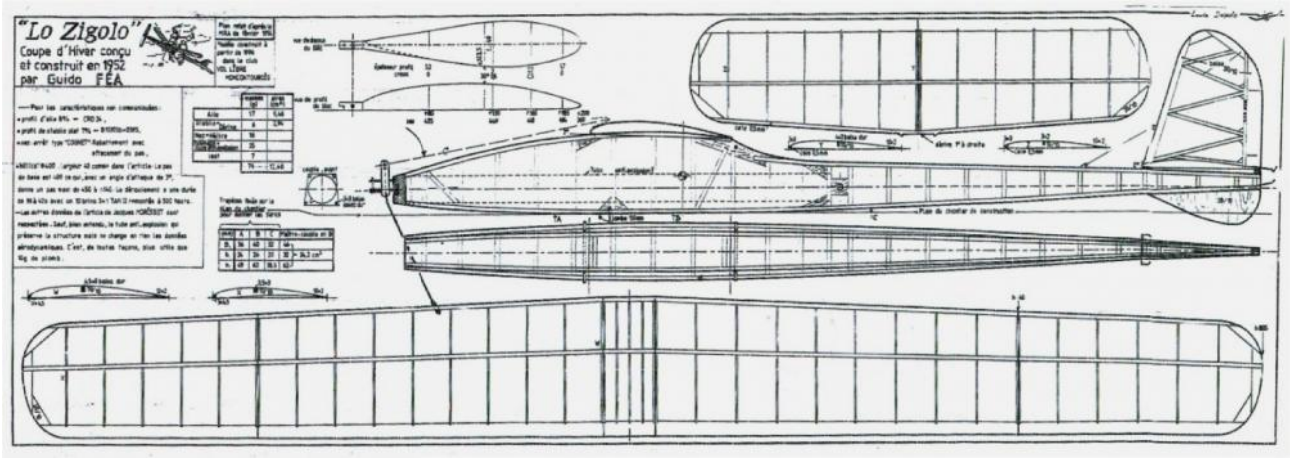
Glider: - Jinx

An early Norman Marcus design from 1949 for those who enjoy building!



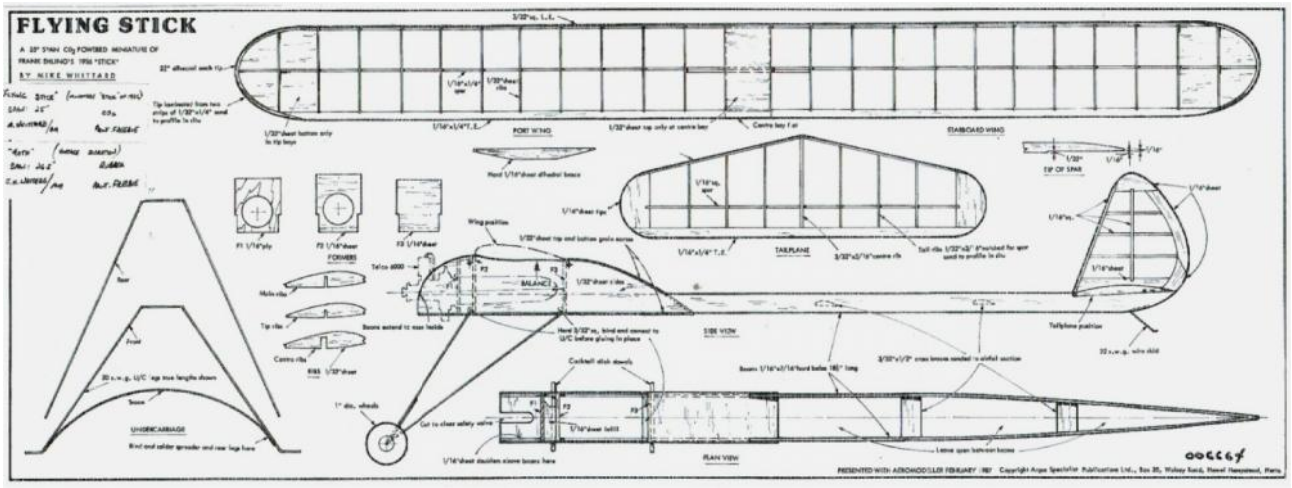
Rubber: - Lo Zigolo

Italian vintage Coupe D'Hiver model for December 2014



Power:

Excursion into the realms of CO2 with a shrunk version of Frank Ehlings Flying Stick



Roger Newman

Gym Dandys' at Thorns - John Andrews

Just a brief report on the final indoor meeting of the South Birmingham Club at the Thorns Leisure Centre, Quarry Bank, Birmingham.

The main thrust of the day was the last chance for competitors in the Xmas competition for the reduced size 'Gym Dandy' to improve on their flight times.

The model had proved to be a good choice by Colin Shepherd as quite a few members had built the model and all were getting reasonable flight times, times so close that mere seconds seperated the eventual winners.

The competition was for the sum of the best two flights over the competition period and I myself had several flights over the one minute mark but only one of 1-27 that I considered viable to win the comp, if I could match it with another. I had two hours before the competition closed so my afternoon was one of frantic activity.

A photo call brought most of the competitors together

My approach has always been to use as much rubber as I can and to that end I had finished up with a 26" loop of 0.09" wide strip using 2,000 turns. Other competitors had gone the other way, Mick Chilton, one of the winners, for example appeared to be using about a 14" loop of something like 0.07", still with a large number of turns.

Mick Chilton piles on the turns as Derek Richards looks on & Likewise Terry Beese

I was having trouble with broken motors as I was winding fit to bust (joke). I had all but run out of strip on previous meetings and had quickly stripped up some more the night before but I had not had time to weigh and calculate the actual size so accuracy was debateable. This added to my problems as replacements for broken motors was inconsistent. We have a rule that only two contacts with the ceiling are allowed and my overpowered style needs good bounces off the lights for best results. At the eleventh hour I managed to get a flight of 1-29 thanks to a friendly bounce off the lights, so come 3 o'clock our flight cards were collected and we awaited analysis.

Flyers await for the raffle and results of the xmas competition

A few random pictures from my camera which has been stolen by the wife Rachel.

Door person Pat Shepherd & bouquet presented by David Vaughan

Gym Dandy Competition Winners Mick Chilton; John Andrews; Eric Hawthorn

Eric Hawthorn displays wall bashing debris

Rob Newton sorts out another loop of rubber

Clifford Webb takes a break from LPP flying

Derrick Lane hands over his winning raffle ticket Prize appearing stage left

Note: due to the success of the Gym Dandy in the hands of most flyers, the same model will be used for the 2014 Xmas Competition.

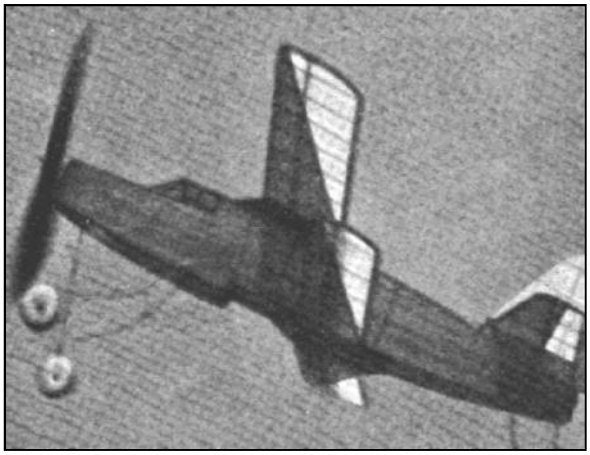
John Andrews

Report No. 38.
Plans from Kits, British made, excluding scale, cont.

BRISTOL SIMPLEX KITS

Bristol Model Aero Supplies, also known as The Model Airport, used the brand name Bristol Simplex. First adverts give an address of 21 Lower Park Row and then, in later adverts, 51 Colston Street. Looking at google maps, it would seem that they moved just around the corner, perhaps the stock was handed over the wall from yard to yard. Can any members from Bristol remember the move?

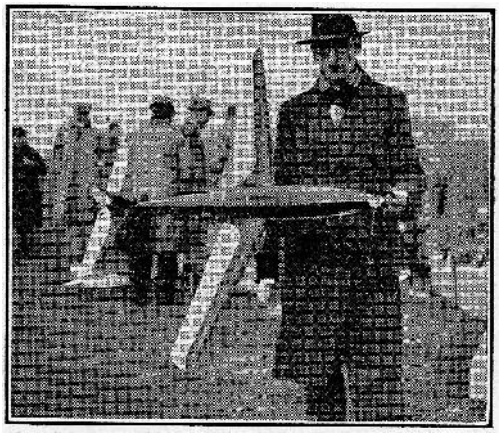
The first Bristol kit advertised, in Aeromodeller December 1937, is the "British Biplane R.O.G. Record Holder 4min 44 oos". In Aeromodeller November 1938 the name has changed to "Bristol Simplex No2 (Biplane)" and the model has gained two more records, British Biplane R.O.W. and British Seaplane R.O.W. A later advert gives the wingspan as 34" but they do not tell us the designer or show any photograph of the model.



Fortunately more information can be found in the club reports from the Bristol and West M.A.C. appearing in The Model Aeroplane Constructor, August 1937, which has a photo of a 200 sq. in. Biplane by A, H. Lee and in the July 1938 issue which advises that, on June 12th at Priddy Pool, A. H. Lee with his own design biplane gained Biplane R.O.W. and Seaplane R.O.W. records making three British Records with this one machine.

The Elite Streamlined Wakefield kit was offered in the advertisement in Aeromodeller May 1938 and again we look to the club reports in The Model Aeroplane Constructor for the photo and to learn that A. H. Lee raised the club H.L. record to 14½ minutes with his Wakefield model of just over 5 oz having twin skein rubber motor, geared up 2-1.

Was it simplified for the kit at only 15/6?



Four newly advertised kits, appear in Aeromodeller June 1939, the Bristol Pup 21" wingspan, the Bristol Junior Endurance Model 18" wingspan, the Simplex Club Model 36" wingspan, all three high wing rubber powered monoplanes and the Skylark glider, a 50" wingspan mid-wing streamlined job.

A plan for the Junior Endurance appears in Andrew Longhurst's column in SAM 35 Speaks Jan 2012

Just three months later two more new models, the Setter a really successful 36" span low wing cabin model (Colin Buckle has the plan in his list) and the Falcon Plus, a 33" span high wing model, with geared motor to give a long steep sustained climb, which had won every contest entered to date.

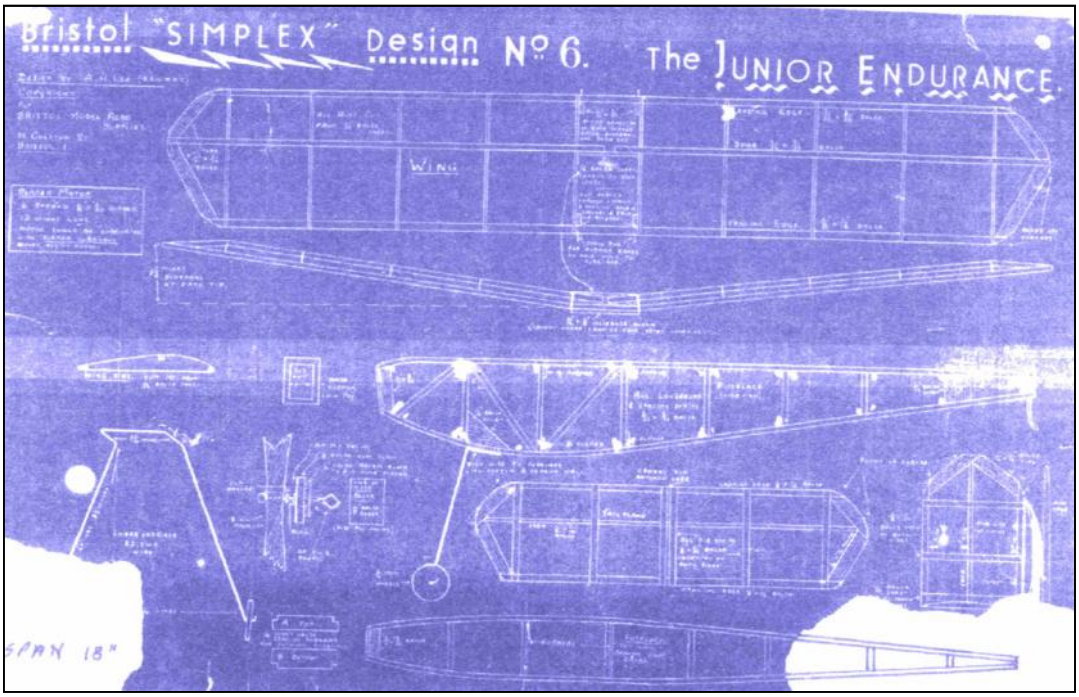
BRISTOL MODEL AERO SUPPLIES
Best Materials And Service

"BRISTOL SIMPLEX" KITS AND BLUE PRINTS

The BRISTOL PUP ... ... **5/6,** post **6d.** extra Wing Span, 21 in. High Wing Monoplane. Average duration, 45 sec. A consistent flyer. Easy to build.
BLUE PRINT ONLY ... ... **1/6,** post **2d.**
The BRITISH R.O.G. BIPLANE RECORD HOLDER, 1937. (Officially timed 4 min. 44½ sec.). **12/6,** post **9d.** extra. Wing Span, 34 in. Average duration, 90 sec. This machine can be flown as a monoplane by leaving off the bottom wing. Flights of 2 min. have been recorded MORE THAN ONCE when flown as same.
BLUE PRINT ONLY ... ... **2/6,** post **3d.**
The BRISTOL JUNIOR ENDURANCE MODEL. 3/6, post **6d.** extra. Wing Span, 18 in. A High Wing Monoplane.
BLUE PRINT ONLY ... ... **1/-,** post **2d.**
The SIMPLEX CLUB MODEL ... **8/6,** post **9d.** extra Wing Span, 36 in. A High Wing Monoplane.
BLUE PRINT ONLY ... ... **2/-,** post **3d.**
The ELITE STREAMLINED MODEL. 15/6, post **1/-** extra. Wing Span, 42 in. A High Wing, Wakefield size machine.
BLUE PRINT ONLY ... ... **3/-,** post **3d.**
The SKYLARK GLIDER KIT ... **7/6,** post **9d.** extra Wing Span, 50 in. A Mid-wing Streamlined job.
BLUE PRINT ONLY ... ... **2/-,** post **3d.**

ASK YOUR DEALER FOR THEM OR SEND DIRECT TO

"THE MODEL AIRPORT"
51 COLSTON STREET, BRISTOL 1



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AT LAST!

A really successful Low Wing and also a grand super performance geared Duration Model.

FLOWN AND PROVED IN OPEN CONTEST

HERE THEY ARE!

THE TWO NEW BRISTOL SIMPLEX KITS

The "SETTER" Low Wing Monoplane
A 36 in. span cabin model, a good looker and a great performer
COMPLETE KIT 10/6 BLUE PRINT ONLY 2/6

The "FALCON PLUS"
A 33 in. High wing. Its geared motor gives long steep, sustained climb and power run. Original model has won every contest entered to date
COMPLETE KIT 10/6 BLUE PRINT ONLY 2/-

BRISTOL MODEL AERO SUPPLIES

SIMPLEX KITS SOLD BY ALL GOOD DEALERS

"THE MODEL AIRPORT"
51 COLSTON STREET, BRISTOL 1

Trowbridge Agent: V. D. WILKINS, 6 Silver Street, Trowbridge

More Bristol kits next month, but in the meantime, what do we know of Mr. A. H. Lee? From the club reports in the Model Aeroplane Constructor he was very active in the Bristol and West M.A.C. in 1936-38. He was the designer of some Bristol kits, but was he just their designer or more?

If you can throw any light on Bristol Model Aero Supplies please get in touch.

Contact **Roy Tiller 01202 511309, e-mail** roy.tiller@ntlworld.com

Roy Tiller

P.S. - The Astral Castor 20" rubber plan has turned up, email for a copy.

Letter to the Editor - Tim Mountain

Dear Sir,

I did not make it to the Sam1066 AGM earlier in the year, so I was not able to join in with those who did make it and express my thanks to John Thompson and Roger Newman. I know they both put in a lot of work to enable us all to either compete or just enjoy our flying at Middle Wallop.

Quite obviously, I'm sure, they are as disappointed as we the riff raff are, that Middle Wallop is less available than it has been in the past. Hopefully 2015 will be a better story.

Maybe parts of Salisbury Plain will be offered to us, alongside other suitable venues.

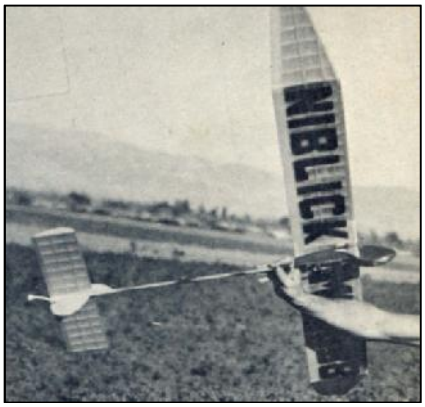
I do sometimes wonder when Messrs' Thompson and Newman do any flying themselves, but I hope everyone will join me in thanking them for their efforts on our behalf.

May I wish them long flights and short retrieves for 2014.

Thank you. *Tim Mountain*

Airplane from America - Bob Hunter

This A2 is from Flying Models June 1959



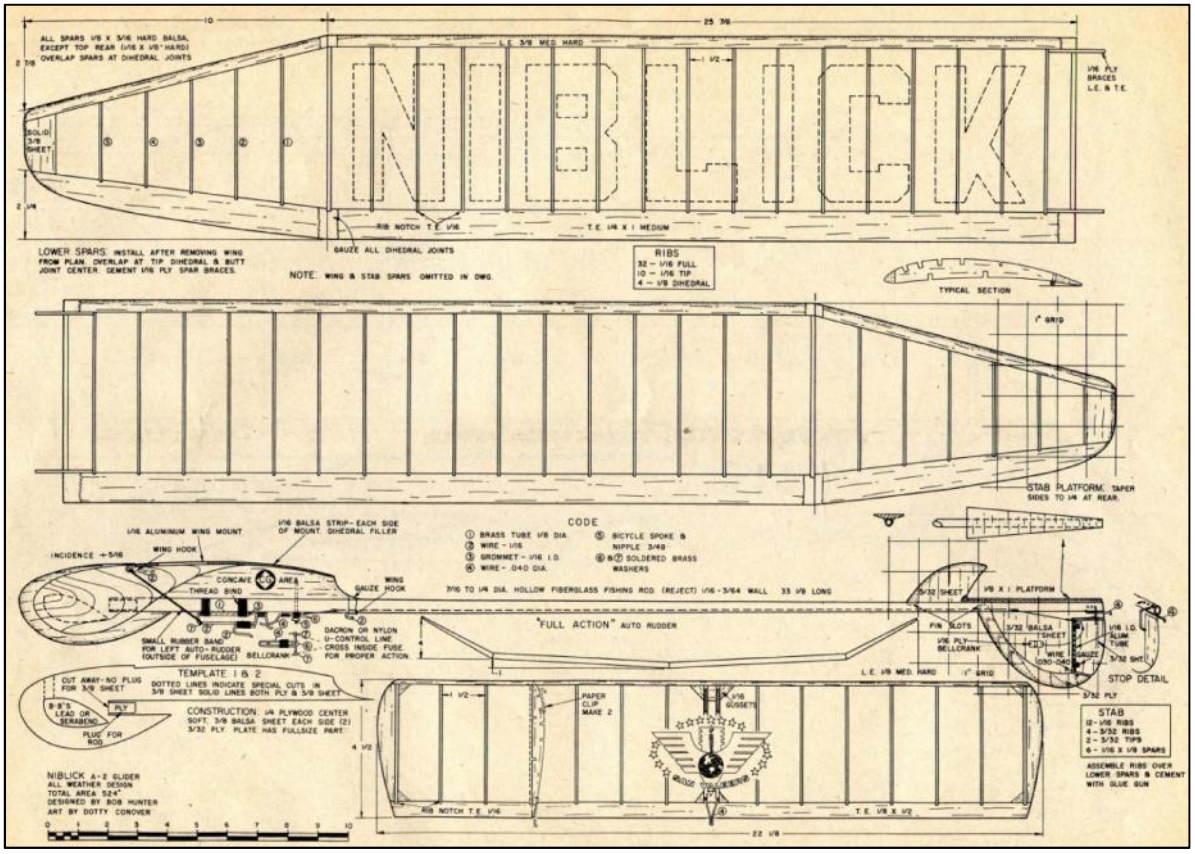
Back to California for the '59 Nats! With this information, the San Valeers and Thermal Thumber clubs have developed a comprehensive 1959 contest schedule to prepare themselves for the coming modelling fracas at Los Ala-mitos. These contests are being held each month preceeding the Nats and cover all types of free-flight models, enabling the contest-minded modeller a chance to build and fly his various designs in competition.

For those who specialize in one particular phase of modelling as we have with free-flight gassies, the fine points of other phases can be foreign in nature. Each type, rubber, glider and gas, require that "extra knowledge" for top competition flying. This forces a modeller to design a ship that he can build and fly successfully without having to start from scratch.

Toward this end, we asked questions of those who are experienced in tow-line glider flight; modellers such as Dave Copple, Bob Wiehle; Ed Slobod and Jack Block. We found that the main points were: to keep the stab area reasonably small and as light as possible; use a short nose moment; have all of the lift and dynamic forces balanced and close to the center of gravity; and, above all, to obtain a straight clean tow.

From observation at our Sepulveda flying site, we found that towing was a big problem for those who were novices. Even those with a great deal of experience flying other types of models find this phase upsetting. With this under consideration, we decided on the need for an automatic return which would correct for any veering from a straight line. Thought, wire, solder and brass tubing produced a "full action" auto-rudder which would correct in either direction.

It has proven itself successful in calm and windy weather. The only caution we found necessary was to keep the line taut until the model was directly overhead.
The latter part is not difficult as many beginners have found. Niblick will go straight overhead which is where all good towline gliders should go. Properly built, the unit will take all of the "thinking" out of the tow and stop that frantic side to side field running often necessary without a "full action" auto-rudder. There are other means to accomplish a similar effect but we wanted something that was easy enough to work right from the start.



Performance is good and flights have averaged some 2 minutes and 40 seconds in "dead" air (California has such things? Ed), which is quite satisfactory, we have been told. In competition the design placed 2nd and 3rd following a complicated, thin-winged, German design by only 8 seconds. There's not much more to say.

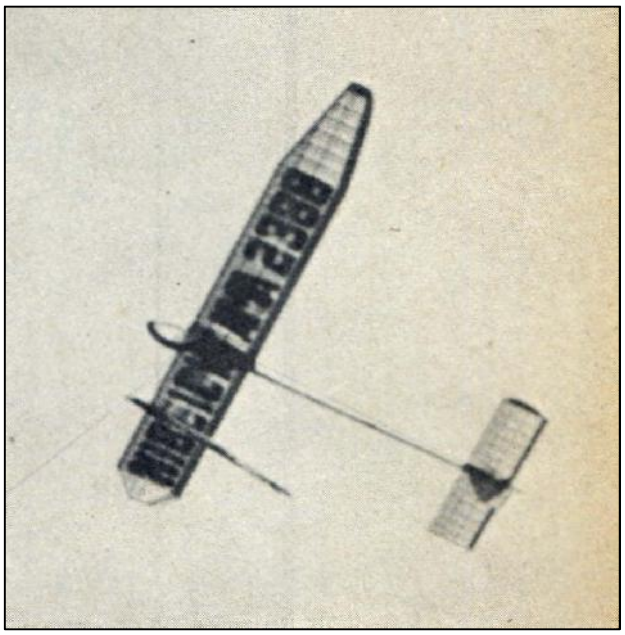
CONSTRUCTION: Since the auto-rudder pull consists of two Dacron or nylon lines, the fuselage has to be hollow to contain them. We found that a fibreglass fishing rod was suited to this chore since it's hollow, tapered and lightweight. These rods are available through rod makers or fishing goods suppliers who sell blanks. It's possible at times to get rejects. Suitable pieces can be cut to the length required. Some modellers are using metal tubes. Of these, magnesium and titanium rate the highest while brass and aluminum won't take the gaff.
If none of the above are available, you can build a sheet balsa fuselage which follows the general contour shown on the plan. You will have to plan the side view so that the boom tapers on top from the trailing edge of the wing to the leading edge of the stab. It will not have the strength of the fibreglass fishing rod but will work satisfactorily.
Rough up the section of fishing rod at the cementing areas. A file or corse sandpaper will do the trick. Locate the fin and sub-fin slots and tow mechanism positions. Punch locating holes for these parts with an awl or an ice pick and cut slots between these holes with a sharp blade. Build up the fin parts and cement them in place. Careful alignment is important. While this is drying, bend the tow and bell-crank unit. Locate it and install as shown. Be sure that the towhook proper is free to move fore and aft on the brass tube bushing so that rubber band friction can hold it in perfect tow position.
Make up the nose section laminations, noting that the center has a plug which fits into the hollow fuselage rod. The side laminations have slots going into the ballast compartment. Cement the parts roughly together and line up everything with the fins. When this is dry, sand the area aft of the outside laminations to a concave surface to form perfectly with the rod. This also removes unnecessary weight. Streamline the rest of the pod.

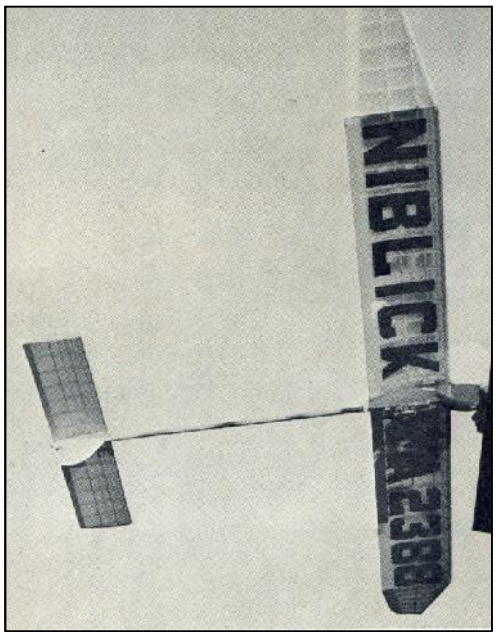
Slip a piece of .020" wire, with a slight bend on the end, into the line holes and pull the rudder operating lines through the fuselage. Make sure that the lines cross once inside the fuselage and come out on opposite sides of the fuselage.

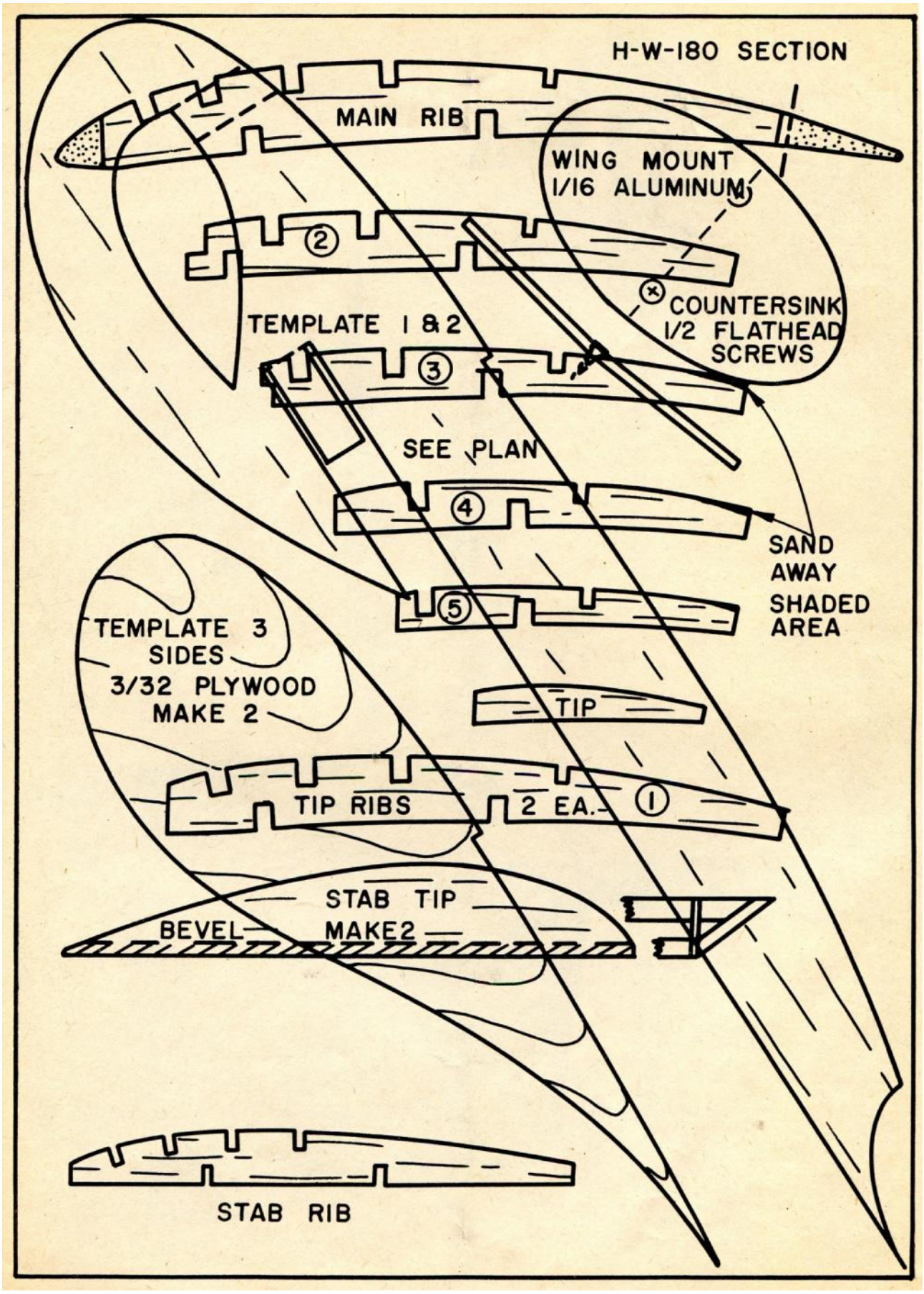
WING AND STABILIZER: Both of these are multi-spar construction and require very little explanation, with the exception of spar notes and the washout at the wing tips.
Lay out the wing outline with the notched trailing edge raised up as indicated on the plan. Cement the ribs in place and put in the top spars. Widen the spar notches at the dihedral joints so that when the dihedral is installed the spars can slip in along side of each other. This provides a strong joint. Remove the wing from the plan and install the lower spars. The spar joints at the outer dihedral breaks are the same as that for the center. Note that the bottom spars are butt-jointed and are held in place by 1/16" plywood braces, as are the leading and trailing edges.
The washout in the wing is obtained by sanding the lower edge of the extreme tip, including the trailing edge. Sand the upper surface to follow camber of the airfoil but do not touch the upper surface of the trailing edge. This effects only the area at the extreme tip at the tip block.
The stabilizer requires no detail. It is built in a manner similar to the wing. When both of the flying surfaces are finished carefully sand them noting the rib section from the side so as not to disturb the airfoil.
Cover the wing and stab with Japanese tissue and apply 6 coats of dope to the wing and 3 to the stab. Use a shrinkage inhibitor such as castor oil or tri-cresyl-phosphate (TOP) to reduce covering tension and resist warps Note that covering will tighten outdoors and will tighten a great deal in the sun. For this reason, do not try to get covering extremely tight during construction.

BALANCE: The ship should balance at the C.G. indicated. This is done by pouring BBs into the ballast compartment. You can either cement these in place or you can pour them out and pour in an equal amount of hot lead or Serabend. If any additional ballast is required to bring your Niblick up to the proper competition weight (14.46 ozs.) place it above the C.G. by cutting a hole in the wing mount and filling it with BBs to the necessary weight.

FLYING: Be sure that all of the flying surfaces are free of warps and that the control units are at neutral when the towhook is held straight down in towing position. Attach a small rubber band between the towhook and the front wing hold-down hook noting the left rudder action which results. 1/4" left rudder action should be enough to start with and should give approximately a 50’ diameter circle when the model is launched from your hand. Turn may be opened or closed by adjusting the wire stop which limits the left rudder action.
Have your helper hold the Niblick at a 40° angle and, using a full 164’ tow-line, start moving holding the towline firm all the way. DO NOT SLACK LINE if the glider banks as in towing a conventional glider! Niblick will rise steeply and straight, adjusting to any cross-winds, and come out right up on top. On reaching the top of the tow, pull down on the line slightly and then raise your arm sharply. The glider should release smoothly. Niblick will tighten its own turn whenever it encounters a thermal due to the swept wing tips.
Towliners don’t carry the added expense that gassies and rubber models do, but once you have a good one, you’ll want it around for a long time. We suggest setting the dethermalizer on each flight. If your model runs a little on the light side, you can install one of the improved Tatone D-T mechanical timers. We leave this point to you.





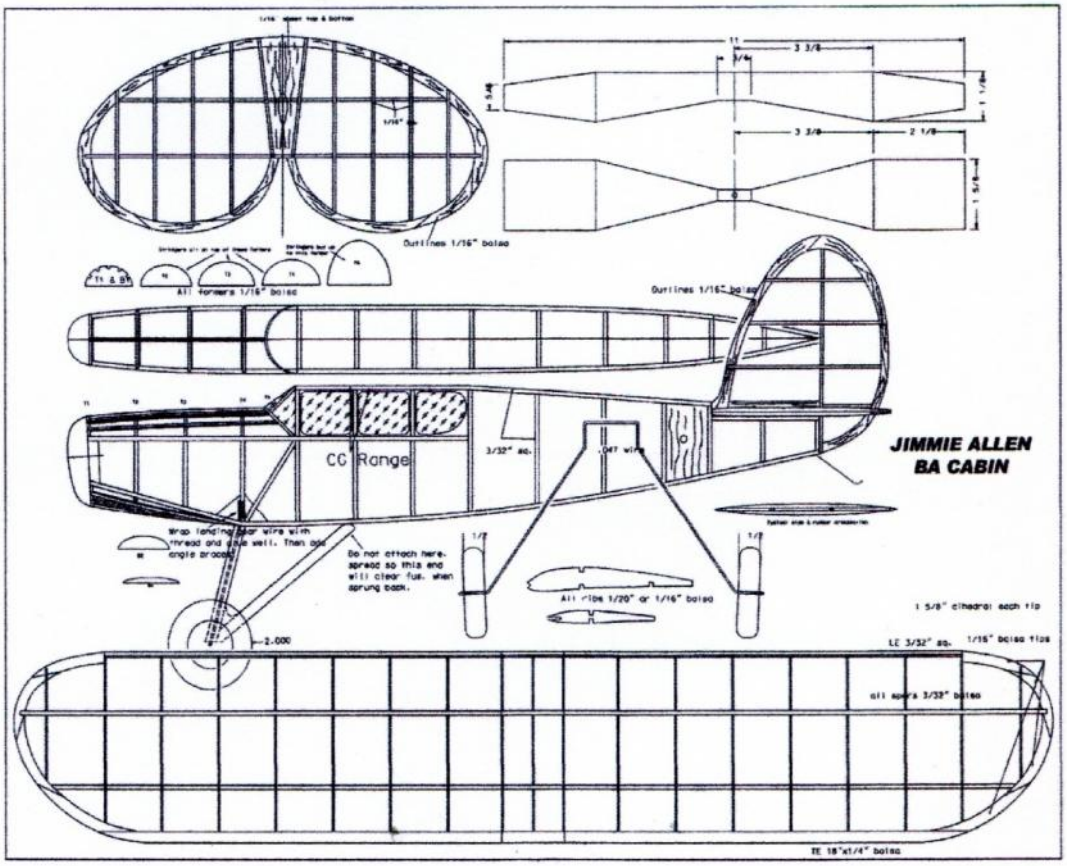


Bob Hunter (USA)

JIMMIE ALLEN 2014

Four Jimmie Allen Competitions again this year at Middle Wallop Army Airfield, Stockbridge, SO20 8DY

The dates are 27th April, 1st June, 24th August and 28th September
They are all Sundays, after lunch, mass launch at 2pm



E-mail rogerknewman@yahoo.com for plan files of the following models:-

J.A.BA Cabin aka Skokie 25" span
J.A.BA Parasol aka Racer 28" span
J.A. Monsoon Clipper 29"span
J.A. Silver Streak 32" span
J.A. Yellow Jacket 26" span
J.A. Bluebird 38" span
J.A.Special 20" span
J.A. Sky Raider 26" span
J.A. Thunderbolt 24" span

There is even a pack of all the above plan files available by e-mail, check them out on your computer, decide which to build, and take the file to your local print shop for a full size paper plan.

The competition is a one flight mass launch, last model down wins. Any queries or should you need printed paper plans please contact Roy Tiller, e-mail roy.tiller@ntlworld.com tel 01202 511309

BMFA Indoor Technical Committee

We wish to announce a new worldwide postal event for - **Indoor hand launched gliders (FIN).**

The event will run from January 2013 through to June 13th 2014 and anyone is invited to participate. Any model can be flown and in any site, indexing will be applied to the submitted times to reflect the category of ceiling. The winner will be announced at the British Indoor Nationals in June 2014 The rules will be uncomplicated following the FAI FIN rule book. All of the times, photographs, models and plans received from the entrants will be publicised on the Indoor Technical Committees website

http://www.indoorduration-gbr.co.uk/

Details, applications, score cards, prizes etc. will be announced in the next few weeks, in the meantime if you wish to participate please contact me

rnark.benns@ntlworld.com

Mark Benns
Indoor Technical Committee

BMFA South West Indoor Flying

organised by

Cornwall Vintage Aeromodellers

at

Saints Health and Fitness Centre
St Austell Rugby Club
Tregorrick Park, St Austell
Cornwall, PL26 7AG

Flying from 1200 to 1600 on

Sunday	17th.	November 2013
Sunday	15th.	December 2013
Saturday	18th.	January 2014
Friday	14th.	February 2014
Sunday	9th.	March 2014

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

Admission: **Flyers £7, Spectators £3**

Contact:

Cornwall - David Powis on 01579 362951
(dave_powis@hotmail.com)
Devon - Roger Bellamy on 01752 311786
(randmbellamy@gmail.com)

Indoor Flying with the South Birmingham MAC

Free Flight Only

Thorns Leisure Centre.

Stockwell Ave.

Off Thorns Road - Quarry Bank - West Midlands - DY5 2NU

Saturdays 1pm until 4pm

2014

18th January; 15th February

15th March; 12th April; 10th May

Admission - Flyers £5.50 - Spectators £2.00

For further information phone Colin Shepherd 0121 5506132

or e-mail colin@colinwilliam.wanadoo.co.uk

Brownhills Indoor Flying – Free Flight

Brownhills Community Association,

Deakin Ave. Brownhills WS8 7QG

Just off the A5

Saturdays 1-15pm until 4-15pm

Flyers - £8 Spectators £2

2014

4th January; 1st February; 1st March

Contact:- Allan Price

Tel: 01922 701530 - e-mail: montrose32@btinternet.com

SOUTH HANTS INDOOR FLYERS

www.wcaff.info

2013 -2014 INDOOR FREE-FLIGHT MEETINGS

Ken and Bev Brown, with Waltham Chase Aeromodellers,
are pleased to announce the continuation of Indoor Free-Flight Meetings at
Wickham Community Centre, Mill Lane, Wickham, Hants PO17 5AL.

All events on Thursday evenings 18.30 until 22.00
excepting Xmas specials

2013

October 31st November 28th

XMAS Daytime Special: Sunday December 29th. 10:00 – 16:00

2014

January 30th. February 27th. March 27th
April 24th. May 29th. June 26th.

SUMMER BREAK

September 25th. October 30th. November 27th.

XMAS Daytime Special: Monday December 29th. 10:00 – 16:00

The Main Hall at Wickham Community Centre is suitable for indoor free flight models
of all types, with a ceiling free of obstructions.
Tables and chairs will be available in the hall.
The organisers are always grateful for help with moving furniture.
Please note that NO remote-control models may be flown at these meetings.

Admission will still be £4 for adult fliers and £1 for junior fliers and spectators,
due to continued generous support from SABMFA,
accompanied junior spectators will be admitted free.
Fliers MUST be insured and proof may be required by the organisers.

Flitehook, who carry a large stock of indoor models and accessories,
will attend many of the meetings.
There is also now a drinks machine on site.

For further details please contact:

Ken Brown (Tel. 023 8057 8866) or info@wcaff.info

BMAS
BOURNEMOUTH MODEL AIRCRAFT SOCIETY

INDOOR MODEL FLYING

TUESDAY 28TH JANUARY 2014
TUESDAY 25TH FEBRUARY 2014
TUESDAY 25TH MARCH 2014

7pm to 10pm

ALLENDALE CENTRE

HANHAM RD. WIMBORNE BH21 1AS

FREE CAR PARKING IN PUBLIC CAR PARK IN ALLENDALE RD

FREE FLIGHT ONLY
COMPETITIONS incl GYMINNIE CRICKET LEAGUE

ALL FLYERS MUST HAVE BMFA INSURANCE

FLITEHOOK NORMALLY IN ATTENDANCE

Adult Flyers £5 Spectators £1.50

CONTACTS:JOHN TAYLOR TEL.No 01202 232206
ROY TILLER e-mail roy.tiller@ntlworld.com

L'AQUILONE SAM 2001
TOMBOY RALLY INTERNATIONAL POSTAL CONTEST
01/06/2013 – 31/05/2014

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

Model

- The **36"** 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 an time

Engine/motors

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

36" 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 used the blades must be held open with a rubber band;
?? freely assembled admitted batteries:
?? -**450 Mah 2 cell LiPo**
?? separated batteries pack for Rx alimentation is allowed

48" WNGSPAN

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 used the blades must be held open with a rubber band;
- freely assembled admitted batteries:
-500 Mah 3 cell LiPo
- separated batteries pack for Rx alimentation 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 31st July 2014 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" 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 BECKER

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

Good thermals

22nd Annual Worldwide Postal Competition 2013/2014,
Includes the KK Senator Postal

The purpose of this postal contest is to encourage friendly participation between aeromodellers worldwide with the prime emphasis being on low-key, leisurely flying without the pressures of 'regular' competition. A wide variety of events are offered including classes for types and sizes of models which have been overtaken and/or outclassed by modern developments or are perhaps too small to be considered for 'serious' competition work, such as 20" and 25" Rubber and Cloud Tramp, many of which can be flown at any time on smaller local sites without the necessity of travel to more formal contests at larger areas.

Flights may be made outdoors between **August 9th 2013** and **June 30th. 2014** inclusive; it is not required that all flights in any event be made upon the same day but each is to be pre-nominated as 'official'. The general format (with exceptions as noted) is for three or more flights to the specified maximum; after three (or more) maximums further flights will be made to a score increasing by increments until the model fails to reach the duration target for that flight. The final score will be the total of all flights, recorded in seconds; the purpose of this scoring system is to reduce the possibility of models being lost in an 'unlimited flyoff' and as flights may be made at any time within the contest period it does not entail unduly arduous flying sessions to complete same. In classes where maximum sizes are established, the span shall be measured as per plan, not as 'projected span'.

'Vintage/Oldtimer' classes are for designs authenticated to have been flying outdoors prior to December 31st. 1950, even though plan publication may be of a later date in any kit, commercial magazine, SAM publication, club newsletter, etc Multiple entries with different models may be made in all events but flights in one event may not be 'doubled up' with any other class for which a given model is eligible – separate flights, please.

The 20" Rubber class is to encourage the flying of all such models designed for outdoor use and not usually considered competitive against larger designs. There is no restriction on publication or production date and all designs 'published' in/on freely available sources i.e. newsletters, websites, etc are acceptable provided such source and/or details are made available to others.

To maximise flying opportunities there is ample scope for rubber models and gliders to be flown in multiple events and you are encouraged to take stopwatch, pencil and notepad with you each time you go to your local field, or to a contest, as an added incentive to your flying enjoyment. Bear in mind, also, that any number of individual models may be flown in any event for which they are eligible.

A full report will be forwarded to each entrant by mail or e-mail as appropriate. To assist in the compilation of same a brief account of weather, site, flying anecdotes, photographs, etc. would be appreciated when scores are submitted. Please ensure that all scores are forwarded to arrive by July 15th 2014 as I have limited time thereafter to collate, print and distribute results; earlier submissions would be most gratefully received! I welcome any comments regarding amendment to any event rules that might make same more attractive, or suggestions for other classes that might be considered of general interest in any future Contest.

Please advise if you have an Email address; transmission of entries/scores/reports/results to me by this means helps to reduce overall costs, eases communications and enables wider distribution of submitted photos. Please return your entries to:- Caley Ann Hand 6639 Datura Avenue Twentynine Palms, California 92277 USA

email: caleyannhand@yahoo.com

GOOD FLYING - GOOD LUCK - and ... above all ... HAVE FUN!

Caley Hand

Competition Rules Below

World Wide Postal EVENTS:-

20" Rubber - For any published outdoor designs not exceeding 20"/51cm span . Three flights to 60 second maximum followed by 30 second increments thereafter.

25" Rubber. Any models up to 25"/63.5cm span. Three flights to 60 second maximum followed by 30 second increments thereafter.

30" Vintage/Oldtimer - For designs pre-1951, not exceeding 30"/76cm. Three flights to a 90 second maximum followed by 30 second increments thereafter.

42" Vintage/Oldtimer - For designs pre-1951, with spans greater than 30"/76cm but not exceeding 42"/107cm. Three flights to a 120 second maximum followed by 30 second increments thereafter.

P30 Rubber - Standard P30 rules. Three flights to 120 second maximum followed by 60 second increments
thereafter. No gears or movable surfaces, other than for d/t operation.

Freewheel Rubber - Any published outdoor design with a freewheeling propeller is eligible, wing span not exceeding 36"/91cm. Three flights to 90 second maximum followed by 30 second increments

Unlimited Rubber -any rubber model with wingspan not exceeding 42"/107cm. No auto surfaces. Three flights to a 120 second maximum, followed by 60 second increments thereafter.

KK 'Senator" A one-design class for this popular design. Three flights to 120 second maximum, followed by 60 second increments thereafter.

Cloud Tramp - Any version of the Cloud Tramp design as published. 8" prop (plastic OK), any type of prop bearing. Five flights, no maximum; longest and shortest will be discarded and balance totaled for score.

Small Bungee Launched Glider - Any glider to a maximum span of 36" Bungee will consist of two parts, a 22.5 meter towline and 7.5 meters of 1/8 inch rubber. Three flights to 60 second maximum followed by 60 second increments.

Catapult/Handlaunch Glider (small) - For any glider with wingspan no greater than 12"/30.5 cm. Six flights, 60 second maximum (flights under ten seconds need not be reported). If six maximums scored, 30 second increments thereafter. Catapult - a 9" loop of ¼" flat rubber attached to a 6" handle. Multiple entries permissible.

Catapult/Handlaunch Glider (large) - For any glider larger than 12"/30.5cms. Rules as above.

Embryo - FAC rules apply for structure size (see Flying Aces Club website for rules) Maxes are 120 seconds with each successive flight increasing by 30 seconds

NOTE: The following are for those who are new to the hobby with less than 3 years experience

Novice Basic Stick Fuselage - rubber powered, wingspan 13 inches or less (example: AMA Cub, Squirrel, Denny Dart) 3 flights Max is 45 seconds for the first three flights with successive flights increasing 15 seconds each flight .

Novice Basic Built-up Fuselage - rubber powered, wingspan up to 18 inches (examples are the Pussycat and Big Pussycat) Maxes are the same as the Basic Stick Fuselage

Novice P-30 - Basic P-30 rules apply with the following exception. Maxes are 90 seconds for the first three flights with each successive flight increasing by 30 seconds each flight.

Scale - This year we have one builds for three categories of scale.

Low-wing scale build is the P-40, any version
High-wing scale build is the Pilatus Porter, any version
Biplane scale build is the Antonov AN-2

Flights of less than 20 seconds can be reflown. Five official flights are required. The longest and shortest flight are discarded, and the remaining three are totalled for your flying score. Maximum wingspan is 22 inches..

NOTE: Scale is still an experiment. Based on participation, next year will see scale Postal flying expanded to many of the Flying Aces categories. There is no scale scoring.

DBHL Plan Service: IMPORTANT:

The rules for obtaining plans have changed.

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.

MSP PLANS PRESENTS

Vintage, Classic, Sport and other Duration Designs

MSP PLANS drawn by Martyn Pressnell, offer a collection of model aircraft designs selected for their aesthetic qualities or unique origins. 'Popular Plans' are stocked, the more complex 'Collectors Plans' are printed to order including Historic Notes. All drawings are AO size, some as twin plans.

The list below includes Vintage Models generally pre 1951 and Classic Models 1951 to 1961.
Photos of most models can be seen on my website - www.msp-plans.blogspot.com

POPULAR PLANS • £7.00 EACH INCLUDING UK POSTAGE. FOLDED FOR POSTING

MICK FARTHING 1942	The 40 in span Lightweight Contest rubber model with a diamond fuselage.
MICK FARTHING'S THE PAPER BAG'	Mick Farthing's last lightweight rubber model of 1946.
RAFF V *1947*	Designed by Norman Marcus who was National Champion in 1946.
ODENUAN'S 1950 *NORDIC A2*	Swedish Championship glider, placed second in the first World International in 1950.
SENATOR 1950	RUBBER Designed by Albert Hatfull and kitted in 1950. Twin plan with Ace
ACE 1950 RUBBER	Designed by Bill Dean and kitted in 1950. Twin plan with ***SENATOR.***
ENGLISH VIKING *1953 A2 GUDER*	Designed by Bill Farrance twice winner of the SAM Radislav Rybach trophy.
CRESTA	A 38 in wingspan low-wing design for small diesel or electric motor installation.
FRED BOXALL'S 1956 OPEN RUBBER MODEL	Twin plan with Boxall's ***SEAPLANE.***
FRED BOXALL'S SEAPLANE (1965)	Twin plan with the 1956 *OPEN* ***RUBBER MODEL***
LAST RESORT 1956 CLASSIC RUBBER	Open Rubber Model designed by Jim Baguley, Twin plan with ***FIRST RESORT.***
FIRST RESORT 2006	by Martyn Pressnell for the BMFA Rubber Class. Twin plan with ***LAST RESORT.***
WINDING BOYII 1956	by Urtan Wannop, 38 in.span, Twin plan with ***McGILLIVRAY's LIGHTWEIGHT.***
JACKMcGILIVRAY's LIGHTWEIGHT 1958	36 in. span lightweight rubber model Twin plan with ***WINDING BOYII.***
CAPRICE 1959 GLIDER	The renowned lightweight glider of 51 in span. Twin plan with ***GAUCHO.***
GAUCH01960	power duration model for 1.5 cc engines. Designed in 1959 Twin plan with ***CAPRICE.***
VAKUSHNA1959 A2	Designed by Brian Dowling this glider won the 1960 Richer Cup

COLLECTOR'S PLANS - £10.00 EACH FOLDED OR ROLLED. WITH HISTORICAL NOTES

JUDGE 1945 WAKEFIELD	by Bert Judge to the 1945 rules as a direct descendant of his 1936 Wakefield Cup winner,
HERMES MAJOR	A 150% enlargement to 61% in span, of the 1949 *HALFAX* ***HERMES***
FRANK LOATES' 1949 WAKEFIELD	Canadian Wakefield 5th in the World Championships at Cranfield, England, in 1949.
BORJE BORJESSON'S 1949 WAKEFIELD	Swedish Wakefield 6th in the World Championships at Cranfield, in 1949.
GHOST WAKEFIELD 1951	John Gorham's 1951 Wakefield, a successful rubber model from the early 1950's.
RON WARRING'S 1952 WAKEFIELD	The geared geodetic model, developed by Ron Warring for twin motors,
NIGHT TRAIN Mk I 11960	George French's Night Train which pioneered the use of VIT systems in the UK

To order plans for UK delivery please write with cheque (£ sterling) made payable to
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MSP-PLANS ARE PLEASED TO PRESENT A NEW BLOGSPOT

This has just been produced to replace my former website which BT have declined to support and which I am now unable to maintain The new address is; www.msp-plans.blogspot.com
This identifies the collection of plans that I have produced for aeromodellers together with the rules for the Bournemouth Club Classic Rubber class. There is also a sample of the publications produced over the years with 'Rubber Motors - Maximum Turns' as the current offering.
I hope you find this a useful website which will be updated with more information from time to time. Martyn Pressnell

Provisional Events Calendar 2014

With competitions for Vintage and/or Classic models

February 23rd	Sunday	BMFA 1st Area Competitions
March 16th	Sunday	BMFA 2nd Area Competitions
April 6th	Sunday	BMFA 3rd Area Competitions
April 18th	Friday	Northern Gala – Barkston/Church Fenton
April 20th	Sunday	Crookham Gala & **SAM1066** – Salisbury Plain
April 27th	Sunday	Middle Wallop – **SAM1066** competitions
May 24th	Saturday	BMFA Free-flight Nats, Barkston
May 25th	Sunday	BMFA Free-flight Nats, Barkston
May 26th	Monday	BMFA Free-flight Nats, Barkston
June 1st	Sunday	Middle Wallop – **SAM1066** Competitions
June 15th	Sunday	BMFA 4th Area Competitions
June 28th	Saturday	BMFA East Anglian Gala – Sculthorpe
June 29th	Sunday	BMFA East Anglian Gala – Sculthorpe
July 13th	Sunday	BMFA 5th Area Competitions
July 19th	Saturday	BMFA Southern Gala - Odiham
July 26th /27th	Saturday/Sunday	London Gala – Salisbury Plain
August 10th	Sunday	BMFA 6th Area Competitions
August 24th	Saturday	Middle Wallop – **SAM1066** Competitions
August 25th	Sunday	Middle Wallop – **SAM1066** Competitions
August 30th	Saturday	Southern Gala – Salisbury Plain
September 14th	Sunday	BMFA 7th Area Competitions
September 28th	Sunday	Middle Wallop – **SAM1066** Competitions
October 12th	Sunday	BMFA 8th Area Competitions
October 25th	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 Middle Wallop 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.com
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.martyn.pressnell.btinternet.co.uk
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
John Andrews -	www.freewebs.com/johnandrewsaeromodeller
Wessex Aeromodellers -	www.wessexaml.co.uk
US SAM website -	www.antiquemodeler.org
Peterborough MFC -	www.peterboroughmfc.co.uk/index-old.htm

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).

Happy New Year to One and All

I would like to take this opportunity to thank all the contributors to our newsletter, without your input it would not exist. Please keep the articles coming.

That's all folks! *John Andrews*