

	NEW Clarion SAM 1066 Newsletter	Issue 0211
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Affiliated to the  Club No. 2548

SAM 1066 Website - www.sam1066.org

Editor:- John Andrews 12 Reynolds Close Rugby CV21 4DD	Tel: 01788 562632 e-mail johnhandrews@tiscali.co.uk
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Editorial

The first competition of the 2011 season should have taken place by the time this issue of the New Clarion hits the net, so I think we can say outdoor flying is underway. I'll let you know how I get on next issue.

There have been a few more aeromodellers departing this life and it has prompted me to contemplate on the future of aeromodelling once again. I imagine that the vintage groups must be shrinking, as I can't imagine new recruits out numbering those leaving. It is a little difficult to see any trend from our own membership numbers as the internet base of our operation has resulted in many vintage modellers being , shall we say, unregistered as they are not IT inclined.

Any opinions on vintage recruitment, should we be canvassing for juniors, ex modellers, existing modellers or brand spanking new members from recent retirement?

Please take note of the following announcement from the SAM1066 committee:

IMPORTANT INFORMATION

From The Sam 1066 Committee

**Due to changes in the conditions of our licence,
all those attending SAM 1066 events at Middle Wallop airfield
this year should be aware of the following:**

**All attendees (including wives, partners and children)
must pay an MOD entry charge to access the airfield.**

**All attendees who fly or operate model aircraft or associated equipment
will be charged a additional £1 SAM 1066 levy for entry to the airfield
(anyone refusing to pay the levy will be refused entry).**

**All attendees who fly or operate model aircraft or associated equipment
must be a member of the BMFA and carry their membership card
at all times.**

**Membership will be checked at the airfield entry,
those without proof of BMFA membership will be refused entry.**

This model was published in Model Planes Annual 1950, one of the excellent "plan" type magazines compiled by Warring and Dean. At the time (even today) eagerly sort after.



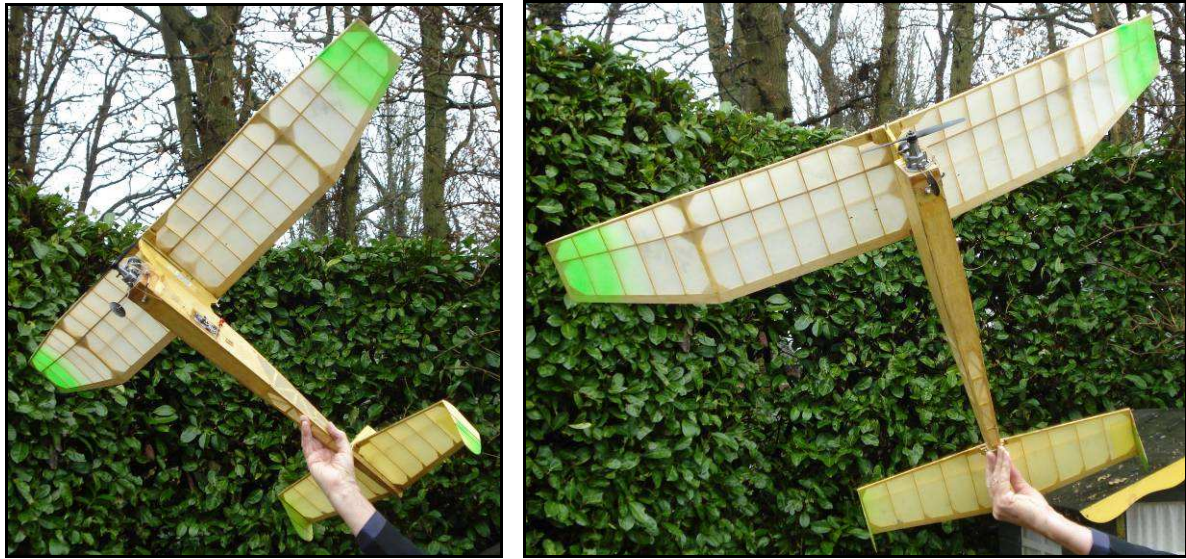
The model designed by C A Allen won the Northern Heights gala in 1949. I have some affectionate memories of the design as it was the first free flight power model that I built. It was powered by an ED Comp Special (That I had used in a Kandoo in 1949 and learned to fly CL aerobatics. Reputably I was the first in the Dublin area to be able to fly safely inverted, I can remember the first time that I successfully flew a whole lap! but this is another story.)

The model was lost from a field now subsumed by a Dublin motor way. The Elmic timer failed (note; no admission of pilot error!) and the model disappeared at great height heading for the Dublin mountains to the west. It was a big loss losing an engine in those days, especially as I was serving my time with Chartered Accountants for 22 shillings and 6 pence for a 5 1/2 day week.

This time around I built the model for Mini vintage comps powered by a PAW .8 twin race diesel (6x4 @ 16.4 k), the nose was lengthened to take account of the lighter weight of this engine compared to the ED. The model flew OK but really is a bit too large for this amount of power, being in wing area about the same as a Dixielander.

The model was used in that mode for some years, then I installed a Glow Torp Greenhead 15 being very light it fitted easily in the fuselage. turning a Master 7x3 at 16k ,40% nitro and pressure, the model was improved no end. The climb was faster with the model handling the extra power well, flying in an open right spiral transitioning into a steady right hand circle glide.

In this mode the model is competitive, for the regular 18 seconds motor run in vintage power, followed by a fairly comfortable 2 1/2 minutes max.



Possibly the best part of this story of this model follows;

The Jimp wing section created a history of its own,
(story from John O'Donnell).

During 1950, shortly after the publication of the Jimp, Percy Criddle of the Whitefield club built a power model using the Jimp wing airfoil at the same 8 inch chord, but with the trailing edge tilted down rather than flat on the board as shown on the Jimp plan. This model showed such good glide characteristics that it prompted "Dekker" Bennett to produce a lightweight Amco 3.5 powered model of 60 inches span using this section, this performed well and won the Keil Trophy in 1950. A subsequent version, using both A/R and VIT, obtained 4th place at the 1952 Nationals.

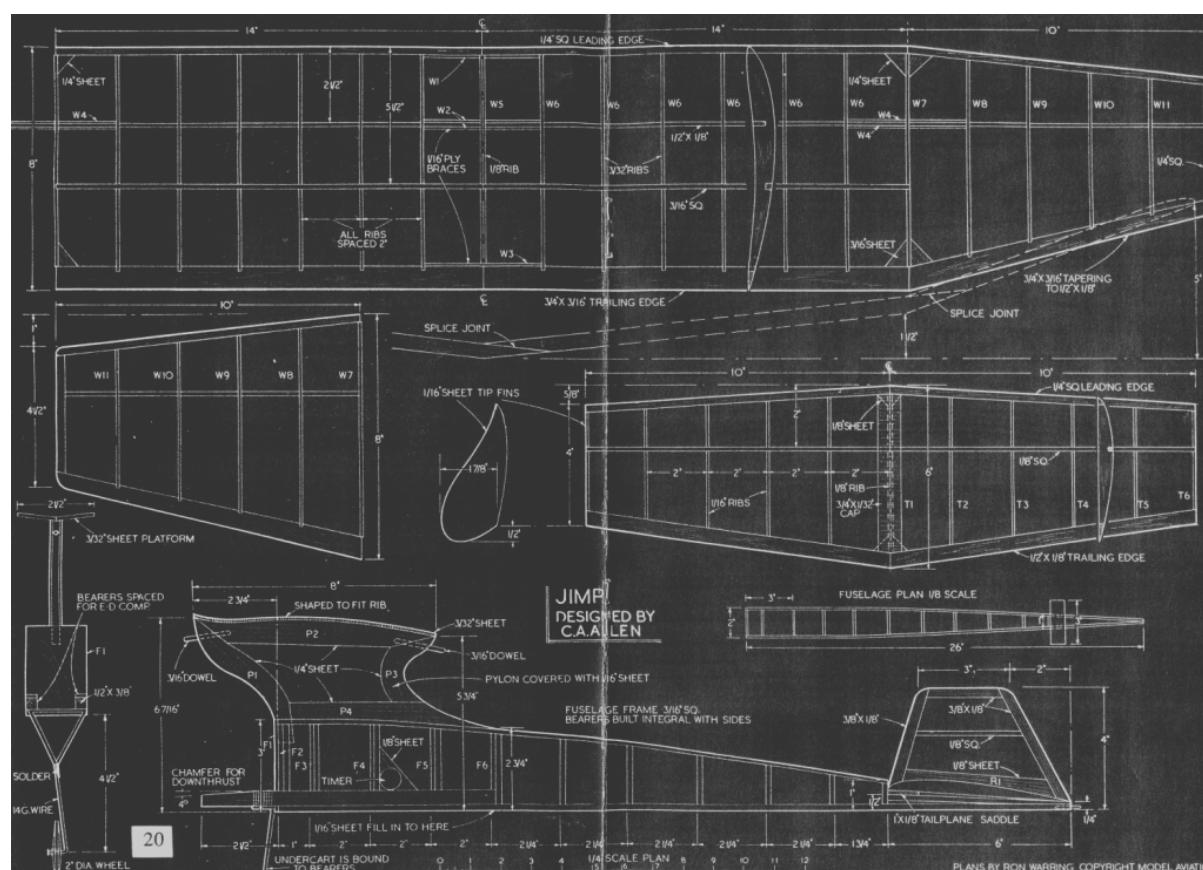


Dekker was an innovative modeller and a photo shown in the October 1952 Aeromodeller clearly shows a clockwork timer (it's essential for such gadgetry) on this model.

One of the wings from these power models was also tried on a Czepa "Toothpick" type A2 glider, with pylon rather than the "fat Fin 2" - this also had a super glide. Several copies were also built by other members of the club.

The section became known as the "Whitefield Wiggle" and was used, reduced in size, on other models including some of the O'D's Wakefield models..

Now there is a heritage for a section resulting from a heavy cold! This latter statement comes from the info that Allen had some days off from school through illness and then appeared with the model.



Statistics

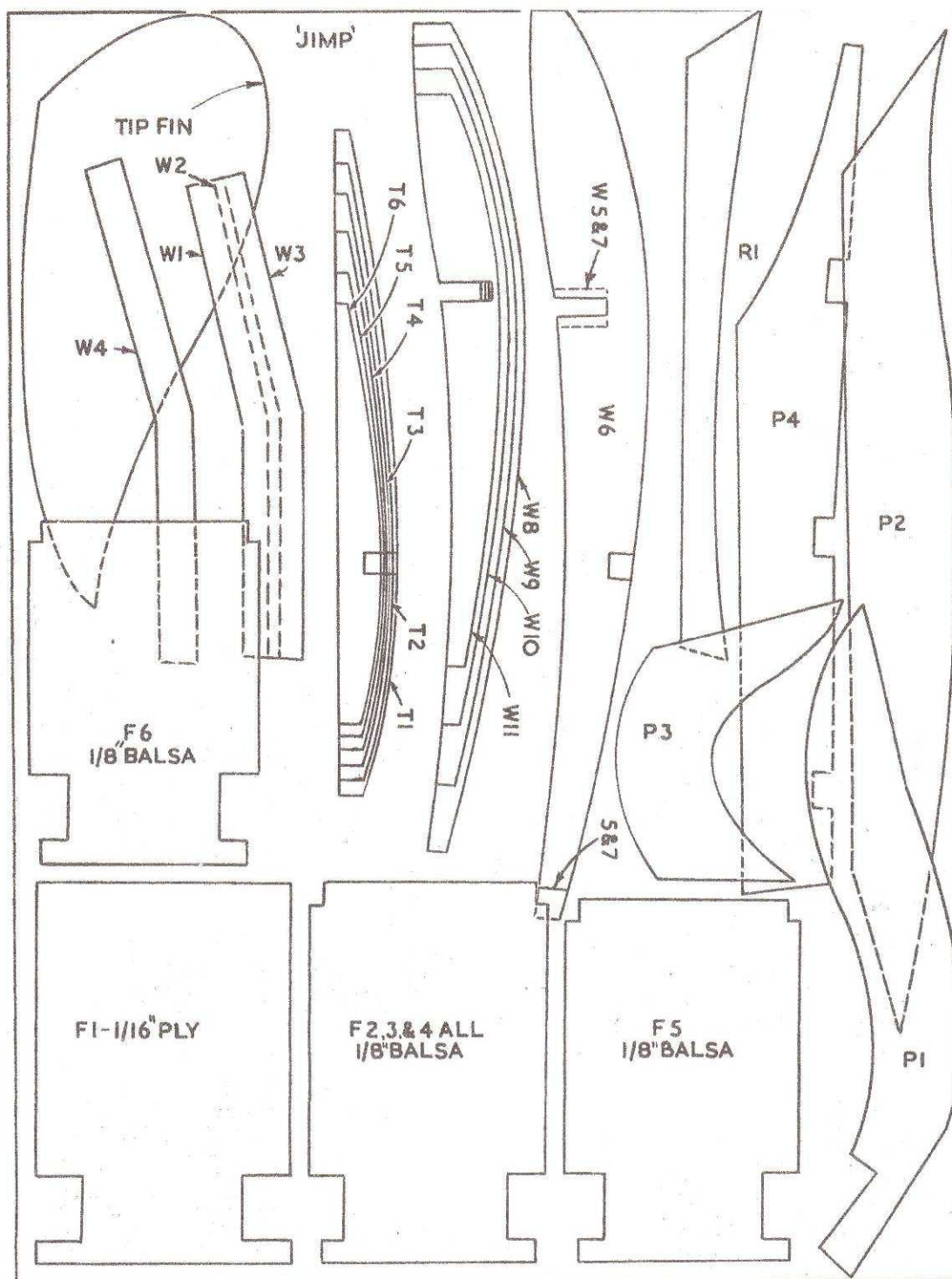
Wing area - 350 sq ins

Tail - 100 sq ins (29% of wing area)

Weights

Wing -	uncovered	45gms	
	polyspan (regular)+dope	20gms	total 65gms
Tail -	uncovered	8gms	
	mylar/tissue /dope	3gms	
	fins	5gms	total 16gms
Fuselage -	bare box	52gms	
	Covering and hardware	187gms	total 239gms
All up weight - ready to fly - 11.4 ozs		Grand total 320 grms	

CG - 68 % root chord, Wing + 3.5 deg, Tail + 2deg, Engine- 1deg down, left side 2deg
 About 1% washout both tips, with slight washout on centre left panel (poor building?)



If you intend using this to build with, check the wing chord dimensions as printouts vary

Some left rudder is used with tail tilt for right glide circle.
 This is an easy model to build and will perform well with, I believe, any engine of suitable size. I might even build one for a Comp Special but I would first have to pay a trip to Dublin to see if I can find that engine.

John Thompson

Rubber by Weight not Width

-

John O'Donnell

Rubber is a variable commodity - noticeable both now and in the past.

Strip rubber is usually marketed in a series of nominal sizes (widths), either Imperial or Metric. Back in the 'Vintage' era rubber was usually 1/30 inch thick. Nowadays it is usually around 1/24 inch - or maybe 1 millimetre (which is much the same).

Motors for outdoor models are commonly quoted as a number (and size) of strands, together with their length. This simple approach is unsatisfactory when competition rules limit the allowable WEIGHT of rubber..

Ten feet of 1/8 rubber, made up into 12 strands, 10 inches long can be noticeably different from the 10 grams appropriate for Cd'H. This matters for contest purposes if not for 'fun flying'.

The reasons for this include variations in width, thickness, rubber composition (and hence density) - all inevitable to some extent in a commercial product. Not only does rubber vary from one manufacturer to another but also from batch to batch, box to box and from one end of a skein to the other. Indeed variations can and do occur within short lengths taken successively from the same skein. These may average out in the quantities used for Outdoor motors.

For Indoor Flying all this applies - plus the additional effects of stripping the rubber down in size to suit the models. Depending on the machine, and its operator, the cut width can differ from that intended.

Moreover, if the cut strip is not truly rectangular in section, measurement of 'width' is difficult - with trapezoidal shapes being even worse than parallelograms. Such does not prevent its successful use - only the knowledge as to what size is really being used.

The solution comes from the realisation that cross-section (difficult to measure), density (worse) and length (easy) can be multiplied together to give weight - or should I say MASS to suit the purist ?

So, take any piece of rubber, weigh it, measure its length - and divide the weight by the length. The answer gives a value for SIZE. Do this BEFORE use, and hence elongation.

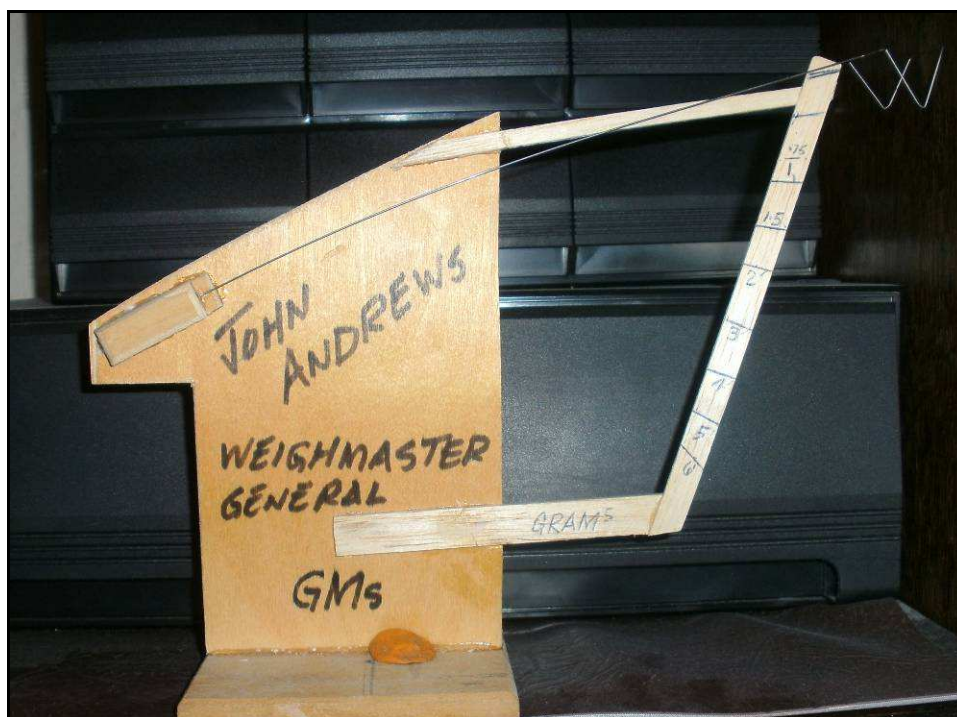
Comparisons can now be made that are far more meaningful than merely using 'widths'.

From practical considerations the choice of UNITS matters. For Indoor flying Grams and Metres are suitable. This gives 'sizes' in grams per metre - and values of a whole number followed by decimals. Two decimal places are enough for all practical purposes!!

To give an example appropriate to recent Hangar Rat reports, my model (with prop as plan) flew on Tan 2 of 2.57 g/m. For those still unconvinced this was roughly 0.100 inches (100 thou') in width.

Do I need to describe how to weigh rubber ?? A cantilevered length of wire is more than sufficient.

John O'Donnell



This is your editor's cantilever weighing device for indoor purposes, crude but serviceable, the wire is 24swg and has remained zeroed since it was first made at least 10 years ago.

Calibration was by plasticine weights from a chemical balance that I used for powder measurements when reloading bullets, I was a large bore pistol shooter until we had to surrender our handguns.

Editor

Southern Coupe League

-

Peter Hall

The 2010 Southern Coupe d'Hiver League's fifth year ended prematurely with the postponement due to snow of Coupe Europa on December 5th. The best five scores out of eight qualifying rounds count, so after the penultimate event (Eighth Area) it was clear that three competitors stood a chance of winning the League at Coupe Europa. They agreed to accept the results to date rather than to wait, possibly until March, for a resolution.

So Roy Vaughn, winner in 2006 and second in '07, '08 and '09, takes Le Coupe, the result of fastidious and consistent practice in all areas - design, construction, trimming and air-picking. He took two firsts, a second and a third. Peter Brown, improving from last year, was runner-up, taking two firsts and a third. Chris Chapman came third with a first and two thirds from only five events flown. Andrew Longhurst's fourth place belies a remarkable performance: he flew only four events but took second place in

every one while simultaneously scoring in several other classes. Last year's winner, Peter Hall, although scoring high on attendance, only managed a second and two thirds. John Minshull flew three and won the Eighth Area and Peter Tolhurst flew four winning the Spring Gala with a well-timed DT fly-off. Coupe Europa's postponement marks five years of bad weather at or in the run up to this event, otherwise 2010 has been unremarkable. Crookham Gala in February, Oxford Gala in June and Eighth Area in October had light air, the rest moderate, occasionally stiff breeze so no excuses really.

Although the BMFA Technical Committee have been much exercised in recent years by the effect of high costs and increasing complexity in free-flight, they need have no fears for F1G if the League competitors' practice is examined. Of the top eight models four are 'high tech' and four are 'low tech'. Apart from Jim Paton's Bukin there are no factory models in use (come back Dave Hipperson). There have been several attempts at V.P. pitch props but none have been seen yet in competition. Peter King's recent computer simulation may dampen enthusiasm for these. As in F1B there is no obvious aerodynamic and structural innovation. Rumours of inverted discus-launched fully flapped all carbon F1Gs have, as yet, no substance. Most people now fly Tan Super Sport rubber and it is now a pretty consistent product. Freezers full of Tan 2 May '99 are the stuff of myth and legend (or are they?). Consequently the only area ripe for innovation is air picking. Many of the Great and Famous have declared this to be worth about 80% of the business and so we look forward to the Free Flight Forum 2011 report which will reveal the latest work by P.Brown and R.Vaughn.

2010 Southern Coupe League Final Results

POS	NAME	CLUB	Crook' Gala	London Gala	Crook' Coup Day	Ox'fd Gala	Spring Gala	S'thn Gala	8th Area	FINAL SCORE best 5
1	R. Vaughn	Crookham	13	9	20	10	7	20	16	79
2	P. Brown	Grantham		20	9	20	9	13	6	71
3	C. Chapman	B&W	19	13	14			10	11	67
4	A. Longhurst	SAM35	16	17		17	16			66
5	P. Hall	Crookham	7	9	17	9	13	13	9	61
6	J. Minshull	Brighton	8		7				20	35
7	P. Tolhurst	Hayes	7			1	19	4		31
=	M. Marshall	Impington		9		14		8		31
9	D. Thomson	Croydon	9		4	3			8	24
10	G. Stringer	E.Grinstead	5					17		22
11	D. Greaves	B&W		4		12			5	21
12	E. Tyson	Crookham					10		10	20
13	J. Paton	Oxford		5	7			3		15
14	N. Allen	E.Grinstead							13	13
15	R. Owston	ISA				4	7			11
16	R. Kimber	SAM35			10					10
17	M. Chilton	Seven Sp'ns				9				9
18	K. Taylor	E.Grinstead			6					6
=	P. Francis	CM				6				6
20	J. White	Croydon				2		3		5
21	B. Stichbury	Chichester					3			3
=	M. Richardson	E.Grinstead							3	3
23	P. Michel	SAM35			2					2
=	R. Chilton	Seven Sp'ns				2				2
25	R. Taylor	E.Grinstead			1					1
=	P. Jellis	Croydon						1		1
=	M. Stagg	MFFG							1	1

Most League competitors however eschew artificial aids and rely on experience, instinct, chicken entrails and incantation. Some have a highly-developed air picking ability, Chris Chapman and Andrew Longhurst for instance.

Finally the good news. The Stonehenge Cup 2011, the UK World Cup event on Salisbury Plain, will hold an F1G competition on Sunday May 15th. This will qualify for the Euro Challenge and the Southern Coupe League and will be a must.



Ralph Sparrow's Coupe climbs away



Mick Chilton winds for another max.
Whilst timekeeper John struggles with the crossword?

Southern Coupe League Calendar 2011

Scoring will remain as previous years: the top ten competitors score points according to the following scale: 15, 12, 9, 7, 6, 5, 4, 3, 2, 1 plus one additional point for each max. The five highest scores will count towards final League placings. Note that the postponed Coupe Europa 2010 which has been rescheduled for 20 March will not count toward the 2011 Southern Coupe League. The calendar this year has been extended to nine rounds to include the new "F1G at Stonehenge" event, which joins Coupe Europa in UK events counting toward the international Euro Challenge Coupe league

Round	Date	Competition	Venue
1	13 Feb	Crookham Gala	Middle Wallop
2	10 April	London Gala	Salisbury Plain
3	15 May	F1G at Stonehenge	Salisbury Plain
4	5 June	Oxford Gala	Port Meadow
5	19 June	Spring Gala	RAF Odiham
6	10 July	6th Area	Merryfield, Salisbury Plain, Beaulieu, Ashdown Forest
7	3 Sept	Southern Gala	Salisbury Plain
8	25 Sept	Crookham Coupe Day	Middle Wallop, courtesy of SAM1066
9	4 Dec	Coupe Europa	Middle Wallop

Peter Hall

My new-year flying started with the South Birmingham lads at Thorns on Saturday 8th January. I had reworked my '*Hanger Rat*' to make the wing detachable and moved it back a bit to move the c/g and eliminate the necessity for weight on the nose. The wing was now secured with my normal flattened Aluminium tubes on the fuselage stick. This allows incidence adjustments for fine tuning. Unfortunately I had finished up with excessive wash in on the R/H inside wing, I always have a little but the amount I finished up with was too much. I don't recall it being that bad in the workshop but maybe keeping the models in the garage altered the tissue tension somehow. The model would not trim satisfactorily so I cracked the wing trailing edge and cynoed the warp out. I had spent too much time on messing about so I was not able to get the best out of the model before I moved on to my '*Penny Plane*'. I did manage to beat my best time from last month but only by a few seconds. I have had an e-mail from John O'Donnell who informs me that his '*Rat*' manages 2.30 + with a few ceiling hits so we at Thorns have a little way to go yet.



My Rat with the flattened aluminium tubes for the plug-in wing
Mr Rat has had his nose put out of joint by the rearward repositioning of the wing

One fly in the ointment has just cropped up. I've had a phone call from Colin Shepherd telling me that, due to the number of Rats that were built but not trimmed well enough for the December competition, Colin is running a competition for the best single flight during the year. This means that I will have to return my Rat to factory settings to compete.

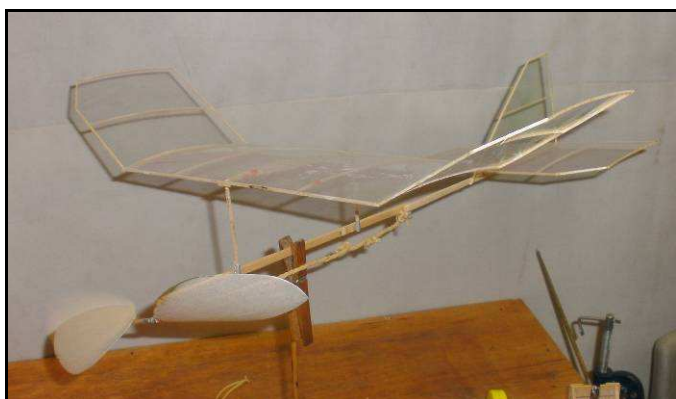
After I gave up playing with the Rat, I got my repaired '*Penny-Plane*' assembled. I had performed a similar wing moving operation on that, as it

had been prone to dive in under high power after the Indoor Nationals damage repair. I had a little more success with this as the increased wing incidence required, stabilised the model and it managed a respectable flight of 4.52mins. with only one ceiling contact. I was satisfied with this performance as the model now is almost 1gm over weight. I will definitely need a new one for the 2011 Nationals.

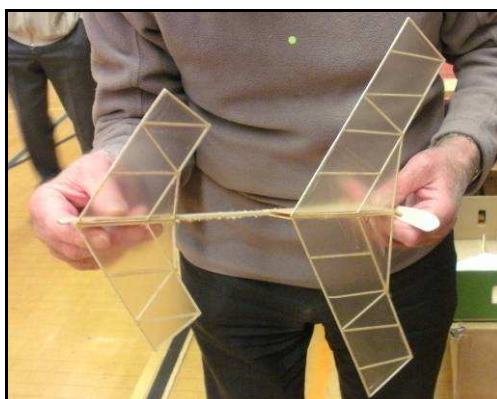
Finally I had a wander round with my camera and took a few pictures, not all identified though. Of course the ever present David Vaughn was there trimming yet another of his delightful scale models.



David's 'Lil Toot' in the colours, I believe, of the Curtis Hawk Squadron



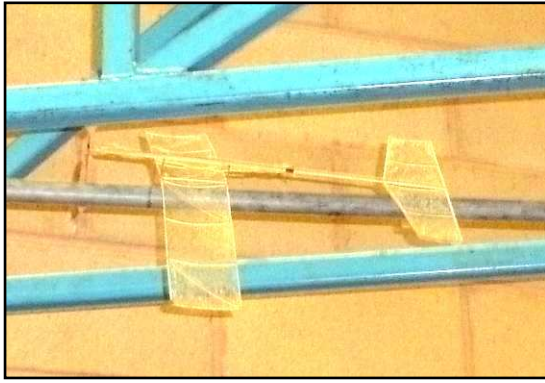
My Penny Plane at rest in it's peg



Peter Martin's Canard,
flies well with no perceptible dihedral



Two more Rats, they fly quite well with the plastic kit prop



One of the perils of sports hall indoor flying is the hag-up in the basket ball net frames or more likely the roof trusses. The possession of an 8M roach pole is a must for release, but not always without damage. Here we see a EZB stuck in the basket ball net support structure. In this instance the model was extricated without damage.

The following Saturday saw me zooming up the A5 with a belly full of fish and chips, the 2-00pm start gives me time to eat before I go. An hour on the road and I pull into the Brownhills Community Centre car park and am waved into the last remaining disabled parking bay by Mike Brown. I get out of the car and limp across to greet the other flyers who are waiting for the hall to clear.

Once in the hall I set up shop and the parted with £3 for the dreaded orange spot receipt. This half price entry fee was actually a delayed Christmas present from the cancelled December meeting.

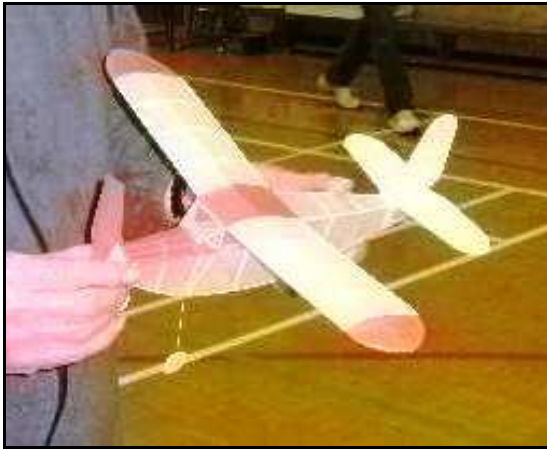
I had a few flights with my '*Hanger Rat*' and managed to get up to 2.16 before I moved on to a couple of old EZB's, and had a few more flights of no particular merit. One did get stuck on a roof truss so I unlimbered my roach pole and when I turned around the model was happily circling round having freed itself. I assume it was not confident in my ability to dislodge it without damage.

I then wandered about with my camera, my pictures do not seem to be coming out too well at the moment, I may have to dump the camera.

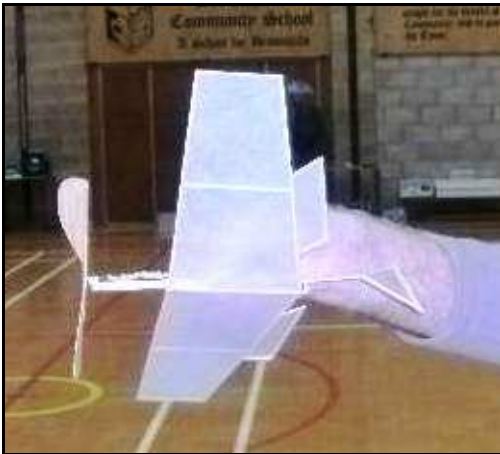


Brownhills organiser Tony Eadon-Mills left, liaises with Thorns organiser Colin Shepherd right, but it must have been difficult with well known conversationalist Peter Martin in between.

On the 'Bostonian' front, Keith Horry was exercising a couple of his.



Left is a '*Halifax Commando*' and right his own '*Horry*' lets say '*Bosthorrian*'

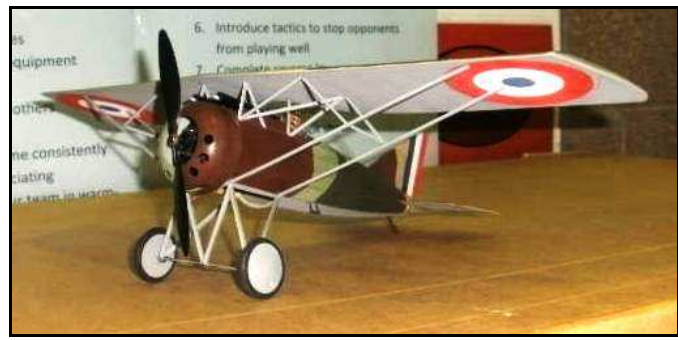


Peter Martin's aptly named '*Waffle*' and Colin Shepherd's $\frac{1}{2}$ size '*Senator*'

Pete Illiffe, the much respected scale modeller was in attendance with a box full of his splendid radio controlled models.



The model box and a pensive Pete posing with the Fokker



Pete's delightful '*Morane*'



The '*Blackburn*'

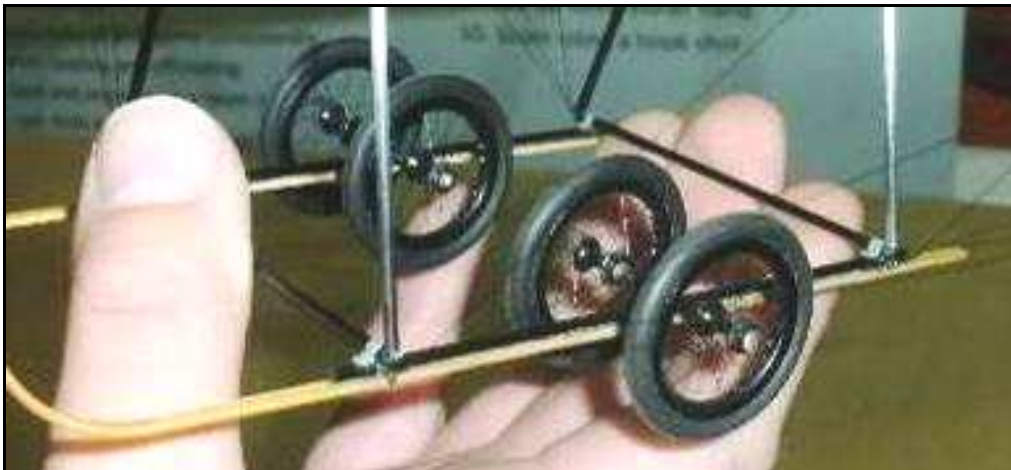
&

'Fokker DVII

A couple of details:

The '*Blackburn*' flies with no down-thrust on the motor but a heck of a lot of incidence on the wing.

The lozenge pattern tissue on the wings of the '*Fokker*' is computer generated and printed by Pete.

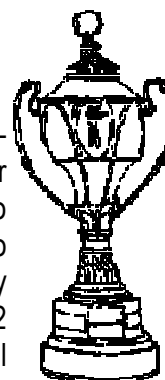


The undercarriage detail on the '*Blackburn*' has to be seen to be believed. In the course of a conversation between Pete and another admirer I thought I overheard him say that the scratch built wheels had cotton spokes. I find this difficult to imagine but if it's possible then Pete could do it.

It's worth a visit to Brownhills just to see such a wonderful collection of immaculately built precision scale models.

John Andrews

1955 Gustav Samann, 28, Germany



The gathering of Wakefield nations this year took place on the USAF Mainz-Finthen Air Base, Federal Republic of Germany. The USAF had been the host for the 1954 WC at Suffolk also. This year they worked jointly with the German Aero Club of Frankfurt, and the AMA, whose Pete Sotich of the Illinois Model Aero Club was Contest Director for this meet. This would be the first time in History that the WC will be a combined contest for Wakefield, FAI Power, and Nordic A2 Glider. The Wakefield event alone had 70 contestants from 19 nations, an all time high in the history of the event. Flying would be divided into five rounds, each lasting two hours, split into 30 minute periods. Maximum flight time again would be 180 seconds. Flying would begin each day at 8:00am. Pete Sotich had 224 contestants from 23 nations to direct through three days of competition, with the assistance of the USAF Cadre. Each event began on time each day, and the schedule of events was strictly adhered to. Wakefield Day was Sunday, September 5, beginning at 8:00am.

ROUNDS 1-5: The weather was ideal, no wind, and warm, with good thermal activity. There were 35 maximums of 180 seconds recorded in the first round alone. By the end of round 5 there were seven contestants tied for first place. The leader board never before looked like it did on this day:

Name	Country	total
L Muzny	Czechoslovakia	900
G Fea	Italy	900
E Fresl	Yugoslavia	900
J Altmann	Germany	900
Scardicchio	Italy	900
A Hakaussan	Sweden	900
G Samann	Germany	900

To think that the 1928 Wakefield contest had fewer than 6 contestants, all but one from Great Britain. Now none from GB, because Hugh O'Donnell the Co-Champion in 1953 had dropped his third round. Alan King the defending 1954 Wakefield Champion, with four perfect rounds, dropped round 5, when his Wakefield hit another contestant. His Teammate Bond Baker was out of luck this time, also.

ROUND 6: The sun was now setting, it was 8:00pm, but as the horn sounded to start the fly-off round, all you could hear was the clacking, clack, clack, clacking of the seven winders, from seven very determined Wakefield contestants who had just three minutes to be airborne. No time limit, all of their DTs were locked down! Then came the cheers from the waiting throng, 2,000 in all, as one by one, the Seven set down, and, for the next to last time ever again, ROG launched their Wakefields! All Seven were safely airborne! First one down is seventh, all there watched as a minute passed, then all seven began to glide quite close to each other. Now one by one each began to drift out of sight. Now the official timers, two to each contestant, clocked them off, conferred with their counterpart, and turned to walk slowly back to the score keepers table, their watches still set on the final time of their contestant. Then the score keepers having recorded the final times, placed the times on the Leader board:

Place	Name	Country	Round 6	Total
1	G Samaun	Germany	315	1215
2	A Hakansson	Sweden	289	1189
3	V Scardicchio	Italy	286	1186
4	J Altmann	Germany	284	1184
5	E Fresi	Yugoslavia	270	1170
6	G Fea	Italy	213	1113
7	L Muznv	Czechoslovakia	169	1069

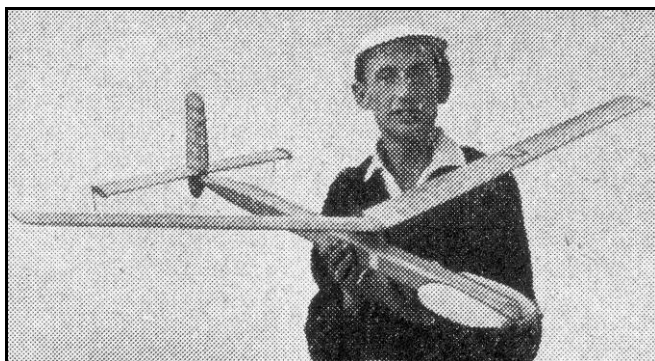
Gustav Samann, whose wife placed eighth in 1953, was declared the 1955 Wakefield Champion. His final time was separated from Hakansson's by 26 seconds. The Team Trophy went to Sweden, again, FRG was second. The USA Team was third, they were: Manny Andrade, who was on the 1951 Team, Herb Kothe, Gene Schaap, and Bob Champine the top place on the Team in 11th place. Bill Dean suggested that the "...flight maximum should be put back to 300 seconds, still five rounds..." Bill should have also suggested that a time limit be placed on "fiddling" with the Wakefield Rules. The FAI/CIAM decided in 1957 to delete the ROG requirement. Then "they" also decided to limit the weight of the rubber from 80 grams to 50 grams. Fortunately, there was no World Champs, and consequently no Wakefield event in 1957. Aeromodeller was prophetic in writing: ". . .the name Wakefield was retained...", because now the last semblance of what was left of the original SMAE rules had vanished. "Gone, gone with the wind...!"

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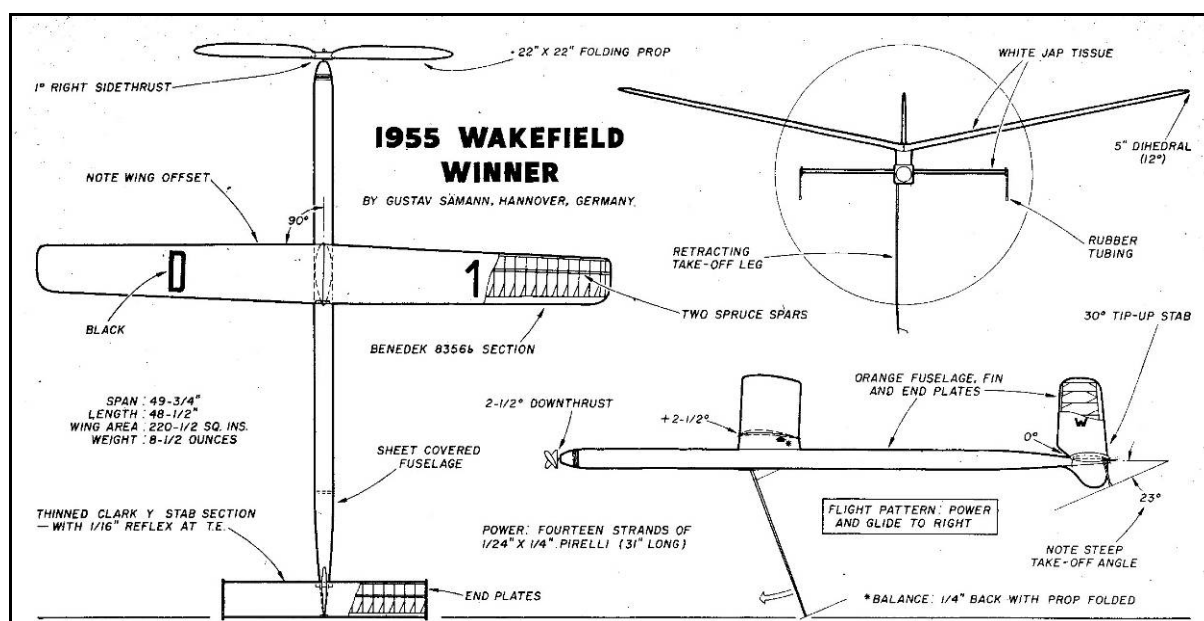
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Charles Dennis Rushing

The following images are courtesy Roy Tiller from the DBHLibrary



Gustav Samann, 1955 Wakefield Trophy winner from the seven man fly-off.
The same design had won three German Nationals



Roy Tiller

The Bostonian Indoor Class

Chris Strachan

This article is applicable to the Impington Indoor event in March, see add

The Bostonian is a class of small rubber models that has been flown in the US for about 30 years and is an excellent specification for indoor or outdoor use.

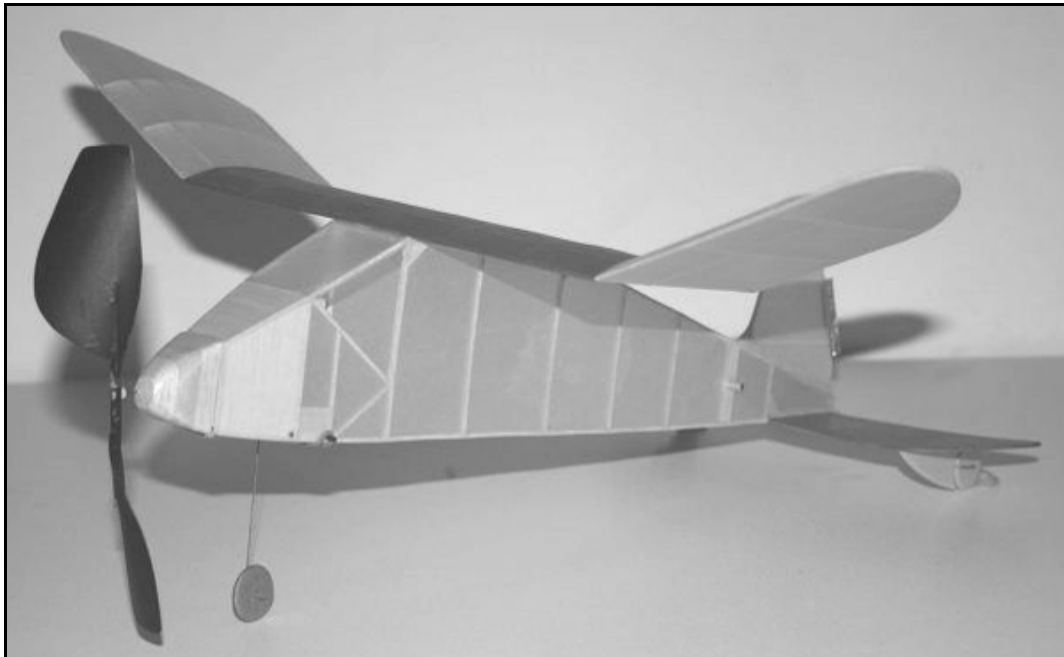
The full rules are ;

Maximum span	16 inches
Maximum wing chord	3 inches
Overall length	14 inches (thrust button to rear extremity)
Minimum weight	14 grams (1/2 ounce) without rubber.
Maximum prop. diameter	6 inches

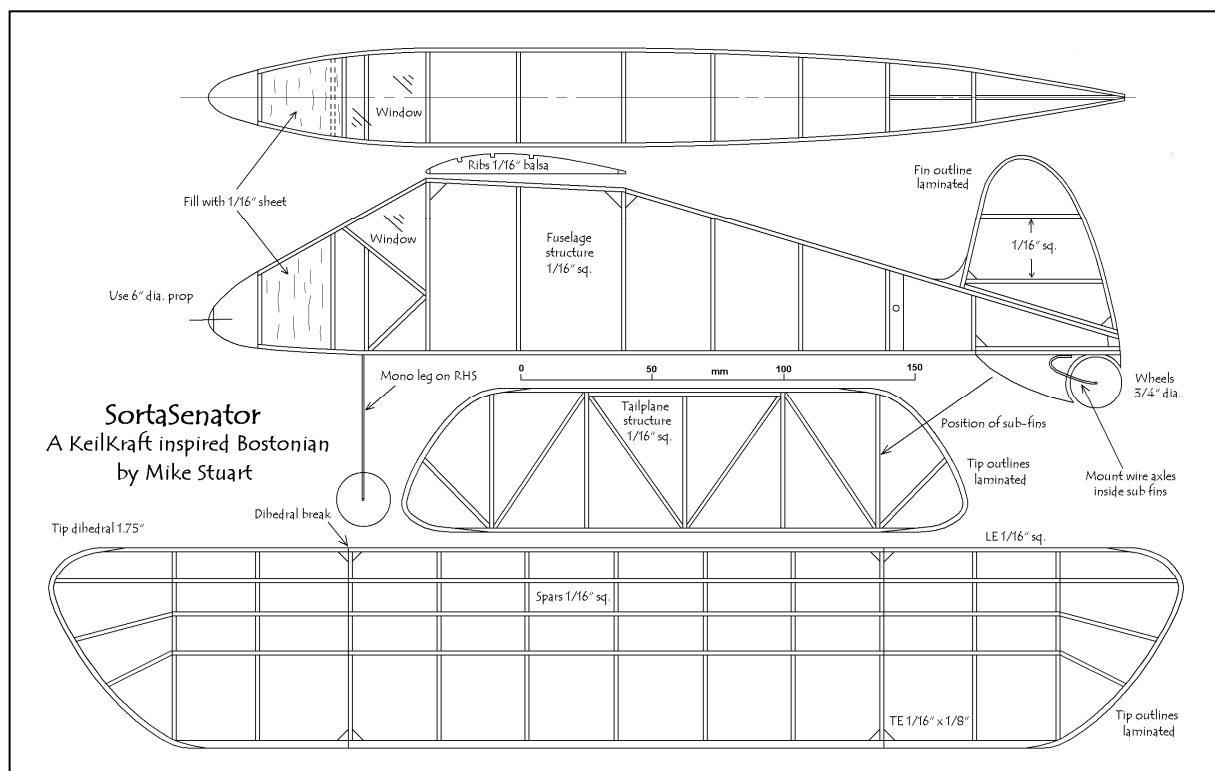
Capable of rise off ground (at least two wheels on separate u/c legs)
Fuselage must contain a "box" space of 1.5x2.5x3.0 inches and must have transparent front and side windows at least 1 inch square
There are a lot of designs available to these rules, including at least two kits.

A good example of a Bostonian with an ample supply of both charisma and performance is Mike Stuart's "SortaSenator" pastiche of the old Kiel Kraft design below.

Why not scale the plan up to 16" span on a photocopier or look it up on Mike,s website (www.ffscale.co.uk/plans17.htm) and then build one for the Impington meeting on 20th March.



SortaSenator by Mike Stuart



Go on then Give it a whirl

Chris Strachan

Tailless League

Spencer Willis

As I'm looking after the tailless league I thought I had better list the qualifying events and explain the scoring system.

Events are:- FF Nat's; Fifth Area; Oxford Rally; East Anglian Gala; Dreaming Spires Comp'; and Odiham (assuming they're all run).

Scoring as before:

1 point for every place counting from the bottom, plus a bonus point for every person beaten.

i.e.- 1st out of 10 would score 10 points plus a bonus of 9.

Your best 3 scores only to count.

As I'm running the league I won't be counting my scores.

The beautiful Halcyon trophy goes to the winner and I will throw in a bottle of wine and at least a ready to use Tomy timer for the top three places.

As the first competition isn't until the Nationals, there's plenty of time to build a tailless model if you haven't got one.

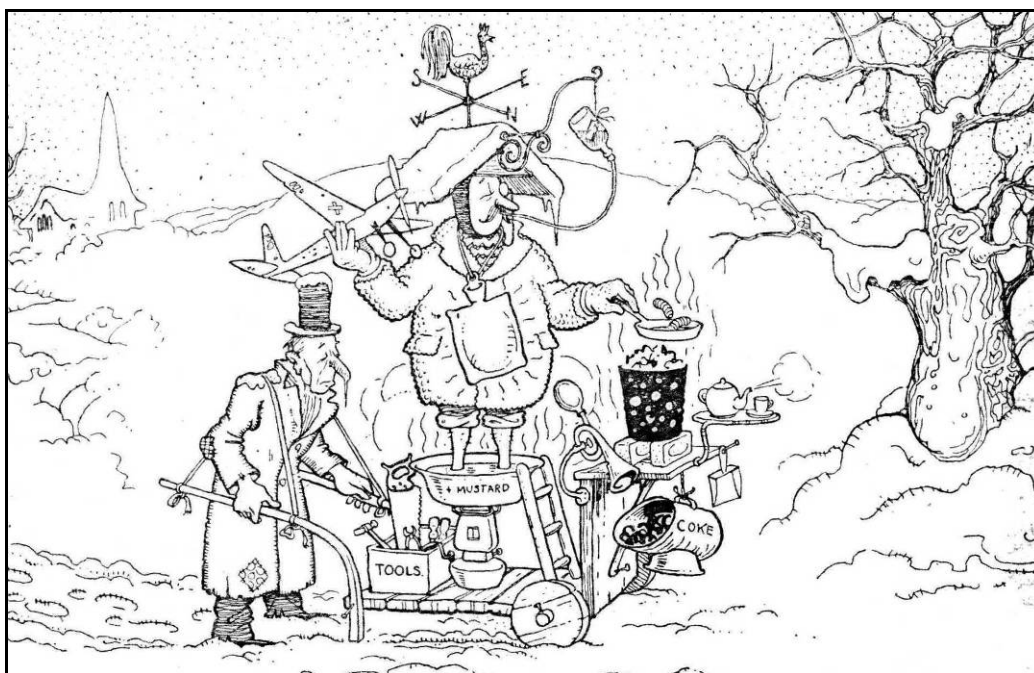
I have a rough drawing of my small model which has a good performance for its size and I can supply for the price of printing.

Anyone interested can contact me:

e-mail - willis@spencerandclaire.plus.com or by phone - 01362 821045.

Spencer Willis

Picture Gallery



The Up-To-Date Modeller's Completely Mobile Winter Flying Equipment



Spencer Willis's Ed Lidgard class C, the model has only had one outing



John Wingate & his 'Northern Arrow', SAM35 4oz Wakefield Winner 2004 BMFA Nationals.

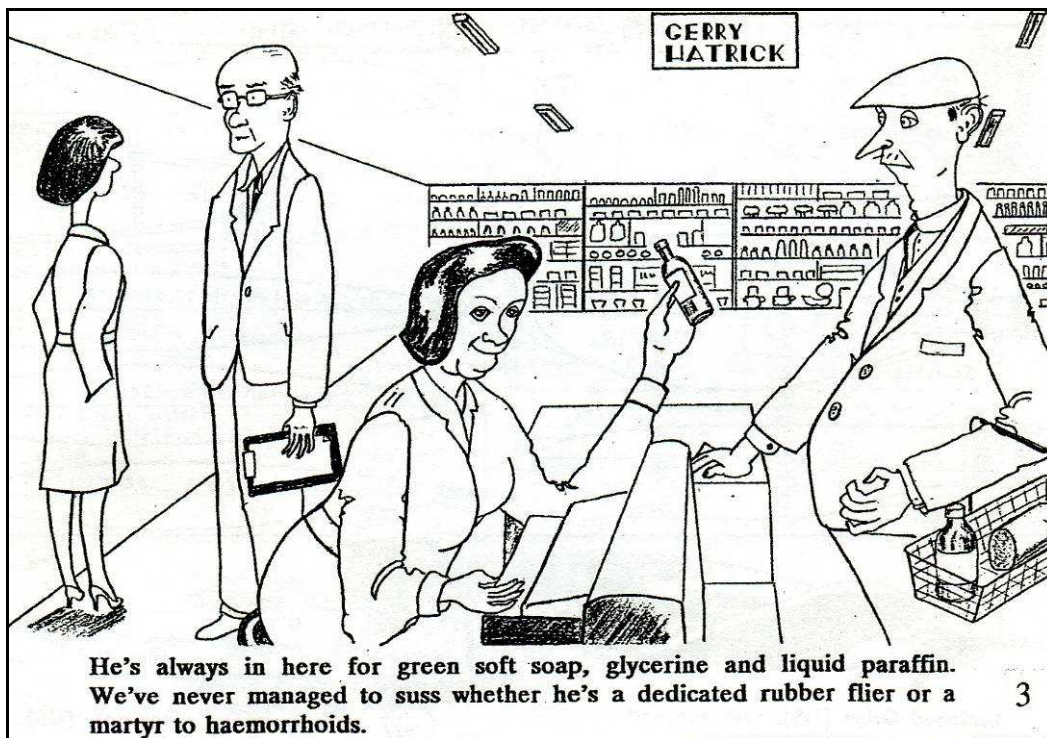
Note: In 2011, Middle Weight models will compete alongside the 4oz at the BMFA Nationals, so if you don't have a 4oz, use or build a Middle Weight.



A beautiful example of a Ted Evan's 'Clipper' built by Brian Roberts



The late John Bickerstaffe in the mid 1950's with one of his typical FAI power models



Steve Truckle's version of the Vic Smeed 'Poppet' with ED Baby Mk 2.

(Editor): Steve sent the above picture in answer to my plea for more pictures coupled with the following plea of his own.

"Although I completed the model some time ago, a combination of windy conditions and lack of experience (my first diesel powered free flight model!) has meant that the model remains un-flown. I'm in desperate need of a basic [how to trim a free flight model] article!!"

(Editor): Rather than wait for someone more qualified to respond and for the sake of speed I'll give it a whirl myself.

I decided to attempt to answer the request from Peter Truckle myself so that he would not have to wait another month before getting some info.

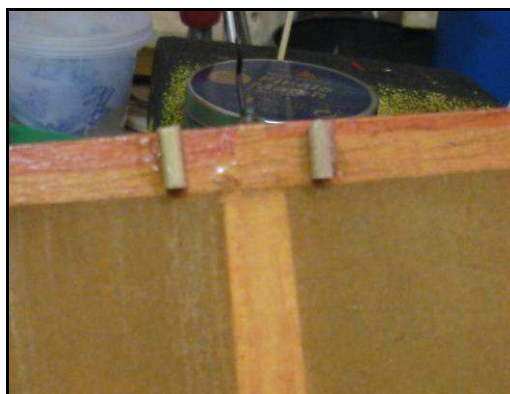
I am not really qualified to talk about trimming Sports Power models as I have only built two. One was my '*Tomboy*' I made in 2000 for the inaugural Hilda Baker memorial event and the other was my '*Bitsa*', built for a go in the Bowden Trophy event at the Nats. The least said about the '*Bitsa*' the better, it was slung together using spare radio control model bits and finished up as a three pound missile, but I did score in the Bowden two years running. In reality the '*Tomboy*' is my one and only experience of proper Sports Model Trimming but it's still flying 10 years after building. The opinions that follow are my own alone, but if anyone disagrees with them please feel free to add, expand or correct as you see fit.

For ease of operation and piece of mind I recommend the following features. Of course you will have fitted an address label.

- a. The engine should have a visible plastic fuel tank to avoid overlong engine runs. Ideally an eyedropper type fixed to the outside of the fuselage.
- b. As most sports models have the fin attached to the tailplane I suggest that positive location dowels are fitted.
- c. Finally I strongly advise fitting a tip-up tail dethermaliser, particularly on lightweight models such as the '*Poppet*'.

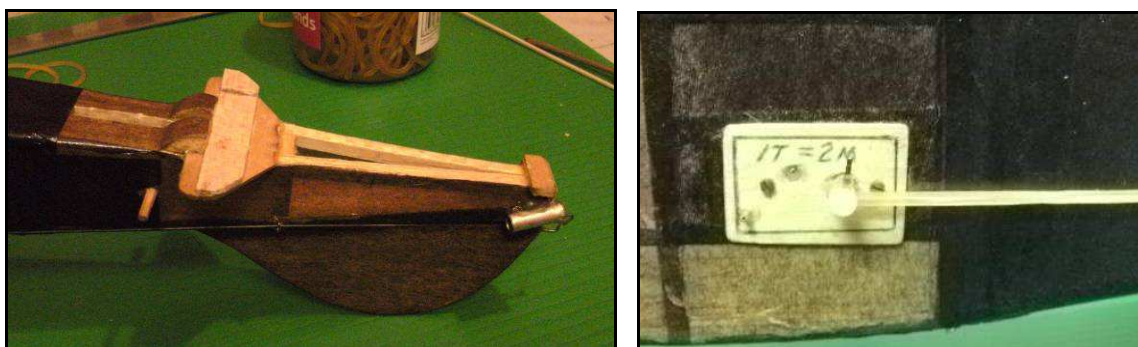
'a' - speaks for itself, you could guild the lily by fitting an engine timer and cut-out, then the visible plastic tank is not necessary.

'b' - It is vital that the fin is in exactly the same place each time you assemble the model. If the leading edge of the tailplane butts against a wide step in the fuselage then you might get away without keys but I recommend keying. The usual method is to stick small pieces of dowel or bamboo to the tailplane to locate either side of the fuselage or tailplane mounts at the front and rear. If the fin extends in front of the tailplane, the front can be located by slotting the fuselage and extending the fin and allowing it to drop inside when the tail tips up for the D/T.



My '*Tomboy*' tailplane has locating dowels at the rear, and the front is located by the fin in a slot

'c' - The D/T is self explanatory from the picture above, it may be operated by fuse or timer. My 'Tomboy' uses a Tomy timer but in addition there is provision for a fuse if calm conditions permit long flight times when I compete for the Hilda Baker Trophy each year.



Tomboy back end, fishing line to Tomy Timer but also snuffer tube for alternative fuse D/T

I'd better get down to the trimming exercise, this is how I go about it. Find the legendary long grass if you can for test gliding. A light wind is preferred as in flat calm you have to chuck the model too hard. Hold the model with the nose pointing down towards a point on the ground about 20yds away, walk forward and firmly push the model (don't throw it) towards the point on the ground.

If the model rises then drops, it's stalling and packing is required under leading edge of tail or trailing edge of wing, whichever is easier. Do it 1/32 at a time.

If the model dives straight down to the ground before reaching the aiming point, packing will be required under the trailing edge of the tail or the leading edge of the wing.

If the model is built reasonably straight there should be little or no perceptible turn. If there is a little, it does not matter which way, although slightly right is preferred. Excessive turn at this stage must be corrected by repositioning the fin/tail.

The correct trim at this stage should have no apparent rise unless you push the launch very hard.

Now for power runs, I hope you have fitted a D/T, set the D/T for all flights right from the word go. I never fly any of my models without a D/T at any time.

Cabin models, if the thrust line is straight, normally turn left under power due to torque. I also put a little down-thrust when I build and my Tomboy needed extra to stop it ballooning under full power.

You need to get the motor running as slowly as you can, if you feel there is still too much power you can fit the propeller the wrong way round to reduce thrust.

For the first flight hold the model nose down like a test glide then, when you think there is no fuel left, launch like a test glide. If the motor stops

before you launch don't worry, it's better to have two or three goes until you get a short run rather than have a long one with the model out of trim. Ideally the model should putt-putt away in a slight left-hand turn in an extended glide or slight climb. It is unlikely that it will get high enough for you to see a glide. If the model drops a wing and turns sharply then I suggest that you stick small strips of 1/8th balsa on the opposite side of the fin (see picture below) until you get a low power flight that only turns slightly. I prefer balsa strip rather than trim tabs as it is more accurate and cannot be accidentally moved.



Now you can start increasing the power but still keep the run as short as possible. The model should now get high enough to see the glide. It is most likely that the model will be stalling slightly so more packing to compensate. If the model turns too sharply on the glide you can try tilting the tailplane by lowering the tip on the turn side, this should not significantly alter the power turn. You can see a piece of tail tilt packing in the picture earlier of my 'Tomboy' tail mounting.

You should be able to work your way up to full power by fiddling with the fin turn strips. If you cannot get a satisfactory combination of power climb and glide then it is likely that you have airframe miss-alignments and/or flying surface warps. Models can be trimmed in these circumstances but there are so many variations that this article cannot possibly cover them.



For the flying surfaces, heating with a hot hair dryer and twisting can straighten warps. The engine thrust line can also be altered. It is easier to trim a straight aircraft, although certain wing warps can be beneficial, but that also is another story.

As you see, things do not always necessarily go according to plan, but that's aeromodelling.

John Andrews

The article from Tony Eadon-Mills, about the trials and tribulations of the Indoor Flying site organiser, has prompted me to write about the years of problems over the big hangers at Cardington.

After a long career as a mostly rubber driven model flyer, I became interested in indoor Microfilm flying around the year 1969/70.

At that time, the SMAE had occasional use of the hangers, because of the time when Reg Parham was in a car being driven by no less a person than the fabled Lord Brabazon. They were returning from a meeting about man powered flight and apparently Reg said to his lordship, we would love to fly our indoor models in those hangers. Lord Brabazon said I will see what I can do for you. The rest is history!

At that time, there were no regular free flight indoor meetings anywhere in the U.K.

The microfilm bug began to "bite" and, after some poor choices of subjects, I managed to make my first 20 minute flight at Cardington, swiftly followed by drinks all round at the pub afterwards, in celebration of that personal milestone!

These meetings were run by Stan Wade FSMAE, but he was happy to pass these duties on, and we formed a small committee to "make it happen" for the Cardington flyers, and I was "elected" to do this.

In those early days of the 1970's there were no contests or rules for many classes, like the ones in the USA, so we made a set of rules for the U.K, by adapting many of the USA disciplines- EZB, Pennyplane, Manhattan, F1D 65 c.m Microfilm (The then FAI world Championship class).

We needed regular meetings and Trophy's to match all these classes, so I got the SMAE's permission to adapt some of the moribund trophy's etc, for indoor use. We also persuaded the Aeromodeller to donate a trophy for the winner of the team trials, and Humbrol to donate a silver plate for the longest flight of the year.

Organising and running contests and general meetings was a simple process, as hanger No 1 was government owned, and used by the Met office, to house and fly weather balloons. The Met boys were very friendly and helpful, and the shed was always in good order, and they even moved outside, some large Barrage Balloons, to give us more flying space, no small task as the enormous main doors weighed 400 tons each! and they take 20 minutes to fully open.

There was a real lack of information, on methods etc, on the best way to make these ultra flimsy craft, weighing a little as 1 gram!

To remedy the situation, I wrote what I knew, and advertised for anyone interested, to send me an s.a.e, and I would post them a multi page Xerox copy of an information booklet, telling them about them all the basics, and they included drawings of models, simple weighing devices, how to roll hollow tail-booms and motor sticks. These leaflets "sold out" soon, and were reprinted several times.

I travelled the country, to give construction and flying demo's, at many club nights, and interest in indoor started to roll.

The movement now had a great flying site, and regular meetings, and some know how, but as all the proper materials came from the USA, I took on the task of becoming an "Agent" for Micro-X indoor supplies. I imported all of the large range of goods, from fine cut balsa in 18" long X 1.1/4" wide sheets, in thicknesses ranging from .008" at the thinnest, up to .100" thick, all in increments of as little as .001" steps!. Weights varied from 4 lb per cu ft, up to 6lb per cu ft.

I stocked Nichrome & Tungstone bracing wire, all sizes of specially stripped high quality rubber, Microfilm solutions, condensor tissue, nose bearings, rubber lube, special glues etc. I spent hours up in my loft, packing orders in my spare time, but it was all sold at the imported cost.

Over the years, I designed and published 11 indoor models in Free Flight News, ranging from very simple EZB models, up to my best F1D model, Big Bertha (Top Gun!)

Another idea to increase the level of interest, was to draw and write up a multi page feature, for an EZB I called "Flyrod", and for a duration contest to be held at Cardington, for £100 pound prizes. Ron Moulton was keen to publish, and it appeared in the Aeromodeller in the early 1970's

I had over 50 entries on the first year, and similar numbers in the following year.

We all became rather good at this "indoor", so I thought we should try our luck against the best in the world, so I sponsored and organised an Indoor World Championship, at Cardington in 1972. This action was not without its problems. I had never done this before, and the SMAE had a "Norman Butcher" rule, that said any Championship, must be fully guaranteed (Underwritten) against any losses, because they had lost money before!

Before making the offer official to the FAI, via the SMAE, 2 years in advance, I had to be sure the venue would still be available 2 years on. We had to state beforehand, what the cost of the entry fees would be, fix a date and venue, and the costs per person.

It is required to have 3 FAI jury members to attend (All expenses paid!, but only 1 allowed from the U.K), find 25 plus timekeepers, a contest Director, a Weigh-master and Specification Checker, a Scoreboard Secretary, find a place for the competitors to stay & eat, fix a price and venue for a banquet, hire a small coach & driver, create a Championship Logo, buy and print tee-shirts in all sizes. On this occasion, I made 20 winches with braided fishing lines, bought large red steering balloons, and the Helium gas to fill them. Also it would be nice to have a commemorative brochure with photos of all the contestants and model drawings, and hire 20 or so tables and 50 or so chairs. Simple!!

In that year, I managed to get the use of the bed & board facilities at the Cranfield College, and the banquet at a Pub called the Angels Reply, in Hitchin. I think we had 18 teams attending, and it was a great success. Pete Andrews was crowned Champion, and he became a lifelong friend. the SMAE general funds had the £5,000 or so profits.

I was also in the U.K team, but with all the other duties of running the event, I had no time for trimming on the day. Unfortunately, I assembled the wing from my number 2 model, on to the fuselage and tailplane of my No 1 model, for my first round flight, the model was destroyed at launch due to the miss-match. So I had lost both of my best models before a single comp flight!

In 1976 we held the World Champs again in Cardington, and we had RAF Henlow as our host bed & board provider. In charge of food, was a "foodie" Sq Leader, who did us proud, and instead of packed lunches, he laid out several large tables, covered in sparkling white linen, and a "Silver Service" buffet in the eves of the hanger, on the North side. The normal crew-room, was converted into a Cocktail bar! Pete Andrews Wife Georgia, spent all 4 days in there, saying "She did not know how to operate a stop watch!"

I ran and sponsored the World Indoor Champs in Cardington again in 1978 and the U.K Team became World Team Champions, and I was 3rd in the individual event, having led up to the last round. I "did" the W/Champs for the last of 4 times in 1980.

After that time, the government sold off the hangers to private landlords, who were not at all keen to comply with our very reasonable demands of- ---We wanted the hanger free of charge. We want it every other week end, from April to September. We must lock all the doors from 11.00 a.m, until 6.30 p.m, and you must not allow any other others to open doors, especially not the big main doors! Above all, you must maintain the cladding, and make any repairs complete before any of our week end meetings!

Over the next years it became a nightmare to organise, as there were many different firms owning & operating the shed, ranging from 2 other Airship companies that went broke, plus numerous commercial property investment companies, who then sub-let to all and sundry, making it hard to pin down any one authority.

In one period, we had Ford Motors filling the floor space with cars & vans, until a large bolt fell from the roof 150ft away, that went through the roof and the chassis of a car. Next week they were all gone!

Then we had a plastics manufacturer, using the No1 hanger, as a distribution depot, and there were towering rows of 50 gallon water butts, and thousands of watering cans, all stacked high, and we had to steer our models as they descended between the canyons, into the clearest space we could, in order to land. We became very good at steering! Worse still was that sometimes, in the middle of the day, with models in the air, suddenly and without warning, the main doors would open, and up to 6 lorries fork lifted more and more barrels into what space was left! We had a lot of models broken & destroyed by the inrush of the wind because of this.

Gradually over the years, the corrugated steel cladding started to rust away, leaving large gaps in the sides & roof of the hanger.



No company renting space, or the various owners, wanted to fund or make these repairs, and each winter, gale force winds, would smash into the huge flat face of the front end, and accelerate and compress, between the two hangers, causing a large vacuum (Bernuilli effect), which then sucked out many of the now fragile panels.

It was essential that at least the side panels had to be repaired, for although the roof also suffered, as wind is horizontal, on a reasonable weather day, the air was quite flyable. Hanger 2 was owned by a Building Research Company, who built a number of multi story buildings inside, and then set fire to them and various contents!

The front half was left reasonably clear but they would not fully shut the main doors, so that drove our models back toward the buildings!

In both hangers, the drift at high level, is nearly always from front to back, and as we were forbidding to cross into the rear half, it made long flights improbable. My precious world record (33.04) USA rules EZB, perished on the roof of the lead building, because I was prevented from accessing the best position to catch it on my steering line.

The "Lady" I had to deal with, had swallowed some kind of rule book, and she would not talk to you, unless you had previously submitted in writing, your mission statement! There was also, a Scottish security officer, who would try to hide where he could see you, to make sure we did not stray into the back half, presumable where the Crown Jewels" were stored! They did however also want £100 per day up front.!

However, there were periods when the floor in hanger 1 was not too obstructed, but during the winter of 2002, some really large holes were completely torn out. It was time to do something about it. However, there were major obstacles to be overcome. I was aware that this grade 2 listed building, was in the spotlight of the Heritage Trust, and I was made to believe any repairs had to match the original structure. As Sir Barnes Wallace had rebuilt/built these sheds in the 1920's, all the old pitches on the corrugated steel sheets, had long since been out of production.

I found a firm in Birmingham, that would mould exact copies in glass fibre, but they would cost £35 each, and we needed 65 of them! We also commissioned 1,000 12" long "J" bolts to attach the sheets to the girders.

The damaged extended to a height of about 90ft, and with the sides of the hanger sloping inwards, scaffolding was out of the question.

This meant we had to have a cherry-picker platform crane that could extend to 100 ft, and we needed a skilled crane driver, who would also help with the actual working repairs. I had two bits of good fortune, one was my friend Clive King who volunteered his services, and along with myself, also we were able to employ Tim Wood, an R.C flyer and qualified crane driver!, who was unemployed due to the collapse of the Airship company,



This is a typical platform crane we had to use. These can weigh up to 30 tons according to size and costs up to £2500 per week to hire (Without driver!)

Although the Heritage rules said that, as a grade 2 listed building, it must be repaired, however, they had no powers or cash, to enforce the issue, and no one else had the desire to make repairs. The total expenditure was £7,173:88, the BMFA contributed £4599, and as indoor treasurer, I had some money available from the income generated from entry fees at Cardington, but not all of it was recovered by me.

This kept us flying that 2003 Summer, but come the winter, it all got ripped out again! Obviously we had to find another cheaper way, so I got the idea, of using the kind of plastic "canvas", that is used on the sides of some commercial "taut-liner" lorries. We still had to buy a large quantity of this, plus wood battens and other fixings, and an expensive £1750:00 per week platform crane, and to pay Tim Wood his wages. Again Clive King and myself came most days (A round trip of 140 miles for me).



This picture shows some of the mud proofing mats I had to buy, to stop the 17 ton crane from sinking into the mud after weeks of heavy rain! They cost £906 pounds!!.

As it was desirable to fix these holes before our spring flying started, we had to work through the winter and, we had some foul weather, The wind would whistle past our swaying platform, making these large sheets billow out like a ships sail, while we are trying to hold it up & fix into place, while the crane is swaying about, at 90ft up in the air!!

On one occasion, Clive King was working partly inside a big hole, with a large catchment area above him, when the rain came down in buckets, creating a "Waterfall", and completely soaking him right through! He had to strip off naked, for the drive home.

Over the next years our tarpaulins got sucked out again & again, so the real solution was to use new modern steel corrugated sheets. By this time we had a new Landlord, - Frontier Estates, a large Canadian company, and a Director in charge of affairs at Cardington, who was really helpful, and we became good friends.



The final solution, using steel corrugated sheets. Cost £17,532:78p !

He agreed with me, that we should use steel sheets for a permanent solution, and we agreed that I would fund and run the work, and he would pick up the bill later. We never had a "contract" as such, but he was true to his word, and it cost £17,532:78p.

Over the year, I must have risked £35,000, to lubricate all the expenses, to fund up front all the costs. Not all this investment was repaid.



Happier days at Cardington, before the big clean up.

Frontier had originally bought the hanger and the surrounding land, in order to build factories and houses, but the Bedford Council would not grant planning permission, unless Frontier spent £6.5 million pounds to completely re-furbish the entire hanger. At some

point the housing market went into recession, and it seemed unlikely Frontier would be able to recover its £6.5 million pound projected expenses.

I informed the ITC, that any flying at Cardington was unlikely to be any good. I was now in my 80's, and tired of all that hassle from the ITC, and resignation seemed the best thing to do. The ITC did not want me, or the use of Cardington, so I did resign.

Suddenly the whole ground floor of hanger 1 was completely cleared out. The Big tent came down, the Airship moored near the front doors, was flown out, and its protective canopy and supporting wires all came down. All the old saggy nets in the roof, were taken off, and closely joined new ones put in place, under the dreaded girders, so our planes were now safe from hanging up.

Almost immediately, things began to improve at Cardington, the shed and the whole airspace was cleared, and we could pick our spot for the best place to fly.

My spirits began to rise, as I no longer had all the hassle and the endless arguments from the ITC. The published provisional flying dates were being organised, by astute weather forecasting and the use of Outlook Express e-mail from my computer. Flying information was being sent to all BMFA Cardington habitués, prior to anyone travelling. It was Nirvana! I had formed a BMFA model Club- "The Cardington Indoor Model Flying Club", the next 2 years we had some sublime flying.

What I did not know, was that the reason Frontier Estates had cleared the hanger, to prepare for the sale of the property, to a firm of builders based at Luton, who then promptly closed the hanger for "health and Safety reasons, and it was all locked up, with no access for anyone. It remains that way today (January 2011).

So my wonderful and rewarding journey with Indoor flying and Cardington, comes to an end.

At 83, I can look back at the journey I made. The "Fathering" of Indoor as we knew it, Making it all happen at Cardington, through all the multiple problems of different and difficult owners and occupiers, for 40 years. Rising to the challenge of full scale "Civil Engineering" of the 4 times I got the walls repaired. Making 4 Indoor World Champs in 1972/1976/1978 & 1980. 33 years later, I picked up the cancelled Euro-champs, meant to be held at the Cargo-lifter hanger, in Germany in 2003, and produced it at the Millennium Dome in London.

As a competitor my record shows the following.--

World Indoor F1D Team Champion, in 1978. & World USA-EZB Champion
at the Kibbe Dome-USA.

A world record F1L flight of 28:16 and a world record USA rules EZB at 33:04.

U.K F1D record holder twice, with my F1D "Big Bertha",
during a series of flights of 44:03, 44:39, 44.30, 43:54, 45:39, in 1994
culminating in 2 official BMFA U.K records of 46:08.

Finally the still standing 65 c.m F1D record of *49:29.
(* possibly the longest flight ever, for a fixed pitch prop, on a 65 cm F1D)

6 times U.K National indoor champion.
13 times winner of the Humbrol Plate (Longest flight of the year)
7 times winner of the Aeromodeller Trophy (Team Trials)
3 times winner of the Alex Houlberg trophy, for F1L at Nationals.
1991 USA EZB champion & record. (Johnson City)

National Indoor Champion in Britain/Germany/Denmark/Switzerland/Belgium.
Hall records at-Cardington, Kibbe Dome USA, Millennium Dome, Cargo Lifter-Germany,
Switzerland, Brno-Check Republic, Johnson City USA.

I was also grateful to have been awarded- The SMAE Fellowship, the Royal Aero Club Bronze Medal, and the FAI Gold Medal for Aeromodelling.

All this was completely fulfilling, but during the short period in 2001, before the hanger was cleared out, I was in despair. The hanger seemed to have no future, and the endless arguments with the ITC, just wore me out, and it all seemed pointless, so I resigned.

However, it was shortly after that time, when there was this dramatic improvement with the clearance in hanger No 1, and realising all the many disputes with ITC had gone, and I was a free agent, anyway the ITC did not want me or the hanger, and my spirits rose on the realisation, that we could offer good high ceiling flying, in the only venue in Britain, that would allow the full potential of all our models.

As a life long SMAE/BMFA member and Fellow, I did put aside my own feelings, and offered the ITC the use of the hanger, because I was trusted by the owners (Frontier) to look after their interests, including its use, and security of the shed. I had earned this respect, for my efforts in mending the hanger, over so many years, and this trust was not transferrable.

There were no restrictions on the number of meeting/contests that they could hold, but I did say that the entry fee's should be commensurate, with fact that we get this hanger free of charge, and the landlord would not be pleased if we overcharged for the use of his "gift".

However, the ITC refused my offer, and carried on with all low ceiling flying, including having team trials, which is rather like having an Formula one Grand Prix, in Tesco's car park, instead of Silverstone

Apart from last years Nationals, which they held in a 50 ft ceiling circular hall, late in the year, and long way North, and well away from any balmy days down South. I understand they had very turbulent air, and flights well short of the normal duration. At least it allowed them to complete a very ambitious programme, which in good conditions would have been impossible.

The ball is now fully in their hands.

All this reminds me of the story of the Vicar who was out for a stroll, when he came across a beautiful garden. He said to the gardener, "Is not God's work wonderful", the old gardener thought for a moment and replied "Yes God's work is wonderful, but you should have seen this place, when he had it all to himself"!

Hanger No1 at Cardington is now closed by new owners for safety reasons, and Hanger No2, is full of film sets, as Batman movies are now made there.

Soon I will be 84, and my Aeromodelling now, is going to Middle Wallop airfield and flying with my friends in Sam 1066.

Laurie Barr. Fellow SMAE January 2011.

The DBH Library (Magazines)

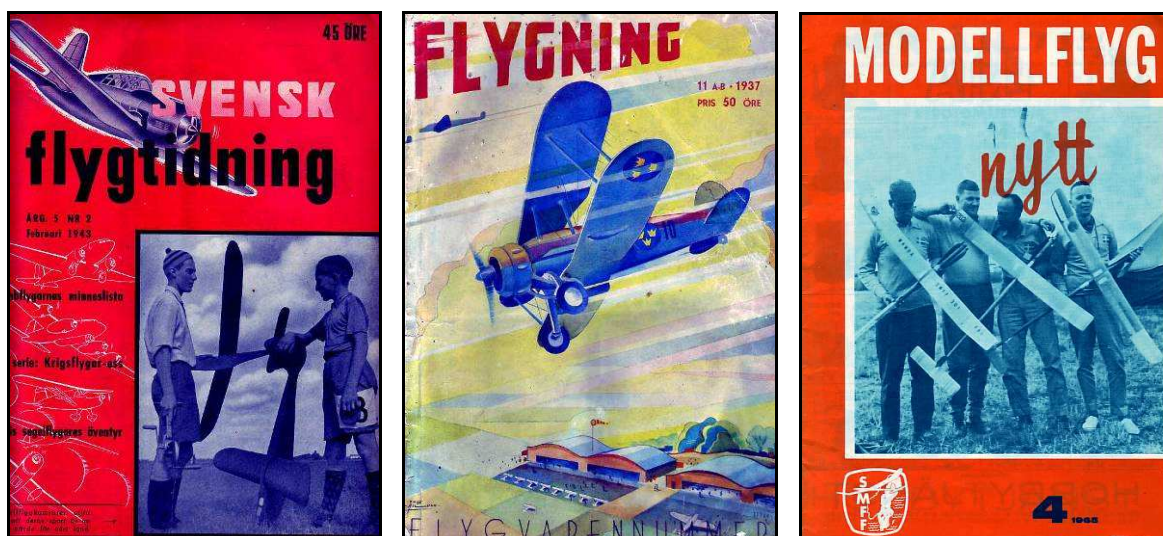
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Roy Tiller

Report No. 7 Scandinavia.

FLYGNING (Sweden) is mainly about full size aircraft but with some nice covers and just a bit of aeromodelling to justify keeping them. We have about two dozen from 1936-40. The plans featured include a Blackburn Skua 16 inch wingspan rubber model and an ME109 Peanut Scale, both models designed by Bjorn Karlstrom. SVENSK FLYGTIDNING (Sweden) has a similar mix and we have about a dozen from 1943-45.

Plans include PZL P-1 Polish Fighter Peanut Model by Gosta Hellstrom and a 3ft wingspan scale glider version of the Blohm Voss BV141, that odd asymmetric single engine job. The model was designed by Gunther Griesler.



MODELLFLYG NYTT (Sweden) is totally an aeromodelling mag. We have about two dozen from 1965-73. Plans include all the disciplines, control-line, glider, indoor, rubber and power. Not sure who is the "Nytt" in the cover photo.

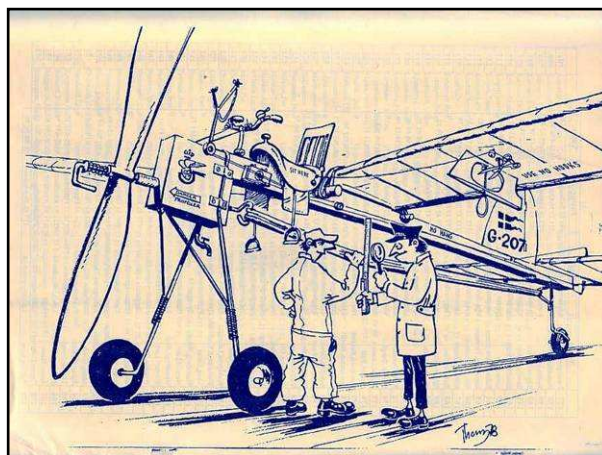
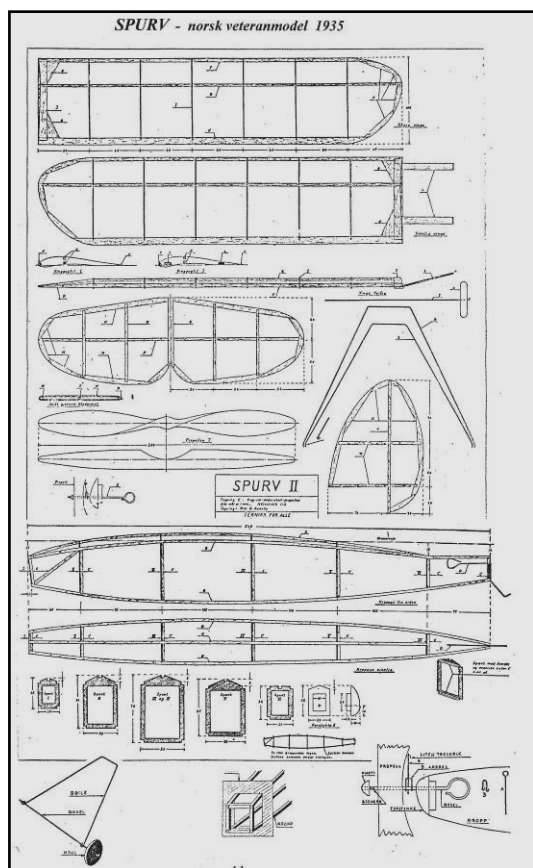


OLD TIMER specialtidsskrift for modellflygare (Sweden) is an antique model newsletter which, as far as one can tell without being able to read Swedish, has a mix of competition reports, articles and plans. At least the plans make sense.

We have about 20 off mags from 1996-2005. The plans are mostly vintage/classic. The Spin 42 could be a competitive under 25" model. The wingspan of 630mm falls within 25 inches, rather fortunate as most

continental models about this size make the most of the 65cm class size which works out at about 25.6 inches wingspan. Should we go metric?

OLD TIMER Modelflyverne (Denmark) is the newsletter of SAM1935 and has a mix of photos, reports and plans. We have about a dozen from 1997-2002. Plans are mainly vintage/classic and include Spurv II norsk veteranmodel 1935, a 36in low wing design, which looks somewhat familiar.



Wanted, anything Scandinavian.
For sale, Aeromodeller, Model Aircraft, Model Airplane News.

Contact. Roy Tiller Tel. No. 01202 511309 e-mail roy.tiller@ntlworld.com

Roy Tiller

Aeromodellers Departed

With deep regret I report the deaths of yet more of our companions.

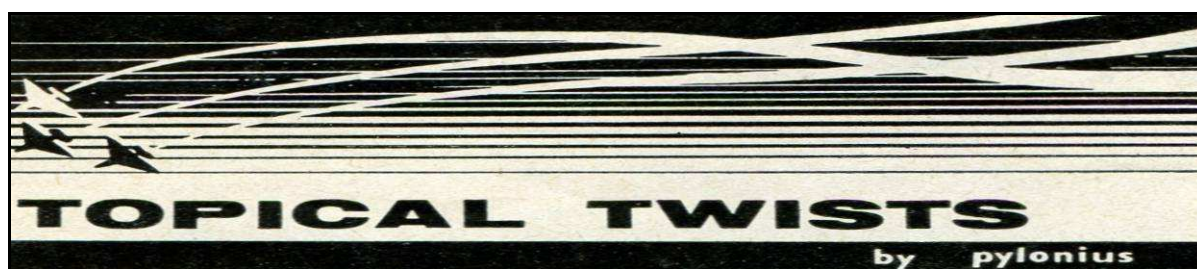
John Bickerstaffe: - World Champs 1956 Power Flyer, originally from Accrington MAC and later Rugby MEAS.

Keith Harris: - The respected provider of model aircraft plans.

Graham Jones: - Timperley Model Flyers, originally with Cheadle.

Vic Smeed: - The legendary designer of model aircraft and boats.

R.I.P.



And All That

But, talking of history, the vintage wallahs don't have it all their own cap-back-to-front way; the humble model can do the 1066 act with the best of 'em. To illustrate the point we publish this exciting extract from the action packed pages of the recent autobiography of Aphraim Prang, " Oiled Silk and Old Elastic."

My first machine was of the pusher type. It featured an open cockpit, four-wheeled undercarriage, dummy silencer, and was operated by manual propulsion. As a result of some erratic piloting on the part of my big sister I took my first nose dive. Thus my introduction to model flying was a classical one.

Our big problem in those early days was finding suitable materials. Balsa was unknown, which was perhaps a good thing, as it would have been madly frustrating to have had such tempting razor fodder in such a bewhiskered world. We explored many woods, but soon found that models flew better over open ground. This was how we came to use Wimbledon Common. Chobham, it should be remembered, was as yet undiscovered, which was possibly one reason why these were called the good old days.

In our unremitting quest for model making material we tried almost everything, but achieved our first real success with the pages of school exercise books. Birch followed, and it struck us that this might prove ideal for our purpose, and its use as such met with the fundamental approval of the other students.

For surface covering we used oiled silk, and this was how my first real model came to be called ' The Cape of Good Hope ' and also why the headmaster got so wet cycling home. Motive power was another thorny problem, owing to the acute shortage of younger sisters. However, by good fortune, I made a fascinating discovery about golf balls, and my 1,000-strand motor caused quite a sensation at the time—almost as big a one as the closing down of the local golf course.

Flying at that time was always a tricky business. Conditions had to be just right. I can well remember walking out to the centre of Wimbledon Common and taking out my handkerchief. I retired to bed immediately with a heavy cold, Streamers were just as fashionable in those days, Combat or no Combat. Our models were a trifle heavy by present day standards. In fact the state of the common was the subject of a spate of angry letters to the council, protesting over the ploughing up of this historic public space. But, as time went on, our models became lighter and less agrarian. A typical example of our progress was my V-frame puller. I was never a great interpreter of plans even in those days, but the thing flew, and I've never looked backwards since . . ."

Raf and Ready

A reader points out that Scampton is likely to be without its camp this year, which means that the Annual National All-Britain Outdoor Engine Running Marathon may not take place. This will come as a great disappointment to those who have put in such arduous practice over the past months, at great sacrifice of precious flying fields and neighbourly goodwill.

Holding the Nationals without its riotous sideshow is like Derby Day without its fair. A typical solution to the problem would be to enlist the sympathies of some marathon-minded holiday camp owner. A little extra noise around the camp would go more or less unnoticed, and just think of those prizes !

A more active type of marathon was a record breaking, radio control jaunt along one of our English highways. Leading the merry dance was a bod bleep-buttoning his way to glory from the seat of a car. He struggled gamely on in spite of a badly swollen finger, and though he didn't make Land's End, the model did after 23 miles.

Archive Action No.7

-

Roger Newman

Photographs this month. This subject arises due to me being asked to give a talk at one of our local clubs. Amongst the many things accumulated from David's estate are several boxes of photos - colour & mono. Having looked through quite a few but by no means all of them, I managed to sort out a reasonable selection as the basis of the talk, which will relate to activities of SAM in the UK. Going through the various boxes has unearthed some albums that were put together by Noel Barker & these have a really interesting selection of pictures that date back to the early 1980's. Some have legends appended but the majority do not. The question arises - if I scan them (at leisure) & get them posted on our SAM 1066 website, would any of our members identify people in these photos? If there is an interest in doing so, let me know & I'll get some scanning done.

Graham Knight has very kindly agreed to donate his collection of Jimmy Allen plans to our DBHL Library. Once received, I'll list them in next month's New Clarion & add them to the main library list. Thanks Graham.

We are still experiencing delays on digitised plan requests as Roland (in USA) has not been well & he has had to meet his deadlines for SAM Speaks - after all he is the Editor. Apologies to anyone who has suffered.

Otherwise a fairly quiet month due to illness on my part as well! No modelling either other than thinking about what I should be building and haven't.

Roger Newman

For Sale

-

Adrian Culf

I have 4 kits for sale. All are new and were purchased about 20-25 years ago by me. They are all in new condition and have been stored very carefully all these years. I have gone to smaller free-flight models - following the lead of Alan Wiggs with 24" rubber jobs - and so I would like to sell these now.

Mercury Marauder (65" towline glider)

Keil Kraft Senator (32" rubber)

Peerless Javelin (37" rubber duration - British kit maker from the 1970's)

Andrew Moorhouse Cricket 31.5" (open rubber - beautiful kit...)

£10 each for the first three, and **£20** for the Moorhouse.

They can be collected when I'm next in the UK, the last week of April 2011.

or I can post them (£5 extra,) Cheques can be made out in UK pounds to "I G Culf".

Adrian Culf,
355 Glencairn Drive,
Moncton,
New Brunswick,
Canada.
E1G 1Y5
mculf@nbnet.nb.ca

Coupe Europa, Middle Wallop **Sunday March 20th**

F1G for Aeromodeller Trophy
Vintage Coupe d'Hiver for AAA Cup.
Flitehook Europa Team Trophy for F1G teams.
10 a.m. start. F1G in rounds.
Contact David Beales on +44 (0)20 8858 2714
or e-mail; addickab@aol.com
or phone or fax Martin Dilly on +44 (0)20 8777 5533
or e-mail; martindilly@compuserve.com.

This date is provisional and subject to military requirements.

Wickham Community Centre

Mill Lane, Wickham, Hants, PO17 5AL

INDOOR FREE-FLIGHT DATES

2010

Thursdays 6-30pm until 10-00pm

March 25th, April 29th, May 27th, June 24th,
September 30th, October 28th, November 25th.

&

Wednesday December 29th 10-00am until 4-00pm

New Drinks Machine on Site

&

FLITEHOOK in attendance at most meetings

Brownhills Indoor Flying – Free Flight

Brownhills Community Association,

Deakin Ave. Brownhills WS8 7QG

Just off the A5

Saturdays 2-00pm until 5-00pm - £6

2010 dates:

Sep 4th - Oct 2nd - Nov 6th - Dec 4th

2011 dates:

Jan 15th - Feb 12th - March 12th

Contact:- Tony Eadon-Mills

Tel: 01952 240451 - e-mail: tonyeadamills@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

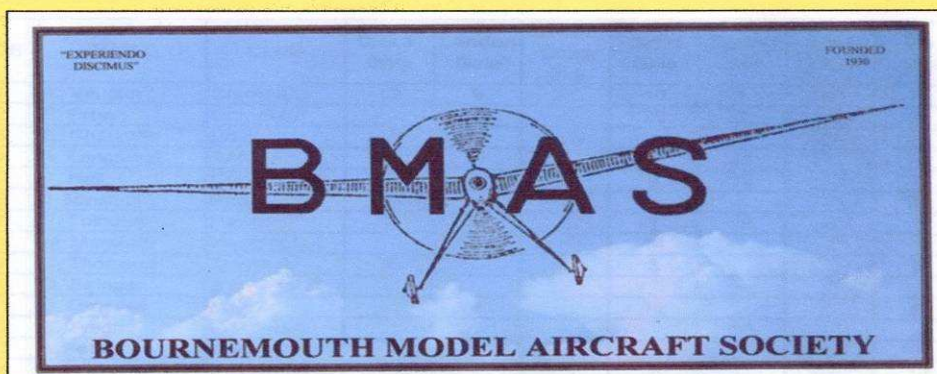
2010 dates:- Sep 18th – Oct 16th – Nov 13th - Dec 11th

2011 dates:- Jan 8th – Feb 5th – Mar 5th.

Admission - Flyers £5.50 - Spectators £2.00

For further information phone Colin Shepherd 0121 5506132

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



INDOOR FLYING

TUESDAY 22ND FEBRUARY 2011

TUESDAY 22ND MARCH 2011

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 £4 Accompanied Juniors & Spectators £1.50

CONTACTS:JOHN TAYLOR TEL.No 01202 511502

ROY TILLER e-mail roy.tiller@ntlworld.com

BMAS MIDDLE WALLOP RALLY

SUNDAY 24TH APRIL 2011 courtesy of SAM1066

VERON TRUFLITE IN MEMORY OF PHIL SMITH

ANY OF THE 26 VERON TRUFLITE RUBBER SCALE MODELS
3 FLIGHTS, 1 MINUTE MAX

LIGHTWEIGHT RUBBER

3 FLIGHTS, MAX SET ON DAY, MAX WING SPAN 34"
SAM 35 Rulebook Jan 2001 page 7/8

BOURNEMOUTH CLUB CLASSIC RUBBER

3 FLIGHTS, MAX SET ON DAY
Bournemouth Club Classic Rubber, Rules Dec 2007 & List June 2010

P.30

3 FLIGHTS, 2 MINUTE MAX

VERY SMALL RUBBER

3 FLIGHTS, 1 ½ MINUTE MAX, MAX WING SPAN 25"
SAM 35 Rulebook Jan 2001 page 7/8

A FRAME MASS LAUNCH

VINTAGE MODELS, LONGEST FLIGHT WINS

CABIN POWER (PRECISION)

F/F POWER MODELS WITH A CLEAR GLAZED CABIN OR AN OPEN COCKPIT AND WINDSCREEN.
THE TYPE OF POWER MAY BE ANY FORM OF POWER BUT NOT RUBBER POWER.
3 FLIGHTS, MAY BE HAND LAUNCHED OR R.O.G, TO A TARGET FLIGHT TIME OF 45 SECONDS
THE LOWEST TOTAL ERROR FROM EACH OF THE 3 FLIGHTS SHALL WIN.

VINTAGE OPEN GLIDER

3 FLIGHTS, MAX SET ON DAY
Vintage Open Glider Rules as Published for Rod Audley's Glider Day

COMBINED CLASSIC OPEN GLIDER

3 FLIGHTS, MAX SET ON DAY
Combined Classic Open Glider Rules as Published for Rod Audley's Glider Day

COMBINED VINTAGE/CLASSIC HLG & CLG

7 FLIGHTS, 1 MINUTE MAX, BEST 5 FLIGHTS TO COUNT

BMFA Free Flight Contest Rules 2010 Apply except where stated.
If you have any questions on the above competitions please contact BMAS Competition Secretary
John Taylor 01202 511502. or Roy Tiller e-mail roy.tiller@ntlworld.com
Queries on the competition day should be directed to the BMAS appointed C.D.

Croydon Wakefield Day Monday April 25th Middle Wallop

F1B, for the Thurston Trophy
4oz Vintage Wakefields for the Fairlop Cup
8oz Vintage Wakefields for the Ted Evans Trophy.
SAM-eligible models will be allowed.

The start is 10 a.m. and the F1B contest will be flown in rounds.
The airfield will be available for other free-flight trimming.

&

NORMAN MARCUS LIGHTWEIGHT CHALLENGE

To mark Norman's 66 year association with Croydon & DMAC
we are holding a special event
It will be for the four Marcus lightweight designs,
Raff V, Supa Dupa, Dynamite and Bazooka.

Most aeromodellers have one of these models in their box
so come and fly it and make Norman proud.

FREE-FLIGHT TRIMMING ON SALISBURY PLAIN FOR 2011

For 2011 almost every weekend will be available for free-flight trimming and training by BMFA members on Area 8 on Salisbury Plain. Those flying any free-flight classes will be welcome, as well as those practicing for FAI FF contests. This is one of the best free-flight venues in Britain, and the aim is to improve overall free-flight standards in the UK.

There are a few simple rules to follow. Send an SAE to Bernard Aslett, 25, Honeyhill, Wooton Bassett, Swindon, Wilts, SN4 7D; in return you will receive a sketchmap showing where we fly on Training Area 8, a request for the one-off fee, now reduced to £20, which will allow you 43 weekends flying, and two copies of the users' guide. Sign one copy, return it to Bernard, and your name will be included on the Army security list (unless you're already on it). Alternatively, if you don't wish to pay the season ticket fee, once you are on the list you can pay £5 on the day. Please note that on some weekends only one day is available.

The following dates have been agreed, but because of the current military situation short-notice changes are more likely, so you must call Peter Tribe on 01225-862748 on the Friday before you plan to fly.

January:	1 st & 2 nd ,	8 th & 9 th ,	15 th & 16 th ,	22 nd & 23 rd ,	29 th & 30 th .
February:	5 th & 6 th ,	12 th & 13 th ,	19 th & 20 th ,	26 th & 27 th .	
March:	5 th & 6 th ,	12 th & 13 th ,	19 th & 20 th ,	26 th & 27 th .	
April:	2 nd & 3 rd ,	16 th & 17 th ,	23 rd & 24 th ,	30 th & May 1 st .	
May:	7 th & 8 th ,	21 st & 22 nd ,	28 th & 29 th .		
June:	4 th & 5 th ,	11 th & 12 th ,	(Not 25 th & 26 th .)		
July:	2 nd & 3 rd ,	9 th & 10 th ,	16 th & 17 th ,	23 rd & 24 th ,	30 th & 31 st .
August:	6 th & 7 th ,	13 th & 14 th ,	20 th & 21 st ,	27 th & 28 th .	
September:	4 th ,	10 th & 11 th ,	17 th & 18 th ,	24 th & 25 th .	
October:	1 st & 2 nd ,	15 th & 16 th ,	22 nd & 23 rd ,	29 th & 30 th .	
November:	5 th & 6 th ,	12 th & 13 th ,	19 th & 20 th ,	26 th & 27 th .	



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

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

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

Provisional Events Calendar 2011

With competitions for Vintage and/or Classic models

January 23 rd	Sunday	BMFA 1 st Area Competitions
February 13 th	Sunday	Middle Wallop – Crookham Gala
February 20 th	Sunday	BMFA 2 nd Area Competitions
March 6 th	Sunday	BMFA 3 rd Area Competitions
March 20 th	Sunday	Middle Wallop - Coupe Europa (<i>Dec 2010</i>)
March 27 th	Sunday	BMFA 4 th Area Competitions
April 9 th /10 th	Sunday/Monday	Salisbury Plain – BMFA London Gala
April 22 nd	Friday	Church Fenton – Northern Gala
April 23 rd	Easter Saturday	Middle Wallop – Glider Day
April 24 th	Easter Sunday	Middle Wallop - BMAS Day
April 25 th	Easter Monday	Middle Wallop – Croydon Wakefield Day
May 8 th	Sunday	Middle Wallop – Trimming, Crookham Coupe
May 28 th	Saturday	BMFA Free-flight Nationals
May 29 th	Sunday	BMFA Free-flight Nationals
May 30 th	Monday	BMFA Free-flight Nationals
June 12 th	Sunday	BMFA 5th Area Competitions
June 19 th	Sunday	Odiham - BMFA Southern Area Gala
July 10 th	Sunday	BMFA 6th Area Competitions
July 23 rd /24 th	Saturday/Sunday	Sculthorpe - BMFA East Anglian Gala
August 7 th	Sunday	BMFA 7th Area Competitions
August 27 th	Saturday	Middle Wallop – SAM 1066 Euro Champs
August 28 th	Sunday	Middle Wallop – SAM 1066 Euro Champs
August 29 th	Monday	Middle Wallop – SAM 1066 Euro Champs
September 3 rd	Saturday	Salisbury Plain – BMFA Southern Gala
September 25 th	Sunday	Middle Wallop – Trimming
October 16 th	Sunday	BMFA 8th Area Competitions
October 23 rd	Sunday	Middle Wallop – Trimming & A.G.M.
October 30 th	Sunday	N. Luffenham - BMFA Midland Gala
December 4 th	Sunday	Middle Wallop – Coupe Europa

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

GAD -	www.greenairdesigns.com
SAM 1066 -	www.sam1066.com
Flitehook, John & Pauline -	www.flithook.net
Mike Woodhouse -	www.freeflightsupplies.co.uk
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
Martyn Pressnell -	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.vintagemodellairplane.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

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).

That's All Folks! John Andrews