



NEW Clarion

SAM 1066 Newsletter

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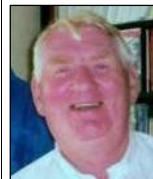
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Editorial:

The outdoor season is upon us and when you read this the 1st Area comp will have taken place, I will have competed all being well and will report next issue.

The 1984 Warwick Racecourse Wakefield event touched on in the January issue is reviving a few memories. First with some input was Keith Miller, which was to be expected as action snapper Keith and his camera has been everywhere. His report features later.

The event was SAM35 and David Baker inspired and there was a detailed report by Mike Kemp in August 84 SAM35 Speaks. There were 55 competitors in all and the use of a take-off board concentrated the action. Harold Rothera and Peter Michel have provided me with copies of the article which contains a results list, giving me more names to bally for details.

Reading the report I see that the wind was, even back then, causing problems. The strength was high and the direction was the sites worst, being the shortest and blowing models over the stands into the towns built-up area. The retrieval situation was aided by the local ATC cadets who were stationed on the downwind side of the course and in the town and were doing sterling work following errant models. A cricket match nearby in the retrieval area was interrupted more than once for model recovery.

I look forward to a few more personal memories from attendees.

Our man in the States, Martyn Cowley, has replied to Peter Michel's appeal on the subject of RC DT, see letters to the editor.

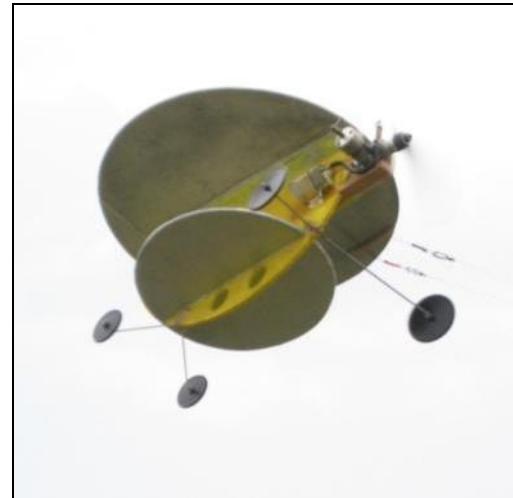
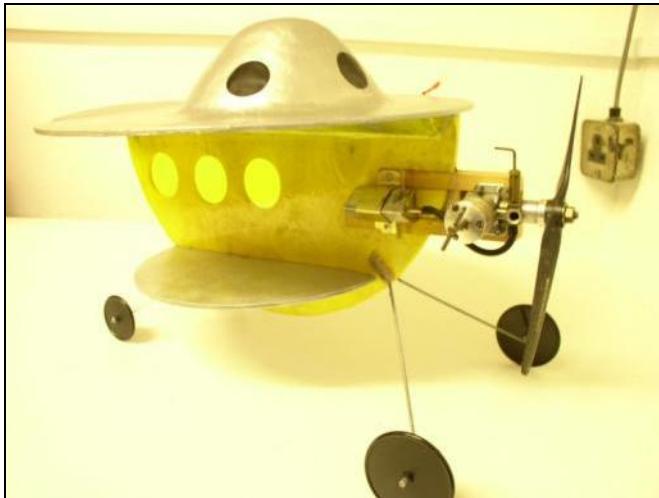
Unbeknown to yours truly it transpires that RC DT has been in widespread use for a number of years and a great deal of equipment is available. Purpose built wrist mounted transmitters and airborn actuators/servos. Martyn hopes to gather info and pictures for a descriptive article or two on RC DT with vintage free-flight models in mind.



"Look son, when I said 'Free Flight' I didn't mean you get a ride for nothing"

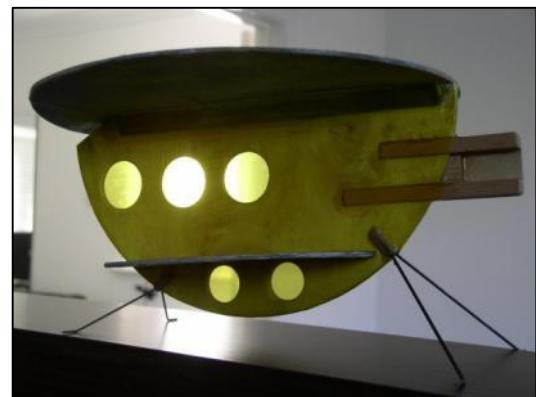


"How do you expect to get proper lift if you take Teddy along"



I blame James Parry - why? Why not? James has quite a collection of old modelling magazines and lends me a pile to peruse from time to time. The very top magazine of this particular pile was the December 1957 edition of Model Aircraft and I saw a plan of Ray's Space Ray inside and decided to build one and fly it at the control line open day organised by James Parry of the Wimborne MAC.

It was very easy to build the basic model but I wanted a realistic cupola on the top wing and ended up moulding a paper mache one inside a suitably domed section of plastic packaging. The original showed a Frog 80 but as I don't have a Frog 80, I installed a PAW 80. The space ship "windows" were simply achieved by using transparent iron film, whilst the remainder of the model was covered in tissue.



First attempts to fly were on lines that were too long, but we managed to get it airborne eventually and I enclose a photo to prove it. Also of interest is the Eagle book of Spacecraft models by Ray Malmstrom, containing nine full size plans and pictures of several others, this was purchased on ebay at a modest price.

SPACE RAY

A
SPACEMANS
RUNABOUT

RAY MALMSTROM'S "out of
this world" C/L job for the .75 c.c. range

SEEING this little "out-of-this-world" creation in the air for the first time, the Oldest Member was heard to mutter, "I'll never touch another drop!"

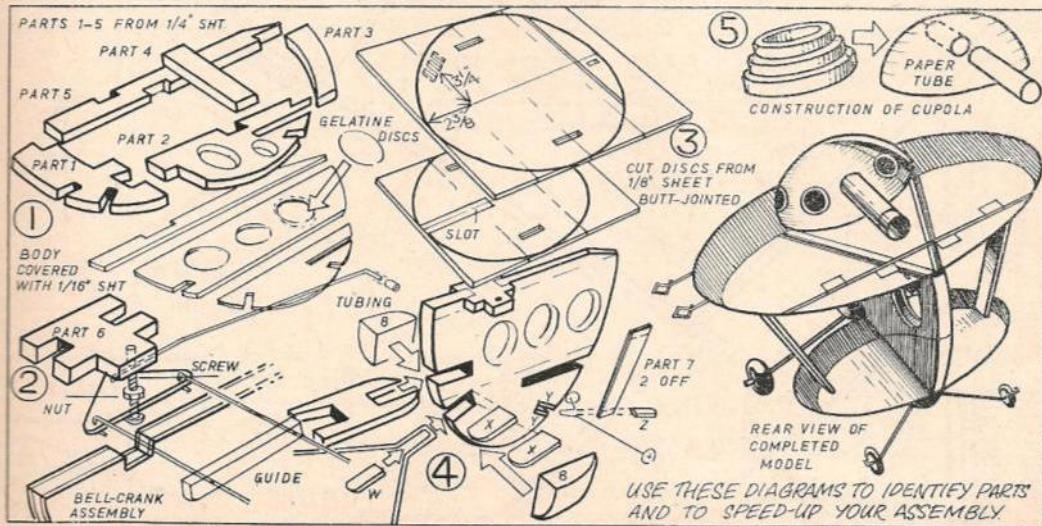
Believe it or not, construction is easy—and quick, and is fully detailed in the sketches below. Pre-cementing of all joining areas is advised. Cover both sides of the basic body frame with soft sheet balsa and round-off all edges. Use coloured cellophane

for the windows. Mine came from some old pieces of gelatine from a theatre spot-light. Be careful about locating the lead weight, or piece of old cement tube, according to the position given in the sketch. Hold in place with several layers of doped tissue. Check parts 8 for fitting, sanding if necessary. Ensure both undercarriage units are sandwiched tightly between the ply plates, with locking pieces firmly cemented in.

The tank can be made from a length of blanked-off toothbrush container, or sheet-celluloid. Finish entire model with two coats of clear dope, then colour trim, and finally seal with a coat of fuel-proofer.

This little job is happy on lines of approximately 20 ft. Balance point must be on the front lead-out wire. With varying power units, a small amount of ballast may be needed fore or aft. Choose a calm day for first flights—come to the breezy stuff when you are used to the model—believe me she flies well.

FULL SIZE PLANS OVERLEAF



395

You may also be interested to know that James and I run, via the Wessex Aeromodellers League, a simple, but enjoyable, c/l speed event with plain bearing 1.5cc diesels and, new for 2012, a c/l Spitfire Scramble. We have already flown this at Cashmoor during 2011 and it is great fun. The Spitfire's are available as a laser cut kit at £18 from Topco kits and they use a £15 Cox 049 Sure Start available from Den's models. Full details of dates, plans, rules and results are available on my website: www.wessexaml.co.uk

More next time in Chris Hague's Aeromodelling Random Thoughts.

Chris Hague

Dethermalizers: the next big "iffey" ?

The arrival on the Free Flight scene of the radio controlled dethermalizer (R/C D/T) signals the next big debate in SAM 1066, and for that matter in SAM 35 also. As the vintage group more singularly attached to Free Flight, we followers of David Baker have yet another piece of serious soul-searching to do.

Let's begin by defining Free-Flight: Up until recently no-one would have argued with the wording in the BMFA Free Flight Contest rules (my copy is dated 2009), which states that Free Flight occurs "where there is no physical or other connection that may carry data between the competitor and the model after the flight has commenced...." Then follow the exceptions, where R/C D/T and motor-stop functions are permitted in contests for FAI classes F1A, F1B, F1C, F1E and F1Q. As this FAI horse has bolted, and as few of us have the desire to compete in this high-and-expensive-tech area, we should think only about the application of limited R/C to our more relaxed vintage and classic world of achievable low maxes followed often by a D/T Flyoff. More about that later.

I digress now to look at the history of dethermalizing, and begin with my own recollections of a period when few of us had neither inkling nor motivation for worrying how to bring our creations down. The fun in fact (my view and strong recollection) was to fly them for as many minutes as possible, and indeed to lose them into the bargain if the thermal-gods so willed. To write "o.o.s" in your model notebook or Club record list was an extra reason to be proud! All this, for me, was life in the '40s, and didn't we think it was great!

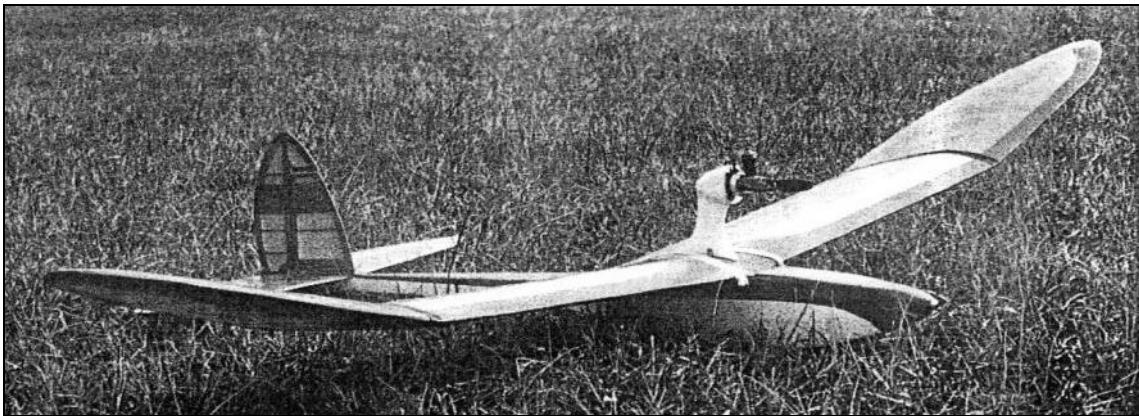
Time however was moving on, and Bob Copland was already writing in the Model Aeronautical Digest of 1944, co-dited by Ron Warring and himself, about developments in America, where he said that "spinning the model out of the thermal" was the most popular method in force "for making the model leave the upcurrent." He went on to elaborate other methods, including the old favourites of drag-flaps and parachutes, and a rather comic one of using a split elevator which would be moved in both up and down directions and so "destroying a large amount of lift from the tailplane" ... I wonder if anyone in fact ever used this method? Finally it was the "increase the decalage" idea that won through, and that has been in current use for well over 60 years. Ideas for actuating the D/T were developing also, using fuses, rubber bands, clockwork and viscous timers, all conforming to the ORIGINAL concept of Free Flight of no interference with the model from the moment of launch.

Now comes the R/C D/T: And at a time when, to preserve both good relations with our surrounding farmers and also to conserve our ageing legs, more and more use is being made of the D/T Flyoff. Can you imagine the results for this friendly solution if some contestants fit their models with 2.4 GHz-operated dethermalizers and some do not/cannot? I had thought initially that there might be some good in R/C D/T (and it could certainly aid in the trimming stages), but on what we oldies like to call "mature reflection" I would now vote to keep in our SAM the time-honoured tradition of NO INTERFERENCE WITH THE MODEL AFTER THE MOMENT OF LAUNCH.

Except of course for shouting at it to "go up" or "come down", and other sportive and usually ineffective bits of human behaviour! So what's your view

Misty

Donald Palmer

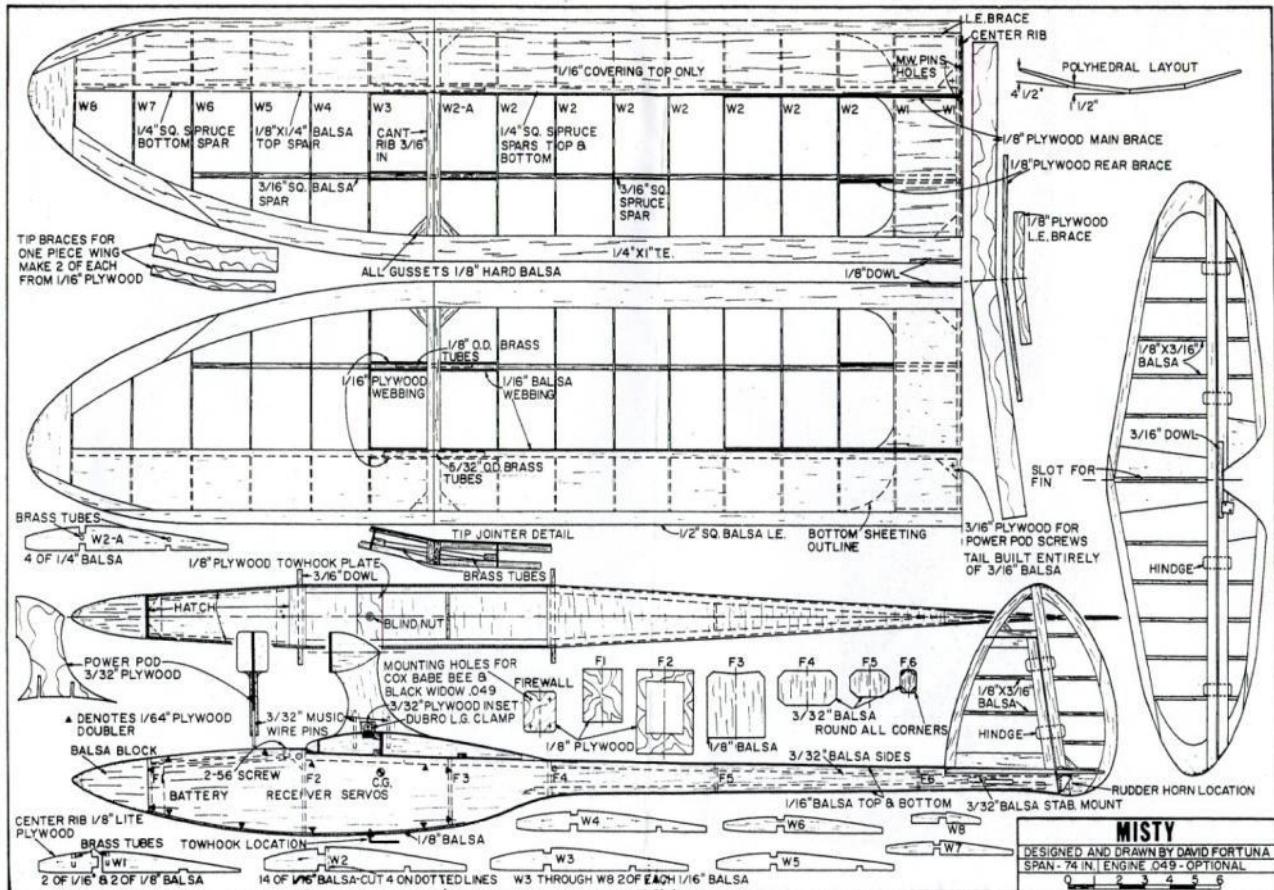


Looking at the New Clarions for Dec (pages 18-20) and Jan (pages 4-5) I see a model, "Nomad" which is very similar to the "Misty" which I built many years ago. Although 'Misty' is much larger it still looks like a clone to me.

I wonder which came first, the chicken or the egg? What do you think?

I haven't built the power plant on my model, but I installed the fixing just in case. I've flown it from the slope, and off a bungee. It flies well.

(Editor: Bill Watson's 'Nomad' was a 1961 Flying Models design whilst you tell me)
('Misty' was 1987 Flying Models design. They certainly appear to be related)



Donald Palmer

Warwick Wakefields 1984

Keith Miller

With reference to Bob Jones's piece in the latest Clarion regarding the 1984 re-run of the '34 Wakefield at Warwick, I attach photos I took at this event in case they are of interest if you do a further item on it.



Bryan Spooner releases Wallenhorst's '35 Ying' 4oz Wake.
Other notabilities in picture are Walter Getzla (USA '34 team member) taking photo,
Colin Watts timing, David Baker spectating and Laurie Barr giving moral support.



Mike Hetherington releases his replica of Walter Getzla's '34 4oz Wake.



Vic Dubery releases his '36 Judge' Wake which placed equal 1st in the 4oz class.



Left: Brian Yearley releases his 'Flying Minutes' Wake in the 8oz class.

Right: Ted Hopgood releases his '36 Copland' Wake which placed 3rd in the 4oz class.



My recollections of the event are rather painful. Having won the rubber section at the 1982 SAM35 National Exhibition organised by David Baker with my 1937 Copland's Wake (judged by Bob Copland!) I took it to Warwick with great expectations but only having flown it on much less than full turns. After winding it up fully for my first flight at Warwick, it performed a very nice high powered loop and the ensuing heavy prang wiped the nose off the planked fuzz!

The only other time I flew the model "in anger" was at a subsequent Euro-champs, when on my first 8oz comp flight, the DT operated but the jap tissue parachute which had been folded up for years, did not deploy and the model disappeared into cloud at 14:50! It was later brought back to Control by Dave Wright who had found it some miles out of the airfield whilst looking for his own model, but too late for me to make my other comp flights.



Phil Ball releases his 8oz class winning 'Hi-Ho'.



Bernard Aslett's 'Lanzo', joint winner in the 4oz class.

Keith Miller

**MODEL
AIRCRAFT**

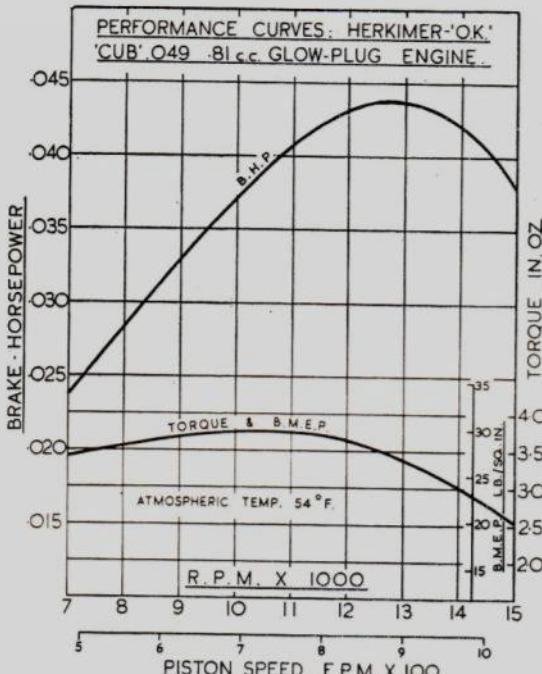
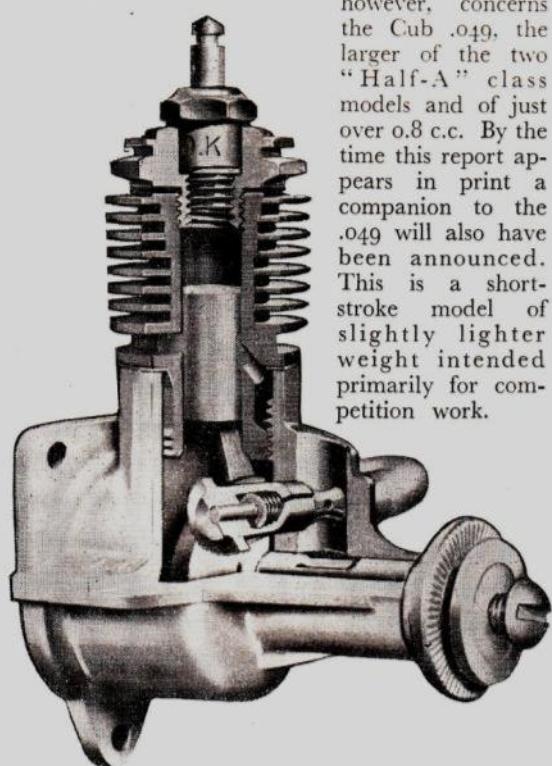
ENGINE TESTS

No. 42. The O.K. "CUB" .049

THE "O.K. Cub" models are manufactured by the Herkimer Tool and Model Works Incorporated, of New York, who are one of the world's largest producers of miniature engines and who have been building model power units of various types, from the big 20 c.c. "O.K. Twin" down to the original "O.K." CO₂ motor, for fifteen years.

The "Cub" range, all built to the same basic design, are made in five different sizes: .039 and .049 cu. in. capacity in the popular "Half-A" class, and .074, .099 and .149 cu. in. in the American Class "A" group. The last mentioned engine, an entirely new capacity to American enthusiasts, is the latest addition and is the first American engine which specifically meets the F.A.I. International 2.5 c.c. limit. It is hoped, on this account, to feature the .149 model in a later "Engine Test" report and to thus see how it compares with the numerous examples of this popular capacity class available on this side of the Atlantic.

Our present test, however, concerns the Cub .049, the larger of the two "Half-A" class models and of just over 0.8 c.c. By the time this report appears in print a companion to the .049 will also have been announced. This is a short-stroke model of slightly lighter weight intended primarily for competition work.



All the Cub engines feature a patented porting system which is another variant of the popular 360-deg. layout. In this, two transfer passages open out into an annular chamber below the cylinder flange. From here, the gas is directed via cleverly inclined ports into the cylinder. A copper gasket is used to make the seal between the cylinder base flange and the crankcase.

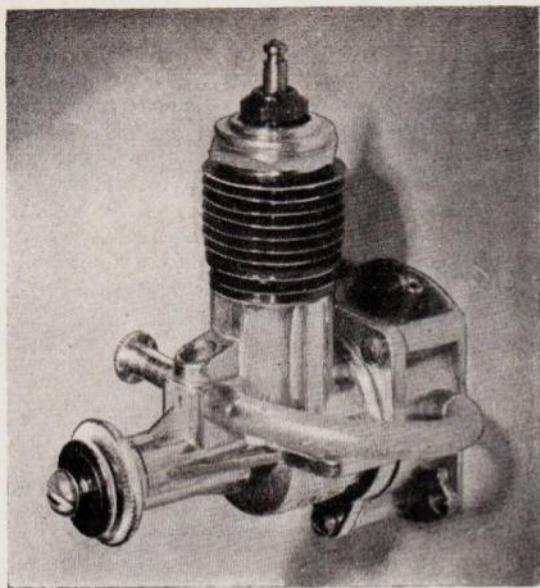
The Cub .049 exhibits the same first-class die-casting and machining which are now to be seen on almost all quantity produced American model engines. It is a neat and attractive looking engine and, like the .074 and .149 models, has both beam and radial mounting lugs. The .049 model can be obtained as a complete engine, or in "knocked-down" form, ready for assembly, or in a "combination package" which also includes a 6 x 3 propeller, combination fuel-tank/radial-mounting, fuel tube and mounting screws.

Specification

Type : Single-cylinder, air-cooled, two-cycle,

DECEMBER 1952

MODEL AIRCRAFT



glow-plug ignition. Shaft type rotary-valve induction. Circumferential exhaust and transfer porting, with domed piston.

Swept volume : 0.81 c.c. (0.0495 cu. in.)

Bore : 0.390 in. Stroke : 0.415 in.

Compression ratio : Not stated.

Stroke/bore ratio : 1.064 : 1.

Weight : 1.5 oz.

General structural data : Pressure die-cast aluminium alloy crankcase and main bearing with detachable screw-in rear cover. Fully machined alloy steel cylinder, with integral fins, threaded into main casting, with copper gasket. Machined aluminium alloy cylinder-head threaded to cylinder, with copper gasket. Lapped steel piston. Counterbalanced crankshaft running in plain bearing and with separate propeller attachment screw. Spray-bar type needle-valve assembly. Beam or three-point radial mounting.

Total time logged : 45 minutes.

Ignition equipment used: "O.K." short-reach glow-plug. 1.6 volts to start.

Fuel used: 50 per cent. methanol, 28 per cent. Castrol "M," 22 per cent. nitromethane.

Performance

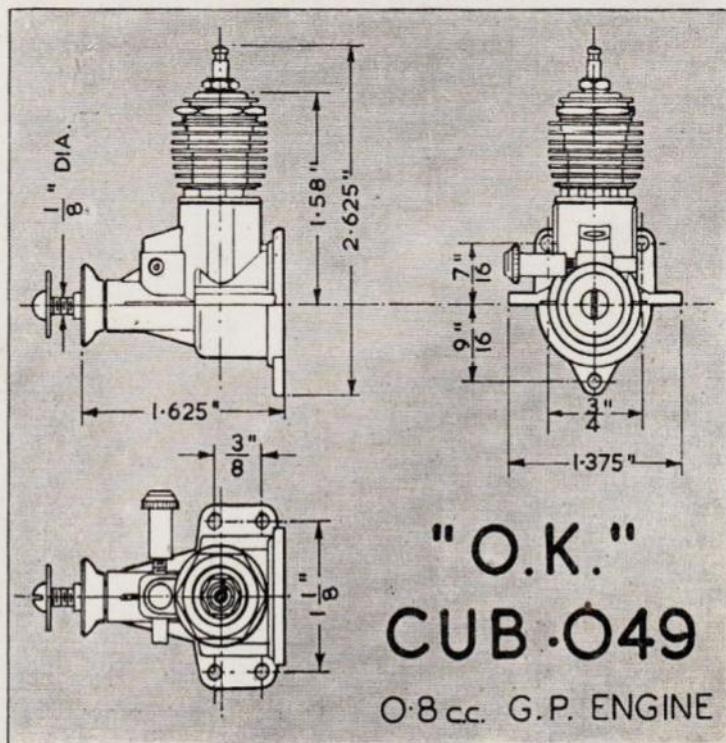
For our first test runs with the Cub .049, we used the radial-mount tank available for this model, side-mounting the engine since the delivery pipe is fitted so as to feed from the right hand side of the tank.

When starting the engine for the first time, we took about four minutes to find the correct needle-valve setting and get the engine firing smoothly and continuously.

The recommended starting procedure contained in the maker's leaflet was followed. This does not call for priming through the ports and at no time, in fact, throughout the tests, was priming resorted to. Once the best needle setting had been found, starting the engine was most positive and only a few moments were necessary to get the Cub running from cold. When warm, the start was literally "first flick." To complete the running-in, we simply gave the motor a series of runs, using up a tank of fuel each time. After refilling the tank on each occasion, the intake was choked and the prop turned over once to bring the fuel back to the needle-valve. A vigorous flick, with a long follow-through—sufficient to spin the Cub over a couple of compressions with quite a light prop—and the engine was instantly back into its stride.

With the motor cold, it was found best to open the needle-valve another quarter to half turn, otherwise it would die out after a few seconds due to the mixture being too weak. Once the motor had warmed up—usually after about 15-20 seconds—the needle could be returned to its weaker setting.

We have dealt at length on the subject of starting the Cub because among the few modellers who have tried examples of "Half-A" class glow-plug motors, there have been quite a few complaints that such engines are difficult to start. Therefore, we would point out that, provided the correct technique is understood, the Cub is exceedingly easy to start, as, in fact, have been most of the other examples of American baby glow-plug motors that we have tried. Undoubtedly, any difficulties experienced by British modellers in handling these little engines must be mainly accounted for by our being unfamiliar with the



I started off my new years flying with a session at the Birmingham Club's indoor meeting at the Thorns Leisure Centre after another dash along the motorways. During the interval over Christmas I had managed to replace the crude propeller on my Frog Junior with a plastic cup bladed one. I had been very technical, for me that is, by weighing the prop and noseblock assembly together with the ball of plasticine ballast that had been required on the initial trimming in December.

For the record the 12" wingspan Frog weighed 11gm all up and the prop assembly 1.5gm including plasticine ballast. It took me a three attempts to make the new prop assembly, first effort was a couple of 1/32nd hard balsa blades, moulded on a small cylinder, with bamboo stubs in an aluminium tube hub. This neat little prop was far too light at well under 1gm and the .5gm plasticine ballast ball to bring the assembly up to weight was to big to contemplate. I'd better state here that I did not want to alter the flying surface incidences as I prefer to leave them as built as I believe that the trim is less likely to change if left alone. Needing more weight, my second attempt was using larger plastic pot blades but the pot I used was clear plastic and cyano would just not stick it. There was a lot of cursing about this time but I pressed on with attempt 3, new blades from a white coloured pot which did stick to the original dowel hub. O'lay! new prop.



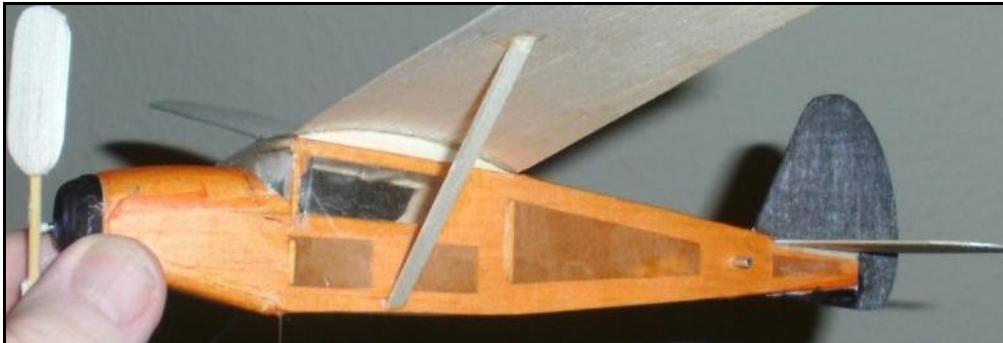
Original crude balsa propeller



Plastic pot replacement blades

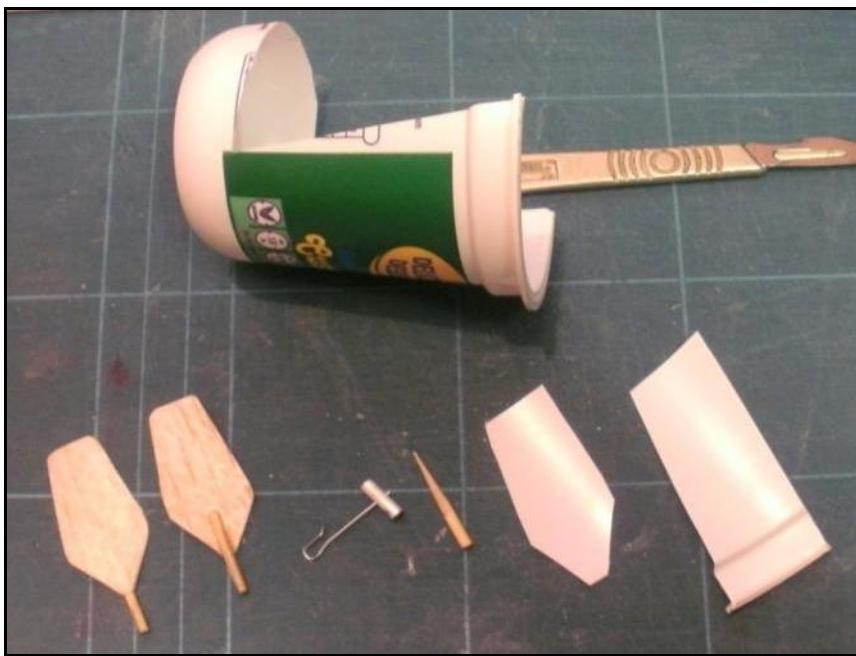
The new prop assembly was still a little light and needed a small amount of plasticine ballast stuck on the back of the nose block. My attention to weights, which is not my normal approach, I'm more of a wet finger merchant, did pay dividends as the model flew bang on trim from the word go and my third flight at Thorns circled high just under the lights for a flight of 50 seconds.

This flight caused more than a little consternation amongst my fellow contestants as it was 20 seconds more than had been achieved by others. There followed an in-depth investigation into my model's configuration and the under cambered wing section was discovered. I explained that I had been lucky enough to find a piece of wood with the correct warp. (*I found it bandaged to a large paint tin.*) My explanation was viewed with more than a little scepticism. I have a funny feeling that I am going to get disqualified for not conforming to plan.



The performance enhancing, rule bending / breaking, undercambered wing

My method of plastic pot prop construction may prove of interest, they work quite well up to 'Hanger Rat' size and are pretty rugged when it comes to roof and wall banging.



I imagine the picture above tells most of the story, the two blades on the left are the balsa ones that proved too light for the 'Frog Junior', next is an aluminum tube hub, then a bamboo stub, next a shaped blade trimmed from blank on right. The right hand picture is a replacement prop for my 'Legal Eagle' as the original balsa one was past its sell-by date. The new one is a bit heavier but the model is now too heavy for competition due to many repairs of broken bits and bobs. I cut the pot with scissors at about a 10 or 15deg angle to make blank on right then trim to desired blade shape. The cutting angle gives the blade a little helical twist. After cyano'ing the bamboo stub to the rear face of the blade it is

inserted into the tube hub. I don't bother with pitch calulations for these small props I set the maximum blade width point at around a 60deg angle to the prop shaft. I leave the blades unsecured in the hub until after a test flight or two which allows for a pitch change if felt necessary. After trimming I then secure with a spot of cyano. It's all a bit hit and miss but it seems to work for me.

A couple of pictures



No mistaking where were at



David Vaughn builds better models than I do in his sleep. He insisted that the model he is holding was an 'old thing' just being used as a test bed for a new electric motor set-up

A week after Thorns saw me fifty miles away from home, straight up the A5, at Tony Edon-Mills's January indoor meeting at Brownhills.



Once again there was no mistaking where I was at

Nothing special to report, my 'First Trial' Legal Eagle, over weight and sporting its new propeller struggled to fly for much more than 1 minute. My rule bending Frog Junior was still comfortly exceeding the 30 seconds maximum by many seconds although the trim had changed slightly but I had plasticine ballast behind the noseblock and removal of a small amount got the model back on song.



No mistaking Pete Hales, again flying the 'Kolibri', clad in another one of his wife's masterpieces. Ever present Peter Martin demonstrates here that he is not yet too old to get down to ROG one of his Legal Eagles.
Good afternoon out, back in time for tea.

John Andrews

Warwick 1984 Picture Parade

- Bob Jones

Pictures from the 1984 Warwick Racecourse 50th Anniversary Wakefield event



Dave Hipperson launches Alan Richardson's 'Gordon Light'



Mike Kemp
with his 'Blomgren'



Rex Oldridge
with his 'Capon Crusader'



Paul Briggs
with his 'Clodhopper'



Ted Hopgood
with his '1936 Copland'



Mike Harrington and Alwyn Greenhalgh compare their 'Getzla's'

Bob Jones

Letters to the Editor

Correspondence between Peter Michel and Martyn Cowley on 2.4 GHz radio assist and radio dethermalizing.

Hello Martyn.

Just received an email from John Andrews that you'd like to get in contact with me regarding RDT. Well, I'm certainly interested in this 2.4GHz development but haven't yet taken the plunge.

The main drawback as I see it is that the on-board equipment would have to be easily transferrable from one model to another. For instance, I have a stable of about a dozen Vintage and Classic gliders and I've lost count of my rubber models. I can't fit them all with micro radio gear.

Another point is that I need to be blinkered, led firmly by the hand, and told to buy this particular transmitter, that particular receiver and those particular servos. I can't be after chasing round the internet in search of unseen gear which may or may not be what I want.

There has been a lot in SAM 35 Speaks on 2.4 radio assist but it hasn't dealt with the two points I mention. So...at the moment I'm sitting on the fence waiting for something to happen. Perhaps your very welcome interest will do the trick!

Peter Michel

Martyn's reply:

Peter,

Hello again, nice to make contact — although I frequently enjoy reading of your continued exploits in S&T. I saw your first cry for help and was going to write something, but after your second plea I thought it best to write to you directly. No doubt if we can meet your criteria, there is an opportunity for an article or two to follow on the results. Sorry I don't have any pictures handy at this time to illustrate the attached information.

There are really two pieces to any Radio DT system:

- 1) The "radio" transmitter & receiver (Tx and Rx in R/C-speak) communication function (ie. the expensive bit) for sending and receiving the signal;
- 2) and secondly, the electro-mechanical "actuator" that releases the pop-up tail (ie. the cheap bit), which could be: a servo; pager-motor; solenoid; or as a trigger for almost any of the currently available electronic F/F DT timers.

(Note: the C in R/C is really redundant, as for a F/F DT we are not controlling the flight of the model in any way, but instead merely implementing an irreversible flight termination system. Also, hopefully this is done after the flight has already been clocked off for a max, and therefore the official flight is already over — see rules question below?)

So to address your first question — as you have 20-odd models, you do only need one radio Rx / battery system for all your fleet of models. For actuating a F/F DT, there is no need to program in different custom settings for each of your 20 models, because in every case the command will be the same, i.e. full servo travel equals an irreversible DT.

However, as the "actuator" piece is quite cheap (typically only £2 or £3 for a suitable micro-servo these days, or 2 pager-motors for \$1.99, (from Radio Shack here in the US) I strongly suggest that for the sake of reliability that each model has its own, permanently mounted servo / actuator, firmly fixed to the structure to match DT line length geometry and installation, with a suitable miniature R/C-type electrical connector lead hanging loose.

This way, only the radio Rx and battery need to be moved from one model to the next, and mounted into a loosely fitting foam-lined cavity, without need for any critical alignment or screw mounting involved. The battery will need to be removable anyway for charging, as you will not want the added weight and unreliability of an on/off switch harness on the model. Just plug in the battery connector and it's on, with no other complications in the field. Then you can quickly and easily swap this Rx / battery module from model to model, as you wish, whenever you go flying. Total weight should be under 12g, or for really micro equipment these days, 4g to 6g total is not out of the question for really lightweight models.

Regarding your second question: you may not know this, but RDT has been legal in F1C contests since 1981 (yes, over three decades) and has also since been approved by the FAI for all classes for many years now. With the advent of electronic timers (which actually occurred before 1981) such systems were easily implemented and already in widespread use by modellers for non-contest trimming flights anyway. So the technology exists and is well proven, even down to Catapult and Chuck Gliders, or P-30 size models, etc. Several commercial brands exist, and yes they will cost about the same £100 to £200 investment as an R/C-equipment-based system. I'll have to dig out the information and take a few photos to show you how it's done, more to follow...

However, I now have a question for the readership, that I hope someone can spell out: does the UK SAM rules now permit Radio DT for competition flights— and if so, exactly how are these rules worded ? There is some controversy with RDT, in that if a model is RDT'ed and lands under 20 seconds (under FAI rules), the flyer will forfeit any second attempt. I think that is fair and prevents any tactical DT'ing in a contest. So essentially any RDT flight becomes the final score. Better to lose a contest and save the model, than trying to do it the other way around.

Overall, RDT can be considered an important safety measure, especially in the case of an off-trim model near spectators (hence the original F1C ruling). It is also very much neighbour-friendly, as it permits models to be DT'd that would otherwise end up landing in the farmers crops, in the woods, in the houses, or on the roof of a hangar, and its ideal for local small-field trim flights. I've been using electronic timers on all my models for over 30 years and RDT for at least the last 15 years, so I can recommend it as being well worth the little time and effort to implement.

Martyn Cowley

Wakefield Cup Winner 1969

Charles Dennis Rushing



1969 Albercht Oschatz, 31, DDR

Back to Wiener Neustadt after a six year absence. The field, village, and the Austrian Contest Director Krill, remain the same. So what's new? Plenty. The FAI/CIAM have once more "fiddled" with the F1B rules. This year there will be "7 Rounds of 180 Seconds", to attempt to reduce the number of contestants in the Fly-Offs, which some are now claiming "...is when the 'real' contest begins!" These changes also changed the design of the F1B. Now it was most unusual to see "box" fuselages, at least on the F1Bs made by European aeromodellers. The "new F1B" has a round motor tube, about 23 inches long, much the same as that seen at the 1958 Wakefield Cup contest designed by the Hungarian Champion George Benedek. There is a sameness about these new F1B that must be the result of the Sporting Code, 1965. An anomaly or two may be seen at the WC, for instance the "Espada" designed by Reiner Hofsass of Federal Republic of Germany. Otherwise, the "formula" prevails.

The WC was becoming more difficult to manage, that's for sure, and more expensive to promote. This year there were 32 nations sending full Teams. There were 72 contestants from 28 nations entered for F1B. On Saturday Elton Drew of GB took home the win in the F1A event. There was no fly-off because nobody, except Drew had perfect scores by the end of the seven rounds. Friday, August 15 would be F1B day and 72 contestants hoped and prayed for the weather to hold.

ROUND1-7: The weather was intermittently overcast and rainy before the 7:30am start. On the field standing at their winding stands, that were all the rage now, were contestants from: (4X), (YR), (TC), (ZK), (HA), (VH), (PP), (L), (D), (OY), (SE), (I)' (G), (F), (HB), (OK), (C), (PH), (SP), (OH), (N), (YU), (DDR), (CCCP), (OE), and (DDR), in no particular order. There were 36 maxes in round one. Forty-five maximums in round two. Thirty-three in round three. Twenty-one in round four. Thirty in round four. Thirty-one in round five. Twenty in round six, and finally thirty-four in round seven. Only one person had seven perfect rounds and he was declared the winner. There would be no exciting fly-off in extra rounds, no cheering crowds, and no team demonstrations. No one knew who the winner was until the officials posted the last round on the leader board.

Place	Name	Country	Total
1	A Oschatz	DDR	1260
2	H Martin	AUT	1251
3	I Silberg	CCCP	1250
4	J Loffler (1965 WC)	DDR	1241
5	J Gard	USA	1231
6	V Kmoch	YUG	1220
7	Melentiev	CCCP	1218
8	M Sulkala(1967 WC)	FIN	1210
8	A Yuorv	CCCP	1210
10	F Parmenter	USA	1207

1969 Team Results for Penaud Cup

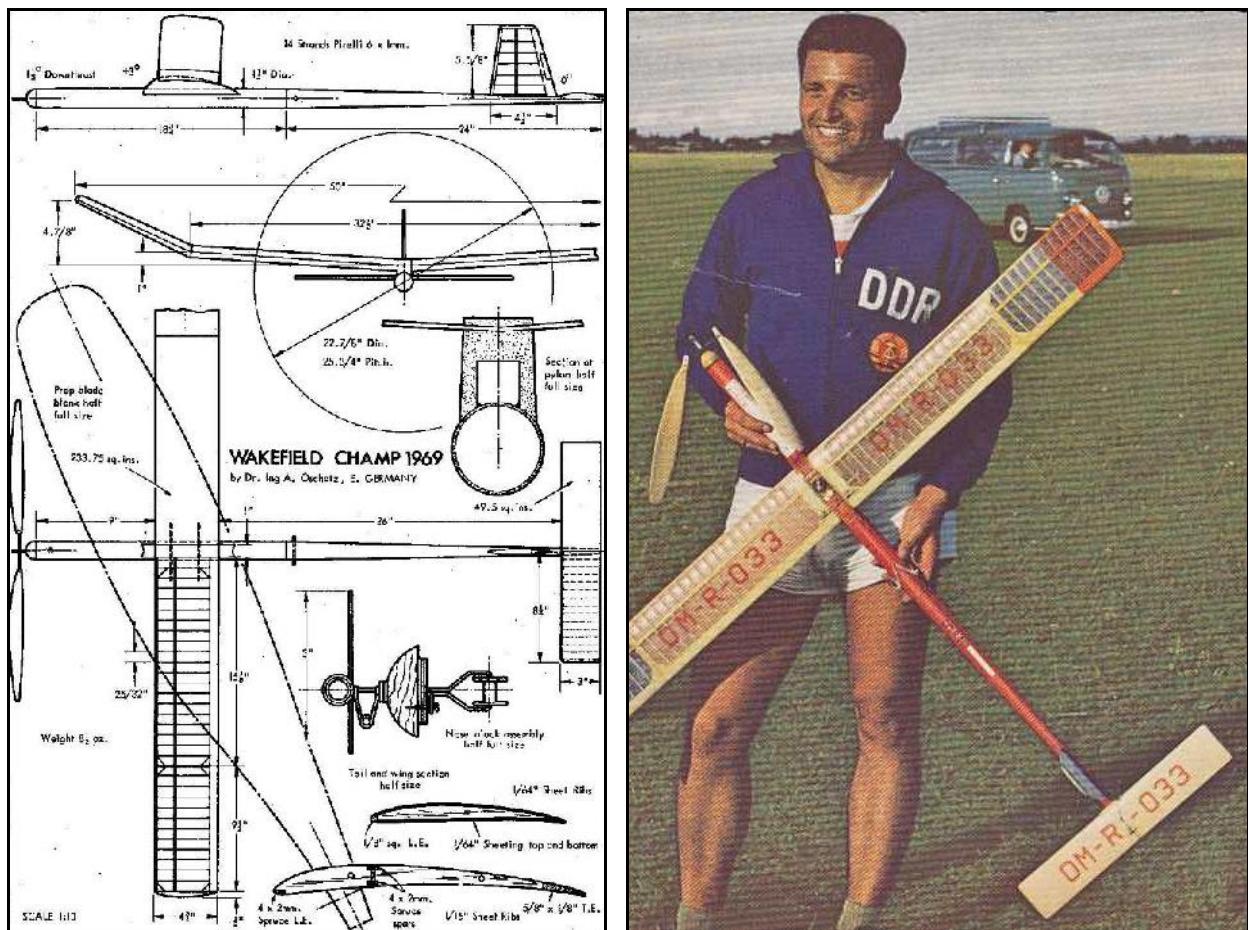
Place	Country	Abbreviation	Total	Team member places		
1	USSR	USSR	3678	3	7	8
2	Dem.Rep.Germany	DDR	3654	1	4	24
3	USA	USA	3614	5	10	17
4	Netherlands	NED	3561	12	14	21
5	Yugoslavia	YUG	3459	6	31	36
6	Czechoslovakia	CS	3416	15	32	34

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Charles Dennis Rushing

The following images are courtesy of Roy Tiller and the DBHLibrary

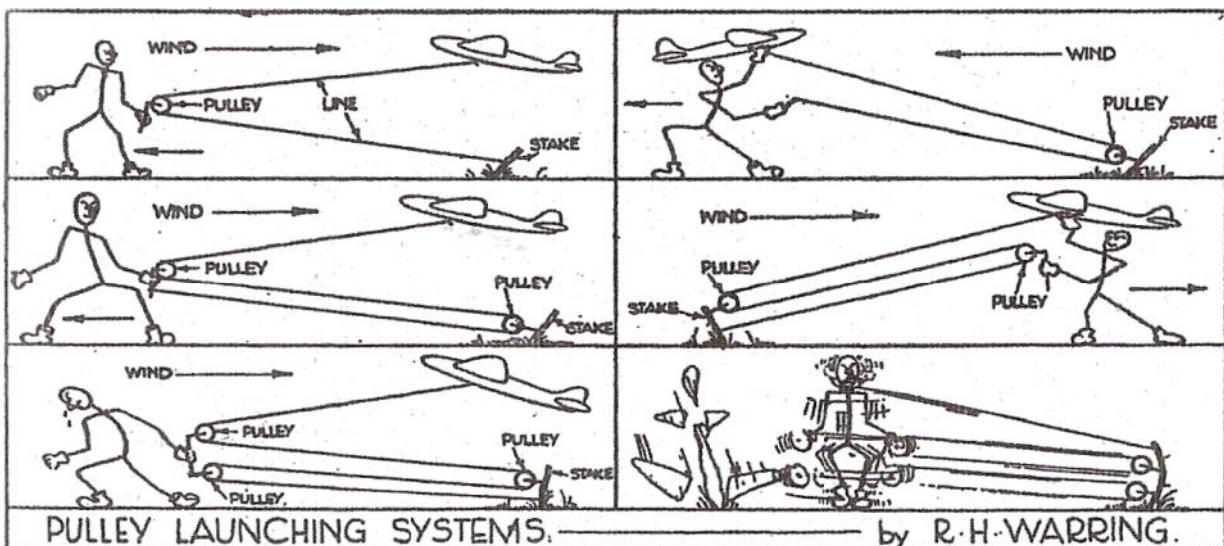


Old Legs & Glider Towing

Dick Twomey

Calm weather and old legs has been a topic of interest for Peter Michel and myself for some time.

Apparently Ron Warring, aged 24 at that time (1944), recognized the dire straits of old guys even then! Attachment from Model Aeronautical Digest.



Dick Twomey



Noises Off

MOSTLY the reason why we have a Noise Pollution Act is because we have too many people crowding in on each other, all hysterically conscious of the noise the others are making. Perhaps what we should have is a *People Pollution Act*, though the problem here would be to seek a remedy without stirring the Royal Humane Society into undue activity.

This thought occurred to me upon reading those articles on the historic development of the model plane. What began as an idyll, of wide open spaces, blue skies and gently drifting models, wound up into a frenzy of screaming missiles in a mad maelstrom of conflicting interests. In the days before everywhere was built on and every lane a motorway, you had all the peaceful, empty countryside in which to fly your then noiseless model. As the model soared dreamily over the long summer grass all that could be heard was the cry of a startled bird:

“Coo, what’s that up there, Fred?”

And even today Fred’s reply is censored.

Now, it is almost impossible to wrap a bit of empty space about yourself wherever you may try to fly. Go to launch your model on a public space and you’re almost certain to nudge some bit of highly activated humanity in the ribs. Whereas in the old days the parkland humans kept a low profile – some extremely low – they are now all dashing around like mad, chasing or hitting balls of various sizes and density, and urging canine companions to new heights of doggy frenzy. Then you have the enemy listening posts to contend with, that is, the houses surrounding the open space. Many of these houses are of recent development, and the objections of the occupiers come a bit audacious – like someone going to Africa and then complaining about the behaviour of the monkeys.

Nor are the airfields quite the havens of peace they once were – not like the days when we had Faireys at the bottom of our garden. You daren’t venture on the tarmac for fear of being run down by the hurtling masses constantly circulating the airfield. First a fleet of land yachts come tacking in a wild zigzag, then the groups of charity walkers, the keep fit runners, and sundry people, mechanised and otherwise, doing all sorts of silly things other than sensible model flying. If only people would stay back in their homes and gardens like they used to, and leave the model flyers to enjoy the open countryside, things wouldn’t be so bad.

Pylonius

New Zealand Nationals

- Mark Venter (NZ)

(Intro by Roger Newman: Those of you who have been following our progress on plan scanning may recall that Mark Venter in New Zealand is one of our consortium members, who helps us greatly by "digitally cleaning" scans. Mark also runs the New Zealand end of the Plans library & has recently attended the NZ Nationals. His report follows, along with a few photos. He is too modest to mention that he won a couple of events!)

The 64th New Zealand Nationals 2012 took place in fantastic weather in Carterton, North Island with a record amount of entries. This event is now held during the first week of January each year which is Summer time in NZ and generally has pretty good air early in the day before the winds start up.



Alan Douglas & his Sparkie 'Playboy Senior'



Steve Wade 'Ramrod 430'

All the disciplines are held at various sites by kind permission of the local farmers who provide access and cleared fields where possible but still the free flight & vintage free flight events can be a challenge when prevailing winds can cause drift into un-harvested fields of crops, so quite a few flight line changes can occur during the day to get the best out of the wind directions and provide maximum downwind free space for drift. Still, a number of models are lost when the usual timer or DT failures happen for whatever reasons.

This year there were a number of fly offs in both free flight and RC events which sorted out the boys from the men, with not always the men ending up the winners.

All in all a most enjoyable and satisfying week of flying and fun and getting together with old friends to catch up on the latest happening and also a chance to meet and make new friends.



Anthony Koerbin, winner 'Lanzo Duplex'



John Malkin launches in the fly-off

Next year the Nationals will be held closer to home, in Christchurch, South Island, so hopefully it will be just as well attended as this year's one and hopefully too, the earthquakes might have lessened up a bit by then.

From a still shaky Christchurch - New Zealand

Mark Venter (NZ)

Post script - by Roger newman:

Mark won the combined free flight Precision Comp but was too modest to say!

*He flew a 'GHQ' Sportster recording 2 max's
and a 2 sec's error against a 90 sec target for each round. Pretty good!*



Mark Venter's 'GHQ Sportster', Free-flight Precision Competition winner

Roger Newman

Beaulieu Winter Outing

- Roger Newman

A few hardy souls braved the weather recently to take advantage of a fairly wind free - albeit chilly day at Beaulieu, indulging in some sports flying and trimming sessions.



John White readies his vintage o/d Coupe



Ted Tyson was flying this modern Coupe

Whilst John White trimmed his older Coupe, John Hook was getting prepared for the 1st Area meeting, but unfortunately lost his A2 when the d/t failed - it was seen coming down but a long way into the distance. Tony Shepherd was also trimming his $\frac{1}{2}$ A power models & achieving very good & consistent flights.



Hardy Attendees Set about their business



How about these boys for a bit of fun flying

The rest of us were just enjoying ourselves with a bit of sport flying - yours truly took five models, flew them all without any problems & came back with all intact. We look forward to a few more days like this before the summer!

Roger Newman

Lost a Model?

-

Ian Hibbert

Did you lose a model from the 2011 BMFA August Nationals?

Roughly 5 miles east of Barkston shortly after the August Nationals last year, a Free Flight power model was discovered.

If you lost a model there please contact Ken Norton on 01529 305408 and describe the model and engine to him and, if it's yours, a safe return can be organised.

Ian Hibbert (Grantham and District MAS secretary).

For Sale**Lightning T5 – No engines****HISTORY**

First flight 26/10/65: 56 Squadron (A) 20/12/65 RAF Wattisham

56 Squadron (X) 17/8/69 RAF Akrotiri: 60 Maintenance Unit 23/2/73

11 Squadron (T) 16/4/74 RAF Binbrook: 11 Squadron (Z) 23/8/75 ('C' Flight)

Open Store 14/10/76: Lightning Training 27/2/77: Coded (T) 19/5/77

Lightning Training 15/11/80: Stored Inside 12/8/85: Lightning Training 28/2/86

Open Store 14/5/87: De commissioned 22/3/88

Located at Skegness, Lincolnshire

Needs to be removed from present site by Mid May

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price £ 'offers invited'

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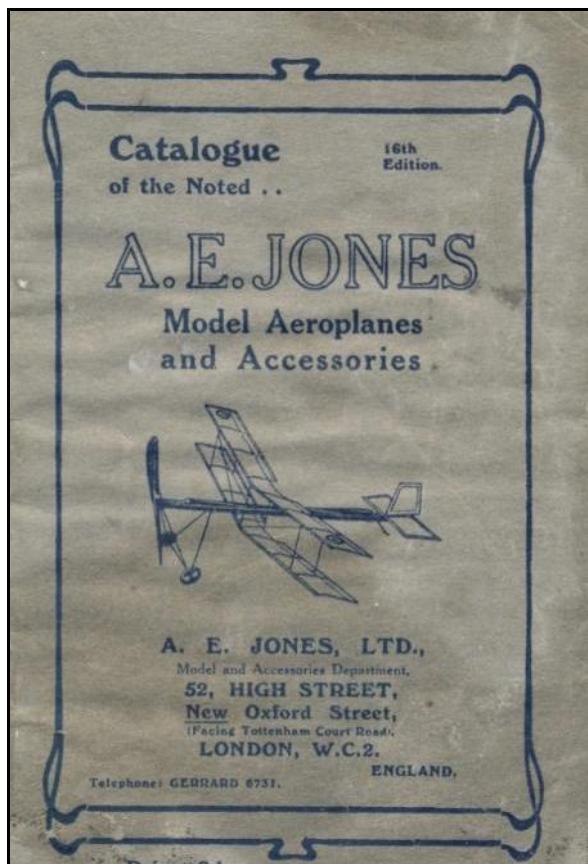
www.ramco.co.uk

(Our President John Thompson thought someone might fancy it)

Whilst unearthing more boxes from David Baker's archive collection for Roy Tiller to browse through (which Roy has very kindly volunteered to do for me & for which I am extremely grateful), I came across a very old catalogue from A.E.Jones Ltd of New Oxford Street, dated May 1920. It contains some fascinating information that might be of interest to our New Clarion readers. Inevitably a web-search was done but it revealed very little information. Nevertheless, what appeared was also of interest!

First - A background extract from the Jetex website on A E Jones Ltd:

"Managing directors of the firm responsible for producing Jetex are no newcomers to the model aircraft trade. J. N. Mansour and C. M. Wilmot were intimately connected with A. E. Jones when the first model aircraft meetings were held and in the days when balsa wood was still an unknown quantity. Modellers need long memories to appreciate the mention of A. E. Jones. Around 1930 his tiny little shop in New Oxford Street, London, was the "mecca" of model aircraft enthusiasts of that time. Here was the finest selection of modelling materials in the country and when balsa wood did arrive, A. E. Jones was about the first person to sell it. The writer remembers trying some at the time and deciding that it was awfully tricky stuff, for the "cement" used was not capable of sticking it!"



Then from Flight Magazine July 1920: (F J Camm's Model Aeroplane page)
Model Firms at the Forthcoming Olympic Aero Show:

Messrs. A. E. Jones, Ltd., 52 High Street, New Oxford Street, London, W.C. 2. (STAND 21).—As is doubtless patent to all our readers, Messrs. Jones were pioneers in establishing a model aeroplane accessory business in this country. A full range of their goods will be shown (a glance at their catalogue will show this to be a comprehensive one, and anticipates the most minute requirements of the model maker), including r.o.g. machines, both tractor and canard, built-up fuselage models (a reproduction of one of which is A popular model biplane by Messrs. A. E. Jones, Ltd. here given), scale models, wood of all sections, wire, airscrews (both two and four bladed, in carved and bentwood), elastic, an interesting form of hollow spar with elastic enclosed, varnish, lubricant, wheels (disc and tangent spoke), gears and gear brackets, winders, soldering outfits, and a full range of text-books suitable for the beginner. One congratulates this firm on their enterprise in the world of model aeronautics, and upon the issue of such a complete catalogue which, fully indexed as it is, should prove an almost indispensable vade mecum to the modellist. A copy can be obtained for sixpence, which amount is allowed off the first purchase exceeding 25. 6d.

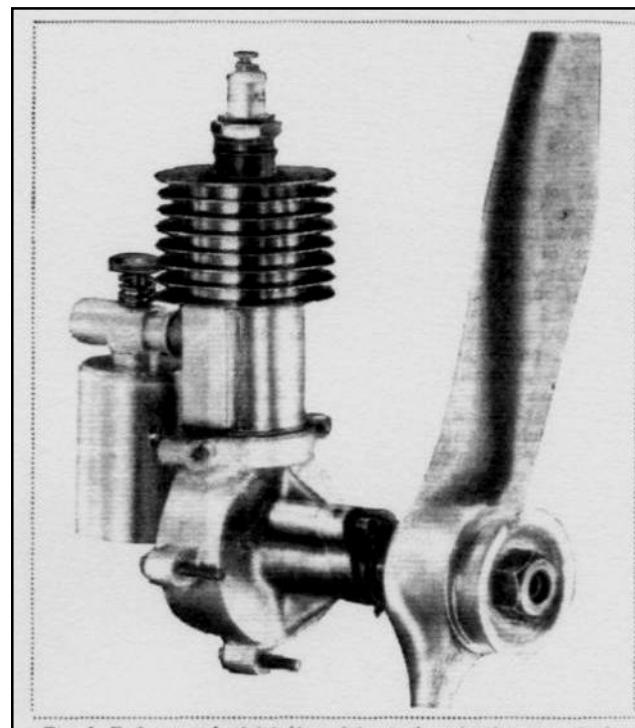
& finally a later advert from Flight in 1935:

A.E.Jones: A NEW 9 c.c. ENGINE in 1935

POWER-DRIVEN-MODEL enthusiasts will, we think, welcome the arrival of the latest model petrol engine just produced by A. E. Jones, Ltd., of 97, New Oxford Street, London, the makers of the successful "Atom Minor" engines.

Not only is the "Andrich" engine, as it is called, of the size and power that should appeal to a greater number of model builders than did its larger brother (or sister, as the case may be!), but, judging from our inspection of one of these engines, it would appear to possess a performance that should rank it amongst the most successful of model petrol engines yet produced.

At the moment we are not at liberty to give many details concerning its construction, but it is a featherweight high performance engine of only 9 c.c. capacity, operating on the two-stroke principle, and using a petroil mixture. Its weight, complete with sparking plug, contact breaker, carburetter, and two-minute fuel tank, is 8 oz. Driving a 13½in. diameter airscrew of approximately 12½in. pitch at 3,600 r.p.m., it develops about .125 b.h.p.



The A. E. Jones "Andrich" model petrol engine is a two-stroke type of 9 c.c. capacity. The combined carburetter and petrol tank may be seen at the rear; various sizes of tanks are used to suit the duration of flight required.

The fuel tank is formed with the carburetter, and various sizes may instantly be fitted giving any duration; the fuel used is Shell No. 1 and " Mobiloil " in proportion of 6-1.

The cylinder is produced from a solid bar of steel, specially heat-treated to ensure a glass-smooth bore and hard-wearing properties. The piston, fitted to fine limits, is of aluminium alloy, and has two $1/16^{\text{th}}$ in Wellworthy rings, while the gudgeon pin is of steel, hardened, tempered and ground, and fitted with bronze retaining caps. The connecting rod is machined from solid duralumin, and the main bearing is of cast iron, pressed in the crank case, which is a light aluminium casting, specially strengthened and webbed to withstand shocks likely to be encountered when used on model aircraft.

A specially designed contact breaker incorporates totally enclosed oil-proof contact points. This may be seen in our illustration just above the crankshaft, between the airscrew and the crank case.

The overall dimensions of the "Andrich" engine are; Height, $5\frac{1}{2}$ in, length (from airscrew face to carburetter), $4\frac{1}{2}$ in. width, $2\frac{1}{2}$ in.

I wonder - has anyone ever seen or got one of these engines?

As an aside, the complete catalogue comprises 40 pages. If anyone would like a copy, I'd be happy to scan the whole document. Drop me an email.

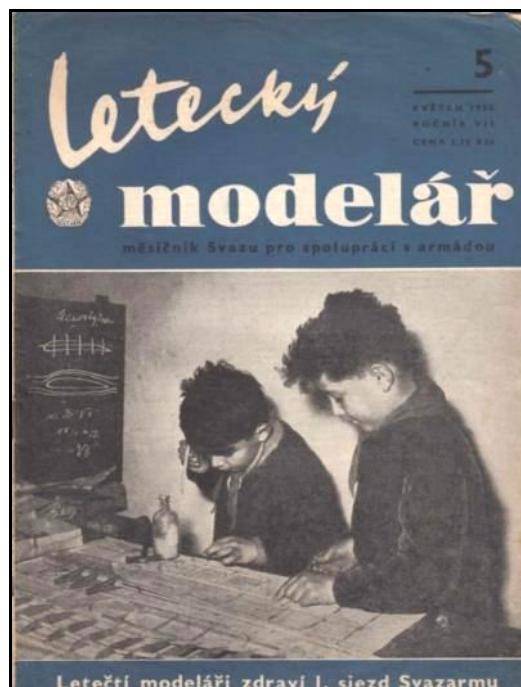
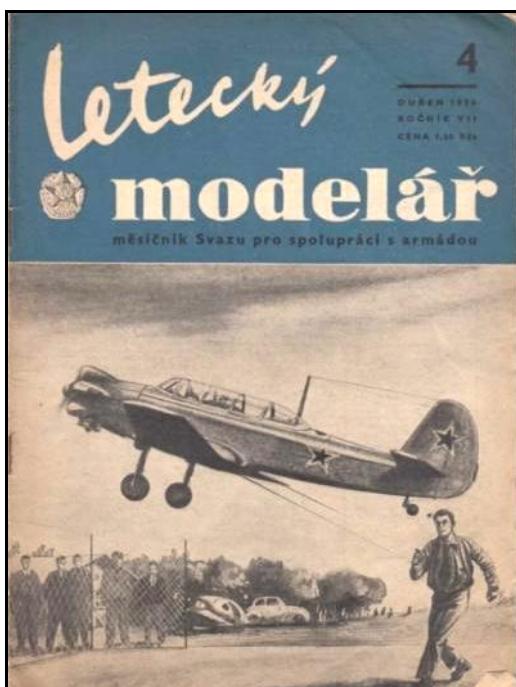
Roger Newman

The DBHLibrary (Magazines)

Roy Tiller

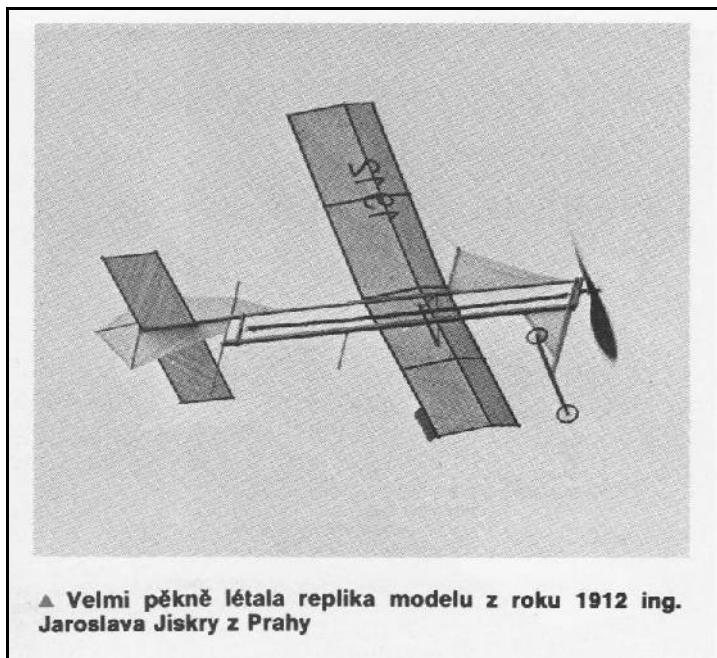
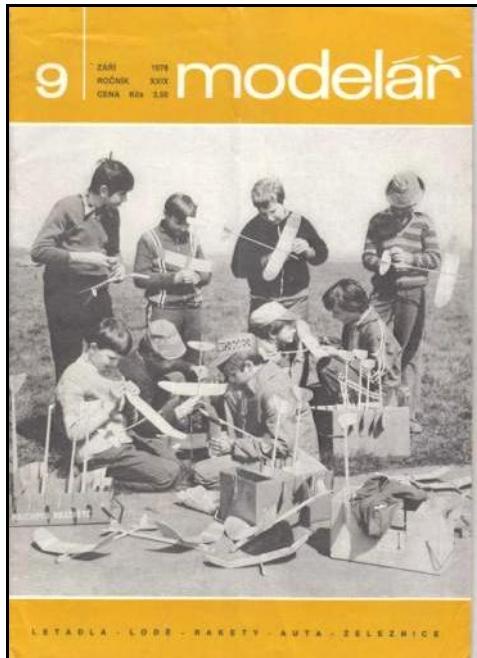
Report No. 16 Czechoslovakia

We have about 50 Czechoslovakian magazines starting with Letecký Modelář in 1955 then running through to 2000 with Modelář and Model Hobby. None of them published in the vintage era but still some items of interest.



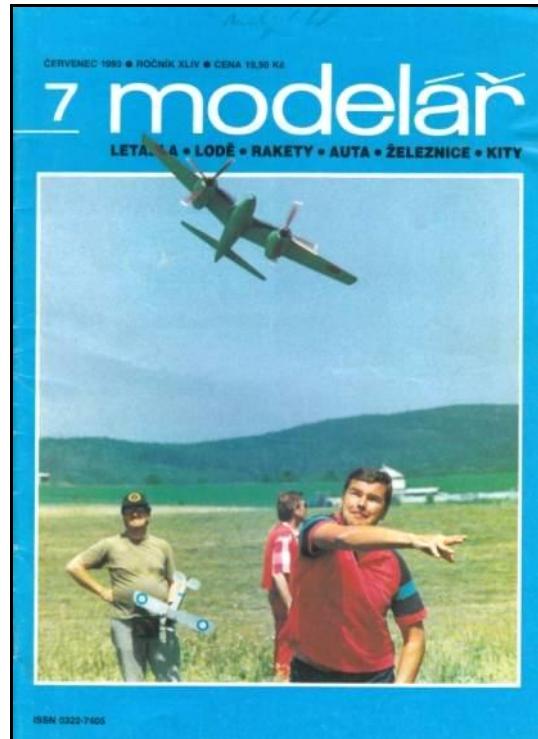
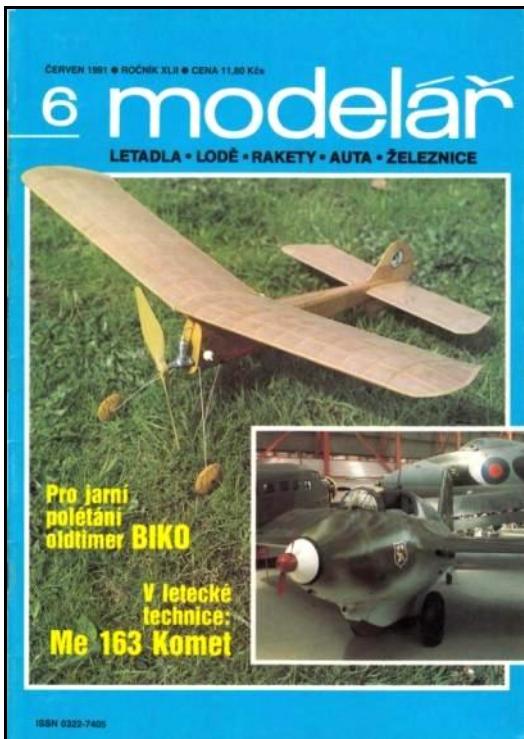
Letecky Modelar, April 1956, has on the cover a control-line scale model of a Jakolev JAK18 with inside a three view at 1/50 scale (not 1/72) also giving details of the instrument panels "predni palub deska" and "zadni palub deska", so a two desk office, presumably a trainer.

Letecky Modelar, May 1956, shows what appears to be two boy scouts busy at the building board.



Modelar, September 1978, has on the cover a group of young chuck glider enthusiasts and inside a couple of HLG plans.

Modelar, January 1988, has inside a photo of "very nicely flying replica of the 1912 model of ing. Jaroslava Jiskry from Prague". (translation from Google).

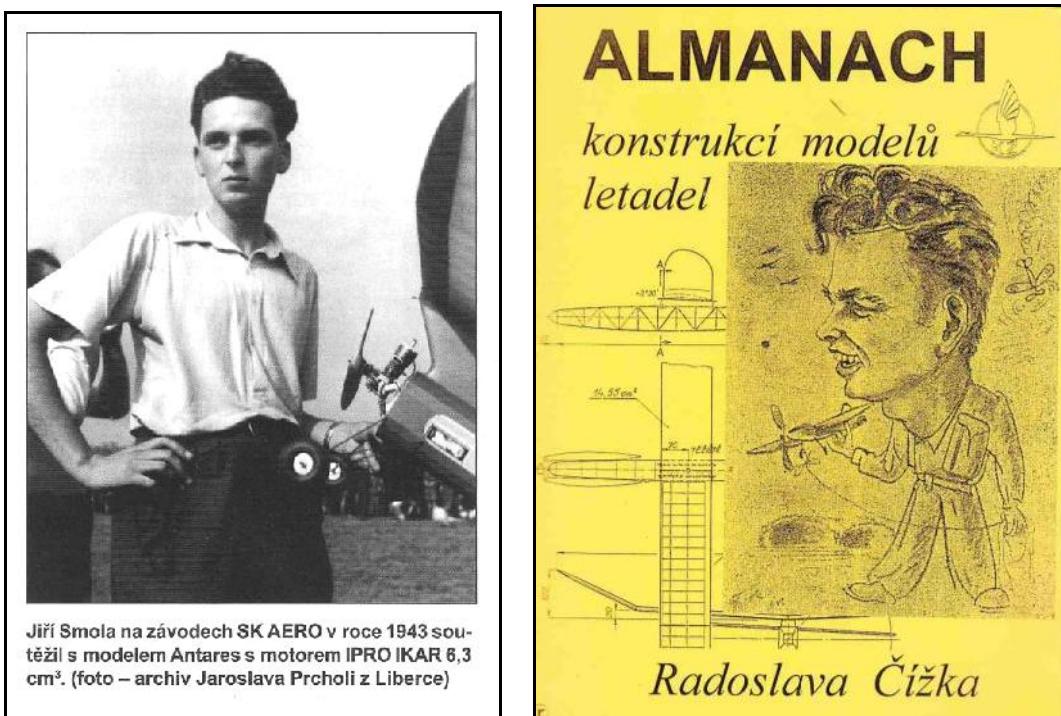


Modelar, June1991, features the Biko vintage model reduced for CO2 with an A4 size plan inside of the 672mm (26ins) wing span model.

Modelar, July 1993, has a cover photo "Open Scale 93" showing second place man V. Kunert having just launched his Mitsubishi Ki83. D.Knight from "Britanie" gets a mention for flying his "Electromotorem" Piper J3.



Model Hobby, January 2000, under the heading Historicky model has the Antares on the cover and inside a plan and photo of Jiri Smola with his model in 1943.



We also have the Almanach of plans by Radoslava Cizka(Cizek), containing over 100 plans reduced to A4 size, covering power, glider, rubber and control-line from 1941 to 1993, 50 years of designs! See the website for full list of the plans.

WANTED. Flying Aces Club News. We need No. 1 to No. 7, 1968/69 and then No. 47, January 1976 through to 1991. Many of the issues had the A4 news sheets stapled together but the A3 plans were supplied loose. Very sensible for ease of use but of course they get separated. Does anyone know of a list of FACN plans by news sheet issue number/date? If you can help please contact.

Roy Tiller Tel. No. 01202 511309

e-mail roy.tiller@ntlworld.com

Roy Tiller

Warwick & ITZME III

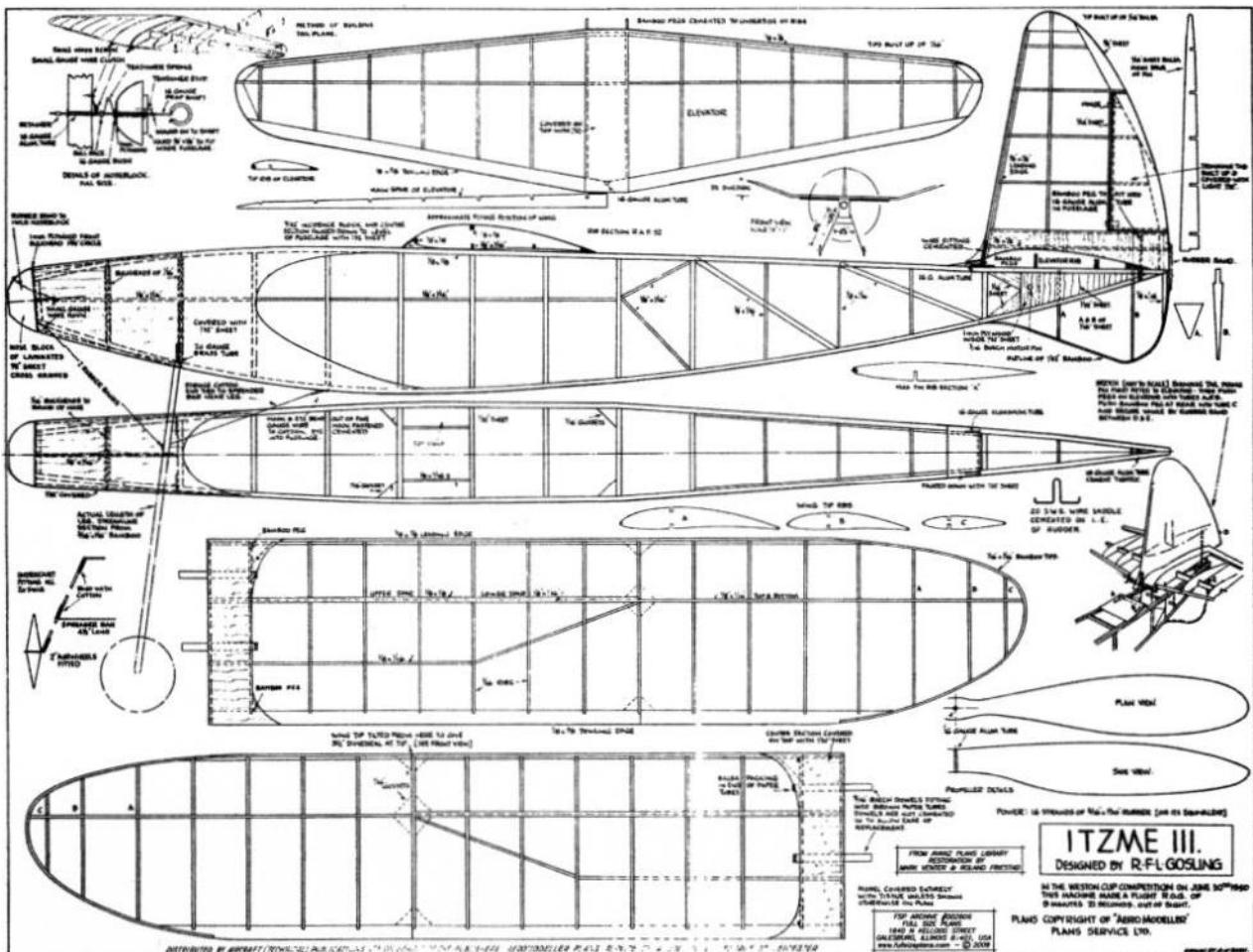
John Wingate

Thoughts on Wakefields and the 1984 Warwick Anniversary:

With regard to the latter, I have to say that despite being present, my memory of it is not very clear now. I had just completed an Itzme III in time for the event, and must have spent a while having a test flight or two before entering the contest. I have been told that the result sheet says that I made one flight of 90 secs., which was probably the maximum set for the day. This was because the wind direction was taking the models over local houses in short order.

What I remember well, was probably the second flight attempt. Take offs were required, and upon release, the job shot along the board and continued fast and low for some yards. Unfortunately I hadn't noticed the portly gent crossing its path, and he wasn't expecting the model either. It caught him square on his considerable midriff, causing the free wheel to slip and a rapid unwinding of the motor in the model, which was now on the ground. I rushed forward to grab it and stop the damage escalating. This was mainly successful but in stopping the process with my hand, cause me a bit of damage and blood was all over my thumb and fingers. Probably this accident terminated my day's effort but was certainly not the end of the model.

The gent turned out to be our honoured guest from the USA, Walter Getzler. He apologised profusely for not realising that he was crossing the take off path.



I still have an Itzme III Wakefield. It sports the original wing and tail plane, but the rest has been replaced.



My current ITZME III

Not so long after 1984, the Itzme was entered in the Vintage Wake event at Barkston Heath Nationals. At that time one's first flight had to be made before 12 noon and I was very tight for time. The CD, I remember, was fellow club member Chris Hawke. With only seconds to spare I got the model away. It found strong lift straight away and soon became a distant speck.

My son was on hand that day and he was delegated to "go & get it". Unfortunately he took his eyes off it as he was crossing the field. I also lost sight of it very quickly. I then remembered that I had removed my address label during some repair work. I had a fuse DT but maybe it went out or we didn't even light it. Anyway, for some reason for 3 months nothing was heard of it. Then during a chat with JO'D who is, like myself, a Timperley club member, he happened to mention that he had heard of a vintage Wake that had been recovered by John Carter who had collected it from a farmer, along with his own glider, soon after the contest. The two models were only yards apart, but some 7 miles off the aerodrome! It was apparent from the description that the model was my Itzme and JC had carefully stored it, after removing and plastic bagging the motor, but he didn't know who the owner was. When the model was returned to me via a third party, it was in a near perfect condition, and its recovery was a great surprise.

At another SAM 35 run Wakefield event the Itzme also featured. This was also at Barkston, on a lovely warm day with thermals a-plenty. The Itzme maxed on its first two flights, but I couldn't find it for its third. I had a Gutteridge with me, which,

however, was not in either a good condition or recently trimmed. I was running short of time (as usual) but readied the model and got a trim flight in. With minor adjustments it just made the third max, and was eventually wound up for the fly off. The flight didn't look promising at first, but at quite low altitude the job, picked up some weak lift and gradually gained height until disappearing in the distance with a time of 11 min+, which was enough to win on the day. Soon after the fly-off another modeller brought the Itzme back! The strange thing about it was the Gutteridge was also away for 3 months before I heard from a farmer that it had been found. This time the model needed a major refurbishment. Meanwhile I had been building a new one which was nearing completion. Thus I then had two Gutteridges, and still have them, one now in a poor state but the other still serviceable, though I am not keen on them anymore, or other Wakefields with single folding blades.

Sometime later, I flew the Itzme in a comp. at North Luffenham.



Winding the ITZME III at North Luffenham

(picture by Timperley club-mate John Andrews)

A nice flight but ended up in the top of a very dense thorn tree. I couldn't find it to begin with, but this time I was using a radio tracker. After some time looking around, I eventually got strong signals from beneath a dense thorn tree but was unable to see it. Another modeller saw a wing tip projecting from the top, while he was still some distance away. Recovering it was another matter. A friendly colleague burrowed his way with difficulty up through the middle of the tree, but only

managed to recover a wing, tail and prop. I stored these items for a year or two, (even three) before deciding not to bin them but to build another fuselage. The resulting model has a new lease of life and flew extremely well last year, and I don't see why it should! Altogether strange model.

It was presented just as a plan (by RFL Gosling) in the Aero Modeller during the early war years without any write-up. A picture of the model in a plans list later, definitely shows a parasol wing mounting but the plan shows the wing just sitting on top of the fuselage without. When first built I was keen on Parasols so initially mine was built that way. Then I had a pang of conscience that it was not to plan, so I took it off. It seems to make no difference to the flying, but does save a few grams of weight. In fact the model only just makes the 8oz requirement, and this may be a reason why it is competitive. To my surprise the Gutteridges are 9oz or so.

John Wingate

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.

Michael Woodhouse

mike@freeflightsupplies.co.uk & <http://www.freeflightsupplies.co.uk>

Plans of models designed by Geoff Lefever

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

MSP PLANS PRESENTS FOR 2011

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 A0 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.martyn.pressnell.btinternet.co.uk

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.
ODENMAN'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 GLIDER Designed by Bill Farrance twice winner of the SAM Radislav Rybach trophy.
CRESTA A 38 in wingspan low-wing design for small diesel power and including electric motor installation.
FRED BOXALL'S 1956 OPEN RUBBER MODEL successful open rubber model. Twin plan with Boxall's **SEAPLANE**.
FRED BOXALL'S SEAPLANE (1965) Completing this duo of contest machines, Twin plan with the **1956 OPEN RUBBER MODEL**
LAST RESORT 1956 CLASSIC RUBBER small Open Rubber Model designed by Jim Baguley, Twin plan with **FIRST RESORT**.
FIRST RESORT 2006 Designed by Martyn Pressnell for the BMFA Rubber Class. Twin plan with **LAST RESORT**.
WINDING BOY II 1956 design by Urlan Wannop, a 38 in. span, V dihedral wing. Twin plan with **McGILLIVRAY'S LIGHTWEIGHT**.
JACK MCGILLIVRAY'S LIGHTWEIGHT 1958 36 in. span Canadian lightweight rubber model Twin plan with **WINDING BOY II**.
CAPRICE 1959 GLIDER The renowned lightweight glider of 51 in span, Twin plan with **GAUCHO**.
VAKUSHNA 1959 A2 Designed by Brian Dowling this glider won the 1960 Pilcher Cup
GAUCHO 1960 POWER DURATION A first class model for 1.5 cc engines. Designed in 1959 Twin plan with **CAPRICE**.

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 descendent of his 1936 Wakefield Cup winner,
HERMES MAJOR A 150% enlargement to 61½ 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, England, in 1949.
HOST WAKEFIELD 1951 John Gorham's 1951 Wakefield, One of the most successful rubber models from the early 1950's.
RON WARRING'S 1952 WAKEFIELD The geared geodetic model, developed by Ron Warring for twin motors,
NIGHT TRAIN Mk II 1960 George French's Night Train which pioneered the use of VIT systems in the UK

TO ORDER:

To order plans for UK delivery please write with cheque (£ sterling) made payable to

Martyn Pressnell, 1 Vitre Gardens, Lymington, Hants, SO41 3NA.

For overseas delivery of Popular Plans send local bank notes equivalent to £10.00.

Enquiries: please write or email martyn.pressnell@btinternet.com



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

Contact: Martin Dilly on 020 8777 5533

or write to 20, Links Road, West Wickham, Kent BR4 0QW

or e-mail: 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.

ITC Indoor Events Planned for 2012

15th Jan and 12th Feb at Werrington Sports Centre, Peterborough. Lightweight Indoor Duration day.
Contact mark.benns@ntlworld.com

John Shaw organises monthly Lightweight Indoor Duration days
at Bartholomew Sports Centre, Eynsham near Oxford.

21st Jan is the first date in 2012. Contact johnshaw@alvere.wanadoo.co.uk

18th Feb Manchester Velodrome, NW Area FF Gala, L/wt radio, Scale, FF classes.

25th Feb Manchester Velodrome. Normal Indoor Fly In with 30 min slots for Light and Heavy classes.

11th Mar Impington Village College, Cambridge. Contact chris.strachan@btinternet.com

25th Mar Manchester Velodrome, Normal Indoor Fly In with 30 min slots for Light and Heavy classes.

Your Velodrome contact is Dave Whitehouse at dave.whitehouse@aone.uk.com

Mid Jun (Date to be finalised) Boulby, Cleveland, Indoor Nationals Lightweight Duration. Details will be published in the BMFA magazine. Contact Allan Weighell at littleal28@btinternet.com

Early Aug (Date to be announced) Belgrade, Serbia, DORCOL Cup events.

Contact Tony Hebb for further information. Followed by F1D World Championships.

Mid Sep (Date to be finalised) Boulby. Events for Heavier classes of duration models. Details to be published later.

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

2011 dates

May 7th



Sep 17th; Oct 15th; Nov 12th; Dec 10th

2012 dates

Jan 7th; Feb 4th; Mar 3rd.

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 - £6

2011 dates:

May 14th; June 11th

Sep 10th; Oct 8th; Nov 5th; Dec 3rd.

2012 dates

Jan 14th; Feb 11th; Mar 10th;
Apr 7th; May 12th; Jun 9th.

Contact:- Tony Eadon-Mills

Tel: 01952 240451 - e-mail: tonyeadonmills@gmail.com



Waltham Chase Aeromodellers

2011-12 INDOOR FREE-FLIGHT MEETINGS

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

DATES are

September 29 th	18:30 – 22:00
October 27 th	18:30 – 22:00
November 24 th	18:30 – 22:00
December 29 th	10:00 – 16:00
January 26 th	18:30 – 22:00
February 23 rd	18:30 – 22:00
March 29 th	18:30 – 22:00
April 26 th	18:30 – 22:00
May 31 st	18:30 – 22:00
June 28 th	18:30 – 22:00

XMAS Daytime Special

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

Admission to the meetings will be £4 for adult fliers and £1 for junior fliers and spectators, whilst accompanied junior spectators will be admitted free.

Fliers MUST be insured and may be required to show proof of insurance by the organisers.

Flitchook, 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 Alan Wallington (Tel. 01489 895157)

or see our web site: www.wcaero.co.uk



INDOOR FLYING

TUESDAY 22ND NOVEMBER 2011

TUESDAY 13TH DECEMBER 2011

TUESDAY 24TH JANUARY 2012

TUESDAY 28TH FEBRUARY 2012

TUESDAY 27TH MARCH 2012

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**

VINTAGE RADIO & CONTROL LINE

at MIDDLE WALLOP, 2012

Courtesy of the Army Air Corp Centre, MAC

SUNDAY APRIL 8TH SAM 35 Gala

Control Line [no combat wings] Mini Speed & Spitfire Scramble.

Tomboy 3 & Tomboy Senior Competitions

R/C Vintage Power Duration Competitions including George Fuller designs RC class

SUNDAY MAY 6TH SAM 1066 Wakefield Day

Control Line [no combat wings] Mini Speed & Spitfire Scramble.

Tomboy 3 & Tomboy Senior Competitions

R/C Vintage Power Duration Competitions including George Fuller designs RC class

SUNDAY AUGUST 26TH SAM1066 Eurochamps

Control Line [no combat wings] Mini Speed & Spitfire Scramble.

Tomboy 3 & Tomboy Senior Competitions

R/C Vintage Power Duration Competitions including George Fuller designs RC class

SUNDAY SEPT 23rd SAM1066 Fun Fly + Trimming Day

Control Line [no combat wings] Mini Speed & Spitfire Scramble.

Tomboy 3 & Tomboy Senior Competitions

R/C Vintage Power Duration Competitions including George Fuller RC designs RC class

***NB....ALL R/C MODELS, No Ailerons please!!**

Vintage Radio to December 1969

ALL FLIERS MUST BE COVERED BY BMFA INSURANCE, this is the only acceptable insurance at the venue and must be produced when signing on

For further information contact:

[C/L & George Fuller RC comp] James Parry, 01202625825, email. JamesParry@talktalk.net

[R/C] Tony Tomlin, 02086413505, email. pit2.alt2@btinternet.com

[VPD] Bill Longley, 01258488833, email. tasuma@btconnect.com

More details of mini speed, Spitfire Scramble and George Fuller RC class see

<http://www.wessexami.co.uk/>

The above events take place at the far side of the airfield, follow peri track to control

Salisbury Plain Trimming 2012

Changes in use for free-flight trimming on Salisbury Plain for 2012

For 2012 almost every weekend will again be available for free-flight trimming and training by BMFA members on Area 8 on Salisbury Plain, subject to the usual call to Peter Tribe on 01225-862748 on the Friday before you plan to fly to check that there is no Army activity.

However, a small number of non-season ticket holders have been using the site without paying the single day fee. Therefore in future Area 8 will be available ONLY to those holding a valid pass for the year. The good news is that a 2012 pass will cost only £15. Send an SAE and your cheque, payable to BMFA, to Bernard Aslett, 25, Honeyhill, Wooton Bassett, Swindon, Wilts, SN4 7DX; in return you will receive a sketch map showing where we fly on Training Area 8, and a 2012 pass to display on your windscreens. If you come as a passenger, bring your pass anyway. Your name will be included on the Army security list (unless you're already on it). Please send Peter Tribe (petertribe46@talktalk.net) your e-mail address in case of any short-notice changes.

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. The following dates have been agreed, but because of the current military situation short-notice changes are more likely, so don't forget to check your e-mail every Friday or call Peter Tribe on 01225-862748.

Dates

January	7 th /8 th	14 th /15 th	21 st /22 nd	28 th /29 th	
February	4 th /5 th	11 th /12 th	18 th /19 th	25 th /26 th	
March	3 rd /4 th	10 th /11 th	17 th /18 th	24 th /25 th	31 st
April	1 st	7 th /8 th	14 th /15 th	21 st /22 nd	28 th /29 th
May	5 th /6 th	12 th /13 th	19 th /20 th	26 th /27 th	
June	2 nd /3 rd	9 th /10 th	16 th /17 th	23 rd /24 th	30 th
July	1 st	7 th /8 th	14 th /15 th	21 st /22 nd	28 th /29 th
August	4 th /5 th	11 th /12 th	18 th /19 th	25 th /26 th	
September	1 st /2 nd	8 th /9 th	15 th /16 th	22 nd /23 rd	29 th /30 th
October	6 th /7 th	13 th /14 th	20 th /21 st	27 th /28 th	
November	3 rd /4 th	10 th /11 th	17 th /18 th	24 th /25 th	
December	1 st /2 nd	8 th /9 th	15 th /16 th	22 nd /23 rd	

The 3rd Old Warden Swapmeet

Sunday 12th February 2012

180 table swapmeet.

To be held in the Russell Hall complex of the Agricultural College.

The Swapmeet will accommodate all modelling disciplines:-

Aircraft, Boats, Cars, Vintage and Modern

Engines, Kits, Radios and accessories.

Additionally there will be a small trade presence.

Doors open at 8.30am for table holders and 10.00am for the public.

The Russell hall complex has a bar and restaurant.

Visitors are reminded that the world famous Shuttleworth Collection of full size vintage Aircraft and Motor Vehicles is based at Old Warden.

Costs will be as follows:-

Table £10 + £6 per head (Max 2 people per table).

Public £5

No Early Bird Tickets

Bookings will commence 1st November 2011

Bookings:- Richard Dalby 020 7607 6820

Email:- owswapmeet2012@hotmail.co.uk or

Peter Dirs:- pd_eng@yahoo.co.uk

Post Script: from Aeromodeller August 1974



THE MIDLAND AERO CLUB has in its possession a large copper and oak challenge shield, belonging to the Birmingham Aero (Model) Club. It depicts a rubber driven model monoplane with the caption *At the Dawn* and on its perimeter are some engraved award-winning shields inscribed as: M. Gordon Jones, June 1910; G. P. Bragg-Smith, April 1911; G. Crooke-Rogers, December 1913; G. Crooke-Rogers, August 1914. If the club still exists, Mr. H. A. Ducommun of 6 Priory Road, Kenilworth CV8 1LL would be happy to hand the shield to them.

Historic picture which came to light amongst the files of the Midland Aero Club. Does this Birmingham Aero (Model) Club still exist? Does anyone recognise any of the members shown? Interested to hear from any readers with long memories!

I can't imagine anyone is going to come forward now, but it's filled a gap.

Provisional Events Calendar 2012

With competitions for Vintage and/or Classic models

January 29 th	Sunday	BMFA 1 st Area Competitions
February 12 th	Sunday	Middle Wallop - Crookham Gala
February 19 th	Sunday	BMFA 2 nd Area Competitions
March 4 th	Sunday	BMFA 3 rd Area Competitions
March 18 th	Sunday	Middle Wallop - TBD
March 25 th	Sunday	BMFA 4 th Area Competitions
April 6 th	Good Friday	BMFA Northern Gala - Barkston
April 7 th	Easter Saturday	Middle Wallop - Glider Day; Club Classic
April 8 th	Easter Sunday	Middle Wallop - SAM35 Gala
April 9 th	Easter Monday	Middle Wallop - SAM35 Gala
April 28 th /29 th	Sunday/Monday	BMFA London Gala - Salisbury Plain
May 6 th	Sunday	Middle Wallop-Croydon Wakefield day
Jun 2 nd	Saturday	BMFA Free-flight Nationals
Jun 3 rd	Sunday	BMFA Free-flight Nationals
Jun 4 th	Monday	BMFA Free-flight Nationals
June 24 th	Sunday	BMFA 5 th Area Competitions
July 21 st /22 nd	Saturday/Sunday	BMFA East Anglian Gala - Sculthorpe
August 5 th	Sunday	BMFA 6 th Area Competitions
August 25 th	Saturday	Middle Wallop - SAM 1066 Euro Champs
August 26 th	Sunday	Middle Wallop - SAM 1066 Euro Champs
August 27 th	Monday	Middle Wallop - SAM 1066 Euro Champs
September 1 st	Saturday	BMFA Southern Gala -
September 16 th	Sunday	BMFA 7 th Area Competitions
September 23 rd	Sunday	Middle Wallop - Crookham Coupe Day
October 14 th	Sunday	BMFA 8th Area Competitions
October 21 st	Sunday	BMFA Midland Gala - N Luffenham
October 27 th	Saturday	Middle Wallop - TBD
October 28 th	Sunday	Middle Wallop - Trimming & A.G.M.
November	Sunday	BMFA 28 th Free Flight Forum - Hinckley
December 2 nd	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

SAM 1066	-	www.sam1066.com
Flitehook, John & Pauline	-	www.flitehook.net
Mike Woodhouse	-	www.freeflightsupplies.co.uk
GAD	-	www.greenvairdesigns.com
BMFA Free Flight Technical Committee	-	www.freeflightUK.org
BMFA	-	www.BMFA.org
BMFA Southern Area	-	www.southerarea.hampshire.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

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