NEW Clarion

SAM 1066 Newsletter

Issue 022014

February 2014

Affiliated to BMFA Club No. 2548

SAM 1066 Website www.sam1066.org

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Editorial

The competition season will soon be underway and I hope one or two of you can make time to put a few words together about your own experiences etc.

This month I have unearthed a simple glider by Andy Crisp which looks like an ideal bungee launch candidate, unfortunately it's not vintage/classic but would be eminently suitable for the Peterborough Club's event.

It's not FF but there is a piece by South Birmingham's Eric Hawthorne introducing the club's 3 in 1 control-line competition, by no means new but a novel innovation.

Impington VCMAC is running an Indoor Meeting with, amongst others, a competition for Ray Malmstrom's first published design 'PEE WEE', Chris Strachan provides the details.

Tim Westcott provides more information on H.J.Towner's Hornet Moth which was the subject of a piece by Dick Twomey in the last issue.

Our Chairman John Thompson has provided info on the 1956 or 57 FAI Powers models of Ray Monks together with details of his own version, flown with more power than was available to Ray back in the day.

Tony Hebb for the BMFA Indoor Technical Committee confirms the Indoor Nationals date and venue. He highlights the postal competitions for the popular Gyminnie Cricket and the 35cm Starter model.

SAM2001 Italy are proposing a 'World Day of Historic Modelling'. Their President Paolo Montesi makes the case and is open to suggestions. He is looking for a low key mass participation event worldwide. Any ideas?

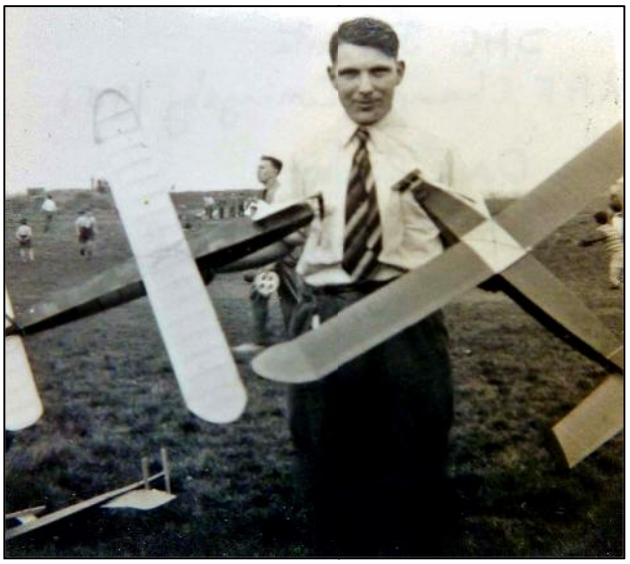
We continue to press on with more of Keith Millers vast collection of vintage photographs, there are enough to see this magazine through 2014 and 2015 I would imagine.

There will be a break now and again for our own Picture Gallery, so do not hold back on supplying your own pictures for future use.

I got the following vintage one from our John (Isle of Wight) White enclosed with his Christmas card.

Picture is of a young S.A.C John White Competing in the RAF Championships at RAF Coningsby in 1951.

He took 4th place in open rubber
and 2nd place in Wakefield



Editor

A New Year - John Andrews

My new years aeromodelling started with the Indoor meeting at Brownhills Community Sports Hall. I removed my 'Gym Dandy's' from the flight box and replaced them with a couple of lighter models.

One a bits and pieces job comprising of two pieces of an old 'Gyminnie Cricket' wing with a tailplane from I know not where and my first experimental razor plane shavings propeller. It wobbles a bit but it flys.

The second was a larger model (right) utilising a rolled tube fuselage some 30 years old at least with wing mounting tubes in many places from past flying surfaces. The current flying surfaces being made from 1/16th square with 1/32nd ribs and covered with 'Wilco's' economy food bag plastic. I had a few reasonable flights with it, normally 3 minutes plus. Being heavy it uses a 20 inch loop of 1/8th rubber with 1000 turns or so.

Interestingly there was a fellow flyer whose daughter was flying a BMFA Dart and it went well, but just up to the ceiling and one circle down again. I could not keep my nose out of it and handed over a 24 inch loop of 1/8th rubber suggesting he used it with 1000 turns. The number of turns seemed to stagger him a bit but he pressed on. The ensuing flight did a few laps at about half ceiling height so I took the 20 inch motor off my aircraft, wound on 1100 turns and fitted that to the Dart. This was the cure, comfortably up to the lights and three or four steady circles and down. The young lady was delighted and made good use of the new motor with several flights. The sting in the tail was the replacement motor I made up to continue flying my own model, it would not perform properly at all.

It would appear that I had given away a piece of good rubber.

I have no idea what rubber I use for normal indoor flying it's just stuff out of the bust outdoor motors box. I'll have to try some new stuff next outing.

I was wondering, when Rachel and I were travelling up the A5, whether there would be enough attendees to cover the cost of the hall, being so near to Christmas, but I

need not have worried as I suppose withdrawal symptoms had set in and there were most of the usual miscreants performing. The radio guys up at the far end did not seem to have had any significant christmas presents or at least not any that ventured down our end. Rachel, having commandeered my camera yet again, photographed a couple of their models that did come our way.

A couple of stray R/C models, we free-flighters resisted kicking the grounded one into touch

Rachel continued to snap away and caught this trio in earnest conversation

No, it's not the Three Stooges

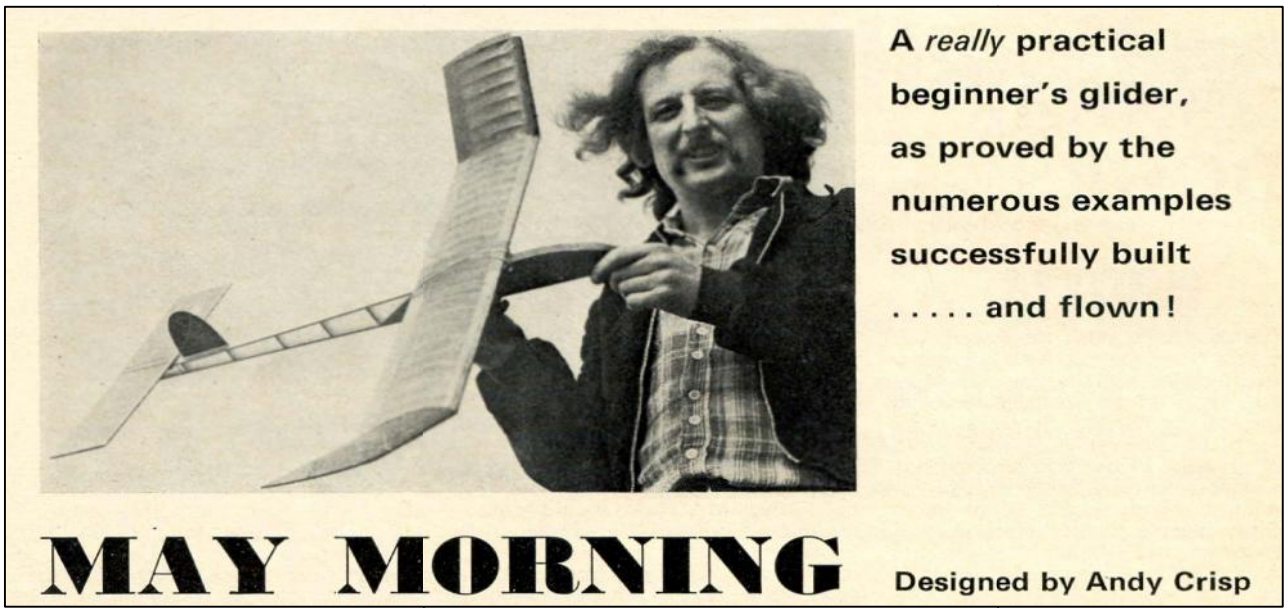
It's Brownhills organiser Allan Price centre, flanked on the right by Colin Shepherd, Thorns organiser, discussing the merits of Gavin Manion's No-Cal.

A good start to the new year for me, never broke a thing. Belay that, I forgot that my old EZB made a rapid trip up to rest on the lights and roach pole attention broke the prop.

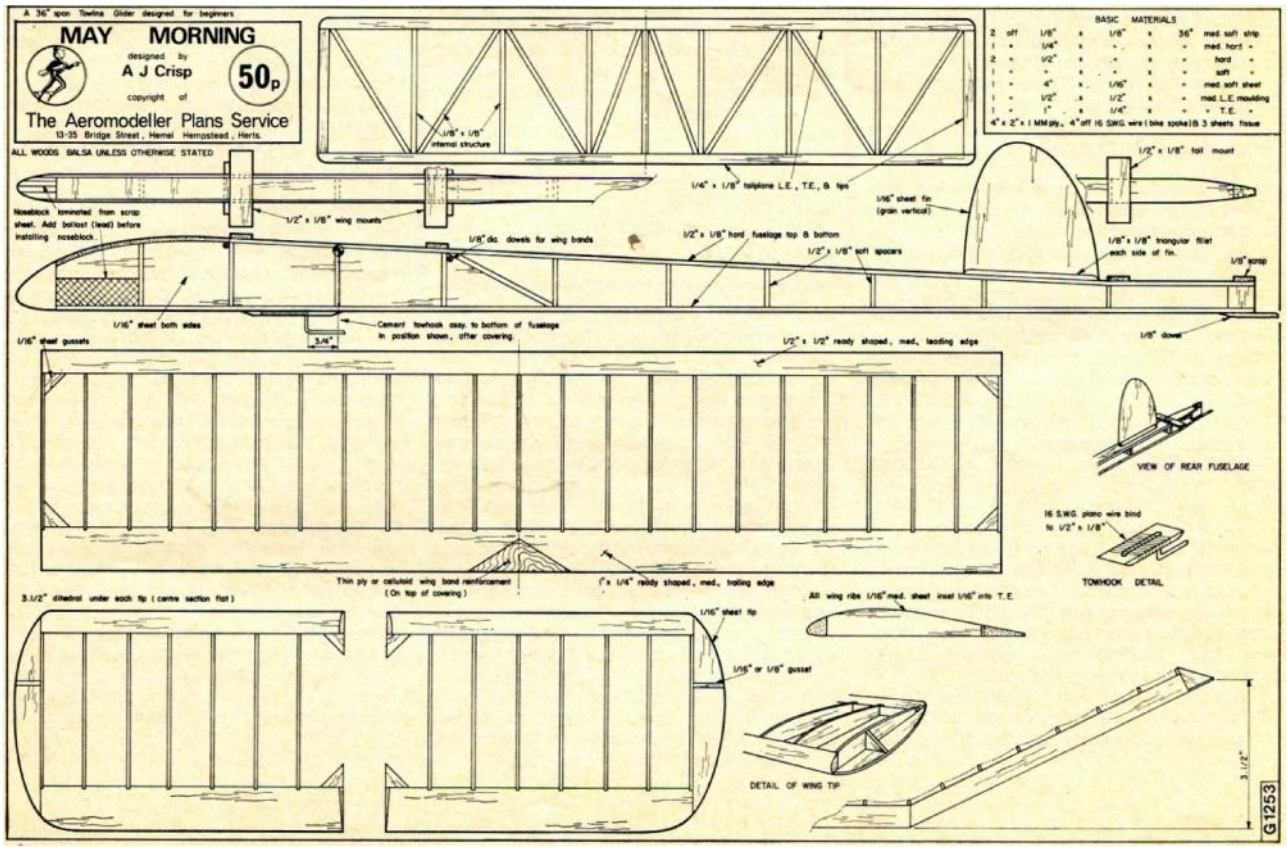
John Andrews

May Morning - Andy Crisp

First published in the Aero Modeller June 1975



MAY MORNING' was designed to be built by members of the model aircraft club at Magdalen College School where I teach art. In fact, it is model No. 3 in a series which progressively introduces the raw beginner to various modelling skills. (No. 1 is a rudimentary chuck glider with V-dihedral and flat sectioned wings; No. 2 features wing carving and polyhedral; No. 3 is this glider, and No. 4 is an all-sheet C/L trainer for DC Merlin or similar which can be made basically from one sheet of 1/8th in. balsa.)



Having taught many young potential aeromodellers in schools and youth clubs, I have come to some fairly definite conclusions about the 'ideal' beginners' model. When we are dealing with 12-year-olds working on their own, the model should be inexpensive and use the minimum number of parts. Why make the wing 40in. span, when if it were 36in. long just one lot of leading and trailing edges would have to be bought? It should be simple to build and yet not too quickly made, or the sense of achievement will be lacking and, most important, it should fly with the minimum of fussy adjustments.

These requirements are not, I am afraid, fulfilled by many so-called beginners' kits which are on the market today, which are all too often outdated, over-complicated and weak. Have you ever seen a fumble-fisted junior struggling to cut the notches in the formers on a circular-fuselaged 'scale' job, or trying to get a gull-winged 'sailplane' to fly properly? And so, to overcome these deficiencies and provide juniors with something to get into the air with a reasonable chance of success, May Morning was conceived. Some half-dozen prototypes have been constructed, and all have flown straight-off-the-board with only the odd piece of tail packing being necessary for adjustment.

The name, incidentally, comes from the traditional 'May Morning' celebrations in Oxford, where choristers from our school sing on the top of Magdalen Tower at sunrise. Just the time for trimming!

Building instructions

Balsa wood is a material which varies greatly in density, the harder wood usually being heavier. The wise modeller chooses the right grade for the job it has to do, hopefully ending up with a model which is lighter and stronger than one built from unselected timber. If you have a sympathetic model shop, they will let you sort through their wood and even help you with your choice. This model uses the very minimum of wood and should suit the slimmest wallet in this inflationary day and age.

It is best to start with the wing. The 37 ribs do not take all that long to produce, and besides there are no spar slots to cut out. It is best to make a template of the rib shape from thin ply (which can be cut out with scissors) and cut around that to make the ribs, using a sharp-pointed knife. A little square of sandpaper glued on either side of the template will stop it slipping on the wood as you cut around it. Try to arrange your ribs on the 1/16th in. sheet to allow sufficient wood to be left for the fuselage side sheeting and the fin. There should be ample space on a 4in. wide sheet of wood.

The next chore is to mark the rib positions (l in. apart) in pencil on the ready-shaped trailing edge and make a small notch to receive each rib. This can be done with a small file, or with two bits of 'junior hacksaw' blade held together, or by the method I prefer which is to make two small nicks with a stiff-backed razor blade.

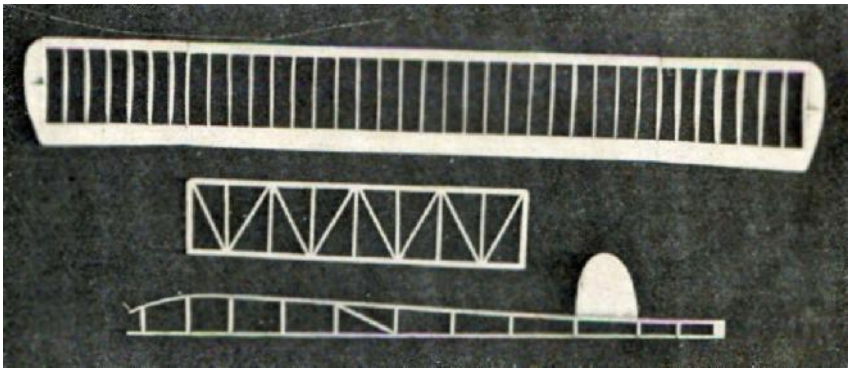
This notching could, at a pinch, be omitted, but I feel its use adds greatly to the anti-warp properties of any glider wing.

Now we can start assembling the structure. First, rub the plan with a bar of soap to prevent the glue joints from sticking to it, then pin the LE and TE in position and fix in all the ribs, being reasonably generous with the glue. Balsa cement or a white PVA glue like Evostick Resin W can be used throughout this model. The slower drying time of the latter gives youngsters more time to make good joints. The wing can be built in three sections, as shown on the plan, or in a l yd. length, then sawn through for the dihedral joints when dry. Naturally, to keep your wing true, you will want to build it on the flattest board you can find. At this stage, the tips can be completed by offering the curved shape up against the end rib and adding the supporting triangular gusset.

Now comes the only tricky bit on the model - putting in the dihedral joints. Prop up the tip 3½ in. with a convenient box, and arrange for the rib-less end to be flush with the edge of the bench. Now sand against the LE and TE in-turn in an up-and-down motion, using a sanding block covered with fresh medium-grade sandpaper. Check for a good snug fit of each panel against the centre section. Next generously pre-cement the surfaces to be joined. Pin down the centre section, give the joints another coat of glue and offer the tips up to the centre section, again propping both to the same dihedral angle - i.e. 3½ in. Finally, add all the gussets and sandpaper lightly all over.

The tailplane is very simple. Pin down the outline, add the straight 'ribs' and fit the 'diagonals', trying to be accurate in the corner joints. Round all the edges of the tailplane for streamlining and lightness.

The wood for the top and bottom of the fuselage must be straight and hard. We don't want a weak banana-shaped body! The wood for the vertical spacers can be softer for lightness and easy cutting - save the ends of the longerons for wing and tail mounts. Before pinning down the top longeron, it is best to put in the curve at the nose, either by steaming or by making lots of little score marks across the strip and cracking it gently around the curve with the fingers. When the longeron fits the shape on the plan, rub cement in top and bottom. Pin down the longerons and glue in the spacers. As soon as the frame is dry, remove from the plan and sandpaper on both sides. Add the 1/16th in. sheet front panels, but leave off the nose block, mounts, fin and towhook until the fuselage is covered. The fin is cut from 1/16th in. sheet, but note the direction of the grain.



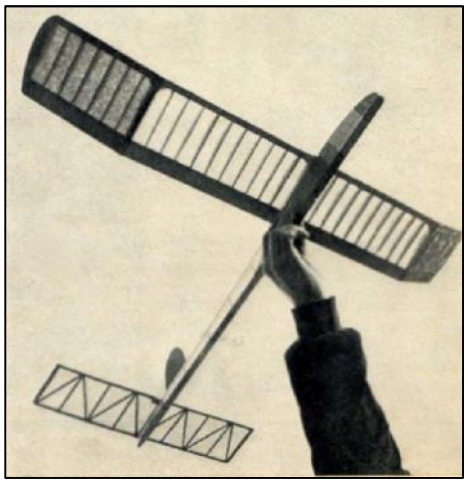
Covering is a job which many beginners find difficult but which can be made easier with a decent adhesive and a methodical approach. Before we go any further, it is a good idea to give the complete airframe a fine sanding to remove excess blobs of cement, and to check that no parts have come loose. While, for the expert, dope is undoubtedly the best medium for sticking on tissue, wallpaper paste, like Polycell, is much better for the beginner, being cheaper and with its slow drying time allowing the tissue to be worked tight with the thumbs. Use lightweight Modelspan tissue throughout. Coloured tissue is lighter than coloured dope and looks neater - choose contrasting colours like black and orange and your model will show up better in the air.

In covering the fuselage and tail, use one piece of tissue for each side. The wing, however, will need six separate pieces. If difficulty is experienced in covering the tip panels, dampening the tissue will help. Should the covering appear slightly slack and wrinkled, 'spray' everything with clean water by flicking off a nailbrush. Stand the wing and tail on their leading edges to dry. This avoids warps, although due to the construction of the flying surfaces twisting should not appear. A slight upward bow might occur in the wing if extra light wood has been used, but this is not harmful. Doping is best done with a soft mop brush. Use a half-and-half mix of dope and thinners, and give the wing and fuselage three coats, the tailplane two.

Now is the time to add all the bits and pieces to the fuselage. The fin must be glued on vertically and straight with the centre-line of the body. Reinforce with 1/8th in. square strips on either side. Make small holes in the fuselage sides underneath the wing position and fix-in the wing band dowels. The mounts for the wing and tail should be very securely glued on (pre-cement if using balsa cement). Fit on the wing and tail, and check that they line up when viewed from the front.

The nose of the aeroplane should have purposely been left unfinished to facilitate balancing. Obtain some lead, and hammer it into a block which can slide into the front of the fuselage. Cut the lead so that the assembled model balances slightly behind the arrow shown on the drawing of the fuselage side. Fix in the weight by wrapping with scrap tissue and smearing with PVA glue. The actual nose block can be laminated up from left-over 1/16th in. sheet or carved from scrap block. When all dry, sandpaper into the lines of the fuselage and wrap with tissue and dope well. This should bring the balance point to the exact position shown on the plan. Finally, make up the towhook unit from 1/2 x 1/8th in. and scrap wire, well bound with cotton and glued. Secure to the bottom of the body so that the hook falls 3/4 in. in front of the balance point. If you value your creation, now is the time to add your name, address and telephone number on a piece of paper doped to the fuselage side!

Flying



The original models needed hardly any adjustment to obtain good flights, but you may not be so lucky! Please, at this stage, be patient and wait for a calm day before venturing forth to fly your *May Morning.* Before trying a proper tow launch, we must test glide to see that nothing is radically wrong. Throw the model from shoulder height into whatever wind there is, with the nose pointing downwards. It should glide off and land about 20 paces away. If it stalls - i.e. raises its nose and swoops to the ground - try throwing with the nose slightly lower. If the stalling persists, put a piece of matchbox wood under the front of the tailplane, and try again. Should the opposite occur - i.e. the model dives rather steeply into the ground - place some packing under the trailing edge of the tailplane.

When you are satisfied with the glide from a gentle throw, the time is right to try a tow launch. Fifty yards of lOlb. breaking strain nylon fishing line on a suitable reel for the tow line. On the end, attach a curtain ring, and a foot below that, a tuft of tissue or nylon for a pennant. Get your helper to hold the glider with the ring slipped over the towhook while you reel out the line, dead into wind. It is not necessary to run like an Olympic sprinter to get the model up - just gently trot forward, *looking at the model all the time.* Have the assistant let the model slide out of his hand at your call and not throw it upwards. If all is well, it should climb slowly to the top of the line and release above you. Try to let the model off on an even keel at its flying speed, and not with the nose pointing up, when it might stall a lot before settling down.

If it does not tow up straight, one of two faults will probably occur. It might weave - i.e. swing from side to side. This means the towhook is too far in front of the balance point. Either move the towhook back 1/4in. or add a small amount of weight to the nose. If the opposite occurs - i.e. it persists in swinging over to one side - cut through the fin where indicated on the plan and bend over to form a rudder to correct the swing. This should affect the glide as well and you will probably have to pack up the back of the tailplane a little to compensate for the added turn. If this does not provide the cure to the towing problem, cut off the tow hook and re-glue 1/4in. forward of its original position.

After all this, you should now have a trimmed glider. Tow her up and turn her loose. Put on your running shoes, and don't forget that name and address on your ***May Morning!***

Andy Crisp

Extract from Aeromodeller June 1975

Getting hooked

The approaches to our hobby are many and diverse -particularly if you are trying to find your way on to an airfield - and just how diverse was brought home to me the other day upon seeing an advert for ready-to-fly radio models, plus tuition, just after I had spent two finger-blistering, naughty-wording hours bending up an S-hook for a rubber motor shaft. I got there in the end, though, and was as pleased as a dog with two tails -which was what the shaky S-hook looked like.

On the face of it, it does seem rather odd to be bending up wire hooks for elastic motors in this press button, electronic age. Put to the layman (he gets that way dodging radio models) he would have no hesitation in recommending the wire bender for immediate committal. 'Round the bend' would be the undoubted verdict. Yet that reckons without the law of diminishing returns, which does not mean those calamitous flyaways, but finding that tenth flight of your ready to fly model getting just that little bit tedious. Either you carry on playing with the same old toy or to go on to bigger and better things. The bigger and better things, though, cost quite a bomb, and all too often behave as such. You soon learn where the term multi-millionaire came from, for you'll be digging deeper into your pocket than a nose cone into the ground for that advanced kit, and even deeper for its radio equipment.

Still, bending wire hooks can be fun - ouch!

O. Loseall

I see that up north they have introduced a handicap system for contest flying. A commendable way to achieve wider participation, no doubt, but one which has its controversial aspects. I remember some years ago visiting a house where the sideboard (pre-facial type) simply groaned under the weight of huge silver trophies.
Here is a champion for sure, I thought. Not a model flyer, though - they get only tatty, thirty-bob plaques -but some remarkable talent. Well it turned out that the owner of the silver collection was a golfer, though not as you might think, a veritable tiger, but a sort of fierce rabbit with a sizable handicap.

Now, if the handicapping system takes on in the model world we might get a similar situation, with the rabbits of the movement taking all the honours. The emphasis would shift from tactical ploys to devious stratagems in the handicap stakes, the perpetrators of which would get their just deserts by being landed with some of the antediluvian cups still knocking around - at least one of which used to be given for kite flying.

Pylonius

3 in 1 C/L Competition - Eric Hawthorne

The Random Jottings of a Competition Secretary.
or How the South Birmingham 3 in 1 Contest was Conceived

It was a dark and dreary night late in '89 as I recall when the members gathered for the weekly club night. There were mutterings amongst the members about a club Contest for next year. One member admitted having a thought about it and was promptly despatched to A & E.

I quietly mused to myself thinking that this was going to be a long night. There was a range of suggestions from the members but one caught my ear from one of the older members was for a 3 in 1 contest. We all thought he'd been on the oil, but no it turned out to be a linctus made in Scotland. As the club comp. sec. I let the suggestions flow over me like a tropical wave and wallowed in the range of possibilities. This suggestion was being muttered amongst the members in quite a jovial manner raising the prospects of success. As most of the members fly control line it could not be anything else but a control line contest.

I sat listening to the members suggesting various type of control line contest that could be included and thinking how many members can fly what! The first faction of the contest could be speed, "simple enough" quipped a member with known fast engines. At this point I ruled out combat, carrier deck and balloon bursting, suggesting aerobatics, harking back to my thoughts regarding what the members could fly! The suggestion for aerobatics was accepted on the proviso that they remained basic with no impossible stunts such as horizontal square eights etc.

This now left just the third faction to be decided upon. Once again one or two suggestions from the members were directed at me. Most of which were impossible (physically!) but one suggestion caught my ear, that of team racing. This required thinking about as, for many, to do l00 laps would take 4 ½ hours and with not enough members to make up teams so re-jigging of the format would be required. We now have the overall format for a competition that appears to be designed by a committee. The following set of rules are the latest having been fine tuned over a number of years and competitions.

It is now our intention to run an open competition to these rules on:

Sunday April 27th 2014 in:
Cofton Park, Low Hill Lane, Longbridge, Birmingham, B31 2BQ.

Incidentally the member despatched to A & E had his medication re-arranged and having made a full recovery, has never had a thought since.

Eric Hawthorne

South Birmingham M.F.C 3 in 1 Control-line Contest Rules 2014

1. Events

1a. Proto Speed 1Mile distance;
1b. Team Race 6 minutes duration;
1c. Aerobatics as per schedule.

2. General Rules

2a. One model only per entrant to be flown in each section. Builder of the model rule will apply.
2b. One Engine up to 3.5 cc with a plain main bearing, unmodified, with silencer and suction feed only.
2c. Line Length of 52 ft – 6 in (16 meters) between centre line of handle and centre line of model, minimum line diameter of .011" (.3mm) multi strand only.
2d. Model must carry a minimum of a single leg undercarriage with a 1.1/2 (38mm) dia balloon wheel.
2e. Model must have two flying surfaces with independent outlines (ie. NO FLYING WINGS)
2f. Model maybe adjusted between events but nothing must be added or removed from the model.
2g. Any number of propellers may be used but must be commercially available over the model shop counter, of the plastic, wood, nylon and glass filled nylon type, i.e. A.P.C., Master, Tornado etc.
2h. Tanks, spinner's and cut-off's are optional.
2i. All events are flown solo and must R.O.G. with the event starting on released of model, electric starters may be used for the initial start of any of the events but any restarts during the events must be made by hand i.e. pit-stops, refuelling etc.
2j. Events will be scored as listed below:-

1a. Proto Speed – Actual speed for the event will count
1b. Team Race – Total number of complete laps will count
1c. Aerobatics – Stunt score divided by 3

The sum of the above three scores to give the Total score for the competition.
The Highest Total Score will be the competition winner.

2k. Two Attempts are allowed for each event, should the competitor take a second attempt in speed and team race, only the second attempt will count for these two events.
2l. Glow Fuel for the competition will be supplied by the club and must be used for all events.
A Castor Oil Based 5% nitro fuel to be used.
2m. Diesel Fuel to be supplied by the competitor.
2n. It will be deemed as an attempt if the Model is launched and completes 1 lap, anything less than a lap will be allowed a re-run. A maximum of 2 re-runs per event are allowed, after which it will be given as an attempt.

3. **Individual Event Rules**

1a. **Proto Speed** (standing mile)
1a1. The Model will be timed over 16 laps with the time to start on the release of the Model.
1a2. Model must be flown between 6ft and 15ft altitude for the time run.
1a3. The Model must R.O.G. and the pilot must have the handle held on the chest before the end of the first lap.

The score will be the event time divided by 4 and the speed read from the STD. ½ mile in M.P.H.

1b. **Team Racing**
1b1. The duration of the event is 6 minutes, the event time to start on the release of the Model.
1b2. One compulsory pit stop to be made after a minimum of 10 complete laps from event start
1b3. The Pilot will be the only person to handle the Model/Engine restart with a helper to launch the Model. The helper will be allowed to carry fuel/battery etc.,
1b4. Electric starters not allowed during event time.
1b5. The Model must R.O.G, for the event start and from the pitstop. The Pilot must have the handle on the chest before the end of the first lap after the event start and pitstop.
1b6. The Model must be flown between 6ft and 15ft for the event duration.

The score will be the number or complete laps counted during the 6 minute event time.

1c. **Aerobatics**
1c1. Event starts on release of the Model with a timed event of 8 minutes.
1c2. Model must pass the Judge twice between manoeuvres (recovery lap and one more)
1c3. Stunt sequence :- **a.** - Take Off; **b.** - 2 laps level flight; **c**. - Wing Over
d. - 3 Consecutive loops; **e.** - 2 laps inverted; **g.** - 3 consecutive bunts;
g. - 2 Horizontal Eights; **h.** - 2 Overhead Eights; **j.** - 1 Square Loop;
k. - Landing
1c4. In the event of an over-run, landing and pattern points will not be scored.
1c5. Manoeuvre Notes:- The take off will be judged as 1 lap with the next 2 laps judged as level flight. Inverted flight can be flown from the loops by pulling to inverted (2 laps – judged – 2 laps) or be a flip over and 2 complete laps. All figure Eight manoeuvres flown to vintage style (ie. layz)

For sake of completeness, here is the Aerobatics Score Sheet.

SOUTH BIRMINGHAM MODEL FLYING CLUB

Three in One C/L Contest Score Sheet

Competitors Name..... Date.....

Event No.1 Speed 16 laps time.....seconds Score

Time/4..... seconds 1st Attempt Speed .....

Time/4..... seconds 2nd Attempt Speed .....

Event No.2 Team Race 6 minutes duration

Attempt 1 Pit Stop ..... Completed Laps ....

Attempt 2 Pit Stop ..... Completed Laps ....

Event No.3 Aerobatics 8 minutes duration

	Manoeuvre	Poor	Fair	Good	Excellent	Attempt 1	Attempt 2
1	Take-Off	1	3	4	5		
2	Level Flight	1	3	4	5		
3	Wing Over	3	8	12	15		
4	3 Consec. Loops	5	10	20	30		
5	2 Laps Inverted	5	10	20	30		
6	3 Consec. Bunts	5	10	20	30		
7	2 Horizontal Eights	10	20	30	40		
8	2 Overhead Eights	10	20	30	40		
9	1 Square Loop	10	20	30	40		
10	Landing	1	5	10	15		
11	Flight Pattern	3	8	12	15		
					Total		
					Divide by 3: Amended Score		

Score Event 1 .....

Score Event 2 .....

Score Event 3 .....

Grand Total .....

Eric Hawthorne

Aeromodeller Departed: Ron Firth - Michael Firth

Ron Firth 16th July 1928 - 20th December 2013

It is with much sadness that I have to formally advise you that my father, Ron Firth, passed away on 20 Dec 2013, after a courageous battle with idiopathic pulmonary fibrosis. He was 85 years of age.

Dad worked for over 25 years in the National Blood Transfusion Service in Sheffield and was appointed as a Fellow to the Institute of Medical Laboratory Technicians in July 1995 and as a Fellow of the Institute of Biomedical Science in July 2001.

In his spare-time, indeed from the age of 7, he had been an active aero-modeller, and in November 1970 he was appointed a Fellow of the Society of Model Aeronautical Engineers. In later life Dad was an avid plastic model constructor, graduating from Airfix to scratch-build, vacu-formed models...., not for the faint-hearted!

Following retirement from the Blood Transfusion service Dad devoted much energy to publishing model aircraft magazines, including the Model Aeroplane Gazette, Plastic Aircraft Modellers Newsletter, latterly the Plastic Aircraft Modeller Magazine and the Plastic Kit Constructor.

Dad is survived by his wife Joan, my sister Vicky and myself, and our respective children and grandchildren, and by his elder brother Laurie.

Michael Firth

Further Memories: by Dick Twomey

Ron was a well known Free-flighter especially in his native Yorkshire, where we first met in my late schooldays, Ron being just two years older than me.

He became, of course, another good friend of David Baker.

For me, Ron's "Flying Model Designer and Constructor" magazine, which he expertly produced from its first issue in October 1991 until he reluctantly was compelled to close it down over ten years later, was the **best ever** of aeromodelling magazines, bar none.

"We shall meet again, Ron."

Dick Twomey

R.I.P.

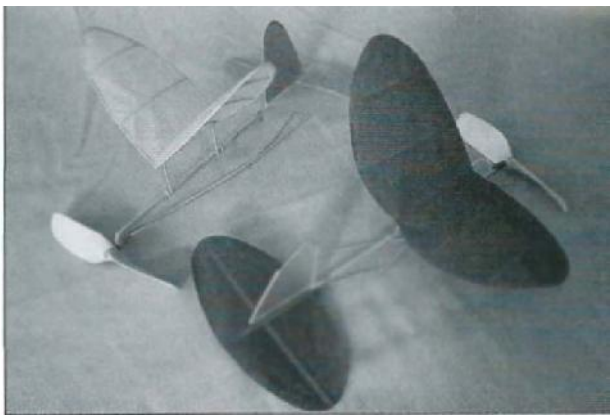
Ray Malmstrom's 'PEE WEE' - Chris Strachan

Impington VCMAC, Ray Malmstrom's club, are running a competition for this model at their Indoor Meeting at the College on Sunday 23rd. March 2014 (see adds)

The PEE WEE was Ray's first published design in the August 1940 Aeromodeller and club members flew a group of them in the church at his memorial service!

THE PEE WEE

Designed by
RAYMOND MALMSTRÖM



Although, primarily designed for the beginner, the performance of this diminutive little 'plane should recommend it to all those who enjoy indoor flying in their own homes, and who have not, as yet, mastered the advanced technique of microfilm. The leisurely way in which it flies round even the smallest room makes the two or three hours spent in its construction more than worthwhile. The plan is full size, and can be worked from directly.

Fuselage.
The " fuselage " is simply a stick of medium hard balsa 1/8th in. by 1/16th in. by 6 ¼ in.
A block of balsa 1/4 in. by 1/4 in. by 1/8th in., shaped as Fig. 1, and through which a hole has been carefully bored with a fine needle (noting slight down-thrust), is cemented to one end of the stick. The other end is notched. Into this notch a piece of 1/32nd in. sheet is cemented to carry the tail-plane. A small rear hook of .014 gauge wire completes the motor stick.

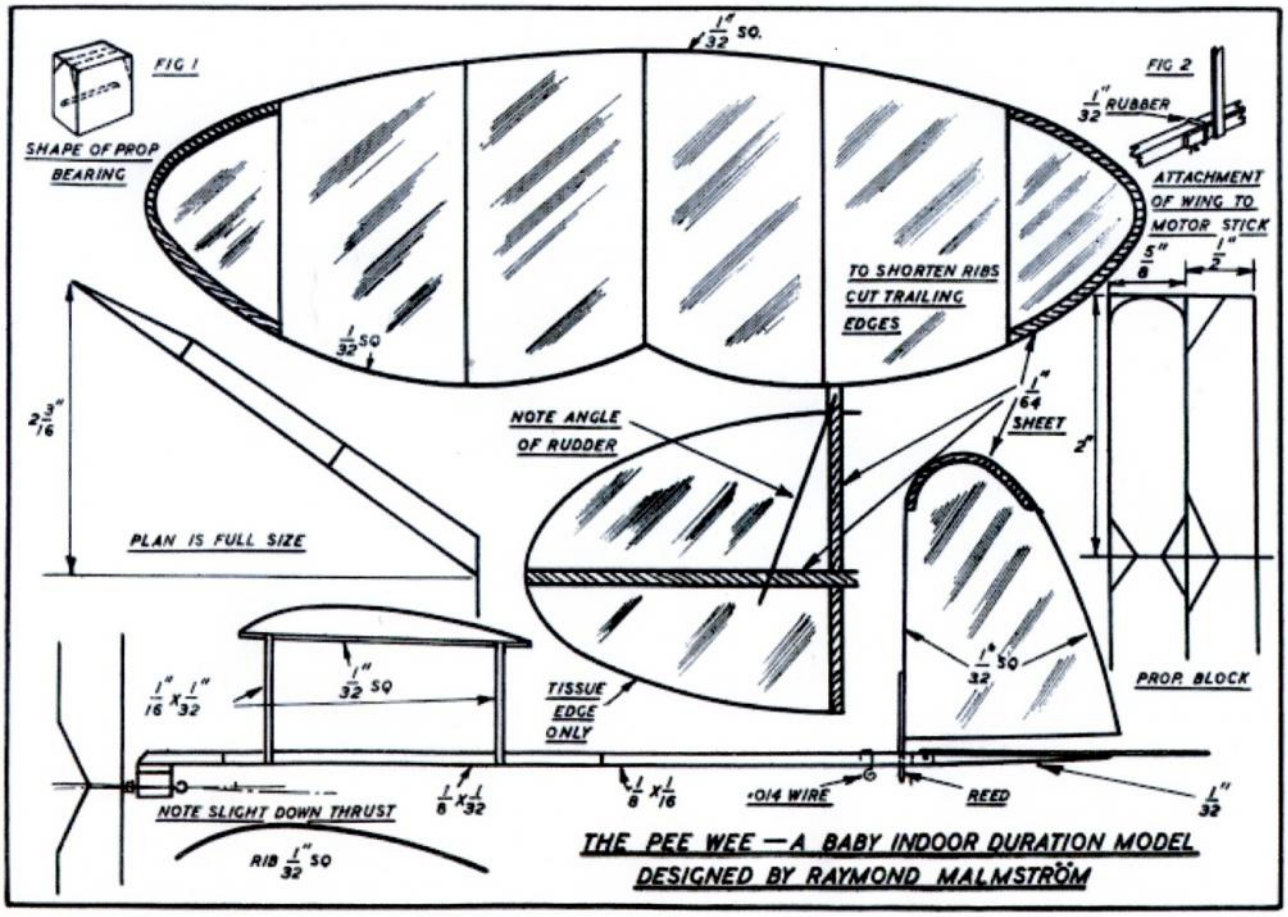
Wing.
Trace off the rib and cut 5 from 1/32nd in. sheet. The ribs are shortened by cutting the trailing edges. The tips are 1/64th in. sheet. The leading and trailing edges are 1/32nd in. square. The wing is built up on the plan, and when dry cracked in the centre, and the correct amount of dihedral given, the crack then being re-cemented. A strip 1/32nd in. square joins the leading and trailing edges of the centre rib, and to this strip the two upright pieces, 1/16th in. by 1/32nd in. are stuck. The lower ends of these two pieces are then stuck to another strip, 1/8th in. by 1/32nd in. by 3 in. The wing is then attached to the motor stick by means of two pieces of 1/32nd in. square rubber, tied as shown.
The wings are covered with superfine tissue.

Tailplane and Fin.
The tailplane is simply cut from tissue (with no framework), and reinforced by the two pieces of 1/64th in. strip. The fin is a framework to which is stuck a piece of sharpened reed, and then is cemented into the motor stick. It should be set at the angle indicated.

Propeller.
This is one of the most important parts of the model. A 4 in. machine-cut balsa propeller, well sanded down to a light weight, will prove very satisfactory. The block measurements

for those who wish to carve a propeller are furnished on the plan. A piece of .014 wire is used for the shaft, and a tiny bead, with a washer cut from .005 sheet aluminium, completes the propeller assembly.
For power the most suitable rubber is 1/32nd in. square. Of this you will need a loop roughly 10 in. long. Fold this in half, making 4 strands, approximately 5 in. in length. Smear with lubricant lightly, and put on to model.

Flying.
Before actual flying it is important to note that the leading edge of the port wing should be warped *up,* and that of the starboard wing warped slightly *down.*
Although of such a small size, the Pee Wee will take 250—270 turns with complacency, and on this will turn in delightfully slow and stable flights of 30 - 40 seconds consistently, the flight path being circle to the left.



The plan will print full size on A4

Build to plan including the prop from the blank
(it actually works very well as does the dihedral!) and tissue covering.

If you are daunted contact Chris Strachan

Tel:- 01223 860498 email: chris.strachan@btinternet.com

and I will send you the original article from the August 1940 Aeromodeller.

Chris Strachan

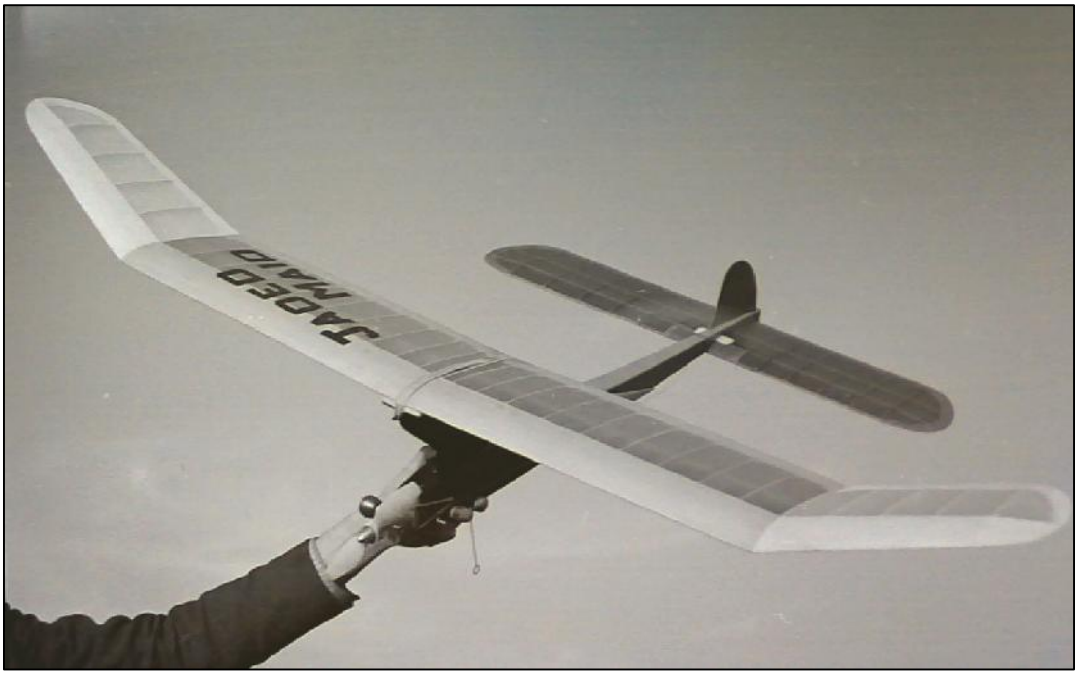
H.J.Towner's Moth - Tim Westcott

Having read Dick Twomey's article about Towner's Hornet Moth I thought I'd send you pictures of his 'original'.
The inverted commas are added because, although the model shown was indeed made by H. J. Towner it is probably a 'replica' of his own 'original'!
Although it is my policy to fly any models that appear to be airworthy, I have not attempted to return HJ's Hornet Moth to its element because the covering is very brittle and I will need to decide if I should 'take the plunge' with such a beautiful machine - especially as there's not many wide open spaces here in Guernsey!
I hope to make some real progress with my website this year - but as it's such a mess at the moment I don't advertise its web address too widely!

Tim Westcott

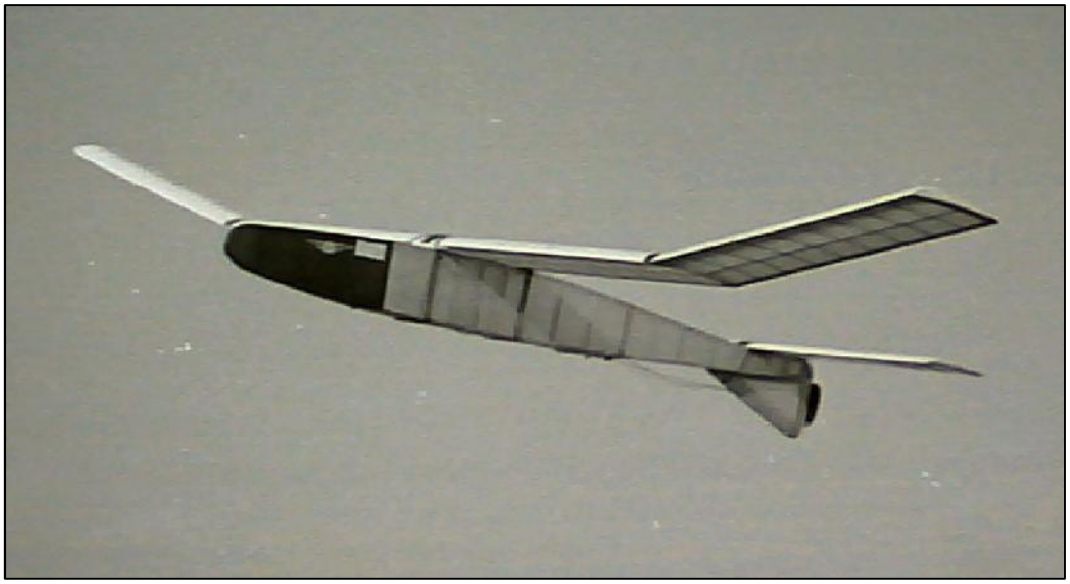
Vintage in Black & White - Keith Miller

Jack North (CDMAC) launches his Arden.199 Power Model at Epsom 1948/49



Norman Marcus's Iconic 'Jaded Maid'

(CDMAC) Bernard Chandler's fiancee launches his glider at Epsom in late 1940's



Bernard's model in flight

Ron Ward launches his Elfin 2.49 PAA Load model at Epsom late 1950's assisted by Bob Ladd both (CDMAC)

Ron Ward and Bob Ladd firing up the model

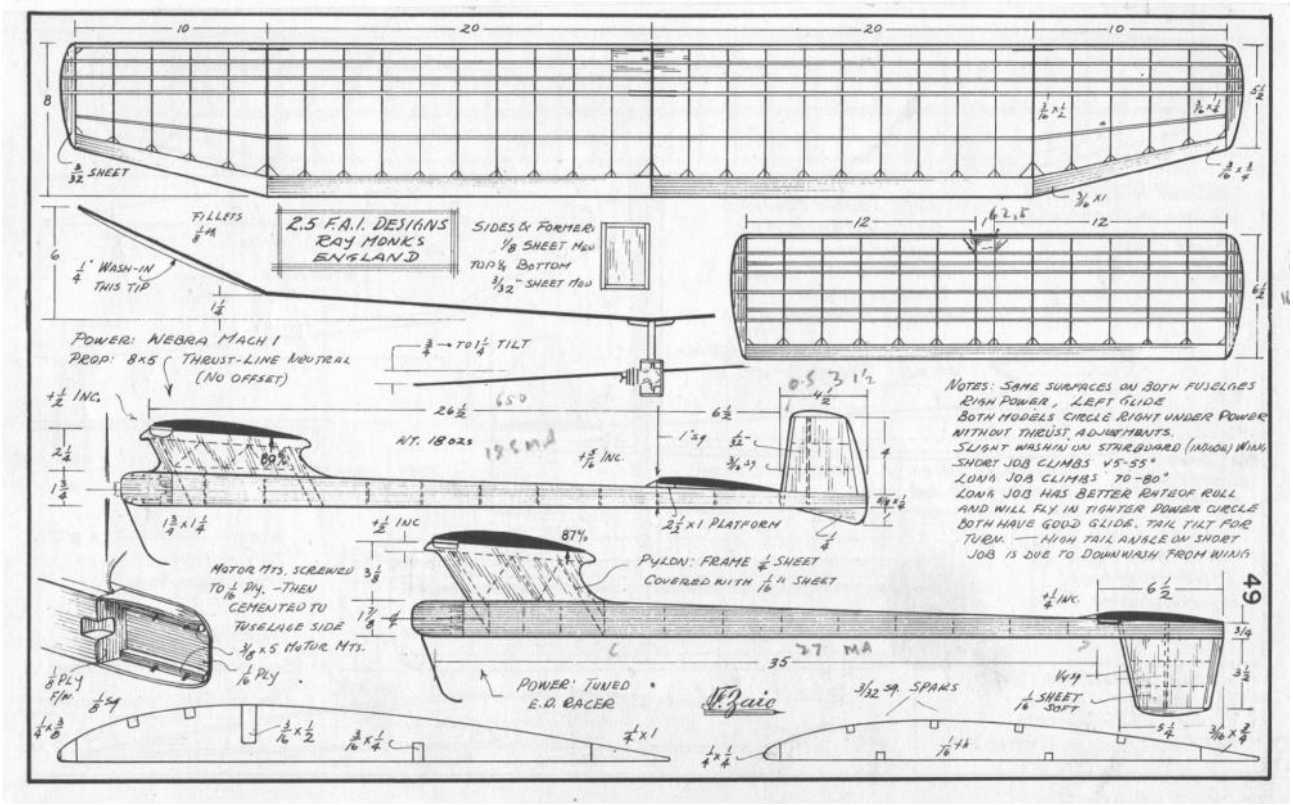
Keith Miller

Ray Monks' 56/57 FAI Power Model - John Thompson

2.5 cc FAI Design by Ray Monks, my hope is that some modellers might be inspired to build them.

The plans for this model were published in the Zaic 1957/8 year book. I spoke with Ray and he thinks the models were built in late 1956 or early 1957, it's a long time ago to remember with precision!

The short model has been used successfully across the pond by some modellers over the last two years or so, powered by OS Max 3's I believe.



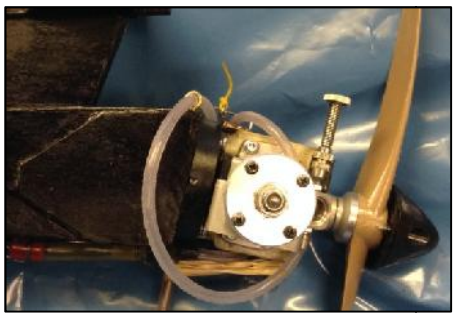
I decided, I'd give the short model a go, but of course I would want it higher powered and trimmed somewhat differently, that's where I get my fun.

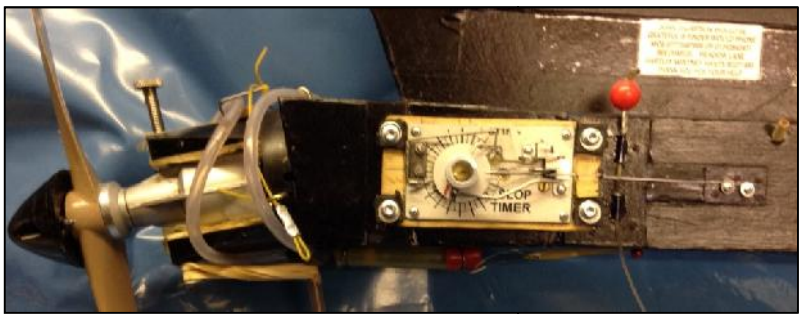
The construction is conventional and straightforward, always a good point in my book.

The specs turned out: Tail 31 g, Wing 105 g, Fuselage 112 g, Engine/timer etc. package 220 g which gave a total of 468 g.

Set up Wing +3.4 deg Tail +1 deg CG 60 % root chord.

10 deg. down-thrust with 4 deg left.





Engine is an OS LA 15 with a " Nelson - Dixon " head running on pressure with the intake removed on 40 % nitro turning an APC 7x4 at 21.5 K.

I would initially have preferred to use a Master 8x3 but this ran at some 21k, way above the manufacturers max rating of 20 k, so too dangerous to proceed with that prop. Hence the use of the 7x4, the model up to 5/6 seconds was reliable, beyond that the model would roll left (no it was not under elevated). I tried everything to eliminate this roll with no success. What would have solved it, by putting some extra fin area on the bottom, was not acceptable as I wished the model to remain as designed and thus could be flown in Classic events.

In previous incidences of this trait I solved the problem by using a larger diameter prop, so on with the Bolly 8.5 x 4 which turned at 17 k. Hey Presto it worked, the model climbs, launched almost vertically in a two turn spiral in 11/12 seconds with excellent transition. On the Altimeter it reaches 770 feet in 11 seconds (approx. say 1000feet in 15 seconds, what would Ray have done with that in '57, everyone would have given up and gone home)

The glide turn is adjusted by a drag flap as I have found that tail tilt with forward CG can be lethal. A small adjustment can be magnified on the climb (with speed, tilt can become more effective) and the result not too predictable, except when you pick up the pieces.

As to the prop change and effect, I am not too sure as to why it works but it does. From observation climb height is about the same compared to other models in my stable. The flight pattern is much more vertical all the way up with the larger prop.

I have also noted that models that originally had highly undercambered wing sections, were untrimmable (airflow break away from the bottom of the section ?) on smaller higher revving props However they responded to the larger prop and had more vertical pattern. I would welcome any comments on this observation.

All together an excellent, easy to build model that is to be recommended.

John Thompson

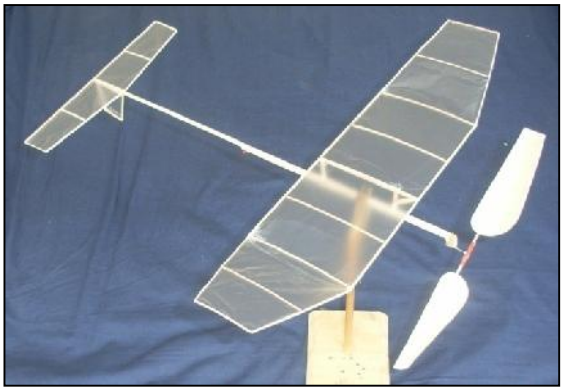
Notes from the I.T.C. - Tony Hebb

2014 Indoor Nationals.

The Indoor Technical Committee now confirm that this event will once again be held at the Boulby Dome over the 3 days June 20th to the 22nd. There will again be a gala dinner for those interested on Saturday evening. Entry forms will be published in the BMFA magazine or can be downloaded from the indoorduration-gbr.co.uk website.

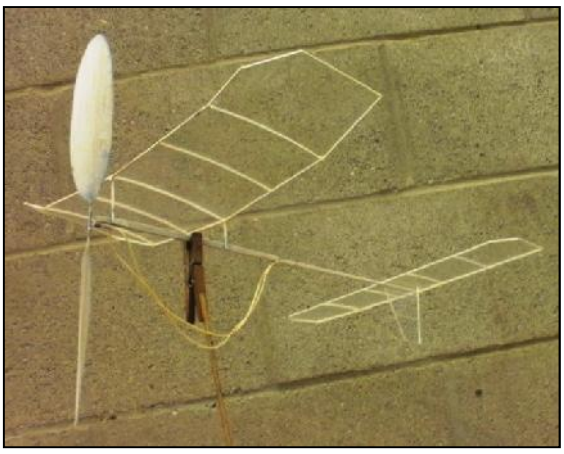
In recognition that the 35cm Challenge and Gyminnie Cricket classes are aimed at beginners they will no longer be included in the results for the National Overall Champion (NOC) – however this does not preclude anyone from entering the actual Nationals events.

Gyminnie Cricket Clubman event.



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

ITC 2013 and new 2014: 35cm Challenge



Thanks to a sterling performance at last years' Nationals, Clive King was the 2013 winner – well done Clive – we'll let you have the trophy just as soon as we've located Ken Bates and retrieved it!!
In 2nd place was Merv Harris and in 3rd spot John Andrews.
The new Challenge year has started, exactly the same model/postal competition specification as for last year with one exception – the competition will culminate at the 2014 Nationals. We had some good flights submitted last year, Clive's win was by no means a walk over.
So build a model and get some good flights going then come to the Nationals and go for it!!

Any suggestions for the next 2014/15 Challenge?

Tony Hebb

A Message from SAM2001 - Paolo Montesi

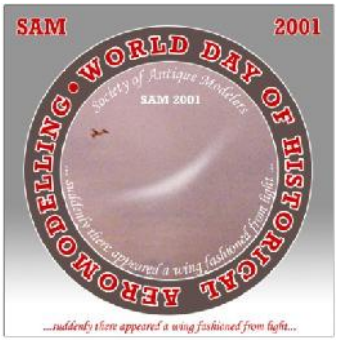
To the presidents of SAM's around the world,
from Paolo Montesi, president of SAM 2001 l'Aquilone (Italy)

Dear friends,
I send you this letter together with my article 'The Wing Fashioned from Light' which appeared earlier this year in issue 67 of our magazine L'Aquilone with a photo taken on the field at Middle Wallop in 1994.

It was this photo that inspired me to promote a

WORLD DAY OF HISTORICAL AEROMODELLING

Our plan is to organise meetings and friendly competitions every year on this day, to remember and honour those aeromodellers who have left us. We are counting on your collaboration and your ideas to devise a program agreeable to everyone around the world. We think that the best time for the event would be near to the autumnal equinox, perhaps on the third Sunday of September, and the event need not be particularly competitive, so as to encourage an atmosphere of relaxation and celebration. The idea would be for all participants, including children with their models, to enjoy a successful day. I am also sending you a logo, symbol of the World day of Historical Aeromodelling, which would appear on posters, medals, decals and so on; naturally each SAM will add the number of its chapter. I trust that this initiative will find a warm welcome in all SAMs and look forward to hearing from you.



Best regards,
Paolo Montesi: President SAM 2001 l'Aquilone:
Please reply to: info@sam2001.it

..... Suddenly There Appeared a Wing Fashioned from Light .....

I have before me that marvellous photograph, taken by Michele Jannacci at Middle Wallop in 1994, of the simultaneous launch of an enormous number of model aeroplanes. And, as they climb gracefully into the grey sky, there appears, soaring free, a **'Wing fashioned from Light'**.

Nearly twenty years have passed and today, as I study once more that image which always fills me with surprise and wonder, I suddenly have an incredible revelation: peeping out from behind that luminous wing, carved with the gentlest of blades, are all the AEROMODELLERS in the SKY who participate, more alive than ever, in this extraordinary celebration. As if inebriated by the scent of balsa, limewood, pine and poplar, they send us their joy in the fondness, the grace and the spirit that every model aircraft carries aloft.

The joy on Earth is immense. Then, amid shouts of 'hooray!' and 'yippee!', night falls softly and the 'Wing fashioned from Light' gently closes, enfolding all those dear souls, now immortal, in a tender embrace. We feel a sweet melancholy in our hearts, while a hesitant question grows in our minds…

Today, in our workshops and on the field, do we really honour Historical Aeromodelling in all the many aspects of its philosophy?
I should only like to add sincere and profound thanks to our Dear Friends in the Sky and propose that we establish, with all SAMs, the

"WORLD DAY OF HISTORICAL AEROMODELLING",

dedicated to those dear friends, so as to renew again and again the fable of the **'Wing fashioned from Light'**.

Paolo Montesi

Letter to the Editor - John Russell

Hello John,

With regard to the piece on minimum weights by Jim Paton, I was reminded of a saying by the late George Woolls, he used to look at plans for rubber models, sigh, and say " why don't they build them with 1/8 sq. longerons instead of that 3/32, the models are so much stronger". I got to know him fairly well after our family moved to Bristol in the mid 1950s, and found he lived just around the corner. George had stopped competitive flying by that time but still had Upstarts, and his very potent tailless models. Bristol was a pretty windy area, and I am sure he had learned by experience, as I think all his contest models used 1/8sq longerons, and did not seem overly heavy.

Best wishes for 2014 from, Porlock, Somerset. *John Russell*,

The DBHLibrary (Magazines) - Roy Tiller

Report No. 39. Plans from Kits, British made, excluding scale.

BRISTOL SIMPLEX KITS continued.

Last month I asked if any reader knew of the Bristol Model Aero Supplies shop and their designer Mr. A. H. Lee.

Chris Coote of South Bristol MAC kindly e-mailed the following:-
This became our mecca model shop, owned by a Mr Watkins and staffed by his daughter (who seemed very glamorous to us youngsters and wore an incredible amount of makeup!) and Mr A H Lee. A H in the early 60's was a small be-spectacled man who, with short sight, had to hold items within an inch or so to get the price and then proceed to the till. He was very helpful and knowledgeable when asked questions about trad construction, but would not give any advice on "diesels". The shop was on a corner of Colston St and lower Park Row; I guess the addresses were almost adjacent properties. The shop had extensive window frontages on two sides giving a triangular plot. Virtually all the stock was within the windows and the customer area of the shop. If you managed to get behind the counter (as for an engine running demo) you ended up in a tiny triangular area behind the ceiling high shelves which were immediately behind the counter.
As a keen young aeromodeller I often walked the 3 miles home on a Saturday from school via the shop, as it was only an extra 10 minutes walk from school to Colston St and it was worth it just to drool at all the stuff in the extensive window displays.

Thanks to Chris for all that history

Then from John Russell, Porlock, Somerset came the following :-
You ask for information on Mr Lee, my family moved to Bristol in about 1954 when I was about 16. The Bristol model airport was then in Colston Street, on a street corner only a short distance from the city centre. The shop was run by A.H.(Bert) Lee and C.S. Wilkins, always known as "Wilkie". I do not remember his Christian name. I think all the kits were designed by Bert Lee, who had been a fairly prominent Wakefield flyer before WW 2, but by the time I knew him, he suffered from rather poor eyesight, although still very good for modelling advice. We would occasionally see Wilkie flying at our field, but I never met Bert Lee there. I knew the shop had been there for some time, but was not aware of a move of premises, sounds as though it was only a short distance.

Thanks to John for adding to the information.

Bernard Aslett e-mailed concerning the Bristol & West Club. He is gathering information on the very early days, 1910-1930's, of aeromodelling in the Bristol area. If you have any information on this, photos, press cuttings etc.,
Bernard would appreciate an e-mail to: baslett@tiscali.co.uk

Now back to looking at the adverts for kits. The Linnet a 31inch wing span rubber model was advertised in Aeromodeller February 1942 followed by the Beau-Glider kits in February 1943. Beau-Glider No. 1 at 31inch wing span, No. 2 at 40inch and No. 3 at 50inch. Then in the Aeromodeller March 1947 advertisement was listed the Club Contest, a 36" span rubber model, or was this just a renamed Simplex Club Model?

The chart below shows the Bristol Kits found in the advertisements and the availability of plans. Were there other kits, either not advertised or just ones that I missed?

MODEL NAME	Span	Notes	Plan from
British Biplane ROG Record, Simplex No 2	34	Rubber biplane	SAM1066
Elite Streamlined Model	42	Wakefield 1938	
Junior Endurance Model, Simplex No 6	18	Rubber	reduced in SAM35Speaks
Bristol Pup	21	Rubber high wing	
Simplex Club Model	36	Rubber high wing	
Club Contest(same as Simplex Club Model ?)	36	Rubber	
Skylark Glider	50	Glider	
Falcon Plus	33	Rubber high wing	
Settter, Simplex No 8	36	Rubber low wing	SAM1066, Buckle
Linnet	31	Rubber high wing	
Beau-Glider No 1	31	Glider	
Beau-Glider No 2	40	Glider	SAM1066, Woodhouse
Beau-Glider No 3	50	Glider	Woodhouse

If you have plans for the Elite Wakefield, Junior Endurance Model, Bristol Pup, Simplex Club Model, Skylark Glider, Falcon Plus, Linnet or Beau-Glider No 1, or any other infomation on Bristol Simplex kits please get in touch.

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

Roy Tiller

Bits and Bobs

First a query from **Jim Wright** (BMFA Museum Liaison Officer)

Aeromodeller Rally 1950 – award or souvenir?

Can anyone help with information about this item from the Eaton Bray Sportsdrome in 1950.
It was found amongst the late Laurie Barr's modelling items and the BMFA archive already has one.
We asked John O'Donnell, who attended the Aeromodeller Rally at Eaton Bray in 1950, and he had one but as far as he can recollect it was just a 'souvenir of the event' and not awarded for any competition.
I expect several of the readers of New Clarion may be old enough to have been at Eaton Bray in 1950.

If you have any further information please contact Jim Wright on 01525 221 543 or email jim.wright@dsl.pipex.com.

Jim Wright

Next we have **John O'Donnell** trying to clear out some of his many items now that he is no longer flying competitively.

For Sale:

Genuine pre-war Jap tissue, definite grain, NOT wet-strength, your choice of colours, 3 sheets £5, cheaper for more.

Plenty of quality balsa sheet and strip:
Pick your own from my table at the Northwich (Middlewich) Swap Meet.

Lots of other 'goodies' :-
A few ready-carved commercial wooden props, lots of modern plastic ones.
Wheels. Clear dope, even banana oil. Single and double edge razor blades. Knives for prop-carving, 'sandpaper', Mylar film and glue to stick it on.

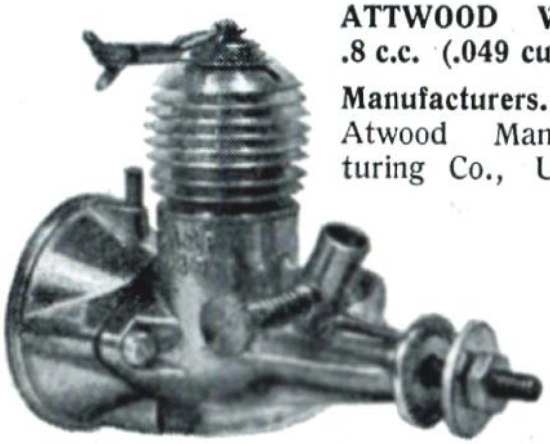
Choice of Cox TD and Medallion 049/051 engines. £25-£30 each. Spare heads available if you buy an engine.

Stanley hand-drills convertable into rubber winders, Woolworth grindstones to make glider line winches. Magazines and books.

I still have ready-to-fly Mini Vintage and other models in need of new owners.
Ask if there is anything special that you want.

John O'Donnell Tel: 01942 211742 email: john@odonnell3737.co.uk

John O'Donnell



ATTWOOD WASP .8 c.c. (.049 cu. in.).

Manufacturers. Atwood Manufacturing Co., U.S.A.

Retail Price. $6.75 (£2 8s. 4d. plus duty and P.T.).
Delivery. Not available in Great Britain.
Type. Glow-plug.
Bore. .421 in. **Stroke.** .356 in.
Stroke/Bore Ratio. .846.
Capacity. .803 c.c. .049 cu. in.
Mounting. Radial. **Airscrew.** 6 in. × 3 in.

TEST

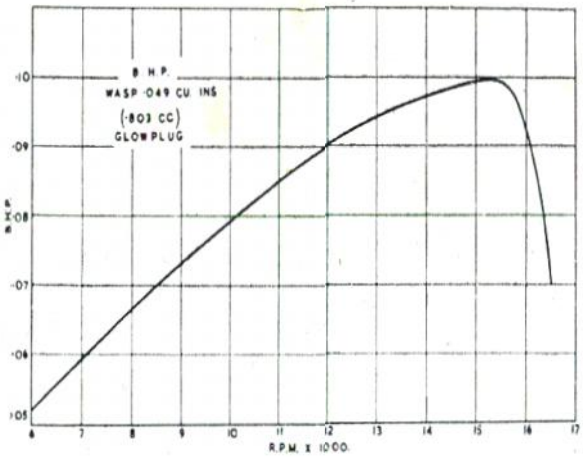
Engine. Wasp, .049 cu. in. (.803 c.c.).
Fuel. Mercury No. 5, Glow-plug.

Starting. The engine started well when the maker's instructions were followed; namely, by priming with fuel through the exhaust port with a drop or two of castor oil in the venturi. When hot, this process was not necessary. Needle setting was critical.

Running. This engine did not seem happy at speeds below about 6,000 r.p.m., but ran excellently above this, especially at the extremely high speeds. The top range was remarkable, and an unrecorded run at 17,600 r.p.m. was obtained.

B.H.P. The Wasp engine takes full advantage of its great speed to pile up horse-power in the high range. Maximum was reached at 15,400 r.p.m. with an output of .0995 b.h.p. Such an output for an engine of .803 c.c. capacity is remarkably good, and exceeds any result previously obtained for engines of this class.

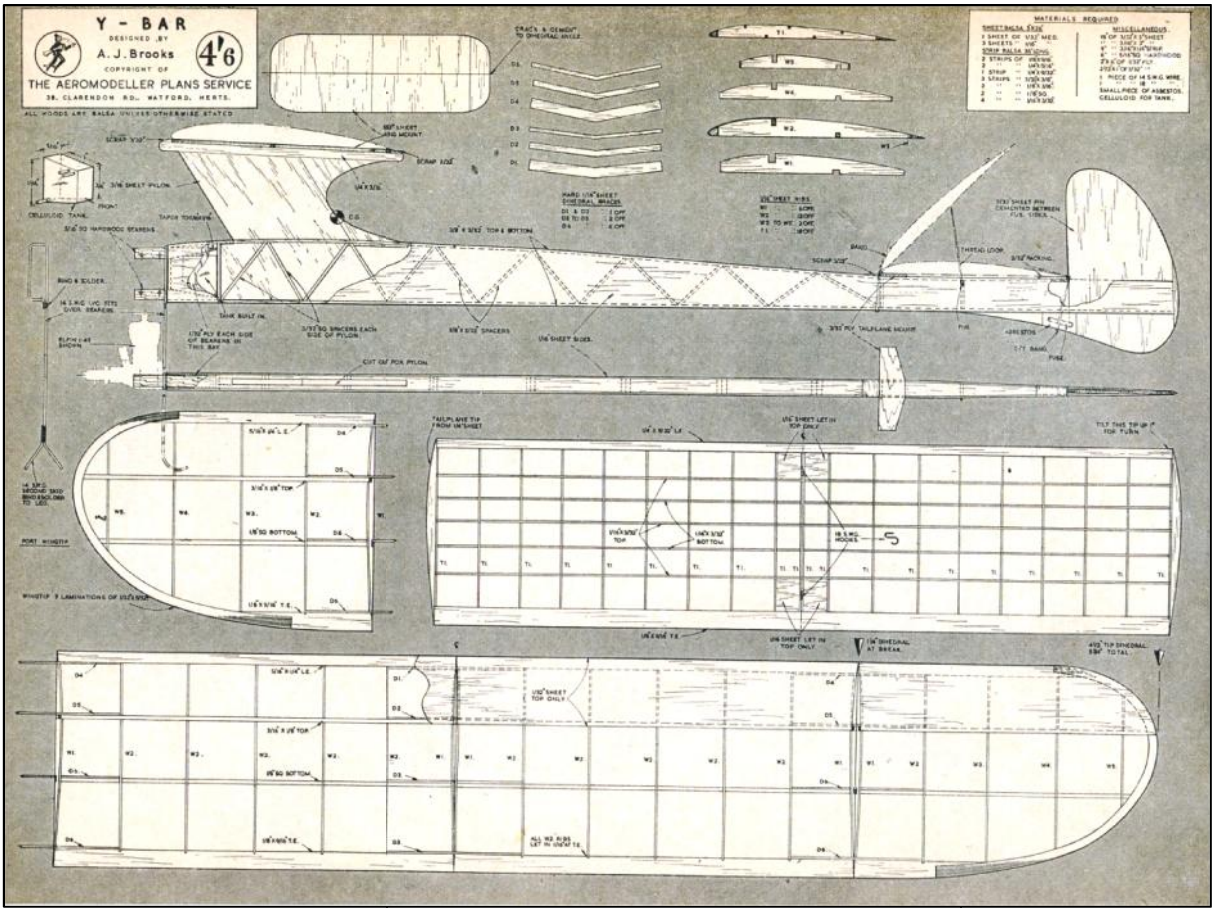
Checked Weight. 1.5 oz. (including fuel tank).



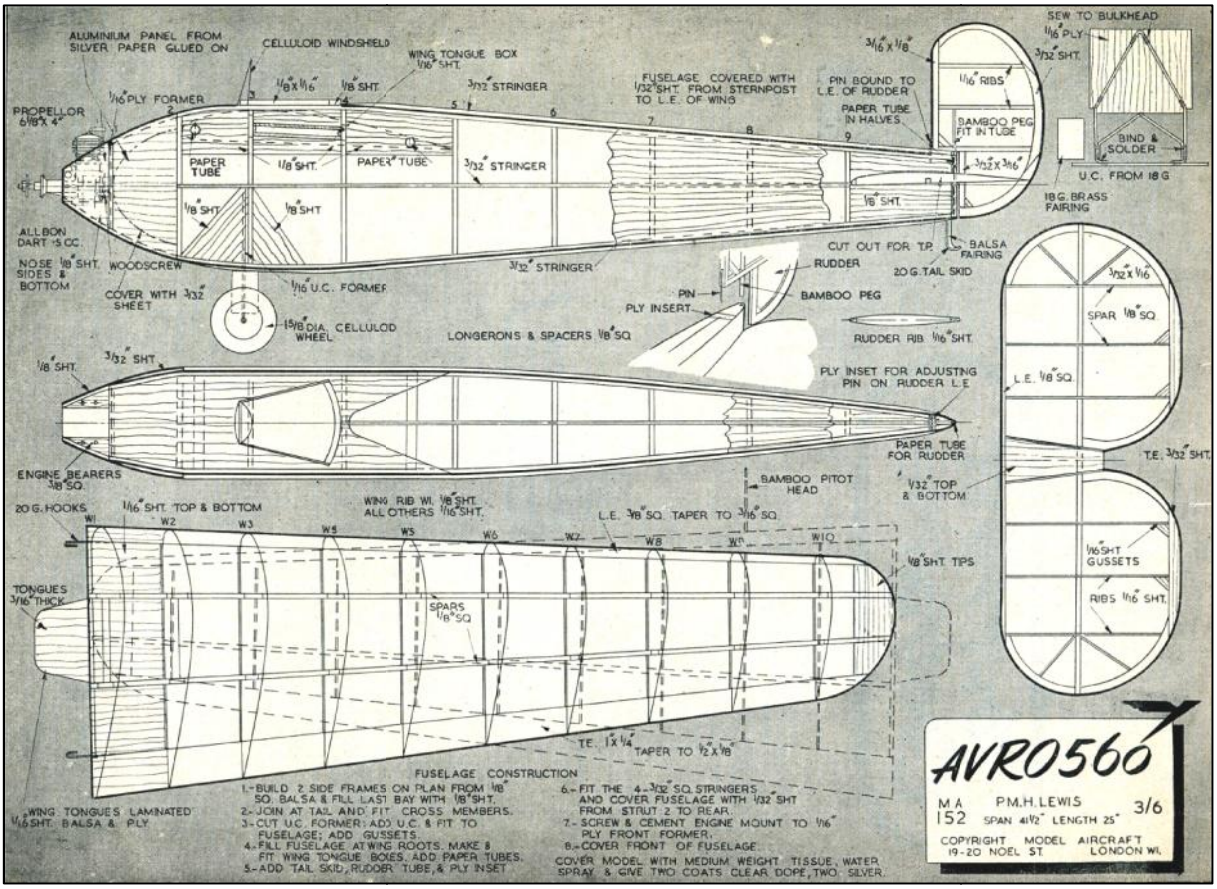
Power/Weight Ratio. 1.06 b.h.p./lbs.

Remarks. This is a very fast engine, with a remarkable power/weight ratio. The needle control is inclined to be critical, especially at high speeds. The cylinder head should be well tightened, with the spanner supplied, as there is a tendency for the head to loosen when the engine is running at high speed. The needle valve is rather too near to the propeller for comfort in handling.

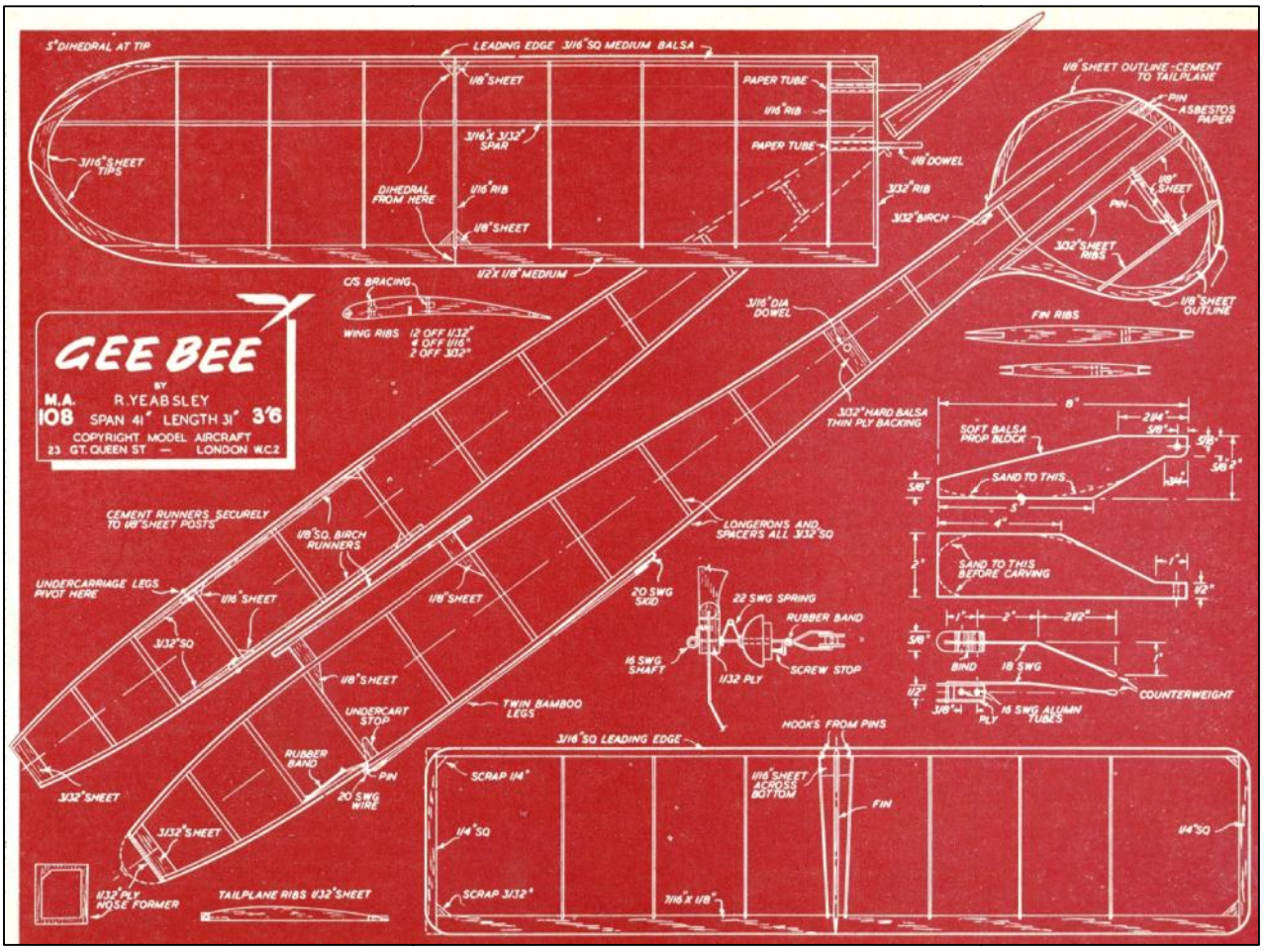
Plans of the Month



Aeromodeller June 1955



Model Aircraft



Model Aircraft

Secretaries Notes for Feb 2014 - Roger Newman

Not much to report this month other than to despair about the weather!

We now have the signed licence back from DIO, so the events in last month's NC are now confirmed as definite. All that is required is a cluster of windless & sunny days. The events are already posted on our website – thanks to Mike.

As (I believe) is noted elsewhere in this month's NC, we plan to co-host an event on Salisbury Plain, in conjunction with the Crookham Club who will host their annual gala – 20th April is the date. Details of the Gala are already posted on our website. A location map will be included in the next two months NC to aid any SAM1066 members who fancy an excursion a bit different to our regular haunts at MW. Maybe a couple or so low key comps to compliment those of the Crookham Gala.

Puddle Jumping at Beaulieu

Anxious eyes had been scanning the weather forecast for many days since Christmas – not a single day worthy of making the journey to Beaulieu until Sunday (19th Jan), when the forecast wind speed amazingly dropped to below 10 mph. A few quick phone calls raised John Taylor, John Hook & Dennis Underwood to venture out with me.

On arrival, there was a lot of standing water – cursory examination of some of the attached photos shows evidence! Nevertheless, having navigated a very flooded peri track, we found some dry land at the western end of the field, adjacent to one of the main runways – sufficient to park the cars.

John Taylor produced his Mills powered Sea Nymph for its annual outing to perform several faultless ROWs.

He also had a couple of bungee gliders, a Doofa & a scaled down Aiglet, to go with my Doofa. Dennis had his trusty Popsy & a Pirate, whilst John Hook produced an ancient Pinnochio biplane, also Mills powered – alas it proved to be so ancient that John couldn't get the Mills to run long enough for a flight. I took a Simplex 50, a Wedgy & my equally ancient Linnet plus the Doofa & a refurbished Night Owl (new wings & tail but vey old fuselage).

My power models all performed on rails – very pleasing with several flights of each. The Doofa needs the hook moving forwards but looks promising. One go at towing the

Night Owl indicated that I had neither the legs or the lungs to combat arduous towing conditions – which puddle would claim me! However, John had two bungees – one of which was 1/8th elastic & this was enough to allow decent test flights of the Night Owl. Other than adding a bit of 1/8th packing under the tail TE, nothing else was necessary – also good. To top things off, John trimmed out his Aiglet & then produced six successive flights of over 1 minute – augers well for Middle Wallop comps.

Roger Newman, 'Night Owl'

John Taylor, 'Doofa'

A couple of 'Doofa's' and the scaled down 'Aiglet'

By shear good fortune, no-one landed in water. A few near misses to be sure, but a very enjoyable day in spite of the ground conditions. We now look forward to a spell of colder weather when we resort to flying off ice!

Roger Newman

Airplane from America - Ted Strader

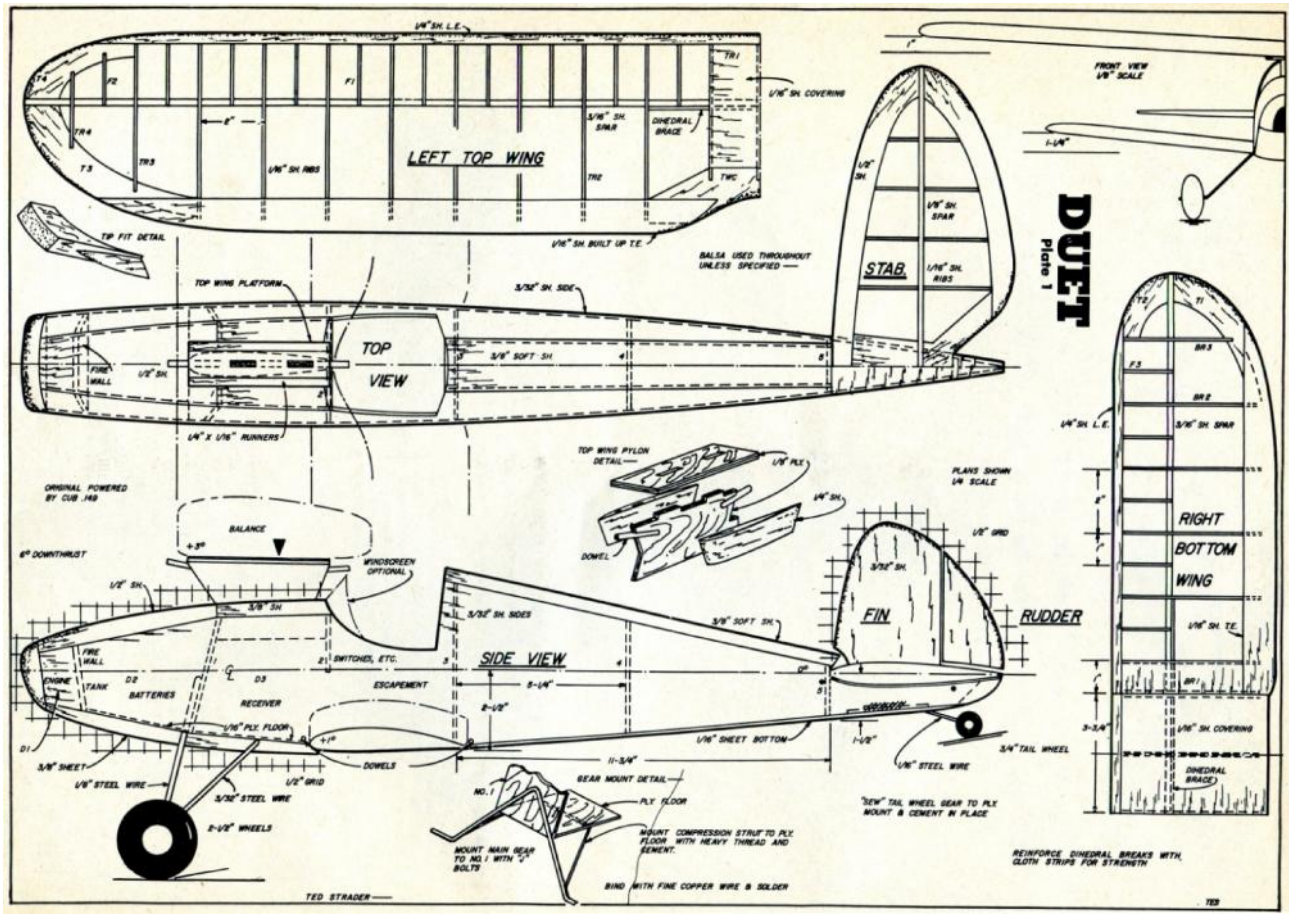
Extracted from Flying Models May 1958

DUET

by Ted Strader

Latest in trends is the increase in bipe R/C ships. Here's one that has been in popular demand. Author Strader beams happily over this ship, a real pride and joy to fly.

If such a thing is cricket we'd like to dedicate this plane to the many modellers around the world who liked the pictures enough to inquire about plans. One or two letters along this line is not unusual, but it began to look like a lobby had been formed for the Duet.



Our only hope is that the model fulfills your expectations.

The Duet was designed primarily because we happen to be one of the countless who genuinely like bipes But, we wanted a stable model. A bipe doesn't always fill these requirements. A close inspection of the plans and dimensions will reveal a layout more for a high wing monoplane than a bi-plane, and yet we feel the individuality of the biplane has been retained.

The chord is average for a plane of this size if the top wing was average length as compared to fuselage length. But the top wing is about 6" longer than what we consider average which gave us the stability we were seeking.

The model can be sustained in flight by the top wing alone which means that the bottom wing lift is gravy.

All in all, we arrived at the goal set. A biplane that looks like a real ship with the stability of a high wing

And, stable it is. On the first flight it was tail heavy. Instead of rolling over or trying to loop it flew

(mushed) out the entire flight with its tail dragging. With this remedied, we settled down to the serious business of enjoying the sight of a bipe in controlled flight.

CONSTRUCTION: Very little scaling is necessary to build the Duet. A couple of pieces of tracing paper, a straight edge, sharp pencil and a ruler should do the trick.
Both wings will require only a minimum of effort to effect a working plan. One half of the stabilizer outline is included in the full-size drawings to aid in this department. The grids on the rudder make short work of this, so all we have to worry about is the fuselage side outline. And, this should take very little time.
By laying the *3/32"* sheet doublers in their relative positions, along either the seam line of two 3" sheets, or a reference line drawn on 6" stock, and allowing for the corresponding bulkhead thickness, the forward section is about completed. The only other critical measurements are the distance to the stabilizer leading edge and its attitude.
With the bottom half of the fuselage correct, and by using the tops of the fuselage bulkheads as guides, the top half arrives at its own conclusion.

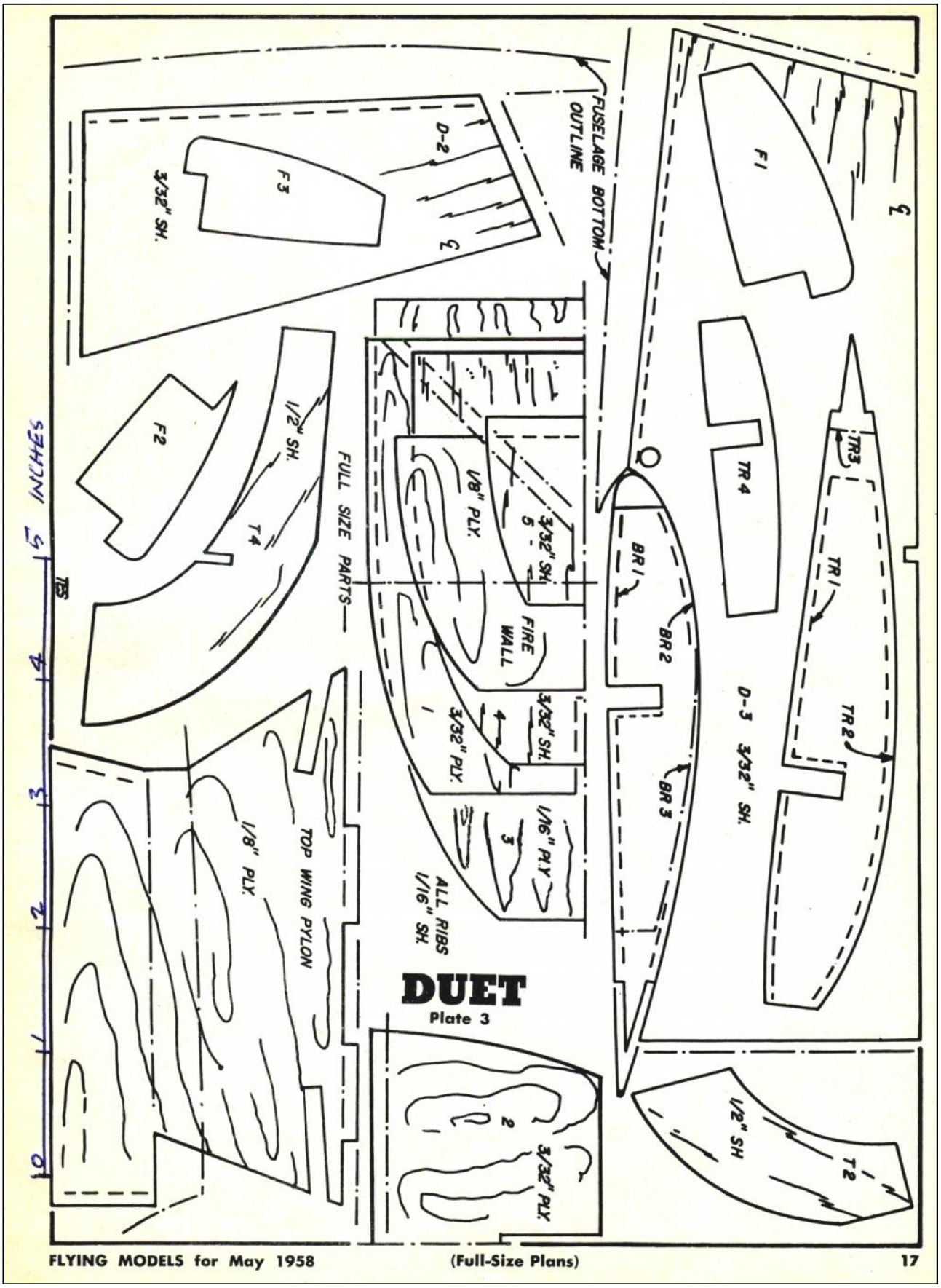
FUSELAGE: Using either 6" stock, or two sheets of 3" medium-hard 3/32" balsa, for the fuselage sides, cement the doublers in place as outlined above and according to plan. This gives you a basic front half. Plot the locations of the rest of the bulkheads, the distance to the stabilizer leading edge. With the aid of the "typical stabilizer section," shown full size, plot the stabilizer rest outline, allowing for the 1/16" sheet when cutting.
Once the bulkheads have been cut, you are ready to put shape into the ship. To aid in alignment, mark the horizontal dashed lines on each bulkhead. With these lined up to the reference line on each fuselage side, your alignment problems are eliminated.
Until all bulkheads are installed, cement them only from the reference line to the fuselage bottom.
Cement bulkheads 1 and 3 in place in this manner. Before either are completely dry, cement bulkhead 2 in the notch of doubler 3. Temporarily install the plywood top wing pylon core to further check alignment. Cement the firewall in place and then bulkheads 4 and 5. A scrap balsa block at the tail completes this phase of construction.
Check both fuselage sides for equal bend.

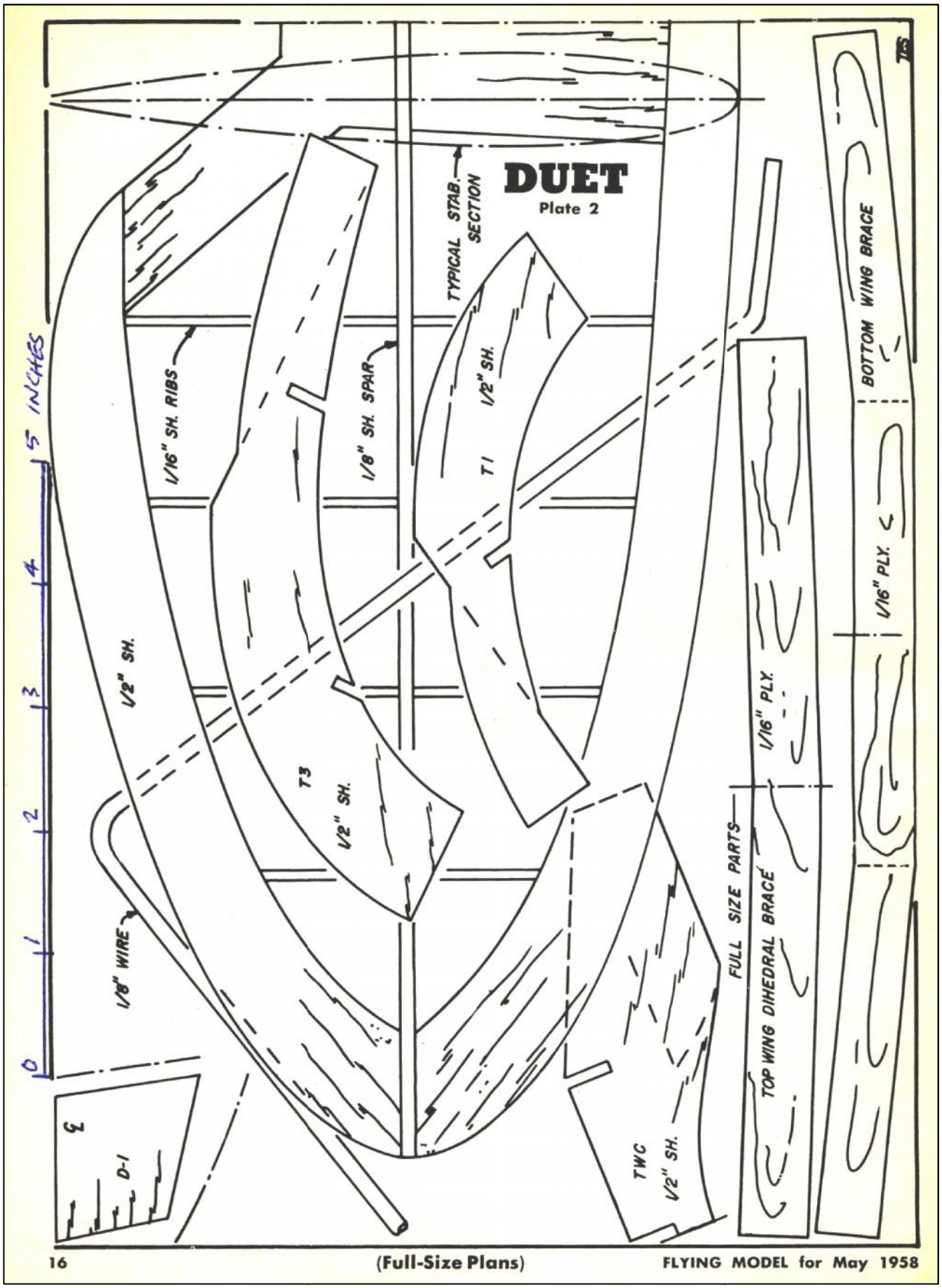
Once the lower half is dry we can begin to draw the top into shape. Here a little hot water and a sponge will prove helpful.
Draw the top turtle deck sides into place, using rubber bands and cementing as you go. After the turtle deck top has been sanded straight from the cockpit to the stabilizer leading edge, and flush with the tops of bulkheads 3, 4, and 5, the crown can be cemented in place. Cut this from soft 3/8" sheet, allowing a little extra on each side. When it's in position, run a line of pins along each side to bring fuselage side into a straight line.
A similar method is used to form the forward upper portion of the fuselage.
First, draw in and cement the portion between bulkheads 1 and 2 and then the rest of the upper portion of the nose section.

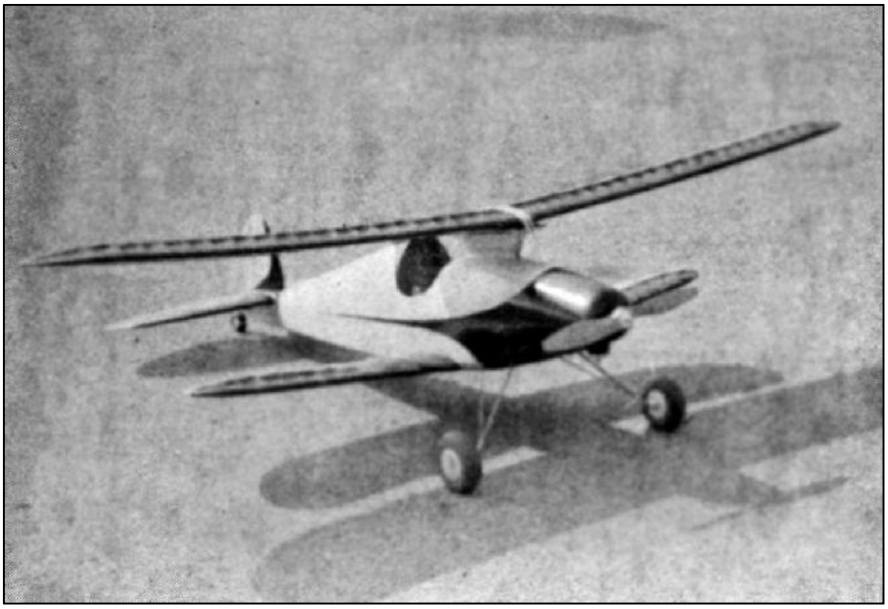
"J" bolt the 1/8″ steel landing gear in place, cement the 1/8" plywood floor between bulkhead 1 and the bottom wing leading edge in place, and then, lace and cement the 3/32″ steel wire landing gear reinforcement to this floor. Bend it forward and solder to the main gear.
The original model had a battery hatch on the fuselage bottom between the firewall and bulkhead 1. If a top hatch is preferred, an opening could be made from about a 1/2" back from the firewall to just before the pylon. Rough cut the pieces to be cemented on both top and bottom. The only care necessary at this point is a good butt joint between pieces for appearance sake. When dry, cut down to size with grit sandpaper. When close to actual shape, finish with finer paper and then the finest grade for pre-dope smoothness. Cement a block on front and shape it in a similar manner. Cut out to accommodate engine used.
Dowels are now cemented in slots provided in plywood pylon core. The outer pieces of 1/4″ sheet balsa are cemented in place and sanded to shape. Cement plywood platform on top and then cement 1/4" x 1/16" in place.
Check the linkages to the rudder (and elevator, if used). When satisfied all is in readiness, add the bottom 1/16" sheeting to the bottom. Add the tail-wheel wire and then close up the tail with the 1/16" sheet stabilizer rest.

WINGS: Construction of the wings is straightforward. The most important thing is the selection of wood. It should be a good hard grade throughout. A hardwood spar could be substituted and the leading edge could be capped if desired without adding too much weight.
T-l and T-3 are recessed to allow the two piece trailing edges to fair together at the tip. The bottom wing is built in three pieces and then joined. We reinforced both bottom and top wing breaks with cloth strips.

TAIL: The stabilizer is constructed first and then sanded 'to airfoil section. Slight alterations will be necessary if a workable elevator is desired. The fin and rudder are simply scaled up from the grid drawing and cut from hard 3/32" sheet. Cloth hinges complete the basic structure.


FUSELAGE BOTTOM OUTLINE
D-2
3/32" SH.
F3
F2
1/2" SH.
T4
T5
FULL SIZE PARTS
1/8" PLY.
3/32" SH.
5
FIRE WALL
3/32" SH.
4
3/32" PLY.
1
1/16" PLY
3
ALL RIBS 1/16" SH.
TOP WING PYLON
1/8" PLY.
DUET
Plate 3
2
3/32" PLY.
1/2" SH
T2
F1
TR4
BR1
BR2
BR3
TR3
TR1
TR2
D-3 3/32" SH.
INCHES
1
2
3
4
5
6
7
8
9
10


DUET
Plate 2
TYPICAL STAB. SECTION
1/16" SH. RIBS
1/8" SH. SPAR
1/2" SH.
T1
1/2" SH.
T3
1/2" SH.
1/8" WIRE
D-1
TWC
1/2" SH.
FULL SIZE PARTS
TOP WING DIHEDRAL BRACE
1/16" PLY.
1/16" PLY.
BOTTOM WING BRACE
0 1 2 3 4 5 INCHES



FINISH: The original model was sanded down with fine sandpaper and covered with two coats of dope. Yellow silk was applied to the entire frame. Three coats of heavy dope were applied to the fuselage. Three coats of thinned dope were applied to the wings and stabilizer and then one coat of rather heavy dope to finish. When dry we masked off the areas to be trimmed and attacked this with black.
The dowels are now cemented in place and the wheels installed. Use a liberal amount of cement on the dowels and recoat the area to make sure that they hold securely.

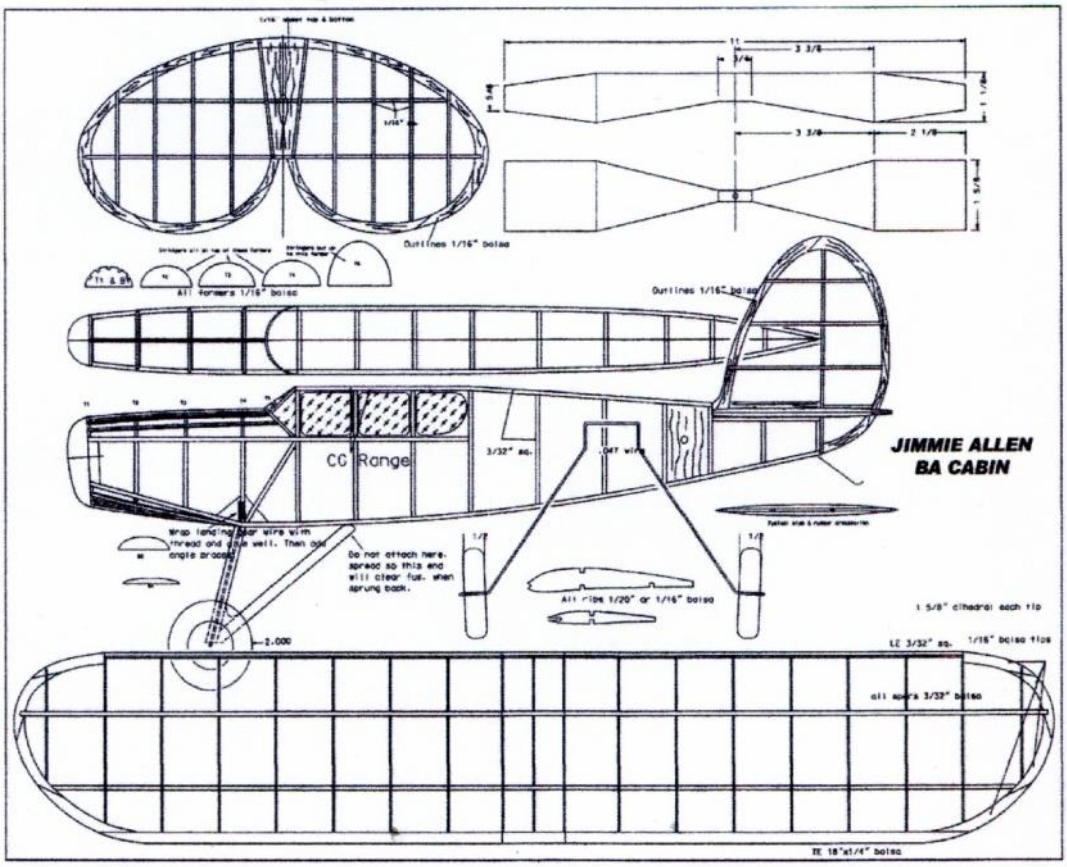
We haven't ignored the radio installation on purpose but feel that this is a problem peculiar to your own circumstances. We might add that bulkhead 2 was used to mount all switches, pots, plugs, etc.
With the radio gear installed and motor mounted we are ready to balance the model for initial glides and then powered flight!
The balance point as shown on the plans. Check for any warps. If the model balances a bit ahead of the spot on the plans you have no need for concern. It will fly a little faster and be a bit easier to control. Too far forward will begin to cost money for broken props. Hand launching a tail heavy ship can be tragic!
Pick a calm day for your test glides, a breeze can cover up erratic tendencies which may occur when such lift increasing aids are not present.
When you get a gentle glide without too much effort you're ready.
Our Duet used a Cub .149 for power set at 5° down thrust and no side thrust. Since this model had its day the K&B .09 has hit the scene and would make a good mill 'for strictly sport'. The original also flew its entire lifetime on pulse, and therefore you may see the need for a bit of right thrust on escapement flying when using the .15-size engines.

Ted Strader

JIMMIE ALLEN 2014

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

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



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

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

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

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

Small Vintage Rubber LOW WING

Inaugural Competition

Middle Wallop Monday 25th August 2014

SAM35 and SAM1066 Free Flight Competition and Small Vintage Rubber(Vintage Lightweight) rules apply i.e. Dec 1950 cut off, under 34" span, three flights and fly off. Plus all models must be low wing. Let's revive some good old models, like Cruiser Pup and Kamlet. Scale models, why not? Perhaps one will be the winner.

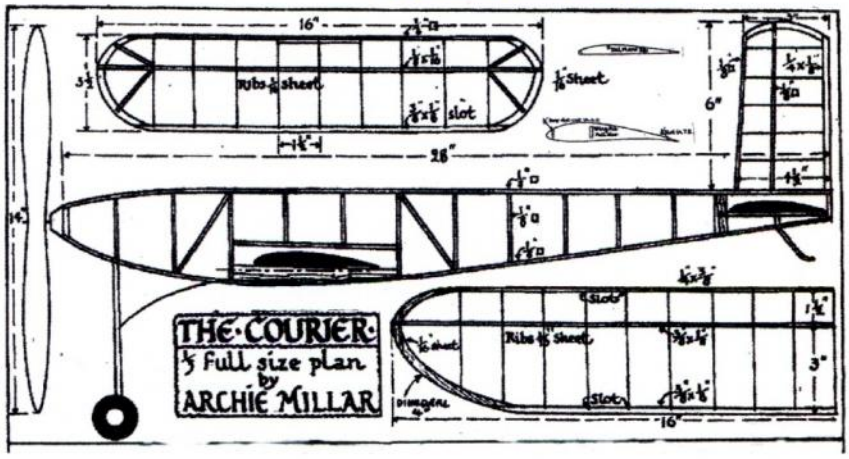
The chart shows some qualifying models.

MODEL NAME	DESIGNER/KIT	SPAN	PLANS
VERONITE SERIES No4	LEADBETTER J	22	Smith
MIDGE	M.S.Kits	24	Scott
GOBLIN	EVANS J	25	Aeromodeller Jan 1946 drg X 2
CHIEFTAIN	Berkely kit	26	Scott
SWOOSE	CLEAVE Alfred	26	Clarion Mar 1994 drg A5 to A4
EAGLET	KNIGHT M R	28	SAM1066, ID4548. Woodhouse(Bob Jones plan)
CRUISER PUP	RIPPON C A	29	SAM1066, ID4935
CRUISER PUP mark VI	RIPPON C A	29	Buckle
SKYLARK II	PRIDMORE H J	30	X List
KAMLET	KNIGHT M R	31	Buckle
COURIER	MILLAR Archie	32	Aeromodeller Jan 1941 drg X 3
HURRICANE	STAHL Earl	32	Scott. Woodhouse(Bob Jones plan)
SILVER STREAK	Skelly Oil Co	32	SAM1066, ID5026

Plans from:-

SAM1066	e-mail Roger at	rogerknewman@yahoo.com
Buckle	visit Colin at	www.benbucklevintage.com
Scott	visit Derick at	www.model-plans.co.uk
Smith	e-mail Colin at	csmithbmth@gmail.com
Woodhouse	visit Mike at	www.freeflightsupplies.co.uk
X List	visit	www.myhobbystore.co.uk

Any queries contact roy.tiller@ntlworld.com



Great News!

Sam 35 will be running a Rally at the 2014 Free Flight Nationals

Sam 35 are pleased to announce that they are once again participating in the Free Flight Nationals. In cooperation with the Free Flight Technical Committee there will be a full programme of competitions and activities to cover all of Sam's main interests. The draft programme is shown below as they may be able to add some control line flying on the Monday as well additional competitions in the same vein as those already confirmed.

The great news is that RTM (Radio Trimmed Models) flying can take place on all three days from the Sam 35 flight line for the various competitions and practise. It must be emphasised that **no** Radio Control flying is allowed **anywhere** and all RTM flying must be from the Sam flight line only and to the guidelines published jointly by the BMFA and Sam35. These are available from the BMFA or Sam 35 web site and will be available on the day.

SAM35 Contact for event is Ian Lever Chairman SAM35 tel 01706 875875 and details are on the Sam 35 website: sam35.org.uk

Saturday 24th May

C/L Vintage Team Race Class A
C/L Phantom Speed
C/L Weatherman Speed
C/L Baby Biplane
FF Combined 4oz. Vintage Wakefield with midi sized rubber, i.e. span more than 34" and wing area less than 190sq. in.
RTM Practice for duration and precision events

Sunday 25th May

C/L Vintage Team Race Class A
C/L Phantom Speed
C/L Weatherman Speed
C/L Baby Biplane
RTM Precision competition and practice
FF 8oz. Vintage Wakefield
Car Boot Sale near the hanger

Monday 26th May

FF <25" span Vintage Rubber
Up to 36" span bungee launched gliders
RTM Vintage Power Duration competition and practice
All SAM activities start at 10.00 am

Andy Brough PRO Sam35

Crookham Gala

Sunday 20th April 2014

Due to the non availability of Middle Wallop, and with the agreement of the FFTC, this year's Crookham Gala will be held on Training Area 8, Salisbury Plain. The following classes will be flown, with the aim of providing something for everyone.

Combined Glider)
Combined Rubber) to BMFA rules
Combined Power)

E36 Crookham rules – 3 flights at 10 sec motor run, fly-off 5 sec
Coupe d'hiver (inc vintage coupe) – a Southern Coupe League event

The entry fee (for any number of classes flown) is £8 which includes the MoD site charge. In coupe, a prize will also be awarded for the top vintage model.

The competition will start at 9.30 am and finish at 5.30 pm with any fly-offs shortly thereafter.

The route to the contest site (dependent on wind direction on the day) will be signposted from entrance P (papa) on the B390 Shrewton to Chitterne road. For those with GPS the coordinates are 51°11'29.53"N, 1°57'32.59"W.

For further information please contact:
Peter Hall phall789@btinternet.com
or Peter Tolhurst peter.tolhurst@ntlworld.com

BMFA Indoor Technical Committee

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

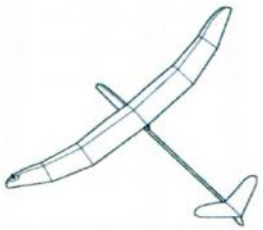
The event will run from January 2013 through to June 13th 2014 and anyone is invited to participate. Any model can be flown and in any site, indexing will be applied to the submitted times to reflect the category of ceiling. The winner will be announced at the British Indoor Nationals in June 2014 The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

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

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

rnark.benns@ntlworld.com

Mark Benns
Indoor Technical Committee



BMFA South West Indoor Flying

organised by

Cornwall Vintage Aeromodellers

at

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

Flying from 1200 to 1600 on

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

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

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

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

IMPINGTON VCMAC INDOOR MEETING

Sunday March 23rd 2014

at Impington Village College, Cambridge.

9.00am to 5.00pm.

£6.00 Come and fly indoors all day.

RTP and small electric helicopter and radio flying in separate hall.
Competitions for Ray Malmstrom's PEE WEE, Bostonians and Frog Juniors.
Also rubber powered car race.
Talk and discussion group on trimming for indoors (and elsewhere).
Flyer with details and free plans contact Chris Strachan
Tel:- 01223 860498 email: chris.strachan@btinternet.com

Indoor Flying with the South Birmingham MAC

Free Flight Only

Thorns Leisure Centre.

Stockwell Ave.

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

Saturdays 1pm until 4pm

2014

18th January; 15th February

15th March; 12th April; 10th May

Admission - Flyers £5.50 - Spectators £2.00

For further information phone Colin Shepherd 0121 5506132

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

Brownhills Indoor Flying – Free Flight

Brownhills Community Association,

Deakin Ave. Brownhills WS8 7QG

Just off the A5

Saturdays 1-15pm until 4-15pm

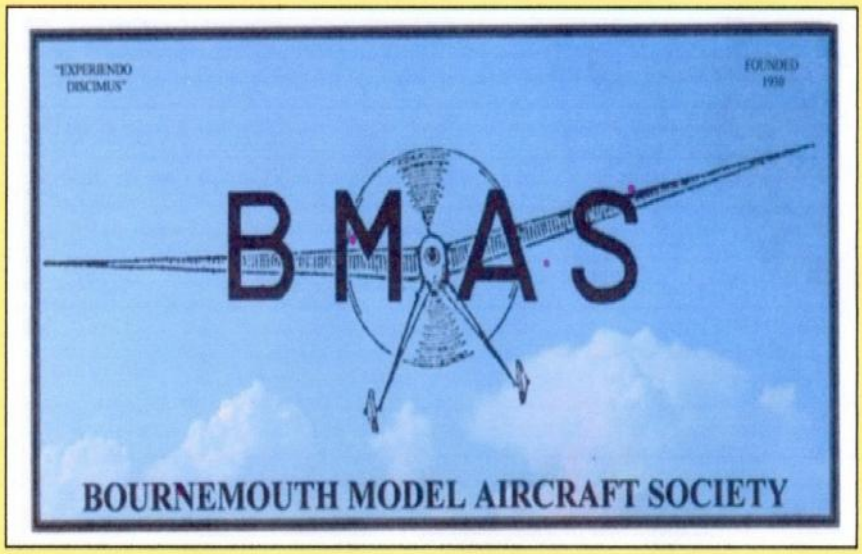
Flyers - £8 Spectators £2

2014

4th January; 1st February; 1st March

Contact:- Allan Price

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



INDOOR MODEL FLYING

TUESDAY 28TH JANUARY 2014

TUESDAY 25TH FEBRUARY 2014

TUESDAY 25TH MARCH 2014

7pm to 10pm

ALLENDALE CENTRE

HANHAM RD. WIMBORNE BH21 1AS

FREE CAR PARKING IN PUBLIC CAR PARK IN ALLENDALE RD

FREE FLIGHT ONLY

COMPETITIONS incl GYMINNIE CRICKET LEAGUE

ALL FLYERS MUST HAVE BMFA INSURANCE

FLITEHOOK NORMALLY IN ATTENDANCE

Adult Flyers £5 **Spectators £1.50**

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

SOUTH HANTS INDOOR FLYERS

www.wcaff.info

2013 -2014 INDOOR FREE-FLIGHT MEETINGS

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

All events on Thursday evenings 18.30 until 22.00
excepting Xmas specials

2013

October 31st November 28th

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

2014

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

SUMMER BREAK

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

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

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

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

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

For further details please contact:

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

Control-Line Stunt Competitions

Cofton Park,

Low Hill Lane, Longbridge, Birmingham, B31 2BQ.

Sunday April 27th 2014

South Birmingham MAC 3 in 1 C/L Comp

Old Warden

Saturday May 3rd 2014

Vintage Stunt; for the Hewitt Shield
&
Mick Taylor's Taster Stunt

Details contact Eric Hawthorne:
tel – 01384 423647 email – erichaw33@hotmail.co.uk

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

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

Model

- The **36"** wing span (as per plan Aeromodeller) and **48"** (as per Boddington plan or 36 " scaledup) models are admitted;
?? - Models may be fitted with floats as per plan (scaled-up for 48" version);
?? - no minimum weight;
?? - reinforcement or lightening of the structure with respect of the basic outline of the original
?? model are admitted;
?? - materials to be used are those found on the plan;
?? - plastic covering in place of tissue, silk or other is admitted.
?? - More than one person can use same model;
?? - Same model can flight in L.G. or float version;
?? - Lone fliers can self launch an time

Engine/motors

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

36" WINGSPAN

I.C. Engines:
?? Any engine with 1 cc. maximum displacement;
?? Fuel tank : 3 cc.
?? R/C carburettor is admitted.
Electric Motors:
?? Any electric motor is admitted with direct drive
?? The engine cannot be stopped and started again: the motor must run continually without interruptions till the end of the battery charge or competitor's decision;
?? no folding prop is admitted; if a folding prop is used the blades must be held open with a rubber band;
?? freely assembled admitted batteries:
?? -**450 Mah 2 cell LiPo**
?? separated batteries pack for Rx alimentation is allowed

48" WNGSPAN

I.C. Engines:
- **Any engine with 2, 5 cc. maximum displacement;**
- **Fuel tank : 6 cc.**
- R/C carburettor is admitted.

Electric Motors:
- Any electric motor is admitted with direct drive
- The engine cannot be stopped and started again: the motor must run continually without interruptions till the end of the battery charge or competitor's decision;
- no folding prop is admitted; if a folding prop is used the blades must be held open with a rubber band;
- freely assembled admitted batteries:
-500 Mah 3 cell LiPo
- separated batteries pack for Rx alimentation is allowed

Flights and results

- Each competitor may fly as many flights as wished during the admitted period but only the best flight will be considered for the final result.
- Hand launches are admitted.
- The flight time start when the model is released or takes off. The flight time ends when the model lands or hits a fixed obstacle. In case the model flies out of sight the timekeeper will time for 10 seconds after losing sight of the model . Timing will continue if model is seen again or stopped after 10" deducting this time from the total time of the flight.

Awards :

A diploma for all competitors and prizes for the first three in each version rank.
Special prize for best flight in float version.

Results

Results, address, photos and technical specification about model must be forwarded to the Organization within the 31st July 2014 to: Curzio Santoni (cusanton@tin.it) or to Gianfranco Lusso (gfl@orange.fr).
Many pleasant flights and happy landings to ALL !!!!

SPECIAL PRIZE VIC SMEED

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

SPECIAL PRIZE DAVID BECKER

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

Good thermals

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

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

Flights may be made outdoors between **August 9th 2013** and **June 30th. 2014** inclusive; it is not required that all flights in any event be made upon the same day but each is to be pre-nominated as 'official'. The general format (with exceptions as noted) is for three or more flights to the specified maximum; after three (or more) maximums further flights will be made to a score increasing by increments until the model fails to reach the duration target for that flight. The final score will be the total of all flights, recorded in seconds; the purpose of this scoring system is to reduce the possibility of models being lost in an 'unlimited flyoff' and as flights may be made at any time within the contest period it does not entail unduly arduous flying sessions to complete same. In classes where maximum sizes are established, the span shall be measured as per plan, not as 'projected span'. 'Vintage/Oldtimer' classes are for designs authenticated to have been flying outdoors prior to December 31st. 1950, even though plan publication may be of a later date in any kit, commercial magazine, SAM publication, club newsletter, etc Multiple entries with different models may be made in all events but flights in one event may not be 'doubled up' with any other class for which a given model is eligible – separate flights, please.

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

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

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

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

email: caleyannhand@yahoo.com

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

Caley Hand

Competition Rules Below

World Wide Postal EVENTS:-

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Salisbury Plain Dates 2014

Free Flight On Area 8

Those who are regular users of Area 8 on Salisbury Plain for free-flight trimming and contests will know that there is now only one access point, 51°11'29.53"N, 1°57'32.59"W (Point Papa).. The more easterly point is now blocked off.

At present only two major Army exercises are planned that are likely to affect Area 8, Jan. 9-17th and May 6-16th, but as usual, in case of any short-notice military changes, you must send your email address to:

Peter Tribe (petertribe46@talktalk.net)

The following dates are provisionally available.

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

Send an SAE and your £15 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 2014 pass to display on your windscreen. If you come as a passenger, bring your pass anyway. Your name will be included on the Army security list (unless it's already on it).

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.

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.

MSP PLANS PRESENTS

Vintage, Classic, Sport and other Duration Designs

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

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

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

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

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

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

To order plans for UK delivery please write with cheque (£ sterling) made payable to
Martyn Pressnell, 1 Vitre **Gardens, Lymington, Hants,** S041 SNA.
For overseas delivery of Popular Plans send local bank notes equivalent to £10.00.
Enquiries: please write or email martvn.pressnell@btintemetcom

MSP-PLANS ARE PLEASED TO PRESENT A NEW BLOGSPOT

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

Provisional Events Calendar 2014

With competitions for Vintage and/or Classic models

February 23rd	Sunday	*BMFA 1st Area Competitions
March 16th	Sunday	*BMFA 2nd Area Competitions
April 6th	Sunday	*BMFA 3rd Area Competitions
April 18th	Friday	Northern Gala – Barkston/Church Fenton
April 20th	Sunday	Crookham Gala & **SAM1066** – Salisbury Plain
April 27th	Sunday	Middle Wallop – **SAM1066** competitions
May 24th	Saturday	BMFA Free-flight Nats, Barkston
May 25th	Sunday	BMFA Free-flight Nats, Barkston
May 26th	Monday	BMFA Free-flight Nats, Barkston
June 1st	Sunday	Middle Wallop – **SAM1066** Competitions
June 15th	Sunday	*BMFA 4th Area Competitions
June 28th	Saturday	BMFA East Anglian Gala – Sculthorpe
June 29th	Sunday	BMFA East Anglian Gala – Sculthorpe
July 13th	Sunday	*BMFA 5th Area Competitions
July 19th	Saturday	BMFA Southern Area Gala - Odiham
July 26th /27th	Saturday/Sunday	London Gala – Salisbury Plain
August 10th	Sunday	*BMFA 6th Area Competitions
August 24th	Sunday	Middle Wallop – **SAM1066** Competitions
August 25th	Monday	Middle Wallop – **SAM1066** Competitions
August 30th	Saturday	Southern Gala – Salisbury Plain
September 14th	Sunday	*BMFA 7th Area Competitions
September 28th	Sunday	Middle Wallop – **SAM1066** Competitions
October 12th	Sunday	*BMFA 8th Area Competitions
October 25th	Saturday	Midland Gala – North Luffenham

*** Note:** Flyers using Salisbury Plain Area 8 for BMFA Area competitions

"All F/F Classes. Essential to contact Bernard Aslett at 25, Honeyhill, Wooton Basset, Swindon, SN4 7DX to pay fees and get on Army security list, and always contact Peter Tribe on 01225 862748 on the Friday before travelling."

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

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

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

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

Useful Websites

SAM 1066 -	www.sam1066.com
Flitehook, John & Pauline -	www.flitehook.net
Mike Woodhouse -	www.freeflightsupplies.co.uk
GAD -	www.greenairdesigns.com
BMFA Free Flight Technical Committee -	www.freeflightUK.org
BMFA -	www.BMFA.org
BMFA Southern Area -	www.southerarea.hamshire.org.uk
SAM 35 -	www.sam35.org
MSP Plans -	www.martyn.pressnell.btinternet.co.uk
X-List Plans -	www.xlistplans.demon.co.uk
National Free Flight Society (USA) -	www.freeflight.org
Ray Alban -	www.vintagemodelairplane.com
David Lloyd-Jones -	www.magazinesandbooks.co.uk
Belair Kits -	www.belairkits.com
John Andrews -	www.freewebs.com/johnandrewsaeromodeller
Wessex Aeromodellers -	www.wessexaml.co.uk
US SAM website -	www.antiquemodeler.org
Peterborough MFC -	www.peterboroughmfc.co.uk/index-old.htm
Southern Coupe League -	www.southerncoupeleague.org.uk

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).

Tail end Charlie:
I still need articles/letters/anecdotes to keep the New Clarion going, please make a new years resolution to pen at least one piece. I can handle any media down to hand written if that's where your at. Pictures can be jpeg or photo's or scans of photos. I just want your input. Members really are interested in your experiences even though you may think them insignificant.

That's all folks! do your best: John Andrews