NEW Clarion

SAM 1066 Newsletter

Happy New Year

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Editorial

We have another issue containing a good variety of articles, please do not rest on your laurels but keep on putting pen to paper or let your fingers do the talking as they say.

The situation at Wallop remains as is, issue of licences suspended, to be reviewed in March.

Our first item is to report on the BMFA Honour that has been bestowed on our Chairman.

Jim Paton looks to the new season and his footnote on the possibilities of a different format for free ? flight in the future bears consideration. Any opinions please.

The Rivers Silver Streak 3.5cc diesel engine is featured in Engine Analysis, this engine being the highest performer in its class in those days. Its predecessor the 2.5cc Silver Arrow was a serious threat to the superiority of the Oliver Tiger.

On the workshop front we have John Richards from Nova Scotia, Canada, giving us the run down on his workspace, a bit more than just a workshop but never-the-less a project of some significance.

There is a piece on rules clarification in response to query, sent in by Dick Twomey, on bungee glider wingspan measurement which caused a bit of a furore amongst our rules advisors. I muddied the waters, needless to say, by voicing an opinion without reading our rules. I will not report that.

Dave Posner's 'Dream Weaver' power model is replicated and reviewed in yet another of our chairman John Thompson's analytical articles.

We have a guitarist in Tim Mountain and he relates his experiences leading to his 'Other Hobby'.

Jerry Litschi from the States forwarded a poem which reminded me of standing about under umbrellas in the car-park at Wallop last year when the meeting was washed out. Rachel and I retired to the Apache Café and consumed large English breakfasts to soothe the soul.
Jerry also writes on Radio D/T installation in vintage rubber models.

The first of a new regular feature by Chris Strachan hi-lighting Ray Malstrom's unique models taken from the Impington Village College MAC archives. The club website has a catalogue of available designs and plans that can be purchased.

More pictures from the vast Keith Miller Black & White archive.

Bob Owston raises an interesting thought in his letter to the editor, prompted by Dick Twomey's remarks at the tail end of his 'Back to Basics' article in NC November 2014.
Should we allow new designs, 'in the manner of', so to speak. I would not like the task of writing rules for that class.

Jim Paton's article brings back the old thorny subject of 'Radio Assist'. The idea that vintage free-flight aircraft could be brought back to the airfield by only operating the radio system after completion of the timed flight seems highly unlikely. Bill Longley however has proved that Power Models could possibly function that way, this being due, I believe, to the heavier weight of these aircraft. However, R/C Tomboys have been known to be blown away in windy conditions. I cannot see a Rubber Powered model or Glider making headway in all but the lightest of winds, even if equipped with elevator control.
Maybe Jim's R/C Competitor may prove the point although it is equipped with rudder only, like the good old early days of radio. It would be interesting to see it with elevator control to see if down would make headway in a breeze.

Editor

John Thompson's BMFA Honour - Editor

The BMFA Committee have seen fit to award our Chairman John Thompson a

Certificate of Merit

The Free Flight Technical Committee were the instigators of the award and their proposal to the Awards Committee read as follows:

The FFTC wish to nominate John Thompson for the award of a Certificate of Merit in recognition of both his long term support for Free Flight and particularly for his dedicated work in the management of Free Flight activities at Middle Wallop, Beaulieu, Odiham and Chobham.

John has been flying Free Flight, principally power duration, since the 1950s and represented Ireland (Eire) at World Championships in 1955, 56, 58, 60 (when he also qualified for the Italian team) and 61. When he returned to the UK from Italy he took up R/C Aerobatics both as a competitor and later as a judge before returning to Free Flight and representing the UK in F1C power duration at the 1995 World Championships. He has continued his love affair with Free Flight Power to the present day and remains a prolific builder of Vintage and Classic models, publishing excellent articles on the building and trimming of these designs in the 1066 Clarion (his own "Zimbabwe" power duration design appears in the 1959/61 Zaic year book). In addition there have been excursions into electric Free Flight duration, as well as a paper on Electric duration at the 2000 Free Flight Forum.

John has for many years been involved in the management and guardianship of Free Flight sites and related activities in the Southern Areas and it is for this work that the FFTC particularly propose that he should be given recognition. These activities have included:

- *Chairman and Secretary of Crookham Contest Modellers for some 15 years*
- *Free Flight Competition Secretary for BMFA Southern Area*
- *Free Flight Contest Director at Beaulieu for at least the same period*
- *Attends the Beaulieu Model Flying Committee meetings to represent Free Flight*
- *Chairman of the small team that took over the rebirth of SAM 1066 following the death of David Baker in 2009 and responsible for managing Free Flight access to Middle Wallop ever since*
- *The negotiation and organisation of the Free Flight meetings at RAF Odiham since the death of Mike Kemp in 2007.*
- *Liaison with the wardens to organise the annual Chobham Tree Chop*

In all these areas John is an astute diplomat who demonstrates his belief that the sites essential for the continuation of Free Flight competition depend on sound management from the BMFA side and a long term relationship with site owners and agencies.

I feel sure that the membership of SAM1066 is extremely proud that Our Chairman John is in receipt of this honour from our national association and we are grateful for his leadership of our association.

A more than well-deserved award, well done John.

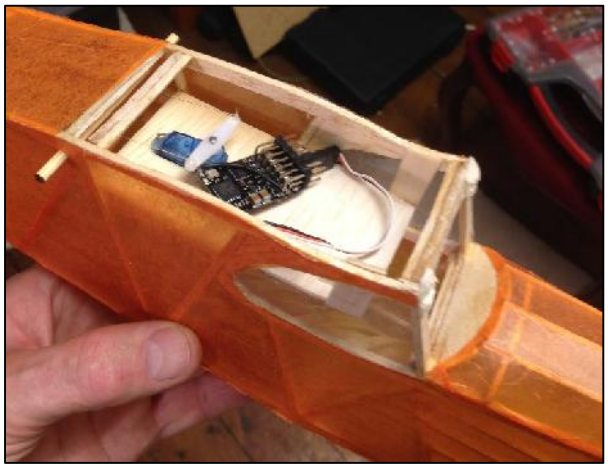
Editor

Start of a New Season - Jim Paton

I am awaiting dawn to break so I can fly at Port Meadow. The forecast is calm but misty. I am still jet lagged following a visit to my daughter and family in New Zealand. I am also culture shocked on my return by the traffic and general attitudes of the great British public. The vast majority of Kiwis are polite and very friendly. The young Englishman on the seat next to me on the plane never spoke a word. So, I went from swimming in the Pacific Ocean to motorway congestion on a Sunday, and sub-zero grumpy England in a space of two days.

I seem to find more time for the workshop than actual flying these days. The building is almost an end in itself. Very different from those halcyon days when I spent many dawn mornings on Port Meadow trimming my RTF Bukin F1G. It has to be said that it's a very good route to actually getting out there and trimming.

I made a KK Competitor whilst away. Fortunately it survived the journey back. I covered it in Mylar, which I shrank a bit with a domestic iron, and finished it with tissue back home. I very much like its proportions and elliptical tips. I think it is probably eligible for mini vintage at 32" span. I am not sure when it was designed and kitted. I have put 30g of rubber in it in the form of 14 strands of 1/8th Super Sport. I am giving it ultra lightweight RC operating the rudder, for flying at Old Warden and hopefully not losing it. The 1.8g servo will be permanent but the 2g "Lemon"Rx and 2g battery will be removable. That is almost as light as a Tomy.



It's all a long way removed from RCS Guidance System single channel 27mc. of my youth.

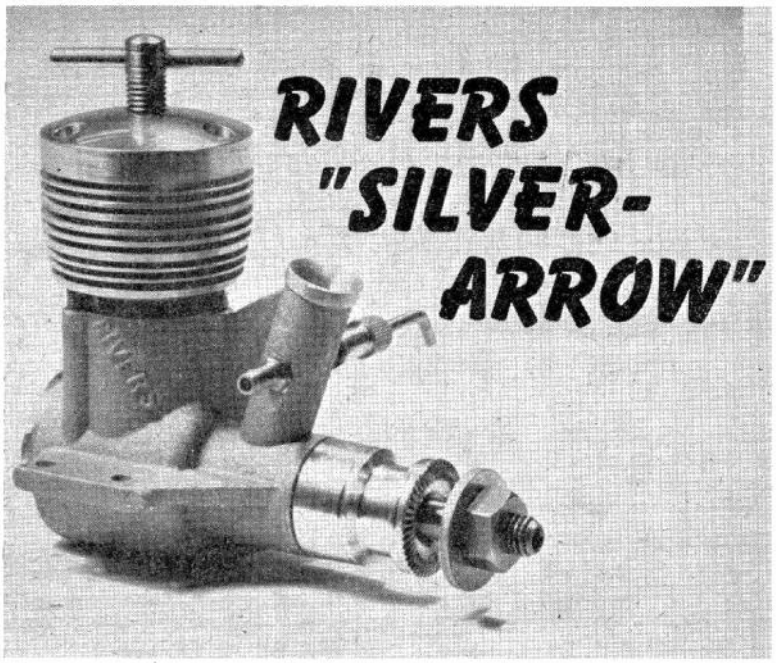
By the time this hits Clarion I will have flown in the first area centralised meeting. This year I will be completely organised and packed the day before, with all my models perfectly trimmed, checked over and spruced up, and I will be patient and only launch into good air after setting the DT correctly. And I will get absolute maximum turns on without breaking the motor. And I won't forget to hand in my score card. I wonder what new mistakes await. I hope we get the all clear from Old Warden and other MOD sites.

What constitutes Radio DT?

If I fly my Competitor and max, am I allowed to bring it back on the radio? That is another scenario to consider as we all get more decrepit, try avoiding crops and staying within airfields. I am in favour of allowing it once the max has been reached. We have ignored matters that have lost us flying sites in the past. We could have taken on board earlier lots of issues: silencers, silent electric motors, four strokes instead of two strokes. I see there are electric control liners now with RC! The repetitive Doppler sound effect of unsilenced two strokes in control liners must have lost us an awful lot of sites. (It is music to my ears, as is any diesel, but not so for Joe Public in our crowded country). At the moment we set short maxes and have d/t fly-offs. Would it not be better to have longer maxes and radio d/t. or assist after the max. Perhaps with a zero score if the model lands outside the field. Radio lighter than a conventional d/t timer is now possible. Why not embrace it?

Jim Paton

Engine Analysis: Rivers Silver Arrow - Model Aircraft Feb 1960



RIVERS "SILVER-ARROW"

3.49 c.c. DIESEL ENGINE

". . . it is, inherently, an exceptional engine . . ."

THE one big drawback to publishing test reports on brand new engines is that the reviewer has no means of telling how *representative* his particular example may be, by comparison with the bulk of production models to follow. Test samples usually come direct from the manufacturers just before their general release and, of course, readers expect to be provided with reports to coincide with the appearance of new engines in the model shops. Because of all this, there is always a risk of an engine being given a better pre-release report than is justified by the quality or performance of subsequent production models. Conversely, it is conceivable that a test sample might be substandard, although this is less probable, since, obviously, most manufacturers take the precaution of first checking test samples.

In the case of the new Rivers Silver-Arrow 3.5 c.c. diesel, which is the subject of this month's test, one may be tempted to question whether production versions can all be as good as our test engine, whose power output far surpassed that of any other 3.5 c.c. diesel produced to date. Yet everything about the Silver-Arrow does, in fact, suggest that it is, inherently, an exceptional engine, with handling and performance characteristics that lift it well above the general run of "large" diesels.

The general design of the Silver-Arrow follows that of the 2.5 c.c. Silver-Streak, introduced last year and featured in our November, 1959, Engine Test report, and it retains the smaller engine's "square" stroke/bore ratio. It is not, however, merely a bored and stroked version of the Silver-Streak: it is bigger all round and none of its components (apart from the needle-valve and prop drive assemblies) is interchangeable with that of the Silver-Streak.

Not unexpectedly, the Silver-Arrow features the distinctive Rivers roller-bearing crankshaft. The shaft and bearing assembly is basically the same as that used in the Silver-Streak, but with increased crank throw, an enlarged valve port and larger bore induction passage. The induction period is increased by the best part of 20 degrees, opening at approximately 35 deg. after BDC and closing at approximately 45 deg. ATDC. The intake aperture through the bearing sleeve is also elongated, fore and aft, to cover the bigger valve port.

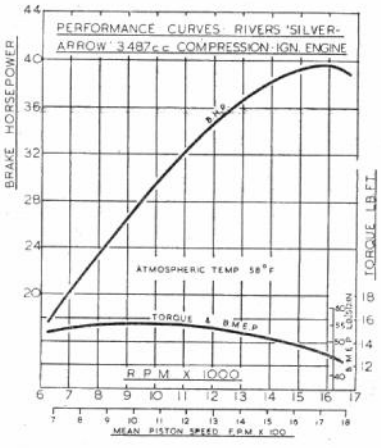
MODEL aircraft ENGINE TESTS

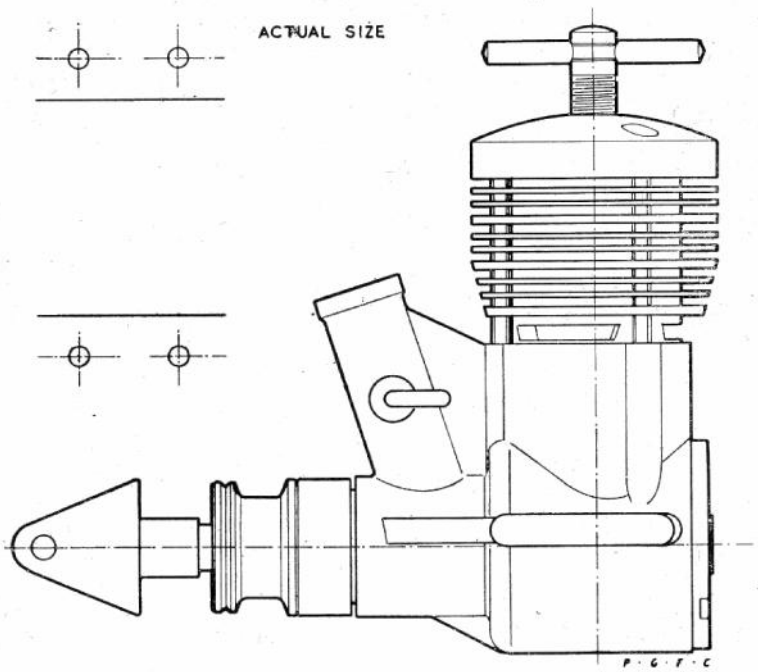
The radially ported cylinder has three exhaust and three transfer ports (compared with four of each on the Silver-Streak) and has somewhat differently shaped transfer flutes. The transfer ports also overlap the exhaust to a greater degree than in the standard Silver-Streak. As on the standard Silver-Streak the exhaust period is extremely long (actually about 165 degrees). The port timing throughout is, in fact, very much on the generous side. The cylinder liner has a very thick wall (0.090 in.) and is flanged at the exhaust belt where it is seated in a recess in the crankcase. The piston is unusual in that its wall is tapered internally towards the skirt, so that the greater mass of metal is located where piston temperature is at its highest, while slightly greater gudgeon-pin bearing area is provided where loading is heaviest.

The crankcase is notable for its very long carburettor intake. This has the needle-valve assembly installed in the orthodox straight-across manner instead of being swept back as on the Streak. The screw-in backplate has an internally threaded centre boss which is normally sealed by a brass plug. In place of this latter, a nipple can be fitted to provide pressurisation to a sealed fuel tank. Alternatively, Messrs. Rivers offer a simple crankcase-bleed plunger fitting, by which a measure of speed control can be obtained.

Specification

Type: Single-cylinder, air-cooled,





RIVERS 'SILVER-ARROW'

reverse-flow scavenged two-stroke cycle, compression ignition. Crankshaft rotary-valve induction with sub-piston supplementary air induction. Conical crown piston with matching contra-piston.

Bore: 0.647 in. Stroke: 0.647 in.

Swept Volume: 0.2127 cu. in. = 3.487 c.c.

Stroke/Bore Ratio: 1 : 1.

Weight: 7.1 oz.

General Structural Data

Gravity diecast aluminium alloy crankcase and main bearing housing. Counterbalanced crankshaft of E.N.33 steel with two 0.350 in. dia. journals running in roller type bearing assemblies, each consisting of seven 1.5 mm. dia. needle-rollers, separated by seven light alloy spacers, the whole being inserted in a hardened bearing sleeve, which is honed after fitting to crankcase. Fully machined DTD.363 alloy connecting rod. Ground and honed meehanite piston with pressed-in hardened steel gudgeon-pin and running in hardened steel cylinder liner, stress relieved and ground all over, with honed bore. Machined duralumin cylinder barrel and head unit encasing upper part of liner. Hollow compression screw. Entire cylinder assembly secured with three long head screws into crankcase lugs, clamping liner at exhaust flange between crankcase and cylinder barrel. Machined duralumin prop driver and crankcase backplate. Brass spraybar assembly, reversible for left or right-handed operation. Beam mounting lugs. Optional hexagon nut and washer or spinner-nut.

Test Engine Data

Running time prior to test: 4 hours.

Fuel used: Record Powerplus Diesel (castor base, 4 per cent. nitrate).

Performance

Prior to its being submitted for this report, our test engine was given approximately three hours of bench running by the manufacturers. We then gave the motor a further one hour on various props prior to the actual performance figures being taken. Some months earlier (as reported in the Latest Engine News columns) we had checked one of the four prototype Rivers 3.5s for the makers, who, subsequently, informed us that, having incorporated one or two small changes, they considered the performance of the production test engine to be superior to that of the prototype previously tested. Having regard to the outstanding performance of the prototype, this inferred a power output 15-20 per cent. higher than anything previously recorded for a 3.5 c.c. production diesel. In actual fact, the final peak b.h.p. figure of just under 0.40 b.h.p. at the quite phenomenal (for a 3.5 diesel) speed of 15,500-16,000 r.p.m., was 17 per cent. above the best figure previously recorded for a diesel of this size. The specific output that this represents, of approximately 114 b.h.p./litre, is, incidentally, the same as that recorded for our test of the 2.5 c.c. Silver-Streak. This, in itself, is an achievement, for it is generally conceded that diesels are not at their best in the above 2.5 c.c. sizes.

All this power was delivered with no deterioration in handling characteristics. The Silver-Arrow was, again, remarkable in this respect. It was, we would say, quite the easiest starting 3.5 diesel we have encountered in recent years. It would start from cold with a minimum of fuss and with finger choking only. Hot restarts were practically immediate and even on small light props of down to 8 in. dia., allowing speeds nearing the peak r.p.m., there was none of the viciousness invariably associated with the larger type diesel. A rather higher level of vibration was evident than with a good glow-plug engine of similar capacity (in this respect the production model seemed a little less smooth than the prototype), but the Arrow held indicated r.p.m. steadily and there was no tendency to misfire at the highest speeds, provided that a fuel of adequate nitrate content (3-4 per cent. is recommended) was used.

As one might expect, the Arrow gets fairly hot, but there was no tendency for the contra-piston to tighten in the bore and the compression adjustment remained easy to manipulate. There was the usual falling off of power after warming up under heavy loads, but this loss was reduced to a negligible amount at the peak r.p.m. Up to 12,000 r.p.m. (static) can be expected on a 9×6 prop, depending on type, increasing to 13,000 r.p.m. plus, on a 9 × 4. The engine owes its high performance mainly to its high peaking speed and if its performance is to be used, there is no point in loading it for speeds below 10,000-11,000 r.p.m. where it will have little to offer over other 3.5s.

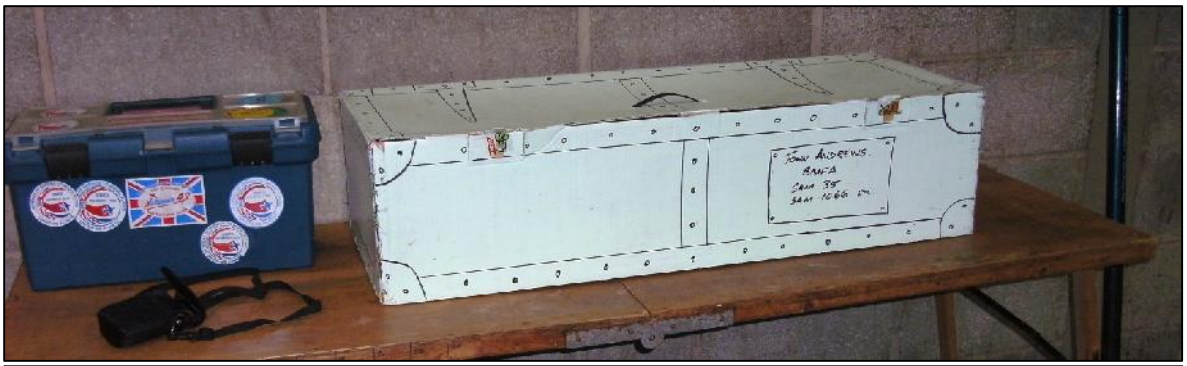
The Arrow costs £6 5s. 8d., but, considering its all-round excellence, it is far from being expensive.

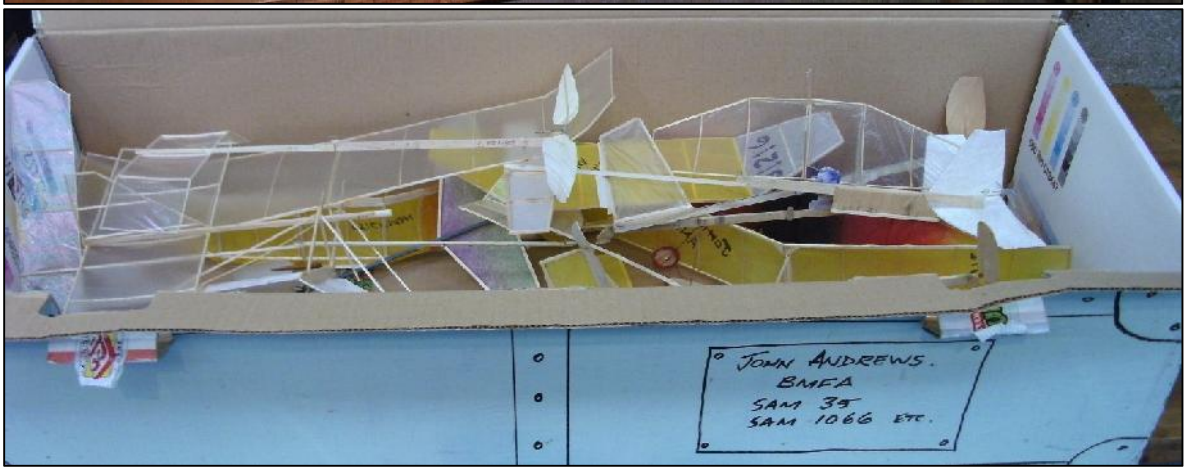
Power/Weight Ratio (as tested): 0.89 b.h.p./lb.

Specfiic Output (as tested) : 114 b.h.p./litre.

Indoors 2015 - John Andrews

My indoor meetings for 2015 started off with a visit to the Bloxwich Indoor Flyers at the Sneyd Leisure Centre sports hall, the new venue found by Alan Price to replace Brownhills.
I did not give a lot of thought as to what models to take. My models in current use are kept in specific boxes but I keep one large, ex Dyson cleaner, box into which I dump all my old stuff. I decided to take this debris box to Sneyd to see what was in it, I did not bother open it until I got to the meeting.





I sorted out one or two models, the first not so good, I wasted a lot of time trying to get it to fly properly. It was a 'bitsa' comprising two 'Gyminnie Cricket' wingtips stuck together on a stick fuselage with a Living Room Stick wing for the tail-plane. It's the top model in the box above which is why I tried that first I suppose. I could not stop it from crabbing along sideways with one wing down. I stuck a fin on it, reduced tail-plane dihedral, altered wing warp, all to no avail, needs screwing up into a ball I guess. Had better luck with my old polystyrene 'Hanger Rat', still flies well and clears a minute and a half without trying. My larger Wilco Food Bag covered model with an old rolled tube fuselage from the 70's flew best and, although I could not find a suitable propeller, I still managed a two and three-quarter minute flight. Had a good afternoon to start the year with a bit of chit chat here and there.

John Andrews

My Workshop - John Richards (Canada)

The actual size of the workshop is 24 ft x 16 ft and comprises of three separate rooms. The main workshop is 16ft x 16ft, then a storage area, 8ft x 10ft and finally an office 8ft x 6ft. My wife Gill and I built this with the help of our two sons in 1997 and was made to start a business, JG Model Supplies, when I retired. The business as of yet has not got off the ground as for one thing I never retired, still working part time, and secondly the whole lower part of the workshop wood started to rot out. This was I am sure due to the lack of heat, only had two very small heaters, which caused a lot of damp and mould and sometimes in the winter the temperature inside would drop down to - 5 degrees, not good.

In the pictures you can see the renovation work, still in process, that has had to be done to the lower half of the workshop, including a new front door and, as our younger son is an electrician and partner in an electrical company, the whole workshop is now wired for 60 amps and has a 4000 watt heater with thermostat so temp so far has not dropped below 60 degrees. There will also be baseboard heaters in the storage area and office which the wiring is already in place for. Still work to be done on the renovation, insulation, gyp rocking, filling, patching then painting which thank goodness is all inside work. After that I can start to do the good bits, as I call them, like building benches along the walls, putting the inside doors on and putting in storage cabinets etc. There is also a hatch into an attic area where at the moment half of it has more of my models stored in it, FF, Indoor and dare I mention RC, and the other half is mainly Gemma's stuff, as I call it, which will go next year when she gets married.

It has been a long haul, also costly, to get it back to this stage but at least we can finish the inside in the warm during the winter and Gill can get her office back into shape as she wants it, that's her part not mine. Then during the summer next year we can get the outside finished by which time I hope to have at least got JG Model Supplies a little way of the ground if not hopefully by the time I am 70 in 2016, then maybe I can have a part time job at home.

Just to let you know the only building surface I have had for some time now is the black top bench you can see with the seat in front of it on which I managed to build a few models, including the Upstart, E36 Mutt and Super Pearl 202E. But I guess compared to some pictures I have seen of workshops it is quite tidy, but believe me it was a lot worse.

Sorry for all this rambling but thought I might as well pitch in with my workshop.

John Richards (Canada)

Wingspan: Bungee Gliders - Editor

I received a copy of an email from Dick Twomey to Vic Driscol, also copied to Peter Michel, which raised the question as to the definition of wingspan highlighted in the bungee glider rules revisions in Tony Shepherd's article last month.
Tony's article stated that the 1066 definition of wingspan was ('Flat Span/Plan Span')
Dicks email voiced concern and he felt that wingspan should be ('Projected Span') and his view was supported by Peter who highlighted the fact that the Peterborough Club, who first introduced 36" bungee gliders, used ('Projected Span')
I dumped the query onto Tony who offered some of the reasoning behind the decision to settle on 'Flat Span' and he replied thus:

Oh, the saga of flat versus projected wingspan !!!!!!!!

I agree completely that projected span is the easiest to check and that was what I was going to adopt when we first drafted the whole rule set back in 2012 for that very reason. But then Ron Marking, who is the subject matter expert for gliders, pointed out the Caprice! For years Caprices have been flown in OVER 50" glider because it's a 51" span model. Right? Well perhaps not! If you go by the plan span or flat span or whatever you want to call it, you will indeed see that it is a 51" model and that has been the reason for its inclusion in OVER 50". However, if you go and measure the tip-to-tip span of yours (surely you all have one, even I have one!) then you'll find it comes out at UNDER 50".
As I said above, my view is that tip-to-tip is the way to go but as you can see there are historical reasons for making it flat. I'm perfectly happy to change the rules - Peter, you are so right in that it is much easier to check projected span. But be prepared for the complaints when people turn up to fly their Caprices on Over 50" days, only to be told that it's now ineligible.
And it doesn't just stop there! The flat span rule applies to ALL of our classes that nominate a wing span limitation so that's rubber as well as glider. The things that we really don't need are exceptions within the rules. For what it's worth, within the BMFA rules there are instances were flat span is specified and others where its projected span - I know because I checked it out when I was drafting the new Bungee rules just the other week for the very reason that we're now debating.
The problem is that kit manufacturers and plan publishers regularly nominated the FLAT span when selling their wares, presumably as they could never ensure what the finished span would come out at from builder to builder. In those days it wasn't an issue but now, how does the 1066 member know if the model he is about to build is within one camp or the other if he only has a flat span measurement to work from and regards that as being gospel info?

Tony Shepherd

The SAM rules, (that can be accessed on the website SAM1066.com), state on page 2:

Individual Class Rules

NB Where wing span and wing area limitations are imposed within the Individual Class Rules below, these dimensions are based on totals for individual wing panels, ie the "Flat Span" or "Plan Span" and not the projected span.

There followed a small flurry of emails between our other Rules Advisors Ron Marking and Andrew Longhurst and the census of opinion was that the definition of wingspan should be common across our vintage rules for all classes and there would appear to be no compelling reason for a change.

Editor

A parting shot from Peter Michel:

Hello all, and a Happy New Year.

In view of current correspondence, here's a shot taken in this morning's sunshine of my two Corsair Hi-Starters.

The wing of Corsair 'A' (left) measures spot-on 36in. (projected), tip-to-tip.

That of Corsair 'B' (flat-plan build) measures 34¼ in. . (projected), tip-to-tip.

Both are fine performers (Corsair 'A' is a Middle Wallop winner) and I doubt that there's anything to choose between them for performance – particularly in a riser!

Why two? Well, it was a belt-and-bracers decision.

Corsair 'B' is intended to be an all-weathers job, being covered with Jap on mylar.
I was out with the pair in a cold, calm spell just before Christmas and it remained drum-tight, while Corsair 'A' quickly became limp and soggy from newly-melted frost on the grass. That finally decided me: tissue-on-mylar for everything from now on!
Best regards, *Peter Michel*

***PS:** Aren't I the lucky one, smugly possessing a model for either ruling (or none) on the projected-v.-flat-span question!*

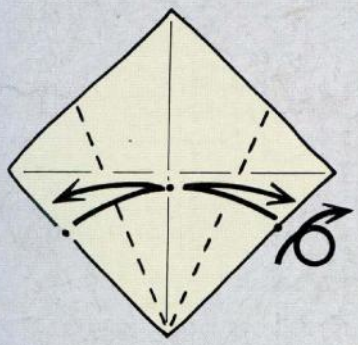
Paper Airplane: Backwards Plane - Nick Robinson

BACKWARDS PLANE

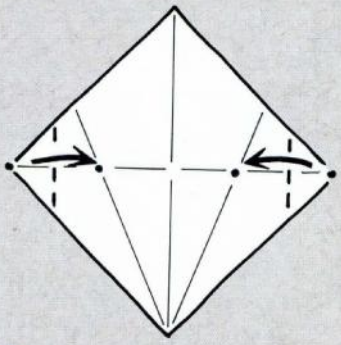
CARLOS GONZALEZ GARCIA

Many paper airplanes can loop the loop or perform stunts, but few of them can fly backwards. The effect is, of course, an illusion. The profile of the design makes it *look* as if it is flying backwards, but it is fun to give it to someone else and watch them try to launch it! The slightly tricky locking manoeuvre in step 9 can be avoided if you wish, but please try it first.

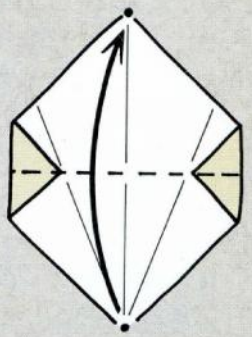
Start with a square of medium-weight paper, coloured side up, and crease both diagonals.



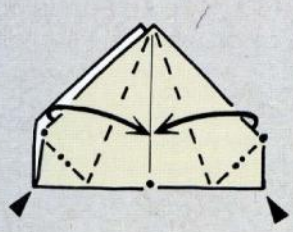
1 Fold two adjacent edges to the centre crease and return. Turn the paper over.



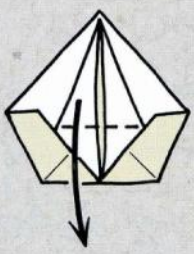
2 Fold the two outside corners to the intersection of the creases.



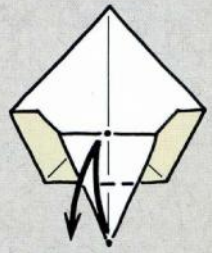
3 Fold in half upwards.



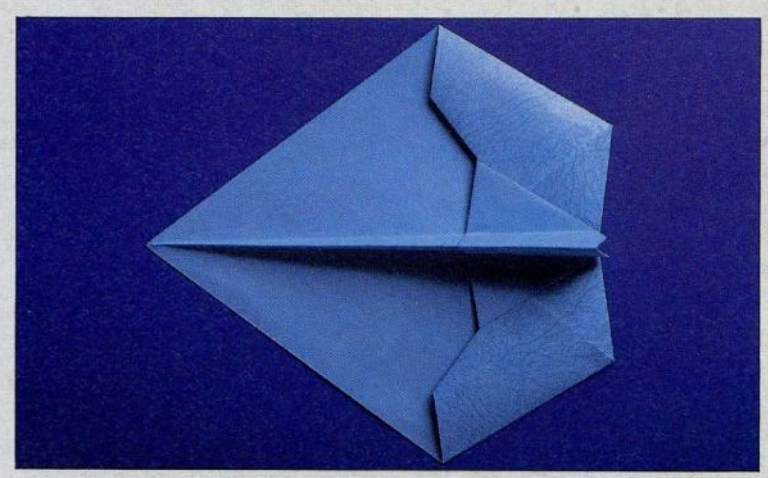
4 Using the long valley creases, fold the upper layer on either side to the centre, neatly squashing the lower corners flat . . .



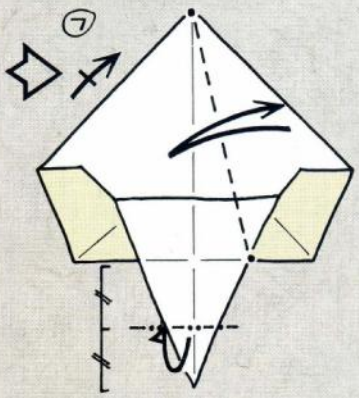
5 . . . into this position. Swing the central flap downwards.



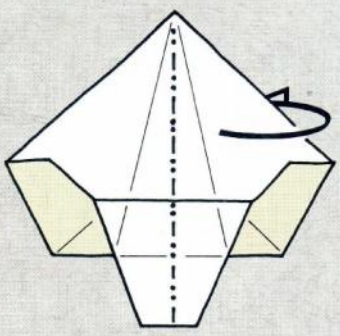
6 Pre-crease the lower point along the edge underneath.



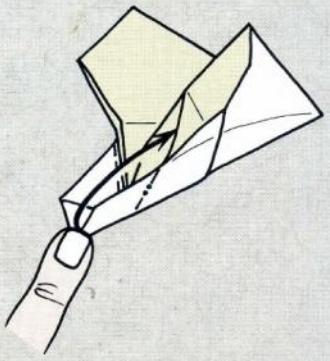
BACKWARDS PLANE



7 Mountain fold the lower point in half behind. Note the location points carefully, then make two pre-creases to form the wings.



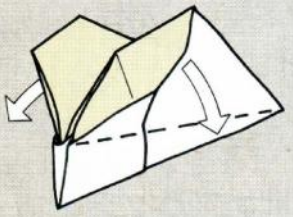
8 Mountain fold in half from right to left.



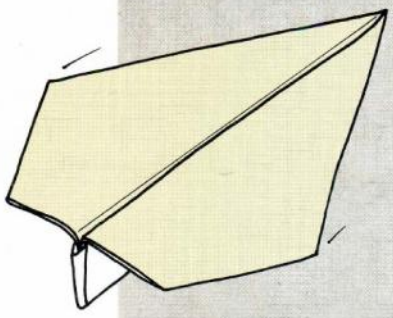
9 You have two options here. The easy one is to keep the paper flat and simply tuck the lower flap within a pocket using the crease made in step 6 as a mountain. To get a better lock, hold the paper in your hand and open up the small pocket at the front of the right-hand wing (or the left, it doesn't matter). Use a finger to push/squeeze the flap within the pocket. This is a bit messy, but you can flatten the paper afterwards. Use your finger or a small object to press the paper fully inside. This makes a very effective lock.

FLYING HINTS

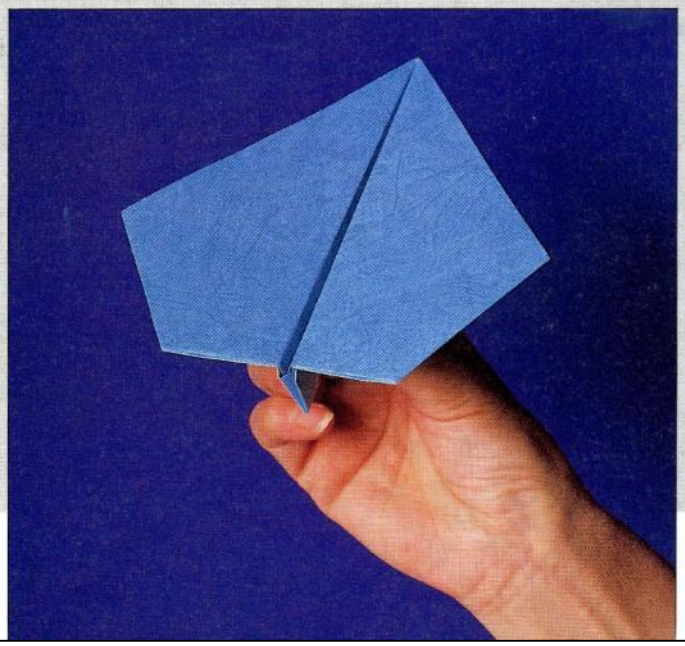
The locked nose makes the airplane fly better, but it is by nature an unstable design. No matter how you launch it, it will do as it wants – sometimes looping, sometimes gliding. The novelty value outweighs this slight problem!



10 Open the wings out to right-angles.



11 Congratulations!



Dream Weaver - John Thompson

Dave Posner's own development story of his fast climbing

Dream Weaver

DREAM WEAVER I was built in time for the 1954 Northern Heights Gala. This model was E.D. 2·46 powered, 400 square inch wing with straight ribs and cross-bracing, having a sheet fin on the tailplane. The model placed 2nd in the Open Power event and 4th on two flights in the Queen's Cup. The model never returned from the second flight. An identical model was built, powered with an Oliver Tiger and numbered II, whilst at the same time, III, a beam 2·49 Elfin model was built with a smaller 375 sq. in. wing. III was not fortunate and never returned from its only Comp., the first 1955 Eliminator.

This model was replaced with IV, powered by a Webra Mach I, the model being similar to III with the smaller wing but this was the first model of the series to have the fin behind the tailplane resulting in the present V.T.O. leg system. The 1955 Competition Season was flown off with II and IV, although an Oliver powered version of IV was built but was the only model of the series to end its career by hitting the deck and this after a first 4-minute Max. Comp. flight. No. II placed second at the Nationals, having d/t'd 8 seconds short of a 12-minute maximum. II and IV were used at the Trials and both were lost, II after the first maximum with a rather long fuse and IV when the fuse went out in the rain. Both were recovered and the following week, II repeated I's success by placing 2nd in the 1955 Northern Heights Gala. IV won the Power event at the Croydon Gala with 11 minutes and II and IV made 13 : 35 to help qualify for the '56 Trials. During the winter VI and VII were built for the '56 International events since II was showing the worse for wear. VI and VII were identical models and both Oliver powered with 400 sq. in. wings. Wing tips had been lengthened and the wings were fully "geodetic", this resulting in a lighter wing than the previous cross-braced versions and giving less twist. Moment arm was increased slightly and the tailplanes, also now fully "geodetic", were increased to 6½" chord. Thick fins were fitted in place of the previous sheet which were liable to twist. The models proved to be much less erratic than their predecessors. For use in open events, the Webra in II was replaced with an AM.35 and the sheet fin replaced with a thick one. The small model coped easily with the increased power but lacked somewhat on the glide and this was partly cured in the year by replacing the 375 wing with the 400 wing from II. No. VII was lost at the Trials due to a d/t failure and took four months to return home, but VIII was built in a hurry to provide a reserve for the Championships. This model was Oliver powered and identical to VI and VIII save for the addition of two extra spars in the wing. Since there was still little time before the championships, I built a new wing with an increase in span giving 426 sq. ins. Section was slightly changed and so was the construction mainly with regard to spar arrangement and the numbers thereof. Due to trouble with tissue splitting on the standard wings when the models d/t'd, I decided to cover the wing with silk. The slight increase in weight appeared well worthwhile, and the wing was tried on VI which required practically no re-trimming.

The increased area seemed to give a better glide and did not slow the model very much on the climb. I considered matters very carefully and came to the conclusion that the silk wing was not liable to changes and that with its better glide the model would be more capable of a maximum time if something went wrong on the climb. I therefore decided to use VI, with the silk wing, which I numbered IX at the Cranfield Championships, and the model proved its worth by achieving five maximums at the championships and placed 2nd after the fly-off. As a matter of fact, all the flights were over 4 mins and apart from a 13·5 secs. motor run in the fly-off the motor runs were 13 secs. The model was flown in a 10-sec. Comp. and placed 1st but missed one maximum in the Halfax Trophy and placed 5th. Dream Weavers have been flown in competitions this year in places ranging from Chobham Common to Baildon Moor and have achieved 88·8 per cent. of the maximum possible time.

COMPLETE 1956 CONTEST RECORD

Contest (rules)	*Time (without excuses)*	*Model*	*Position*
Astral Trophy ... (5×3 15 secs.)	12:12 ... (3 max.+2:04, 2:08)	VII	18th
Sir J. Shelley ... (3×4 15 secs.)	5:48 ... (2 flights) 4:0+1:48)	IV (AM) and VI ...	38th
Trials ... ... (5×3 15 secs.)	11:58 ... (3 max.+1:41, 1:17)	VI and VII... ...	5th
Keil Trophy ... (3×4 15 secs.)	8:44 ... (3:47, 1:23, 3:34)	IV (AM)	22nd
Northern Heights (2×4 10 secs.)	4:24 ... (1:27, 2:57)	IV (AM)	6th
Croydon Gala ... (3×4 15 secs.)	11:00 ... (3:42, 3:18, 4:0)	IV (AM and II wing)	3rd
Championships ... (5×3 13 secs.)	15:00+4:52 (5 max.)	IX	2nd
South Midland ... (3×3 10 secs.)	9:0 ... (3 max.)	IV (AM and II wing)	1st
Northern Area ... (3×2 10 secs.)	14:35 ... (1:27, 1:36, 1:32)	IV (AM and II wing)	2nd
Halfax Trophy ... (5×3 15 secs.)	14:35 ... (4 max.+2:35)	IX	5th
All Britain ... (3×3 10 secs.)	8:21 ... (2 max.+2:21)	IX	1st
Frog Senior ... (3×4 15 secs.)	10:09 ... (2 max.+2:09)	VIII	6th

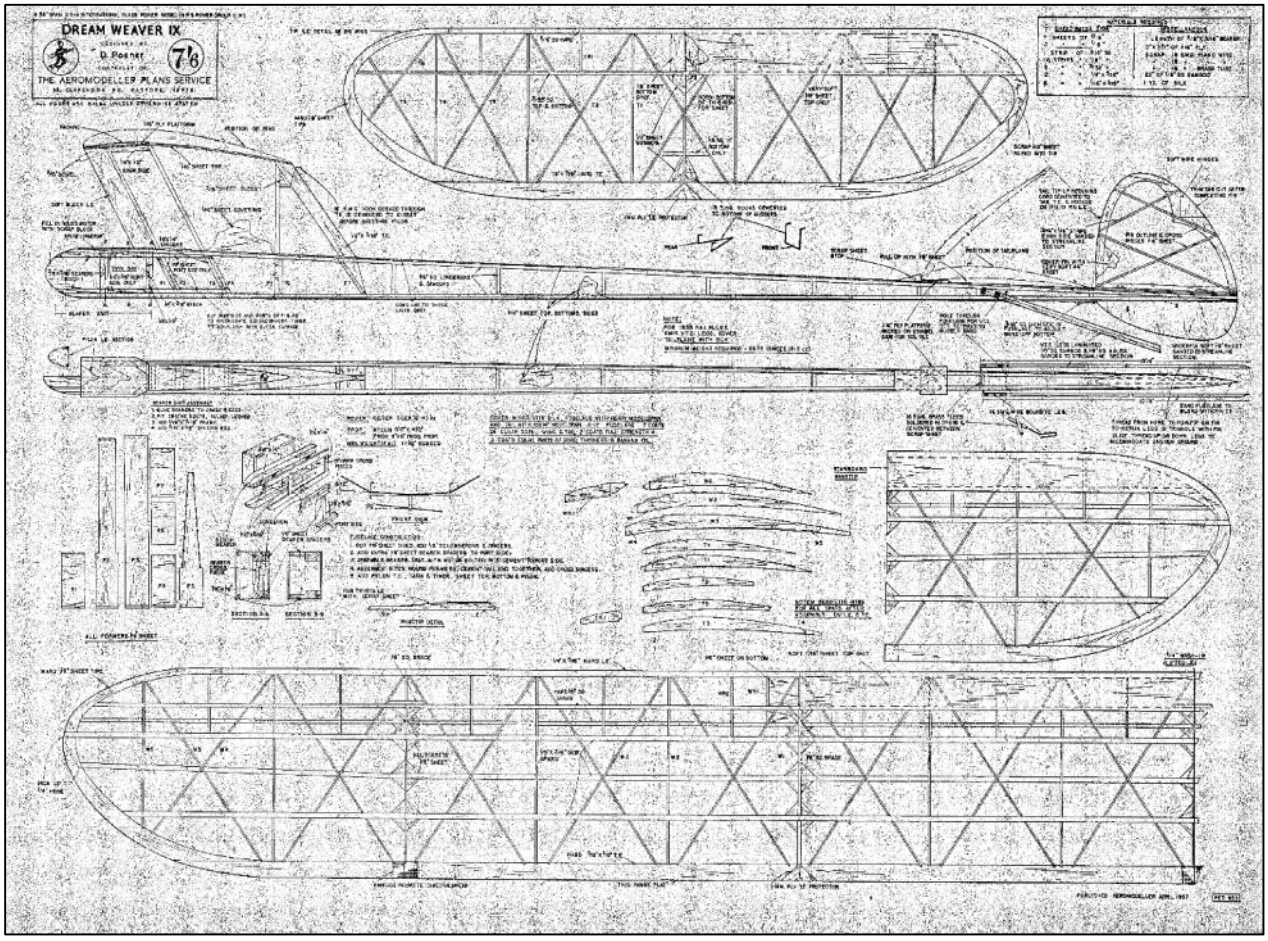
Total maximum possible 136 minutes. Total flight time 116:46 (excluding fly-off). Number of flights 42. Average flight time 2:48.6. Average percentage 88.8 per cent. (all excluding sole fly-off).

Trimming

The model should fly right-right. The motor is mounted straight and glide turn obtained with tilt, the power turn being controlled with the trim tab which should be slightly left for the first flight on low power. A vertical spiral climb should be aimed for, and any tendency to loop unless cured by the trim tab should be cured by packing up the leading edge of the tailplane and adding weight to the rear of the fuselage when the cure is affected, to retain the glide.

FULL SIZE COPIES OF THE 1/5th SCALE DRAWING OPPOSITE, CAN BE OBTAINED AS PLAN PET/653 PRICE 7/6 FROM AEROMODELLER PLANS SERVICE

Dave Posner, also the designer of the Dreambogey glider, moved to power models in around 1953/4 and this is my take on his very successful Dream Weaver.
Looking at the Dreambogey's wing section I think that one can get the idea that Dave was somewhat taken with the Marquardt S-2 wing section (Beloved of lightweight rubber fans).
It's very unusual to use such a heavily under-cambered section on a power model and not only that, but to use a similar section on the tail-plane.
He was very successful with this Dream Weaver series. One powered with an Oliver at the 1956 World championships flew beautifully, very consistent pattern and possibly it would have been a much closer result if he had used an engine run closer to the allowed 15 seconds, which Ron Draper did with his Crescendo in the fly off.
Great Scott that is almost 59 years ago!



When I built the model I powered it with one of the latest PAW 2.5 ball-raced modified diesel engines, this engine is well on par with an Oliver. As the original flew on this kind of power no problems were envisaged in trimming and so it turned out.
However when I decided to "upgrade" the power, I was somewhat apprehensive as to the effects of higher speeds with that wing section.
I used, from the start, a Bolly 8.5 x 4 prop, the PAW turned this at about 14.3 k.
I then installed an APS 2.5 glow. 40 nitro, that gave 15 k. and with a Nelson-Dixon head revs went up to 15.8 k.
Finally I installed an OS MAX CV 2.5 (this engine although of recent manufacture is no longer made) which with N-D head reaches 17.8 k. This latter engine is probably giving about twice the power of the original set up. The model did not need a lot of altered trimming as the power increased. In its present state will reach 696 feet in a little over 10 seconds, excellent, considering the under-camber, which of course gives an excellent glide.

With the undernoted setup, it is essential that the model is launched vertically, otherwise the down-thrust pulls the model into some exotic patterns which may or may not be survivable. The model goes up initially vertically for 2/3 seconds and will then go into an almost vertical rolling climb with an excellent transition to the glide.

Because of pilot timer error (what's new) the model climbed in a stable pattern all the way up for about 40 seconds till I lost sight of it. With the wind from the north at Beaulieu, I mentally wrote it off as it would be heading for the sea. It was on the tracker for more than 30 minutes before the signal disappeared. About an 80 minutes later I got a phone call it had landed in a garden at West End 90degs.to the east of the line I expected. Bit of luck there I think!

The set up and weights are:

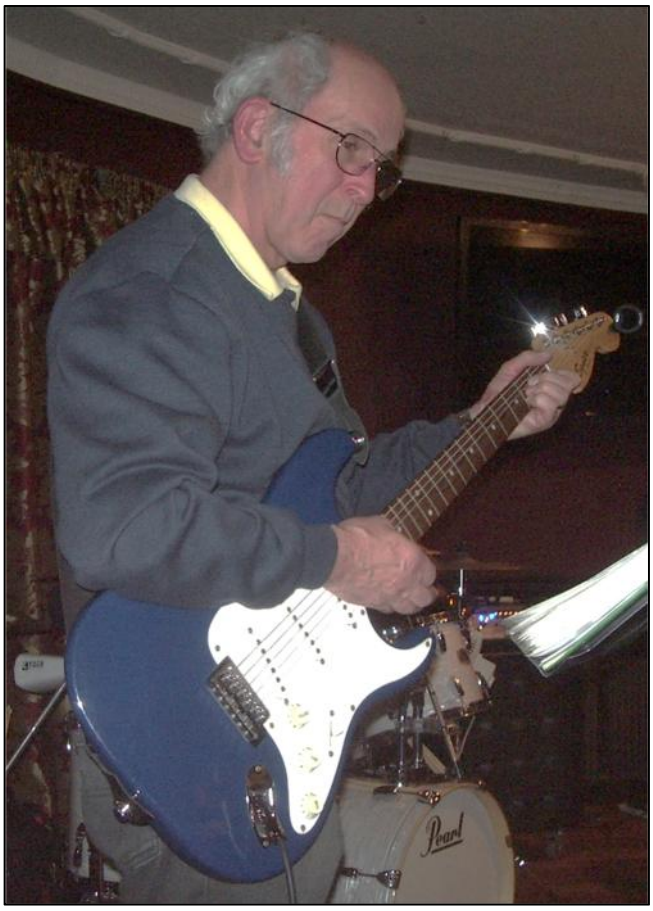
Wing 123g; Tail 28g; Fuselage 140g; Power package, timer etc 152 g.
Total 543g or 19.2 ounces.
CG 86%; 5 degs. Down-thrust; 2 degs. right thrust; Wing +4.5 degs.;Tail 2.4 deg.
Both tips washout 2 degs, no other warps.

I am more than impressed by this model, the wing and tail, although a little unusual in construction, are excellent and rigid and the model is to be commended to the Classic Power fans.

John Thompson

My Other Hobby - Tim Mountain

In the Nov 2014 New Clarion, I wrote a few words about non-slip rib templates. I talked about how guitar playing hardened the finger tips on my left hand, making them difficult to hold it steady while cutting the balsa ribs.
Never one to miss an opportunity, our editor John Andrews said he could smell a 'My Other Hobbies' article, and wasted no time in extracting a promise from me. So here we go.



I guess most blokes find the waisted shape of a guitar to be attractive - don't ask me why - but I am one of them. I suppose too that the idea of being in a rock and roll band, booze and birds and whatever else had some merit.
I remember that I got my first guitar during a lad's holiday in Spain. I learned a few chords, and eventually managed to string together House of the Rising Sun. I recollect it uses just five chords, two more than the three out of which Status Quo have made a good living. I made an electro-magnetic pick-up for the guitar. I ruined a few parental tape recorders and radio grams trying to get some amplification. Time passed and who knows where this old guitar ended up. All I know is that I no longer own it, so perhaps good riddance to bad rubbish. It never played too well anyway!
Quite when I got myself a fairly nondescript electric guitar and amplifier from a local charity shop I don't know. But it played OK'ish, but too loud for my wife, so I had to wait for her to go out. But the thing about any instrument is that for most people you need a friend to practice with. I mean one with a guitar of course. But I did learn the tricks that one Mr Keith Richards (The Rolling Stones) employed when he wrote Honky Tonk Woman and Brown Sugar. To this day he still plays these songs in the same way as he did all those forty years or so ago.
At some point I treated myself to a hollow body electro-acoustic guitar. It sounds quite good plugged in or not.
But all the while, my wife was saying 'why do you have all these guitars when you can't even play, why don't you get some lessons'. So for the sake of peace in the house, I said OK, see if you can find me something. She did, and so off I was despatched.
One of the guys at the course told me that he went to a local Shadows club - so why didn't I go along. So I did, welcomed to the sound of Apache, FBI etc, songs we will remember from years ago. But these guys were not playing records, they were playing real guitars with 100 watt amplifiers, and sounding good. I said to myself, I must have a go at this! One of the members - let's call him John - asked me if I had a guitar at home, and to bring it next week, Also saying "oh, and by the way here is something to learn". So a budding Bruce Welsh - rhythm guitar - I was on my way to becoming.

The next week, guitar in hand, I was called up on stage and told we were going to play 'Midnight', the song I had been asked to learn. I obviously had not learned it well enough, as partway through I turned to jelly, and forgot where I was. We started again, but still it all went wrong. Third time I got it right, managed to keep up with the lead guitar, bass and drummer. There was gentle applause from those who were just listening or drinking tea. The good thing is that there is little criticism and lots of praise, and it is nice to be in a completely non pressured environment. The stated objective is to have some fun!

This was the signal to me to rush out and get a couple of semi-reasonable guitars and a fairly powerful amplifier. The picture shows a blue Fender Stratocaster from the local pawn shop and a yellow, brown and black Fender Telecaster look-a-like. The Telecaster is not really very Shadows (despite sounding quite good, so I am told). It's much more Mr Richards!

There are 11 of us in the Barnham Shadows Club, and we meet weekly, and play Shadows songs at the local village hall. We each take it in turns to agree a song from our repertoire and play it through with three others, making if you like a four piece instrumental band. Sometimes the playing is good, and sometimes, well, not so good.

We also, some of us, meet up at a pub in Waterlooville where a local, and very good Shadows tribute band plays, leaving anyone free to jump up on stage and play against a backing track or with them.

If there are four of us from Barnham, we all will get up on stage and do a couple of songs.

We have three lead guitarists, three rhythm guitarists, three bassists, and a keyboard player. We have just one drummer. Despite being 80 years of age, Roy is an accomplished drummer, and lays down a really solid beat. It is sometimes quite hard for him, as we do an average of thirty or so songs a session. So if any of you, or any friends you know fancy coming along and giving Roy a hand, I'm sure you would be most welcome. We may not be playing pure rock 'n' roll but we like it. It's a little bit like thermals, quite uplifting.

Barnham is a little inland from Bognor in West Sussex and we meet most Thursday afternoons, and if you would like to get a little more information, you can phone me up on 01903 779147, or email me at tim@tmountain.fsnet.co.uk.

We are also available to play on a charitable basis, either all or some of us.

Tim Mountain

Poem - Manuel Cisneros

This poem, written by Manuel Cisneros, was posted on the Free Flight Forum in March last year and Jerry Litschi in the States thought it might fit well into the New Clarion.

A reminder of SAM1066's washed out day last year

The Best Contest That Wasn't

Anticipation was high in the San Carlos Hills, As the models were packed and the gas tank was filled. The winder was checked to make sure it spun round, and the stooge and the stuffer together were bound. A Ziploc was packed with 10-gram motors graded, by weight, not by length, made of Tan SS, braided. Two props for a Hot Box, one plastic, one wood, in the OCD Open class, a folder's all good.

The stopwatch was found in the RC flight box, So the "Got timer?" line off the checklist was crossed. CLGs in their case were all snug, stacked like books with a launcher waiting a date with their hooks. One last look towards the stars at midnight gave me cheer, The Fates were elsewhere for the sky was all clear. So with visions of maxes and textbook type flights I went off to bed and I turned off the lights.

The next thing I knew, the alarm clock was sounding. I jumped out of bed, my heart all a pounding! I rushed to the door, threw it open and stared. My mouth went agape; it was raining out there!

How mean were the gods that put clouds in the sky, did they know how important this day was to I? Did they laugh at my pain? Were they really that cruel? No, I thought to. Myself that just wouldn't be cool.

Microclimates, that's what this all had to be 'bout, The air at the field would be great, I'd no doubt. A quick stop for coffee and muffins (poppy seed) And out to the contest headed I at top speed. Half-way there the rain sputtered, then slowed and died off, But the clouds, they stuck 'round, so my fingers stayed crossed. As I pulled in the lot I was holding my breadth.

Would the ground be just damp or a horrible mess?

Then what to my wondering eyes did appear, but Cloud Dusters aplenty, grand men of great cheer. DLGs, rubber scale jobs, P30s and more filled their portable hangars, all ready to soar. Tall stories and titbits of days long gone past were traded and savored by these men of the craft. By their chatter you'd think they were 10 year old guys, But at two score and 12, I'd take the youth prize.

As I listened and learned from these sages of flight I thought to myself, I feel light as a kite.

My worries alighted, they flew far away, no matter what happened, and it'll be a great day. It then hit me like thunder, why weren't we all flying? And I saw that around me all things were un-drying. For the rain had been falling since I'd gotten there, It was just that my senses were not playing fair.

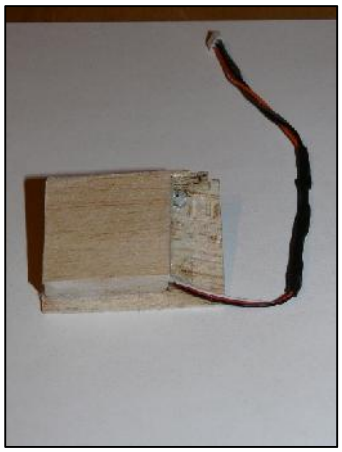
We waited, and waited, and waited some more, but the contest was called, it'd continued to pour. One-by-one all then packed up and drove off to home 'till just one fool was left there, wet, cold and alone. With a shake of the fist to the rain gods in heaven I finally gave in, it was half-past eleven. And even thou flightless my day was just ending, in truth, this un-contest was great, no pretending.

Manuel Cisneros

RD/T Installation - **Jerry Litschi (USA)**

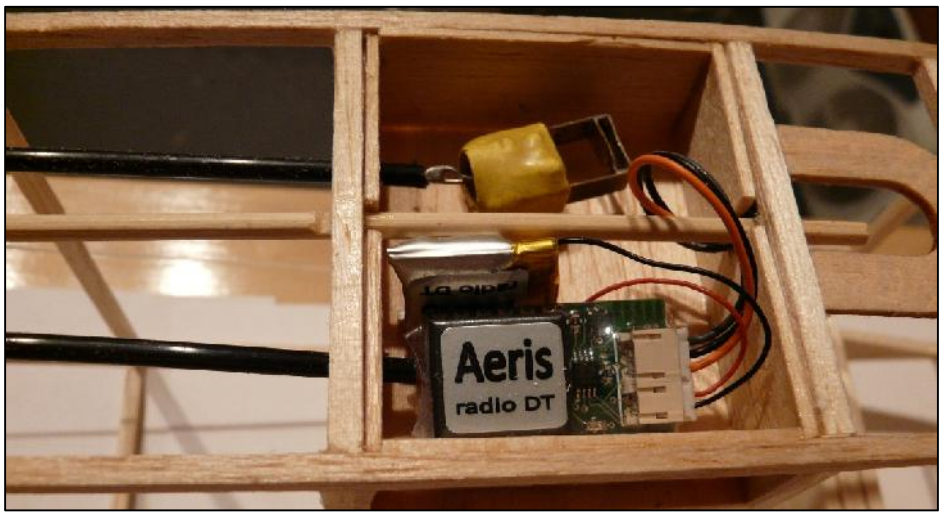
STAND ALONE RADIO D/T IN A SAM OLD TIMER MODEL

This method is based on the fact that I fly Old Time Models because of their looks.
Functional, with pleasing lines and originality.
I did not want to muck up the appearance with the technology.


The picture above shows the components used. From the top: Aeris receiver and battery, Futaba control horn long type, Specktrum 12" remote receiver extension (makes 2 units), 3.7 Miniman servo from HobbyKing and shrink tubing. I solder a staggered splice with the servo and extension piece and protect it with a piece of shrink tubing. This allows me to locate the servo farther away from the receiver.

I make a face plate with a slot for the servo's control arm and glue the servo to the back of the plate. Since I fly rubber power I made a cover to protect the servo from water when I rinse out the Lube. Then the Futaba horn is trimmed to create a catch for the D/T line and attach it with a small blind nut. The servo wire is just glued behind an upright.



At the top of the fuselage under the wing area I build a tray to hold the receiver and tracking transmitter. There are two coffee stirrer straws exiting the tray and glued to the underside of the top cross members for the antennas. With a servo in each model I need only move the receiver and battery from plane to plane.
Ground tests have shown that on a stick and tissue plane both units will work at a ½ mile range, however this is not the case with sheet fuselages. The ½ mile range is much farther than I would let a model get away from me anyway.

There is a weight gain to all of this. The fuselage before installing the RD/T weighed 23 grams (.8 oz.) And afterwards with everything in place the weight is 42 grams (1.5oz.). Total gain is 19 grams. In an 8 oz. Wakefield that is not much compared to the advantage of "D/T on Command".

This is a link to a clip on disconnecting the battery and servo.
https://vimeo.com/80173777

The following picture is of my latest Wakefield. Please notice the clean lines. The only distraction to the appearance is the rather small D/T trigger.
Radio D/T is a nice unit to have. Especially flying here on the east coast of the USA. With the need to use smaller fields, also very helpful when trimming. If disaster looms push the button.

Any questions or ideas on improving my technique. Please contact me at
wakefieldkid@verizon.net

Source list:

The Aeris stand alone systen is manufactered and availible from FFelectronics
http://www.ffelectronics.com
Also availible from Starlink-Flightech
www.starlink-flitetech.com

12" remote receiver extension from SPEKTRUM Part 3SPM9012 www.spektrumrc.com

The 3.7 miniman servos from HobbyKing PRODUCT ID: EM_37g
http://www.hobbyking.com

Servo arm is from Futaba: Servo horns & screws. S3108 - S3108M. Long type

Jerry Litschi
Southeast, PA USA.
http://www.oldwakefields.com

Ray Malstrom's Model of the Month - Chris Strachan

Model Aircraft December 1955

BAMBINETTA

FULL-SIZE PLANS OF A DIMINUTIVE FREE-FLIGHT JOB FOR THE BAMBI DIESEL

by Ray Malmström

WHEN I lovingly caressed my Bambi diesel for the first time I knew I had to wrap something very special around this minute bundle of power. At the risk of having my head referred to as being rather larger than normal size (!) I think Bambinetta is that "something." An all up weight of less than 2 oz. ensures that your Bambi won't have to tear its heart out hauling Bambinetta aloft, and there is no fear of bending that precious metal prop. on landing.

The fuselage is from medium hard ⅛ sheet thinned to 3/32 at the rear. Cover the cut-out portion with lightweight Modelspan. Cement in position the ⅛ ply engine mount supports, and the rear wing mount Add the pod sides, made from ⅛ sheet, and round off all edges with fine sand-paper. Complete by adding wing pegs, and give two coats of clear dope after water-stretching the tissue. Fuel-proof the engine mount.

The wings need little explanation. Check for correct polyhedral angles and do be sure your wings are free from warps. Water-stretch and give one coat of clear dope. Fuelproof the three centre panels.

Add the tailplane mount to rear of fuselage. The fin is cut from sheet; note the small trim tab. Tailplane is perfectly conventional, and of simple construction. Give fin and tailplane one coat of thin, clear dope.

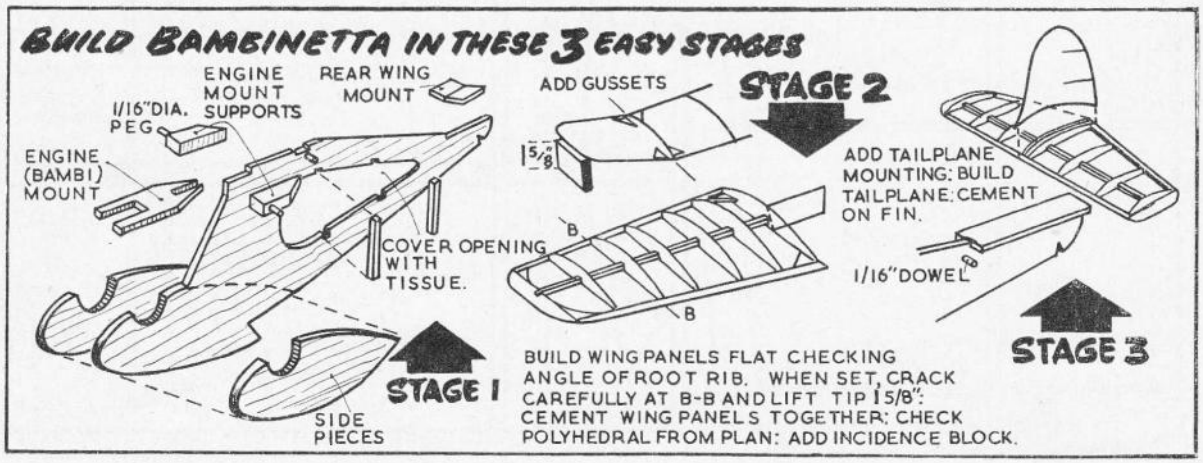
Flying

Make sure your balance is correct (see plan); original balanced without any weight adjustment, and has ⅛ packing under leading edge of tailplane. Test glide over long grass. Obtain a reasonably flat glide, without any suspicion of a stall, or turn to the right. Then with your Bambi giving less than full revs, try your first power-on flight. A gentle climbing turn to the left should result. Avoid a sharp left turn by slightly offsetting the fin. Do make all adjustments gradually. On full power, Bambinetta should fly into a left hand climbing circle. When the engine stops, the model should settle into a flat glide with a wide left-hand circuit. Avoid any tendency to turn to the right, which on this type of model can be very dangerous.

Less than 2 oz. is not much to battle against half a gale so please fly Bambinetta on calm days! It is my hope that Bambi owners will try this little job, as I feel sure they will get a great deal of fun flying it.

I should be delighted to hear from any aerobod who builds Bambinetta. Please write c/o MODEL AIRCRAFT.

FULL-SIZE DRAWINGS OVERLEAF

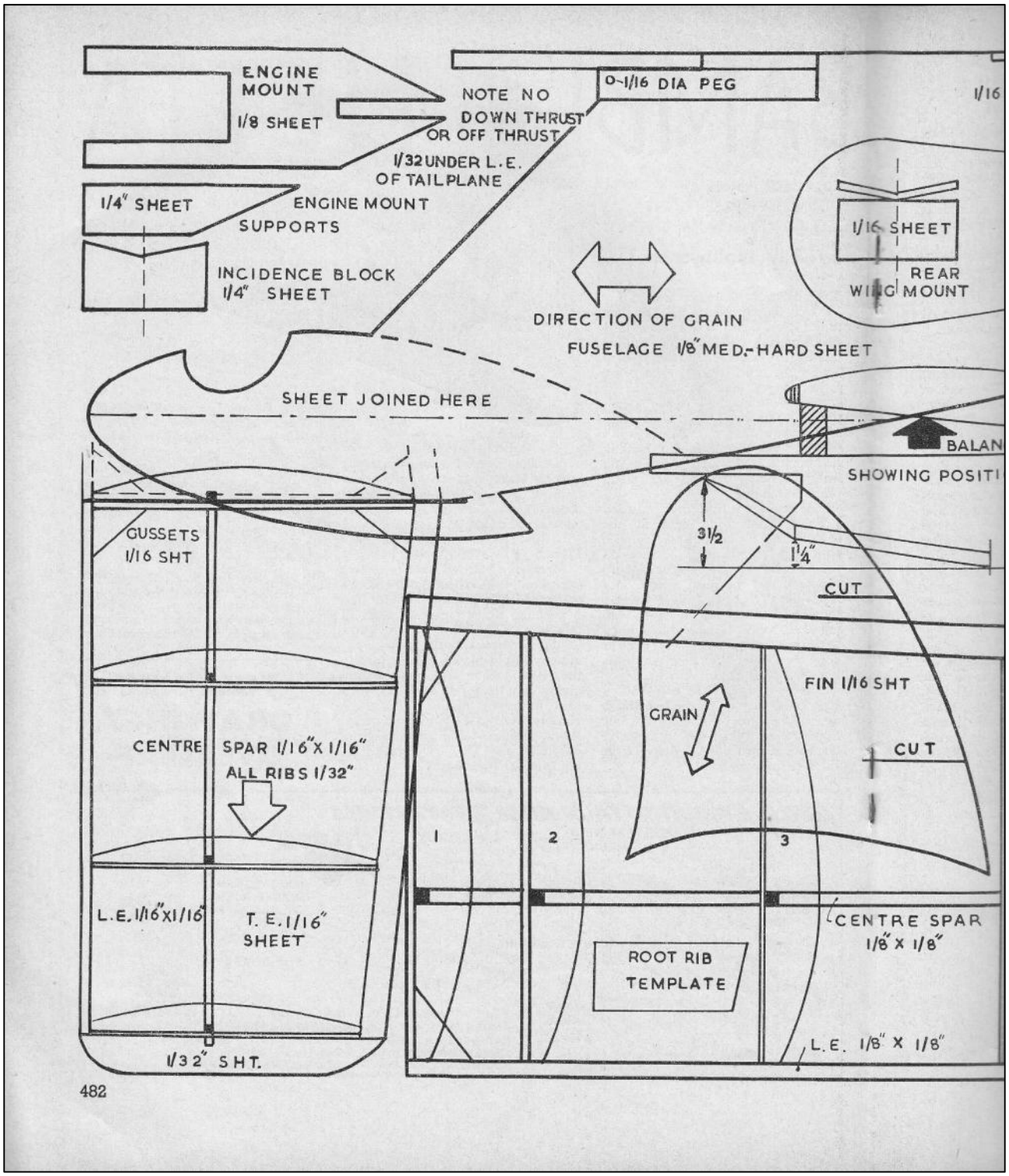


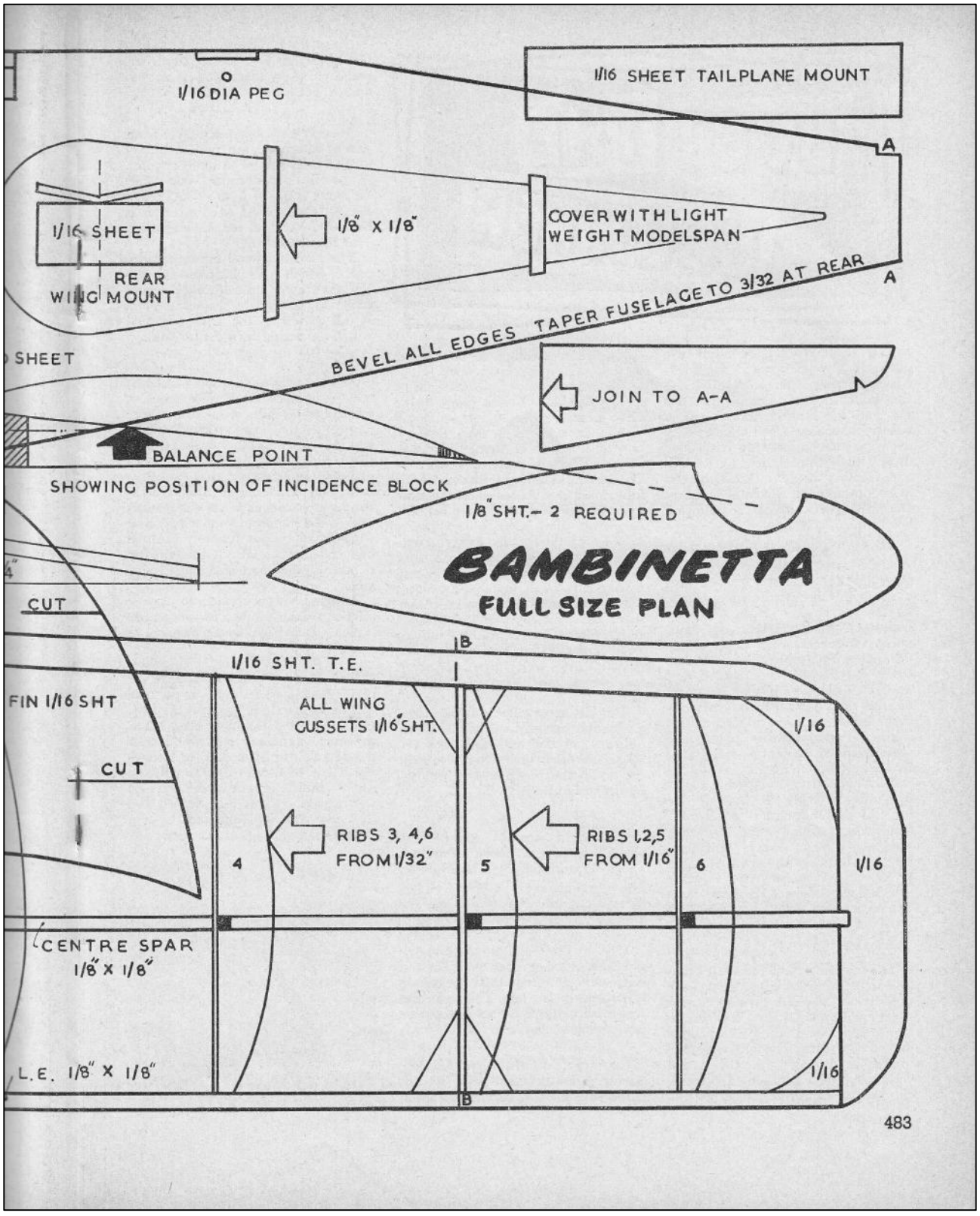
481

Editor:

I do not know if these plans are full size as there seems to be no dimensions anywhere. There is not even a wingspan but they cannot be far out though if expanded to fill A4. Chris informs me that the flat wingspan for the original Bambi powered model was 21" but the engine was no power house

I believe the model could be easily scaled up to suit a variety of different motor sizes





Details of the Impington Club may be found on their website: http://www.ivcmac.co.uk
On the site you can find a catalogue of Ray Malstrom's plans that are available for sale.

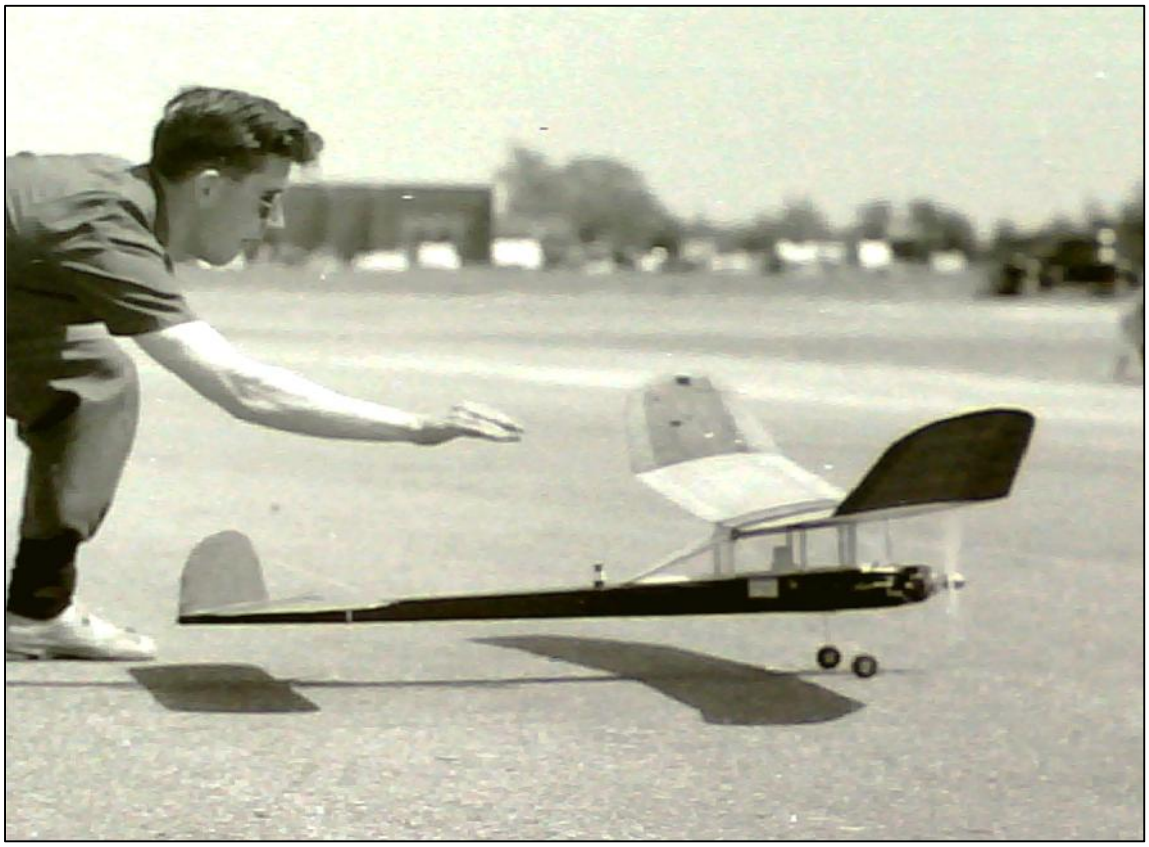
Chris Strachan

JL Pitcher (CDMAC) launches his Wakefield model al Fairlop in the early 50's.

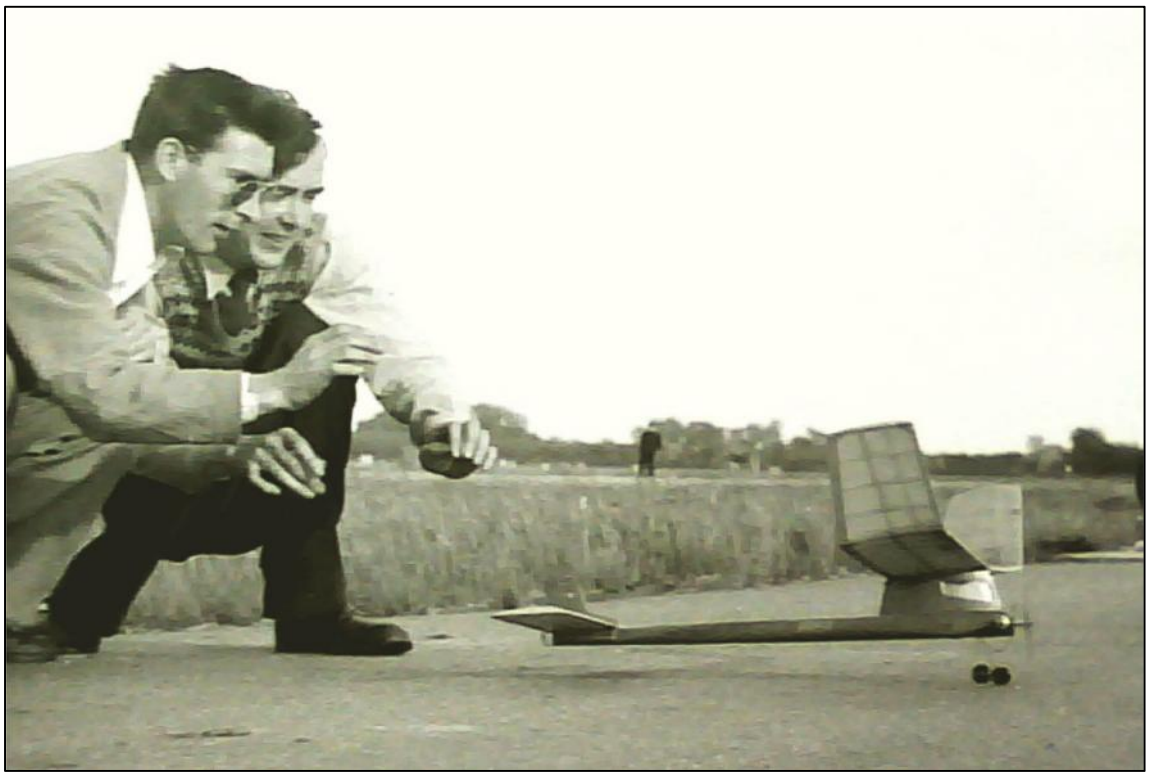
Ed Bennett (CDMAC) with his Wakefield model at Fairlop in the late 40's/early 50's.

John Palmer (CDMAC) and his Wakefield model, Fairlop in the late 40's/early 50's. Norman Butcher (CDMAC) in the background

Ron Ward ROG's his PAA load model at Fairlop in the 5O's assisted by Bob Ladd (both CDMAC). Eddie Cosh is the timer on the left.



Norman Marcus (CDMAC) ROG's his PAA load model at Fairlop in the 50's.



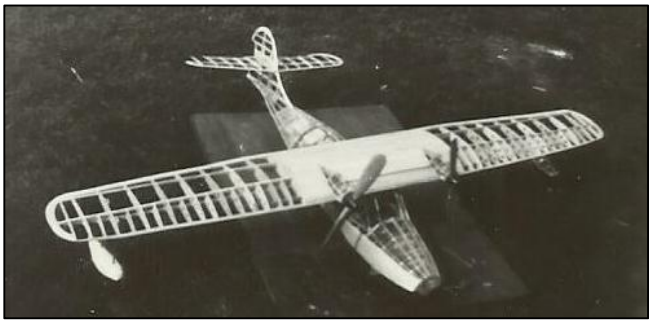
Ron Ward ROG's his PAA load model at Fairlop in the 50's assisted by Bob Ladd. Both CDMAC.

Queries - Editor

Peter Bevis model query:

(same model as featured in Model id queries page 35 last month)

Please find enclosed the photos of what looks to me as a Catalina. I have no idea as to how it was powered, although the props look rubber powered.



Hope this old timer can be identified, thanks for your help. (Tel; 07748144673)

David Parker: model id's for the query on page 35 in January issue. On the models in the photos the only one that has not been positively identified is the flying boat. The glider in photo 4 (the twin fin glider) is the KK Invader and in the last photo the Halfax Albatross. I don't think this is important of course but thought I would let you know.

Glider D/T fly-offs

Vic.Driscol: query:

I was chewing over Rogers comments in the N.Clarion about Combined comps. I think the present glider combinations are very good, but I do have a dislike for competing with a "Classic" model with 75mtr line against a "Vintage" model on 100mtrs in a D/T fly-off, it does seem rather unfair to me.

John Thompson's: observations to Tony Shepherd.

Do we have the results for this year, or indeed the info for those comps that were held. I ask this just in case there is any great anomaly. I suspect that if we use a 1 min compared to a 2min D/T Fly-off we could also get a canted result? If we don't have the info, we need to follow it up but must keep records. I do not know whether at this distance we have all the info?

Not convinced though that it is a high priority as no one has to my knowledge mentioned this point before. Also having different lengths of tow line for a Fly-off raises problems. Longer ones or shorter ones? That would probably be an argument in itself!!

Why is it always complicated?

Tony Shepherd (Rules man) summing up.

A two minute D/T will make it fairer and, my view is, that this is what we should always aim for but combined comps are all about compromise. A big vintage model will glide better than a small one but it's down to the flyer to decide what to fly on the day. Roger is trying to make the comps meaningful by getting the numbers up to an acceptable level and, in the absence of any reliable data, I think we should try it for the year and monitor the trends. I suggest leaving as is for the year then seeing how the results look - if there are similar numbers of entries from both categories and there is a very obvious bias in the results then we can re-assess. It's never going to be perfect but neither is winning a walkover.

Editor

The DBHLibrary (Magazines) - Roy Tiller

Report No. 50. Magazines list on the SAM 1066 web site.

The list of magazines held on the SAM 1066 web site has been updated to include all that we are holding up to the end of December 2014.
Look at the web site, click on "David Baker Heritage Vintage Library" then on "click here to view magazines" and the downloaded page should open as below, which shows just the first few lines of the file.
British magazines and newsletters come first followed by Australia and New Zealand and then the rest of the world in alphabetical order from Argentina to U.S.A.
At the bottom of the screen you should find tags to the other sheets on the file labelled "Read me", "CD & DVD", "Books" and "Catalogues".
Read me does not contain a lot and can probably be ignored. CD & DVD shows where our information comes from scanned magazines burnt to CD or DVD. Books held are restricted to any with significant plans content. Catalogues held are such as Aeromodeller Plans Handbooks, Keilkraft Handbooks and other British catalogues.

SAM 1066 David Baker Heritage Library (Magazines)

MAGAZINES HELD IN THE LIBRARY Date 31-Dec-14

NC = no cover
NP = no plan(s)
PM = pages missing
start/end of publication
cp = photocopy, pcp part only
incl = included in previous issue
CD=Compact disk
web = on publisher's web site
or n/i = not issued
noA/M = not retained,no aeromodelling
BVbv=bound volune
Empty box means we need the mag
to highlight items really really wanted

AEROMODELLER

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
1935											cp	OK	2
1936	cpNC	inc	cpNC	cpNC	cpNC	cpNC	cpNC	cpNC	cpNC	cpNC	cpNC	OK	11complete
1937	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	12
1938	OK	cp	OK	OK	cp	OK	OK	OK	OK	OK	OK	OK	12
1939	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	12
1940	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	12
1941	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	12
1942	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	12
1943	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	12
1944	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	12
1945	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	12

Look out for empty boxes indicating that we still need that issue of the magazine and boxes highlighted orange to show where we are really really keen to fill a gap or replace a photocopy with an original magazine.
The list of plans in magazines has also be updated. Download it from the web site by clicking on "Click here to view plans in magazines". The page should open as below which shows the first few lines of control line plans and after a gap a few lines of rubber scale plans. The total list amounts to something over 50,000 lines.
At the bottom of the screen you should find tags for "Read me" and "Code letters", in this case both are worth a look at.
The code letters sheet will tell you the meaning of the letters in the columns, some I hope are fairly obvious for instance under "Type" C = Control Line, RS = Rubber Scale.
In the source column some may easier than others, AM6411 is Aeromodeller November 1964 but some others particularly for the European magazines may be a bit obscure and need reference to the code letter list.

MODEL NAME	Plan letter	Plan No	Origin/Drg by/other info	DESIGNER	SPAN	TYPE	Drg.size	NOTES	SOURCE	Page
001 CONTROL LINE						C				
1/2 A SNAPPER			SOUTHWESTERN MODEL M	HOLLIKEN Geo.	24	C	R		AVA14	031
1/2ARROW			BAXTER B drg	BAXTER Barry	30	C	R	STUNT	MAUS9112	055
1000 LAP INTERNATIONAL			New Zealand	WOODING Alan	36	C	W	TeamRace	AM6411	547
20 MILLS MONO GJR20			RAE G J drg	RAE Gordon J	33	C	W		SYB06	076
290 SPECIAL			WESTLEY J drg	KIRN Dale	18	C	W	STUNT	MAN6706	012
290 SPECIAL			MAN6706	KIRN Dale	18	C	W	STUNT	PONDvp	005
29c UKIES			SQUATRITO T txt	SQUATRITO Tom	20	C	W		FM5705	032
334 G	CL	632		RUSSELL Pete	42	C	R	STUNT	AM5608	407
334 G			AM5608	RUSSELL Pete	42	C	R	STUNT	S35S1111	048
34 FN		CF988	HUNT B ink	MACKEY Charles A	44	C	R	Triplane	FM9603	052
38 SPECIAL			DeMarco J ink	DIXON Tom	38	C	R	Biplane	MAUS9305	021
001 RUBBER SCALE						RS				
A.D. SCOUT aka SPARROW				BAECKE Florent P	20	RS	F	Biplane	FACN9801	insert
ABC ROBIN	FSR	239		RIDING E J(Eddie)	36	RS	R		AM4607	484
ABC ROBIN			AM4607	RIDING E J(Eddie)	36	RS	R		AM5409	467
ABC ROBIN				SEPHTON Andy	25	RS	W		AM8809	493
ABC ROBIN			AM4607	RIDING E J(Eddie)	36	RS	R		AM9607	45
ABC ROBIN			Hatton B drg,Model Design &	HATTON Bert	25	RS	R		FMDC5.2(18)	72
ABC ROBIN			AM4607	RIDING E J(Eddie)	36	RS	R		PONDvp	10
ABC ROBIN			Hatton B drg,Model Design &	HATTON Bert	25	RS	R		VL09/187	11458
ACE MC COY'S TRAINER			FA????	STOTT Dave	20	RS	F	Fiction Flyer	FACN0805	insert
Ae. C.E & Ae. M.E.1			ARGENTINA	BATTAGION Mario	16	RS	F	LOWING	FACN0607	insert
AERO A14			BRNO	DRNEC R	24	RS	R	Biplane	PONDvp	44
AERO L60 BRIGADYR			MODELAR, CZECH	SAFFEK Otto	21	RS	W	PROFILE	AMA66	133
AERO L60 BRIGADYR			AMA66	SAFFEK Otto	21	RS	W	PROFILE	S35S1210	47
AEROMARINE KLEMM AKL26B		CF778	DeMarco J drg	BACKSTROM Al A	22	RS	R		FM8806	38
AERONCA 300			HINSON C drg	MALMSTROM Ray	12	RS	R		CL0312	26

There are two great things about the plans list.
Firstly you can search it, click on find, enter the name you seek and click on find next, and the whole document will be searched. To restrict the search to only say Designers click on the border letter above "Designer" (E) which will highlight the whole column and restrict the search to that column.
Secondly you can sequence the whole list to suit your own preferences. Click on A (top left corner) and swipe across to M to highlight the whole document. Click on "Data" then "Sort", tick "My data has headers" then enter any of the headings and click OK to sort by that heading.
Sorting by multiple headings is also possible.
If you want to see a list of all Ron Moulton's power models, smallest to largest by wing span, then sort by "Designer", "Type" and "Span". This will sort all the designers alphabetically, then each designers output by type of model, then within that type by wingspan. You will need to scroll down to MOULTON Ron to find the information sought.

Below is the full "Read me" sheet.

SAM 1066 David Baker Heritage Library(Magazines)

INDEX OF PLANS FEATURED IN LIBRARY BOOKS, MAGAZINES & CD's

Click on "Plans List" at the bottom of the page to display the "Index of Plans Featured in Library Books, Magazines and CD's"

Column A MODEL NAME. In the case of scale models the makers name is (generally) included
. i.e. look for Hurricane under Hawker Hurricane.
Column B PLAN LETTER. This is the Aeromodeller, or other mag, letter prefixing the plan number.
Column C PLAN NUMBER. This is the Aeromodeller plan number or for some other magazines their plan letter and number.
Column D ORIGIN/Drg by /other info. This shows the original magazine in which the plan was published or other information
Column E DESIGNER. Designers name where known
Column F SPAN. This is the wing span in inches but do not rely on it being accurate. Some reduced plans do not include a scale.
Column G TYPE. Models are grouped, C= Control Line, G= Glider, I= Indoor, M= Misc, P= Power, R= Rubber and suffix s= Scale.
Column H DRG SIZE. CD= on CD or DVD, F= Full Size, R= Reduced Drawing, TO= To Order, no reduced plan,
W= Any other 3 view etc. work it out, web=see originators web site.
Column I NOTES. Some other info about the model.
Column J SOURCE. Magazine etc. code letter and number. The number is usually year/month i.e. 8706 = 1987 June.
In some cases the number is the issue number.
Column K PAGE NUMBER.
Column L M = plan missing from our copy of magazine
Column M Compilers miscellaneous use

DATA SORTING. As published the data sorting is TYPE, MODEL NAME, SOURCE.
This gives all Control Line models together, alphabetically by model name etc.
Download the file and then you can sort the data to best suit your needs.
To change the data sorting, place the cursor in column header A and swipe across to column header M,
this will highlight all the data.
Select DATA, SORT, click the "My data has headers" box and enter your preferred sort columns.

If you cannot find the model name you are looking for, try EDIT, FIND. If the spelling is uncertain try * and part of the name.

Click on "Code Letters" below to see the Magazine etc, represented by the code letters in the "Source" column.

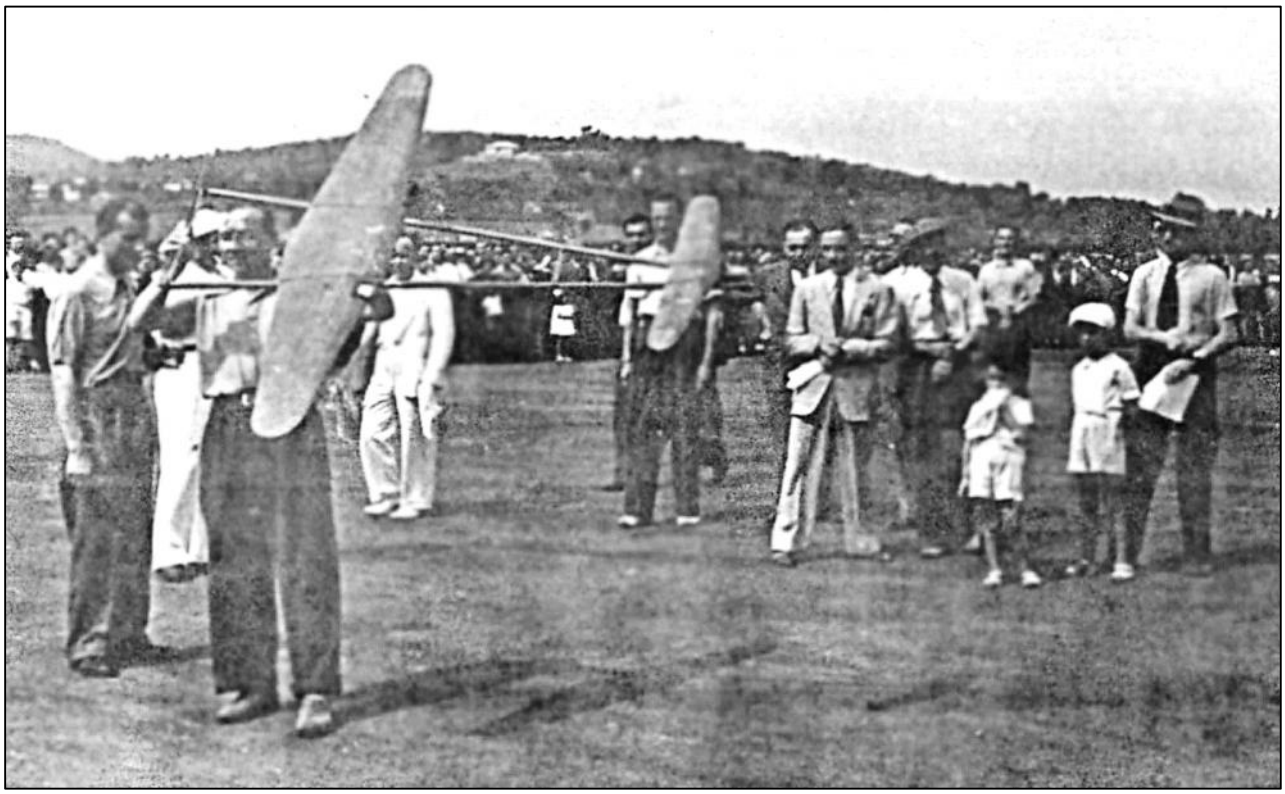
Download the file, try out the "sorting" and I am sure you will find plenty of interest. Don't worry if it all goes wrong, just bin it and download it again.
Contact Roy Tiller, tel 01202 511309, email roy.tiller@ntlworld.com *Roy Tiller*

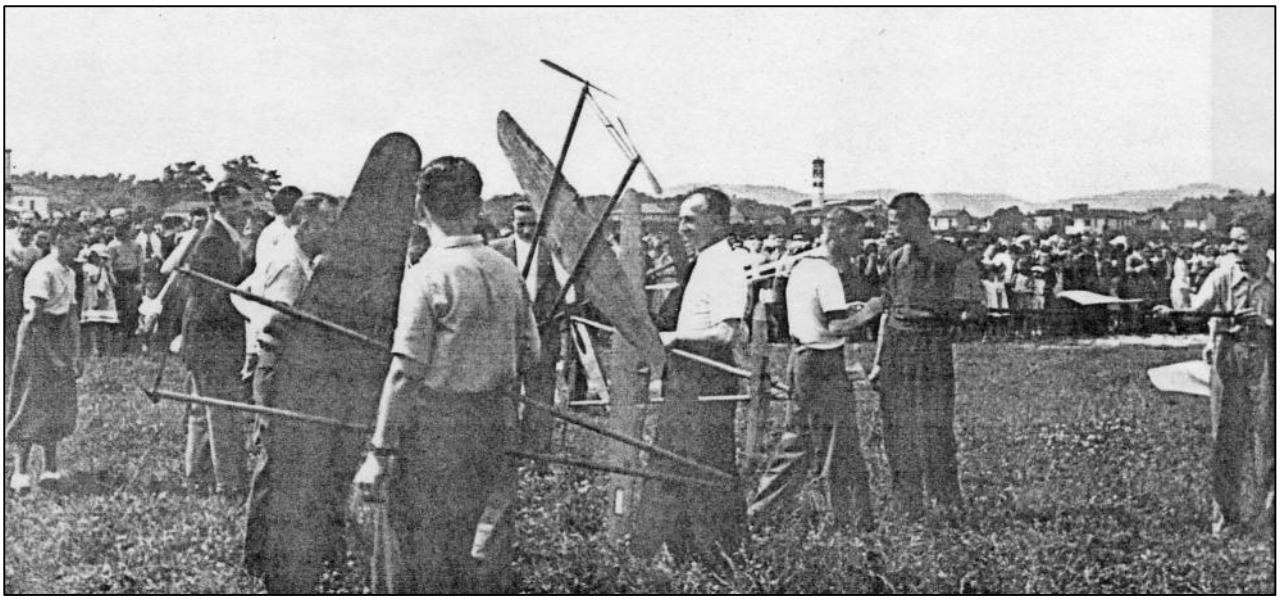
Secretary's Notes for Feb. 2015 - Roger Newman

Not much to report this month – status at Middle Wallop remains as previously noted but the recent events in France & Belgium will not help one bit. Something we have to live with for now.

Mr. D. A. Russell hand launching his "A.M. Cyclonic." In our next issue we shall publish a very interesting article by this well-known aero-modellist, on the design of high-speed petrol 'planes.

Bit of indoor flying with attendances at Wickham & Totton recently. Had to dig out my old Gyminnie Cricket collection plus a couple of Darts. The Hanger Rats & Butterfly have long gone. Keep meaning to do more but this winter's dose of illness has kept all forms of building at bay so far – too cold outside in the model room with no heating! Instead time has been spent doing a preliminary sort of the two remaining boxes of plans, articles & other bits from David Baker's collection. I guess there are now another three hundred or so peanut & small rubber models (mostly scale) to catalogue & get scanned one day. A few interesting copies of other topics have also been uncovered e.g. as here – a pre-war photo of D A Russell with power model, a couple of (I'm guessing – '40s) photos of giant Italian A-Frames, a chart compiled by an unknown source of small rubber model performances – these may or may not be judged as reasonable by those who know & an article on Korda's glider showing a very novel form of auto-rudder, which may be interest to our glider fliers. Also a good pre-war article on Ralph Kummer's A-Frame – 4 pages. If anyone would like a copy, email me & I'll forward it.





BRITISH FREEWHEELERS UNDER 34" SPAN CAPABLE OF 2 MINS. OR OVER

MODEL	SPAN	CHORD	AREA	TAIL%	LENGTH	HOOKS	WEIGHT	PROP	TIME
SENATOR	32	4.75	144	38	23.50	18.00	70	12/13	2.55
RTH 144	31	5.00	144	33	26.00	20.00	70	12	2.45
CHAD 30	30	6.00	170	33	30.00	24.00	80	12.75	2.40
BLACKPOOL ROCK	32	4.50	135	33	26.00	18.00	65	13	2.30
CHEROKEE	29	5.00	128	38	25.50	19.00	60	12	2.30
MICK FARTHING F/W	30	5.00	142	44	28.00	18.00	75	13	2.30
SENTINEL	34	4.25	136	33	24.00	20.00	70	12/14	2.30
A.M.S. SPRITE	33	4.25	133	33	24.50	19.00	60	12	2.30
ASTRAL POLLUX	30	4.50	126	37	24.00	20.00	60	12/14	2.30
SUNBEAM	34	4.25	144	33	25.00	20.00	80	13	2.20
WATTIE	34	5.00	144	33	26.50	22.00	85	14/15	2.15
DEWFLY	32	4.25	124	33	23.50	18.50	60	12	2.15
NIPPY	30	4.00	115	33	23.00	19.00	50	12/14	2.10
HUMBUG Mk 1	34	4.50	144	33	24.00	18.50	60	12	2.10
PEE - WIT Mk X	30	4.20	124	33	24.00	20.00	55	14	2.10
CONDOR CLIPPER	28	4.25	114	38	23.00	19.50	50	13	2.10
WREN (McDougal)	34	3.75	124	40	27.00	22.50	60	13	2.05
FIREFLY (Evans)	31	4.00	120	33	23.00	20.00	55	12	2.05
AIRYDA MONITOR	34	3.50	115	33	24.00	19.00	55	13	2.00
COMPETITOR	32	4.00	112	35	23.00	18.00	60	12	2.00
YORKSHIRE PUDDING	30	4.00	115	41	23.00	14.50	50	12	2.00
OPUS Mk 1	30	4.00	115	36	22.50	16.50	50	12	2.00
ARIEL Mk 4	32	3.75	116	36	22.50	18.00	50	12	2.00
AJAX	30	4.00	115	36	22.50	17.00	50	11	2.00
JEEP	28	4.50	112	33	23.00	18.50	60	11	2.00
BABY DURATION	30.00	4.25	110	36	25.00	21.00	50	11.5	2.00

NATIONALS TOWLINE WINNER

By DICK KORDA

Dick Korda with his towline winner at Wichita. Model loops, rolls off line. Nylon stretches ten feet.

DICK KORDA, last winner of the Wakefield Trophy, probably has won more firsts with his rubber-powered cabin jobs than any other individual. In fact, Korda's record with that type of machine is so long and so brilliant that it had been supposed generally that he would prove no better than the rest of us with any other kind of model. This has been another great year for Korda but the amazing thing is that his old stand-by, the cabin job, contributed nothing at all.

He has been cleaning up with a sensational DeLong-powered Class-B gassie and, at the Nationals, won a first in Class A control-line, and another first in towline glider. The towline, as will be seen from the plans, is an unusually attractive ship. The general theme would be good for a rubber job, too, and will remind old-timers of the California Champ.

Korda uses 100 feet of eight-pound test Nylon line which stretches ten feet during the tow. Good glider builders say that anything over 100 foot line may lose a ship! When the model is directly overhead, Korda gives a steady pull on the line, thus accelerating the ship to loop. As it loops off the line, it rolls into level flight due to the rudder tab which becomes operative at the moment of release.

As shown on the side view of the plan, the tow-line engages the tow hook, which is located on the bottom keel of the fuselage slightly back of the leading edge of the wing. The pull on the line causes the spring to be compressed as, at the same time, the pull forces the rudder tab against the side of the rudder where it can have no effect on the flight.

When the line is released, the spring returns to its original position, and the tab then swings open to make the ship turn. Since this happens as the ship loops, the ruddering effect first causes the roll to the upright position.

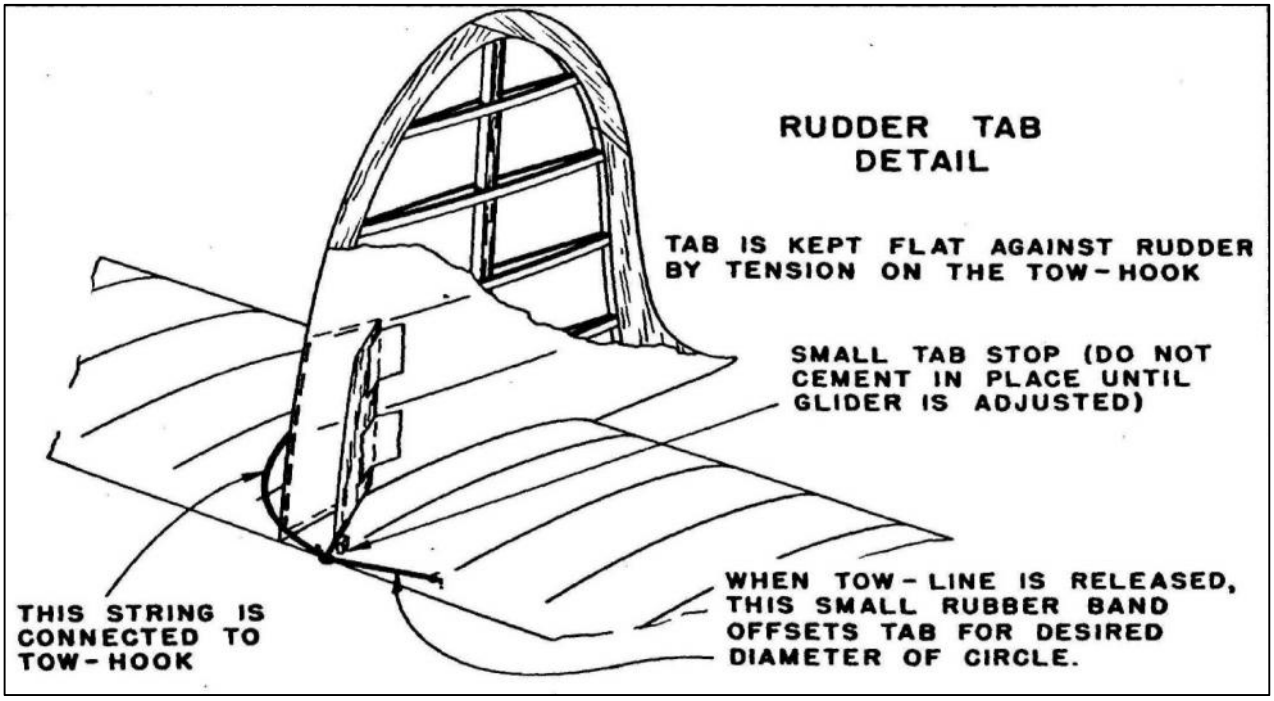
After that, the glider circles smoothly.

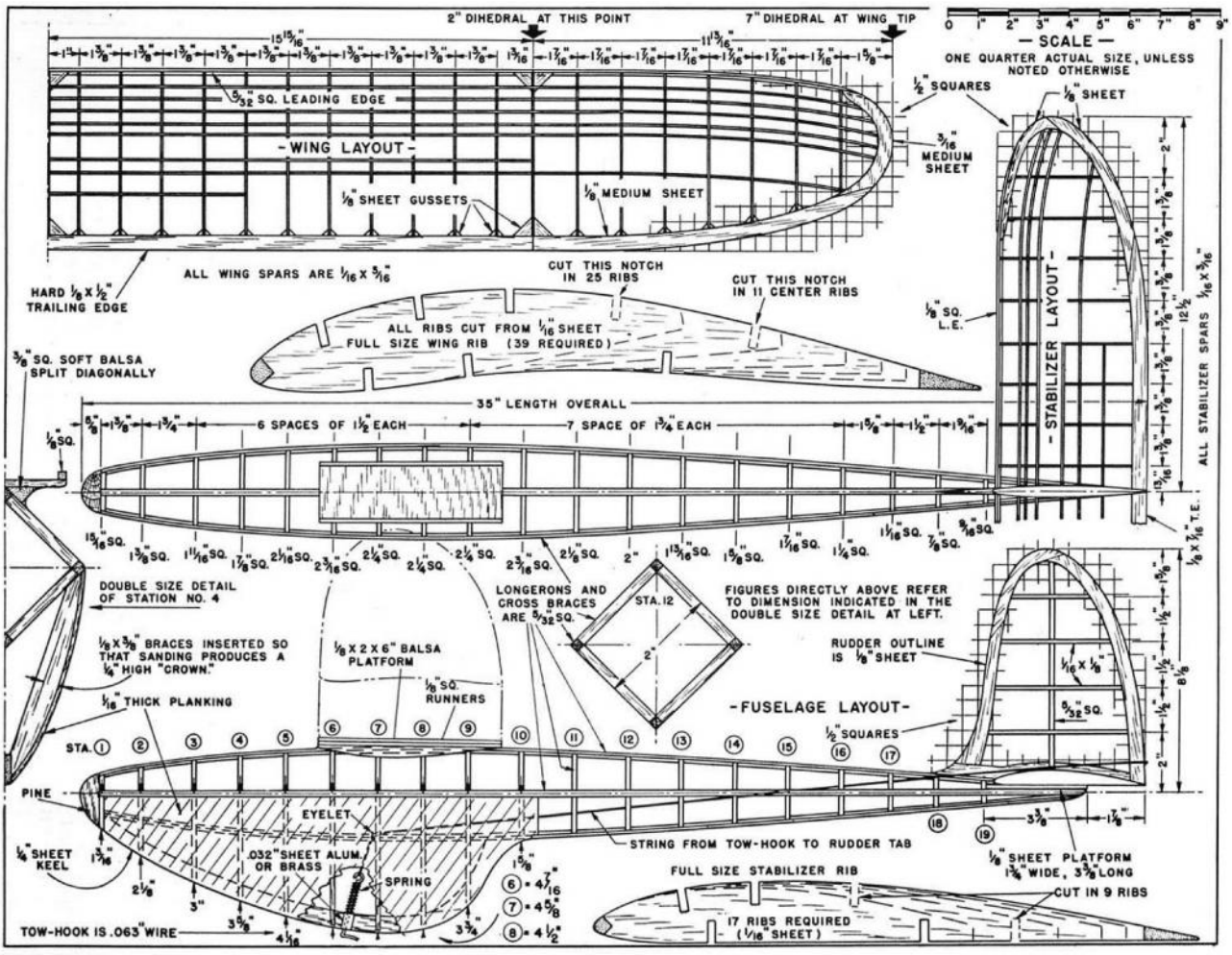
Korda's construction is neither simple nor complicated. The fuselage features an interesting variation of the "diamond," which is a square "box" turned until one longeron is directly down. The variation lies in the added structure from station one to ten.

In the cross section given on the plan, note how the front section of the "diamond" was deepened by adding longer cross pieces which meet at the keel position. Formers are added to these cross pieces and then that section of the fuselage is planked with l/16” thick wood. The wing platform consists of a single piece of 1/8" sheet balsa, faired into the fuselage with soft blocks of 3/8" squared wood, shaped like fillets.

The wing is distinguished by its eight spars, five on top and three on bottom, made from 1/16” x 3/16” strips in an upright position. There are six spars in the stabilizer.

Korda's Nationals-winning towliner had previously taken first in the first international meet held since the last Wakefield event, which was prior to the war. Challenged by the Pharos Model Flying Club, of Hillingdon, Middlesex, England, as America's leading exponents of rubber-powered and glider flying, the Cleveland Balsa Butchers (also this year's winner at the Nationals of the club award given by Fred Megow) were to compete against six proxy fliers for the British models. Korda then took first in towline, and George Reich, also in this issue, first in cabin.



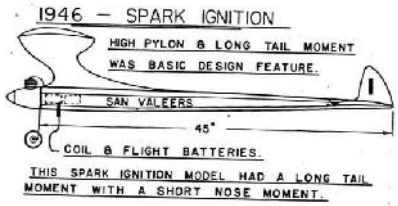


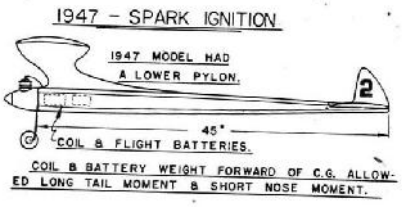
On a nostalgic note, there have been many models at Middle Wallop over the years that have commanded significant interest – for example who could ever forget the sight of magnificent spark ignition powered Valkyries in the air.

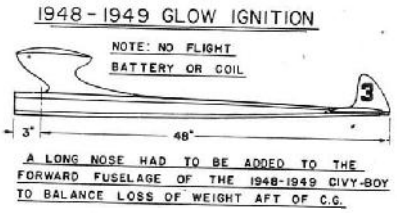
A design that also attracted a great deal of attention was the Civy Boy – particularly those flown with such expertise by John Leitch. What I hadn't appreciated, until the most recent sort out, was that the Civy Boy went through a series of developments covering several years.

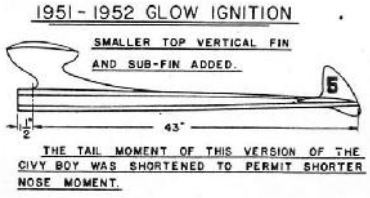
An article from Model Airplane News of November 1953 summarised the development cycle & the transition from spark ignition to glow plug, with the consequent changes in performance – good & bad. The long nosed glow versions apparently being the least successful. Accompanying diagrams depict the major changes. No different to many other models – Dave Posner's Dream Weaver used at the 1956 World Power Champs was (I believe) designated version IX for example.

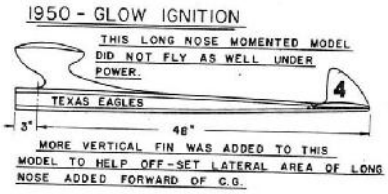
Jose Tellez, president of the San Valeers, holds the latest version of this popular free flight contest airplane. Much trial and error work has gone into its various proportions.





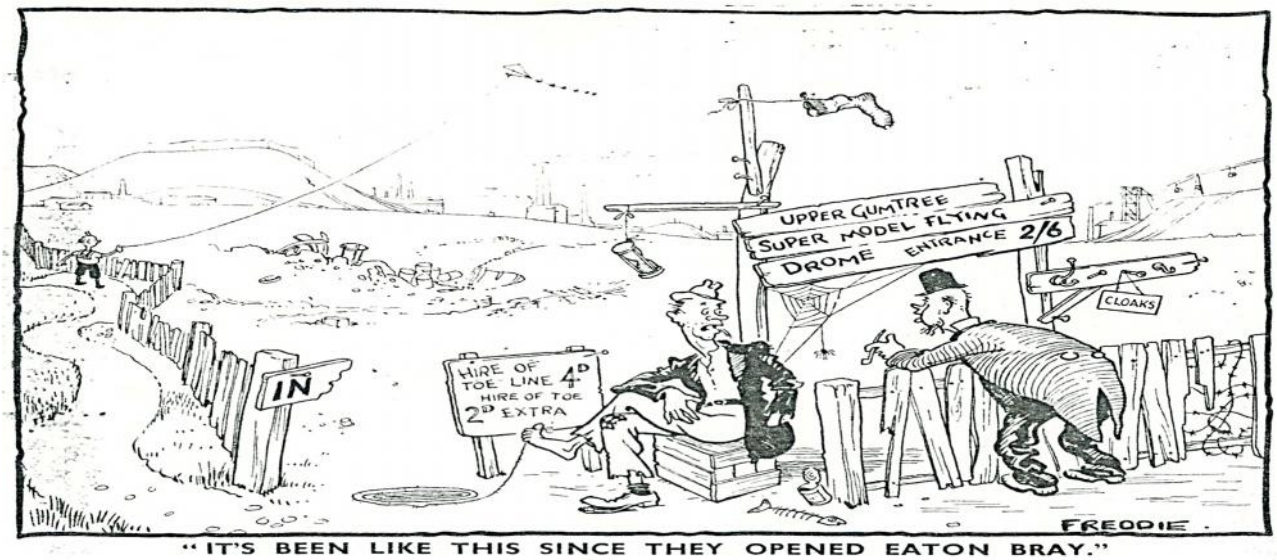






If my memory is right, I'm sure John used a McCoy glow but I can't remember whether it was the 35 or 60 (probably the latter remembering John & his enthusiasm for fast climbs!) – whichever it was certainly took the model up at a very rapid rate of knots! As was popular at the time, various sizes were produced by scaling up or down – our plan list covers 24" span to 84" span. Sadly a model rarely seen these days.

Roger Newman

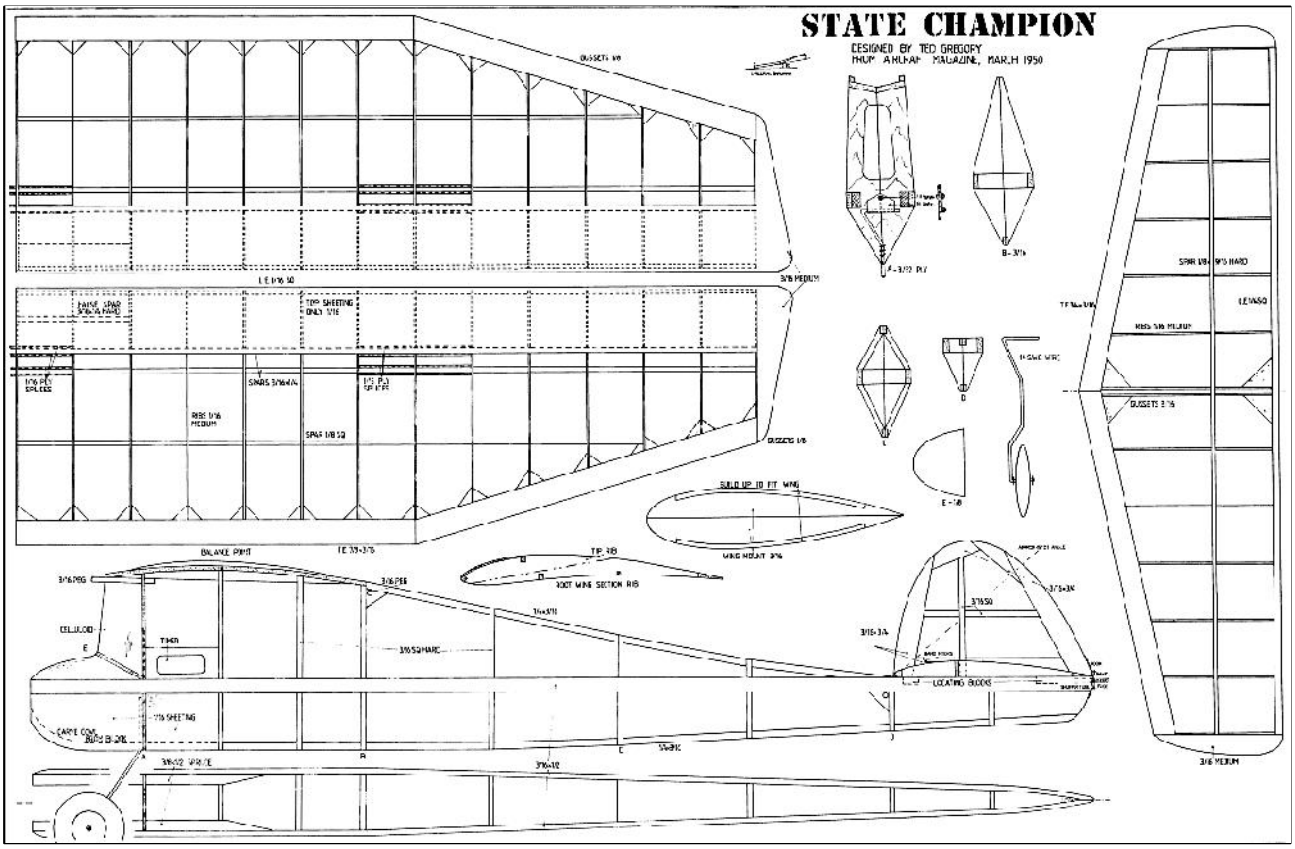


"IT'S BEEN LIKE THIS SINCE THEY OPENED EATON BRAY."

Plans from the Archive - Roger Newman

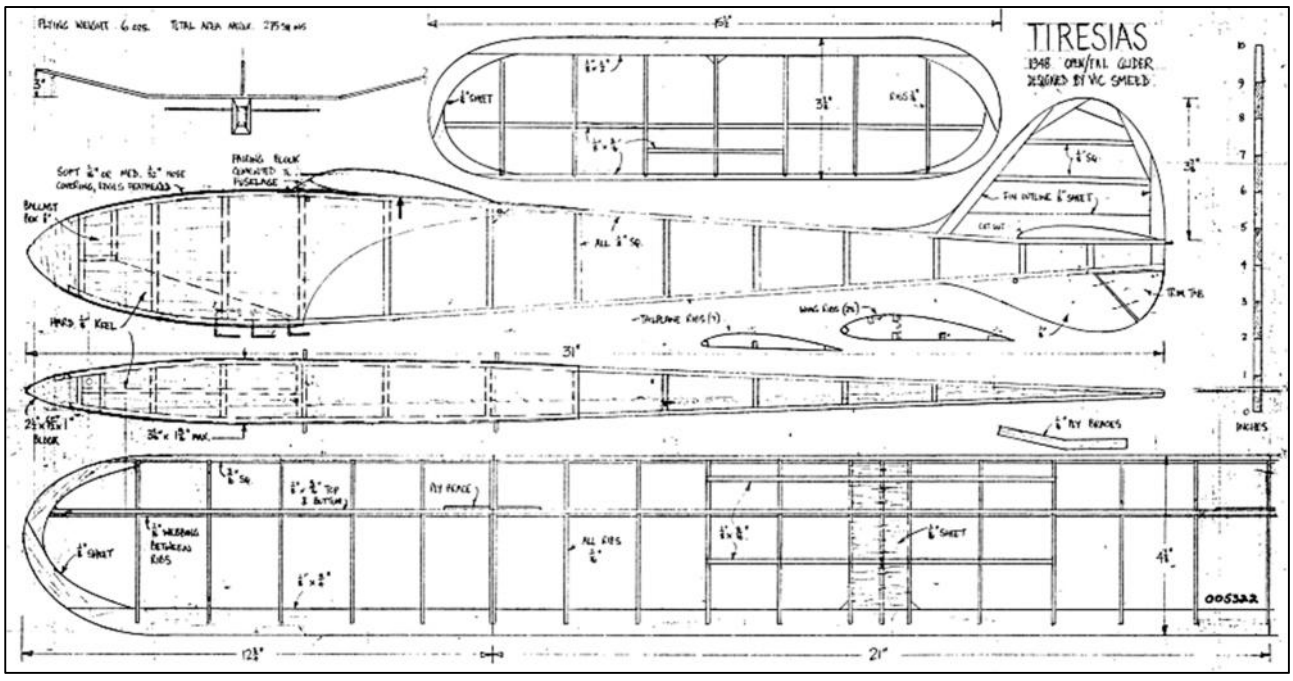
Power:

State Champion: – very neat 1950's PAA Loader style model. Looks as if it would fly well.



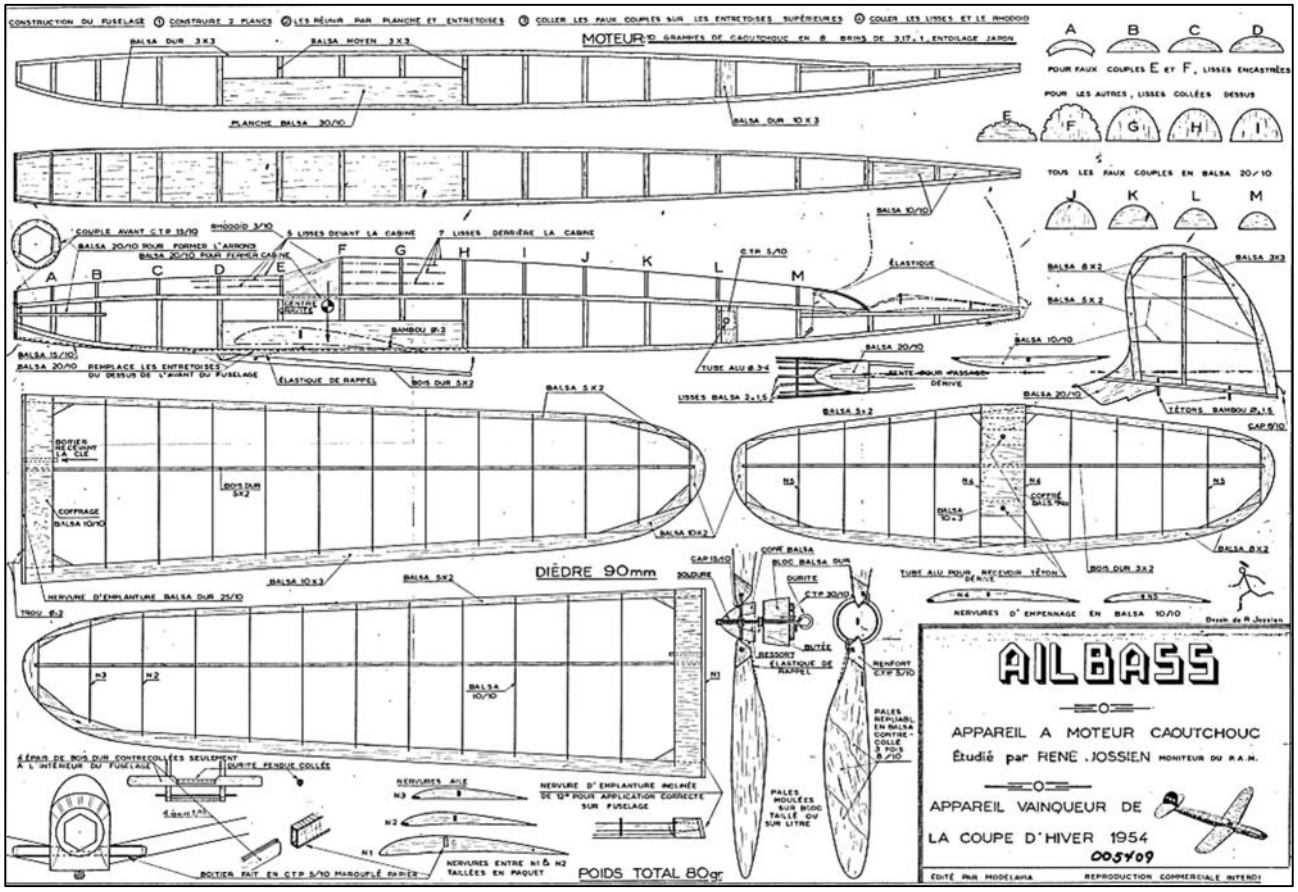
Glider:

Tiresias: – an early glider from the Vic Smeed vast range of designs. Maybe scaled down a touch to 50" could yield a contender for the new 50" bungee class?



Rubber:

Ailbass: – an unusual challenge for Vintage Coupe by Rene Jossien, with a low winger.



Roger Newman

Letter to the Editor - Bob Owston

Designing, Building, Flying

Inspired by the article by Dick Twomey (November `14) I have the following suggestions intended to promote a bit of original thought within the framework of vintage aeromodelling. And to increase the satisfaction to be had from our absurd pursuit.

Structure: Most pre 1950 designs were structurally faulted. Allow structural re-design within the aerodynamic envelope of the chosen vintage model.

Wakefield Classes: Allow new original design within the rules current to the chosen period. Extend acceptable period to 1957 (X section area 10sq.ns., Max rubber weight 80 gms.) This would include any number of interesting designs: Bilgri, Cizek, Petersen, O`Donnell, Kothe etc.

Contact: Tel: 01923234199 email: owstonarch@aol.com or letter to the Editor

Bob Owston

Impington VCMAC Indoor Meet - Chris Strachan

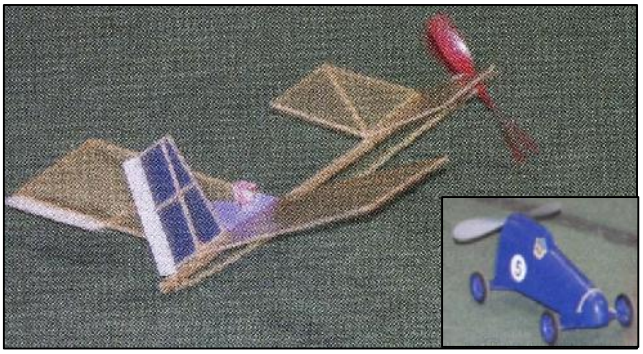
Indoor flying on 15th March 2015 9 am to 5 pm

We will be using the large (100 x 50 x 28 ft) sports hall at the College. The only restrictions are no radio models in the main hall and no internal combustion engines, jets or catapults anywhere.
Also Round The Pole (4.5 metre lines) and small electric helicopter and fixed wing flying (X twin or Vapour type) in a separate hall (radio or infra-red).

SAMS MODELS will be in attendance to supply all your needs on the day.

Competitions:

There will be two, low key free flight (and one car!) competitions:



A repeat from last time of the duration competition for the Ray Malmström Canard-Air design, plan available. Canard-Air was never published but a number of them have been built by Impington members and they are super flyers. Build to plan and 10.5 inch span. Cover with tissue or condenser paper (none of that naughty plastic film) and use any commercial plastic prop cut down to 4.125" diameter (scrape the blades if you are so inclined). Some visitors had trouble trimming these last time so Impington members will be on hand to assist!
The usual duration event for **Bostonian** models. Any design to the Bostonian formula (If you are unclear about the Bostonian formula rules ring or email the contact below).
Each competition will be for the total of best three flights. Get your flights timed and reported to control. As many attempts as you like. Awards in each event for overall winner and best junior (under 18). Bostonians to be flown ROG and they will be weighed (minimum 14grams without rubber motor)! No builder of the model requirement in any competition. Build one for your wife (or husband), child or grandchild who has to wind and launch.
We will also feature the racing car event as usual. This is a fun event for rubber powered cars. We vary the distance to be covered, number of heats etc. depending on the entrants on the day! Ring or email below for any further information and for plans of suitable vehicles.

Exhibition

We would like models of all types in the exhibition especially the results of your winter building ready for those perfect flying days in 2015. Bring whatever you like but please bring something (don't be shy) as this is a feature much enjoyed by our visitors - both flyers and spectators. It is also a good way of showing our kind of modelling to the public.

Seminar

A talk by Ivan Taylor on his approach to outdoor Free Flight rubber scale. Ivan is an experienced Free Flight Duration flyer who has more than once been a member of the UK Wakefield (F1B) team. He has recently taken to scale flying to dramatic effect and you may well have seen his models at Old Warden or in Aeromoddeler. They are large, light, beautifully finished and fly superbly. In one word – inspirational!

Round the Pole and Small Radio Models

David and Will Beavor will be bringing their equipment, using Ballard's 4605 connectors at the model and will share the second hall with small R/C helicopters and fixed wing models.

Refreshments:

Once again the excellent fare from our trusty team will be available all day. No one need go hungry!

Cost of admission: Indoor Flyers - Adults £6.00, under 18s £1.50, Spectators and Chatters - £1.50

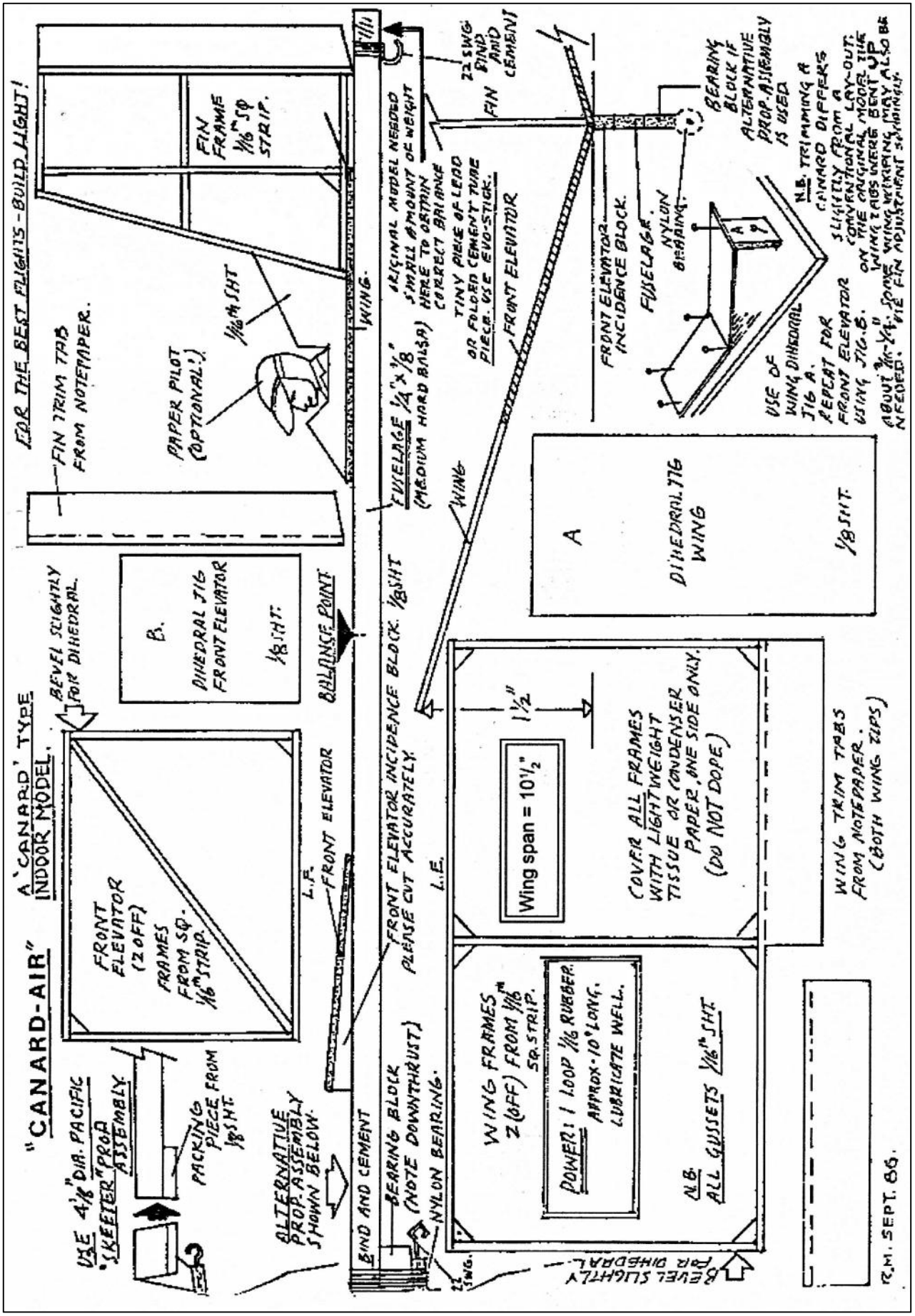
Directions to Impington Village College:

Leave A14 at the first junction East of M11 J14, signed Cambridge B1049. At the roundabout take B1049 to North signed Cottenham, Histon. In ¾ km at 2nd lights turn right into New Road. Pass hospital entrance on right. Village College is next on right (two entrances, 1/3 and 2/3 km). Entrance to be used and car park will be signed.

Contact:- Tel no: 01223 860498 Email: chris.strachan@btinternet.com

Chris Strachan

CANARD-AIR: scale to 10inch flat wingspan



Not-the-Stonehenge-Cup

Sunday 3rd May 2015

Salisbury Plain

Southern Coupe League event.

F1G to be flown in rounds from a line

Contact: - roy.vaughn@btinternet.com

Croydon Wakefield Day

Monday May 4th 2015

Middle Wallop, SO20 8DY 51° 08' 59.18"N, 1° 34' 25.15"W

F1B, for the Thurston Trophy
4oz Vintage Wakefields for the Fairlop Cup
8oz Vintage Wakefields for the Ted Evans Trophy
SAM-eligible models will be allowed.
Marcus Lightweight Challenge,
for the four Marcus lightweight designs
(Raff V, Supa Dupa, Dynamite and Bazooka.)

The start is 10 a.m.
F1B contest will be flown in rounds starting at 10.00.
The airfield is available for free-flight trimming & Fun Fly.

Contact :
Ray Elliott ray.elliott8@btinternet.com
or call 020 8997 7745
David Beales maureenbeales@googlemail.com
or call 01795 530656

OXFORD MODEL FLYING CLUB

FREE FLIGHT RALLY 2015

PORT MEADOW, WOLVERCOTE, OXFORD
SATURDAY 20th JUNE & SUNDAY 21st JUNE

Saturday – starting at 6.30 P.M.
"champagne" fly-offs – F1G, F1H, H.L.G/cata

Sunday – starting at 10.00 a.m.

F1G (C.D'H)
F1H (A1)
E30/P30/CO_2 (comb) } 5 flights, in rounds - flown from line

VINTAGE RUBBER (34" max span)
* VINTAGE/CLASSIC Glider (comb.)
TAIL-LESS (R+G comb.)
† Hi-start GLIDER (36" max span)
H.L.G/Catapult (comb – from "box") } 3 flights - no rounds from line - 7 flights

All TOWLINES 50 Metres
* Vintage gliders 10 sec flight bonus
† Launching line - 30 m inc. 7.5 m rubber

NO streamers on poles, thermistors, bubbles etc
NO i/c POWERED MODELS TO BE FLOWN
ALL FLIERS MUST BE INSURED

CONTACT: ANDREW CRISP
4, GROVE STREET
SUMMERTOWN
OXFORD OX2 7JT

Telephone:-
01865 553800

2014 BMFA FREE-FLIGHT FORUM REPORT

The new 2014 BMFA Free-Flight Forum Report has just been published.

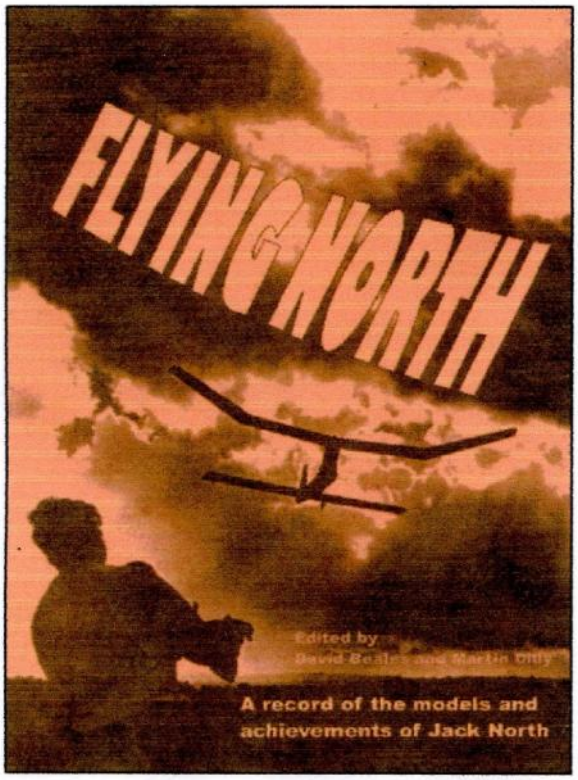
Simple Coupes, by Gavin Manion; BMFA Rubber - Not Just an Over-powered Wake, by Ivan Taylor; In Praise of Simplicity: Tilting at Windmills, by Alan Jack; P-30 - Does Size Matter? by Chris Redrup; What's All the Flap About? by Alan Jack; One Man's Way with F1A, by John Carter; GPS Tracking System, by Ian Kaynes; The Free Flight Programme, Its Future and the FFTC Philosophy, by Mike Woodhouse; E-36 - What Now? by Peter Tolhurst and Tony Shepherd; What Did You Do at the Weekend, Si? by Simon Firth. Additionally there are plans and articles on six of Britain's most successful contest free-flight models: Ivan Taylor's BMFA Rubber model, Steve Barnes's Slow Open Power designs, Chris Strachan's E-36 Ramrod, Steve Brewer's Catapult Glider, Dave Hipperson's T-34 1/2A model and Chris Redrup's P-30.

The UK price is £12.00 including postage; to Europe it's £14 and everywhere else £16. Sales of the Forum Reports help to defray the heavy expenses of those representing Great Britain at World and European Free-Flight Championships. Cheques should be payable to 'BMFA F/F Team Support Fund' in pounds sterling, drawn on a bank with a UK branch; you may also order by credit card, which is a lot easier (and cheaper).

Copies are available from :

Martin Dilly
20, Links Road,
West Wickham,
Kent,
BR4 OQW

or by phone or fax to: (44) + (0)20-8777-5533,
or by e-mail to martindilly20@.gmail.com



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

Contact: Martin Dilly on
020 8777 5533 or write to:
20, Links road,
West Wickham.
Kent BR4 OQW or e-mail:
martindilly20@gmail.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 off 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

BMFA Indoor Fun Fly

Saturday 14th February

Manchester Velodrome M11 4DQ

11am to 6pm,

Half hourly slots for lightweight radio and free flight,

(from 4:30 to 6pm)
ultra lightweights only, less than 5 grams.)
Radio Controlled models,
limited to RTF's less than 50grams
and
scratch built models less than 100grams,

NO SHOCK FLIERS or 3D HELOCOPETRS.

Cost £12
Contact David Whitehouse
01942 897816 or whitehousejdavid@googlemail.com

BMFA North West Area Indoor Free Flight Gala

Saturday 21st February

Manchester Velodrome M11 4DQ

9am to 6pm,

Indoor Duration competition classes:
F1D, F1L, F1M, Limited Penny Plane,
No-Cal, Bostonian and Legal Eagle.

Scale Classes for Open Scale, Flying Only
(Rubber, CO2/Electric and/or Kit Scale models),
Pistachio and Peanut.
Cost £20 for any number of classes,

Contact David Whitehouse for Duration
01942 897816 or whitehousejdavid@googlemail.com

and/or John Minchell for Scale
j.minchell@btinternet.com

IMPINGTON VCMAC INDOOR MEETING

Sunday March 15th 2015

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 **'Canard-Air'** and Bostonians.
Also rubber powered car race.

Talk by Ivan Taylor on his starting in Free Flight Scale.
Talk on 'Kit Scale' competitions and building.

Flyer with details and free plan contact Chris Strachan
Tel:- 01223 860498 email: chris.strachan@btinternet.com

Bloxwich Indoor Flyers

Free Flight

Sneyd Community School

Vernon Way, Sneyd Lane,
Bloxwich, WS3 2PA

Saturdays 2pm until 5pm
Flyers - £8 Spectators £2

2015

Jan 10th - Jan 31st – Feb 28th
Mar 28th – Apr 25th

Contact:- Allan Price
Tel: 01922 701530 - e-mail: montrose32@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 - 20th Dec.

2015

17th Jan - 14th Feb - 14th Mar
11th Apl - 9th May

Admission - Flyers £5.50 - Spectators £2.00
For further information phone Colin Shepherd 0121 5506132
or e-mail colin@colinwilliam.wanadoo.co.uk

Flitehook

Indoor Free Flight Meetings

Totton Community Centre,

Hazelfarm Road,
Totton,
Southampton,
SO40 8WU.

10.00 a.m. to 4.00 p.m.

Contact Flitehook
Tel. No. 02380 861541

Sundays

12th October 2014 **9th November 2014**
11th January 2015 **8th February 2015**
8th March 2015

Bournemouth MAS

Indoor Flying Meetings

at the Allendale Centre,

Hanham Rd,
Wimborne,
Dorset, BH21 1AS,
7.00 p.m. to 10.00 p.m.
Free Flight only.

Competitions including Gyminnie Cricket League.
Flitehook normally in attendance.
Free parking in public car park in Allendale Road.
Contacts John Taylor Tel. No. 01202 232206
Roy Tiller e-mail roy.tiller@ntlworld.com

Tuesdays

23rd September 2014 **28th October 2014**
25th November 2014
27th January 2015 **24th February 2015**
24th March 2015 **28th April 2015**

BMFA South West Indoor Flying

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 the following dates,

2014	2015
Sunday 9 November	Sunday 18 January
Sunday 14 December	Sunday 15 February
	Sunday 8 March

The meeting planned for 16 November has now been moved to 9 November

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 257826
(randmbellamy@gmail.com)

SAM35 Postal Competition
For
KK Ajax or Condor Clipper

As temporary F/F sec of Sam 35, I am to run a decentralised contest for the KK Ajax or the Condor Clipper (either not both) to be flown on any one day in May this year, at any venue to suit yourself.
Three flights to be made to a 2 minute max., followed, if necessary, by an unlimited fly-off. Results to be sent to me, to arrive by June 7th for publication in the July issue of Sam Speaks and first available Clarion. Please include any interesting aspects, location, time of day, thermals, OOS, disasters (!) etc.
This is intended as a fun event, but get a witness to sign your results, preferably a BMFA member.
As I have a gripe about the Ajax, as it does not have enough support for the wing across the centre section, I will allow an extra wing rib anywhere and redistribution as deemed necessary, but not so as to increase the wingspan.

John Wingate for SAM35
Contacts:
Phone No. - 01244 900423 or email john_wingate@sky.com

13th Annual SAM RC European Championships
June 22 to 26 2015

At

Model airfield "Czech Heaven"
Ivancice, near Brno, Czech Republic
11 classes flown
Information, rules, local accommodation,
in English, from www.SAM78.cz
UK contact: neilsommerin@gmail.com

L'AQUILONE SAM 2001
TOMBOY RALLY INTERNATIONAL POSTAL CONTEST
01/06/2014 – 31/05/2015

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 alongwith 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" or 44"** wing span (as per plan Aeromodeller) and **48"** (Boddington plan or 36 " scaled up) 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 and time.

Engine/motors

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

36"/44" 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 theflight.

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 by 15th June 2015
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",44" 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 BAKER Free-Flight

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" or 44" 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 aircraft model should fly freely from any control from the ground.

Good thermals

Michael Woodhouse
mike@freeflightsupplies.co.uk & http://www.freeflightsupplies.co.uk

Plans of models designed by Geoff Lefever

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

DBHL Plan Service

The rules for obtaining plans.

If you want a copy of any plan from our library, please read the following:

As from 31st July 2011 only digital files of plans from the DBHL will be available. It is up to the recipient of such files to get them printed, as my local Copy Shop has closed & at present there is no alternative source for me to get plans printed at an economic rate.

The process for obtaining a digital file of a plan is:

Email request to rogerknewman@yahoo.com,
quoting Plan Name & I.D. number (1st & 2nd Cols respectively in the list).

If the plan has already been digitised, the requester will receive an email with an attachment of the plan in a digital format that can be printed at a local Copy Shop. The easiest ways to do this is either to download the plan from your PC to a memory stick & take the memory stick to your copy shop (but check with them first that they can handle digital files!), or – if your copy shop accepts emails, send them an email with the attachment, asking them to print the attachment. Scaling is automatic.

If the plan has not yet been digitised, a scan of the paper plan has to be done but this could take up to two weeks, sometimes longer if a clean-up is necessary. Once I have received the digitised file back, the requester will receive an email with an attachment of the plan.

This service is provided at no charge.

You are reminded that many more plans are available through our cooperative venture with partners in the USA, New Zealand & Slovakia. The combined list of these plans can be accessed via www.co-op-plans.com. Any plans requested via the Coop incur a small charge – see the web site for details. Exactly the same principle applies in that only digital files of **plans are available.**

MSP PLANS PRESENTS

Vintage, Classic, Sport and other Duration Designs

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

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

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

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

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

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

MSP PLANS PRESENTS NEW PLANS

HI-START GLIDERS 2013 - 36 in span

AVENGER 1952	John Gorham's classic A2
CAPRICE 1959	Neville Willis' classic lightweight glider
VINTAGE A2 1950	Odenman's.

HI-START GLIDERS 2014 – 36 in span

SATU 1950	J Bennett's vintage A2
PETREL1964	Frog's beginner's kit glider
MAD'S DREAM 1959	Brian Dowling's classic A2.

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 **martyn.pressnell@btintemetcom**

Check my website : **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 2015

With competitions for Vintage and/or Classic models

February 8th	Sunday	BMFA 1st Area Competitions
March 1st	Sunday	BMFA 2nd Area Competitions
March 22nd	Sunday	BMFA 3rd Area Competitions
April 3rd	Friday	Northern Gala – North Luffenham
April 4th	Saturday	Middle Wallop – **SAM1066** competitions
April 5th	Sunday	Middle Wallop – **SAM1066** competitions
April 6th	Monday	Middle Wallop – **SAM1066** competitions
April 18/19th	Sat/Sunday	London Gala – Salisbury Plain
May 3rd	Sunday	Middle Wallop – **SAM1066** competitions
May 4th	Monday	Middle Wallop – **SAM1066** competitions
May 23rd	Saturday	BMFA Free-flight Nats, Barkston
May 24th	Sunday	BMFA Free-flight Nats, Barkston
May 25th	Monday	BMFA Free-flight Nats, Barkston
June 7th	Sunday	BMFA 4th Area Competitions
June 13th	Saturday	Middle Wallop – **SAM1066** competitions
June 14th	Sunday	Middle Wallop – **SAM1066** competitions
June 28th	Sunday	BMFA 5th Area Competitions
July 12th	Sunday	BMFA 6th Area Competitions
July 18th	Saturday	BMFA Southern Area Gala - Odiham
July 25th /26th	Saturday/Sunday	East Anglian Gala - Sculthorpe
August 22nd	Saturday	Southern Gala – Salisbury Plain
August 30th	Sunday	Middle Wallop – **SAM1066** Competitions
August 31st	Monday	Middle Wallop – **SAM1066** Competitions
September 13th	Sunday	BMFA 7th Area Competitions
October 3rd	Saturday	Middle Wallop – **SAM1066** Competitions
October 4th	Sunday	Middle Wallop – **SAM1066** competitions
October 18th	Sunday	BMFA 8th Area Competitions
October 24th	Saturday	Midland Gala – North Luffenham
November 15th	Sunday	Middle Wallop – **SAM1066** Competitions & **AGM**

Note: Flyers using Salisbury Plain Area 8 for BMFA Area competitions
It is essential to contact
Trevor Grey at 21 Claremont Road, Tunbridge Wells, Kent, TN1 1SY,
to pay fees and get on army security list.
and send your email address to: trevorgrey@talktalk.net

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 –
Currently issue of licences for Middle Wallop events is suspended pending review in early 2015
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.msp-plans.blogspot.com
X-List Plans - www.xlistplans.demon.co.uk
National Free Flight Society (USA) - www.freeflight.org
Ray Alban - www.vintagemodelairplane.com
David Lloyd-Jones - www.magazinesandbooks.co.uk
Belair Kits - www.belairkits.com
John Andrews - www.freewebs.com/johnandrewsaeromodeller
Wessex Aeromodellers - www.wessexaml.co.uk
US SAM website - www.antiquemodeler.org
Peterborough MFC - www.peterboroughmfc.co.uk/index-old.htm

Are You Getting Yours? - Membership Secretary

As most of you know, we send out an email each month letting you know about the posting of the latest edition of the *New Clarion* on the website.

Invariably, a few emails get bounced back, so if you're suddenly not hearing from us, could it be you've changed your email address and not told us?

To get back on track, email membership@sam1066.org to let us know your new cyber address

(snailmail address too, if that's changed as well).

P.S.

I still need articles/letters/anecdotes to keep the New Clarion going, please pen at least one piece. I can handle any media down to hand written if that's where you're 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.

If I fail to use any of your submissions it will be due to an oversight, please feel free to advise and/or chastise

Your editor John Andrews