NEW Clarion

SAM 1066 newsletter

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SAM 1066 WEBSITE – WWW.SAM1066.ORG

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EDITORIAL

All of a sudden the competition season is upon us once more. The superb conditions for the Crookham Gala were in sharp contrast to the very windy weather on 2nd March, for the BMFA 1st Area meetings.
Let's hope that the wild and windy conditions prevailing at the moment clear away in time for Easter. John Thompson has a theory about why we have had such good weather for our meetings at Middle Wallop – you see, our liaison officer, Lyndsey Smith, is a church warden and so John thinks he has connections in the right places!

DON'T FORGET THE SAM1066 EASTER JAMBOREE AT MIDDLE WALLOP

Saturday 22nd – Glider Day,

Sunday 23rd – Bournemouth MAS competitions and Crookham Contest Modellers combined power event,

Monday 24th – Croydon Wakefield Day.

For all the details go to the website:

www.sam1066.org

CROOKHAM GALA – Middle Wallop 10th February

Once again we were blessed with excellent flying weather and very large entry, all classes being well supported, as a scan through the results will reveal. There was a high quality entry with 31 competitors recording fly-off scores.
Competition was so close in Mini-Vintage that Tony Shepherd and Peter Michel tied for first place!

With such excellent flying conditions the 'sports' fliers were out in their droves, giving the whole day a gala atmosphere. Many winter projects were aired for the first time and with a light, but steady, breeze from the west, we had no need to move during the day.

MINI VINTAGE

Pos	Name	Club	Model	Total	Fly-off
1	T Shepherd	Crookham	Le Timide	6.00	4.03
1	P Michel	SAM 35	Senator	6.00	4.03
3	J Bailey	Biggles	DinahMite	6.00	3.16
4	C Chapman	Bristol & West	Senator	6.00	2.56
5	M Parker	Crookham	RAF V	6.00	2.52
6	A Longhurst	SAM 35	Pinnochio	6.00	2.46
7	M Howick	Vikings	Bazooka	6.00	2.43
8	P Williams	Richmond		6.00	2.27
9	S Willis	Croydon	Senator	6.00	2.26
10	P Jackson	Epson	Hepcat	6.00	2.06
11	R Kimber	SAM 35	Interceptor	6.00	1.27
12	V Willson	Crookham	Gollywock	6.00	1.13
13	T Thorn	SAM 35	Sky Rocket	5.53	
14	R Aldridge	Country Member	Blackpool Rock	5.52	
15	A Chilton	Crookham	Senator	5.51	
16	J Munschell	Brighton	Buckeridge	5.45	
17	J Knight	Bristol & West	Senator	5.45	
18	V Miller	Croydon	Hepcat	5.42	
19	R Taylor	E. Grinstead	Supa Dupa	5.39	
20	J Barton	South Bristol	Vagowok	5.26	
21	J Andrews	Timperley	Hepcat	5.23	
22	R Vaughan	Crookham	Hepcat	3.52	
23	L Barr	Country Member	Siram		

COMBINED GLIDER

Pos	Name	Club	Model	Total	Fly-off
1	M Cook	Crawley		7.30	2.56
2	R Taylor	East Grinstead	Roma	7.30	2.44
2	P Tomlinson	SAM 1066	AH24	7.30	2.44
4	C James	Crookham	A2	7.30	2.37
5	J Howick	Vikings		7.30	2.16
6	P Williams	Richmond		7.08	
7	P Woodruffe	Bristol & West	Lulu	6.77	
8	J Oulds	Crawley		6.53	
9	T Nicholson	NW Free Flight		6.53	
10	K Taylor	East Grinstead	Caprice	6.52	
11	T Thorn	SAM 35	Caprice	6.42	
12	G Smith	SAM 35	Hyperion	5.59	
13	R Kimber	SAM 35	Ford	5.00	
14	D Beales	Croydon	Caprice N Maker Wander	4.14	
15	P Michel	SAM 35	Nova	3.22	
16	D Cox	Crookham	Straight Tom		

COUPE

Pos	Name	Club	Total	Fly-off
1	P Hall	Crookham	10.00	3.58
2	R Wilkes	Crookham	10.00	3.56
3	J Knight	Bristol & West	10.00	3.44
4	S Willis	Croydon	10.00	3.04
5	R Vaughan	Crookham	10.00	3.02
6	T Charles		10.00	2.51
7	A Longhurst	SAM 35	10.00	2.47
8	C Chapman	Bristol & West	10.00	2.36
9	G Stranger	East Grinstead	10.00	2.27
10	T Tyson	Crookham	9.52	
11	M Evatt	Biggles	9.42	
12	G May	South Bristol	9.00	
13	P Jellis	Crompton	8.57	
14	D Greaves	Bristol & West	8.56	
15	J Minshull	Brighton	8.44	
16	D Beales	Croydon	8.28	
17	D Thompson	Croydon	7.33	
18	J White	Croydon	7.23	
19	P Tolhurst	Hayes	6.50	
20	D Tolhurst	Country Member	6.24	
21	K Taylor	East Grinstead	3.15	
22	J Bailey	Biggles	1.40	

COMBINED POWER

Pos	Name	Club	Model	Total	Fly-off
1	T Grey	MFFG	Open Electric	7.30	5.28
2	G Fuller	Bristol & West	Open Power	7.30	4.25
3	D Cox	Crookham	EXB Open	7.30	3.05
4	D Clarkson	Timperley	SLOP Diesel	7.30	2.29
5	R Wykes	Timperley	Vintage	7.30	1.10
6	F Chilton	Crookham	Open	6.54	
7	B Aslett	Bristol & West	Vintage	6.50	
8	T Hopgood	Crookham	SLOP Glow	6.43	
9	T Shepherd	Crookham	SLOP Diesel	6.43	
10	D Chilton	Crookham	Classic	3.37	
11	P Large	Maidstone	Open Electric	1.25	
12	T Andrews	Timperley	Stinger	1.10	
13	K Conroy	Crookham	Spectre	0.57	

Model of the Month – *By Vic Willson*

Copland's 1936 3rd Place Wakefield

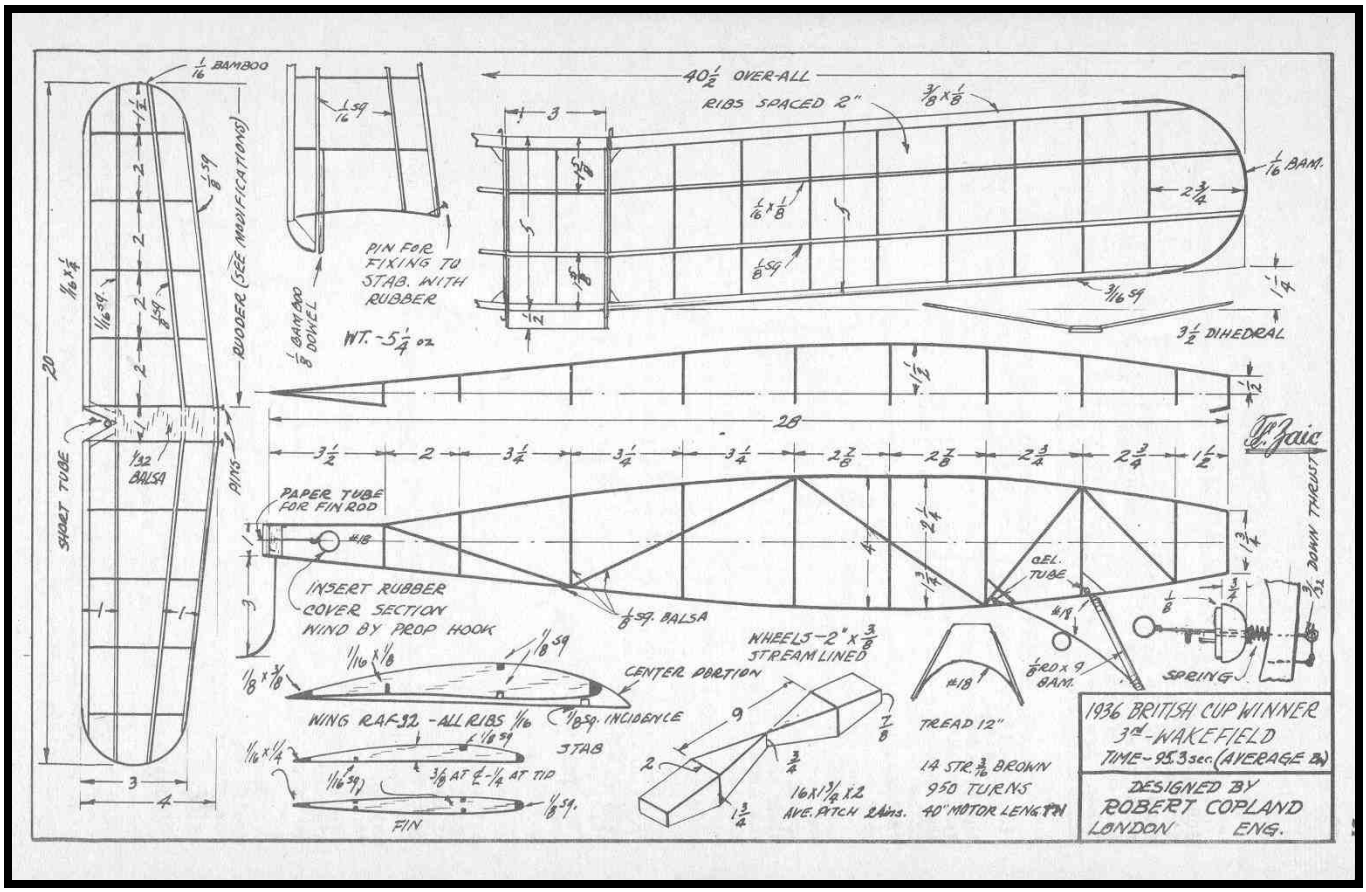
Having never built a 4oz Wakefield I sought the advice of several experts as to a suitable 'beginners' model and the consensus of opinion seemed to be a Copland '36.

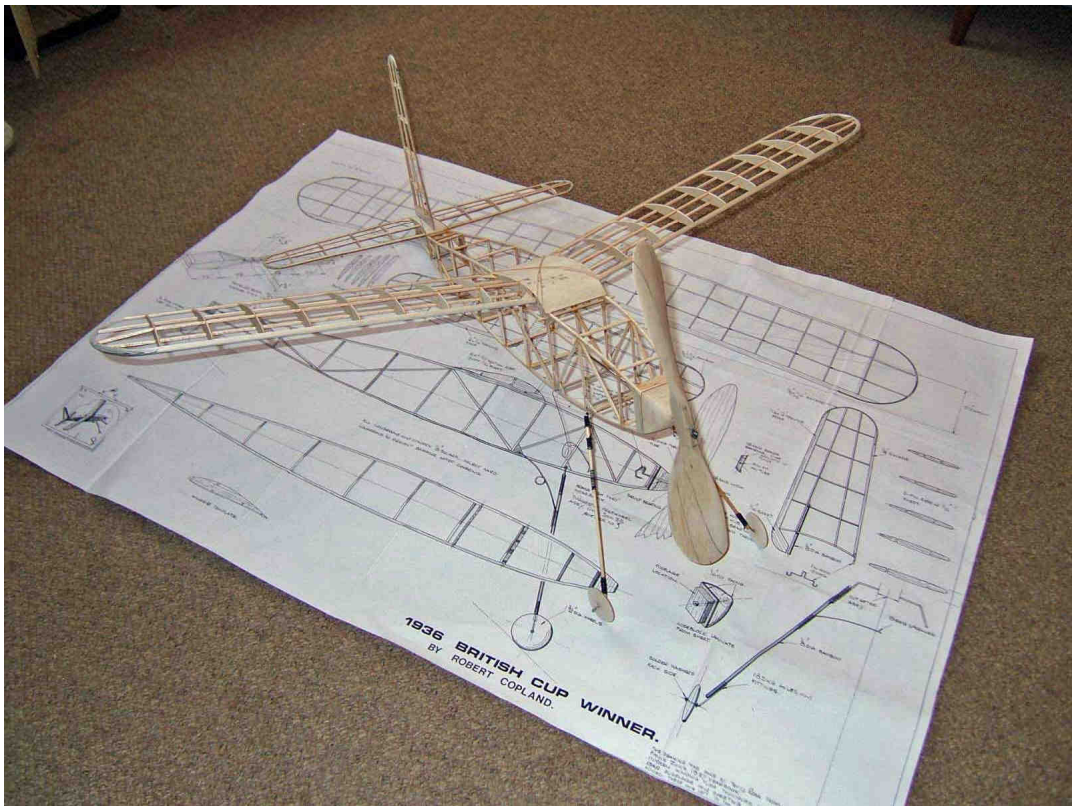
I dug out the relevant Zaic Yearbook (1937) and was inspired to build one. As usual I took the lazy way out and sent off for a plan (from Terry Rose).
After spending some time bending cane for the tips I wasn't satisfied with the results and resorted to laminating instead, but apart from this it is a very straightforward and quick build.

I was a bit uncertain about the joints where the diagonal fuselage bracing, that covers two bays rather than the usual one, crosses the vertical spacers, but in the event a simple butt joint seems strong enough providing the angle is cut accurately.
I decided on a fuse operated tip-up tail D/T for lightness.

The plan is annotated '**1936 British Cup Winner**', but I haven't yet managed to discover what the British Cup was or anything about the competition (no doubt some of our members will know).
It obviously wasn't for winning the Wakefield Trials, as Bob only just made the team by finishing in 6th place and in the event itself, held at Detroit, Michigan he finished 3rd (Bert Judge being the winner).

The more I read about the 1936 British Team for the Wakefield Cup the more I am in awe of some of the team members.
Alwyn Geenhalgh 13, H A Jones 13, D.Fairlie 18, Bob Copland 18, and Albert Judge 19 (plus J B Allman, a veteran at 33).
When I cast my mind back to being 18 let alone 13, I just didn't have a clue really. The thought of these lads designing, building, trimming and qualifying for the team should be an object lesson to any 'yoof' who thinks that the world revolves around computer games and binge drinking!
Bert Judge is quoted as saying: "…..Winning the 1936 Wakefield Cup, changed my whole life".
Did they have a very supportive club structure or expert parents/friends to guide them? Certainly Bert Judge had supportive parents as was illustrated by the fact that having discovered that he had left the prop for his model on the mantelpiece at home his mother drove home, picked up the prop and then drove to the docks, just in time to hand over the item as the team embarked for New York on the SS Aquitania.
Whatever the story behind their success, their achievements will stand for all time along with all the other 'greats' in the lists of Wakefield competition.





Ready to cover

Ready to fly

Once again my luck held and the day after finishing the model turned out to be calm, before some forecast storms, so I nipped down to Chobham and started trimming.
After adding 1/16th packing under the tailpalne T/E the glide looked OK, although there was a tendency to turn slightly left. I wound on 150 turns and launched whereupon the model turned determinedly LEFT – not good!

A close examination of the model revealed that the (enormous) fin was slightly offset to give a left turn. Anyway, to cut a long story short, after sorting out the fin offset and adding a bit of side and down thrust the model behaved very well and, as there were some thermals about, I decided to call it day and finish trimming at a more suitable site.

Why did so many pre-war Wakefields have such huge fins? Anyway a useful lesson learnt that the fin needs to be very accurately aligned and keyed in position, as it is very powerful.

Weights

	Uncovered	Covered	Doped
Wing	**24.1**	**27.7 a**	**30.3**
Fuselage	**21.0**	**(26.0) b/29.2 c**	**30.4**
Tailplane	**5.6**	**7.5 b**	**13.1 (inc. fin)**
Fin	**2.6**	**3.8 b**	**----**
U/C & wheels	**9.4**	**(9.4)**	**9.4**
TOTAL	**62.7**	**77.6**	**83.2**
Prop assy.			**25.2**
Motor	**10 strands**	**X ¼" X 30" =**	**50 grms**
READY to FLY	**-----**	**------**	**158.4**

a. – Esaki LiteFlite
b. - Lightweight Polyspan
c. – Esaki LiteFlite over Polyspan

Not exactly a '4 oz' Wakefield, but checking back on previous articles this weight doesn't seem to be too outrageous.

Now, what shall I build next???……

Tailless Matters

The inscription on the base reads:

In memory of Grahame K. Gates leader of the successful British team, International Tailless Contest 1956 Terlet, Belgium

This is the HALCYON TROPHY, presented by Fred Smith (and his erstwhile colleagues from the Southern Cross Aero Club – Ray Delves, Keith Donald, Paul Wilkins, Rodney Way and the late Grahame Gates).
The club was formed during the war as a 'spotters' organization and met at Portslade Scouts hut. They were approved by the Royal Observer Corps. After the war the members decided to carry on the group, but to direct their interests to aeromodelling. This wasn't difficult as most of the spotters were also modelers.
A group of members, with a particular interest in tailless designs put the club 'on the map' and participated in several international competitions. This trophy is in memory of those days.

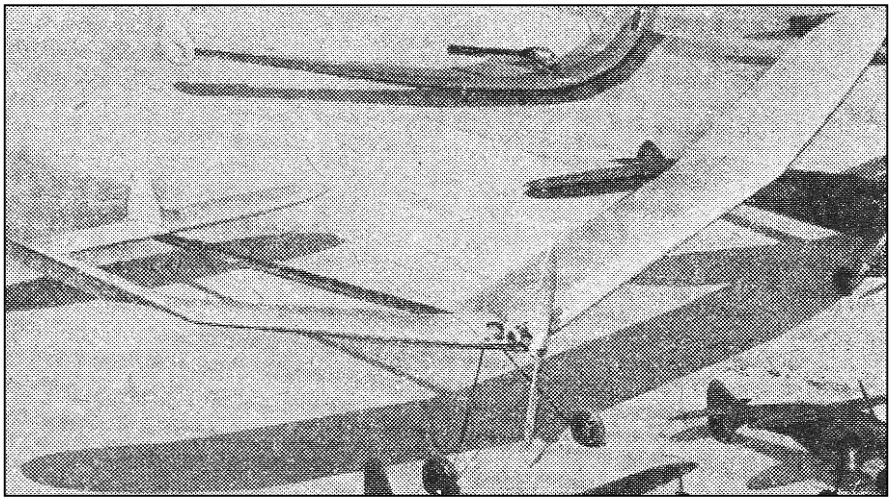
Unfortunately the loss of the club flying area on the South Downs led to the demise of the club in the early 60's.

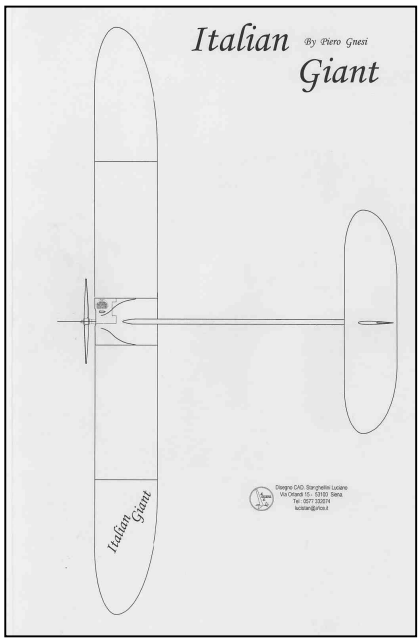
I had the pleasure of meeting Fred last week when the trophy was handed over to me, as a representative of SAM 1066. Unfortunately Fred doesn't drive and is therefore unable to attend our flying meetings, but still maintains a keen interest in the hobby and in particular, tailless affairs.

The trophy will be on display at Middle Wallop during the Easter meeting.
Don't forget that, provisionally, there will be 6 events in the series:
(I am also negotiating for a tailless event at the Odiham Gala, but this is very provisional at present.)
The best 3 scores from this program of events will count for league positions.

3rd BMFA Area meeting – Area venues - 20th April
BMFA Nationals – Barkston Heath - 24th May
Oxford MFC FF rally - Portmeadow – 1st June
Dreaming Spires FF rally - Portmeadow – 6th July
East Anglian Gala - Sculthorpe – 20th July
Septemberfest FF rally - Portmeadow - ??September

PLEASE NOTE THE CORRECT DATE FOR THE TAILLESS EVENT AT THE EAST ANGLIAN GALA IS 20TH JULY AND NOT 10TH AUGUST AS I INCORRECTLY LISTED PREVIOUSLY





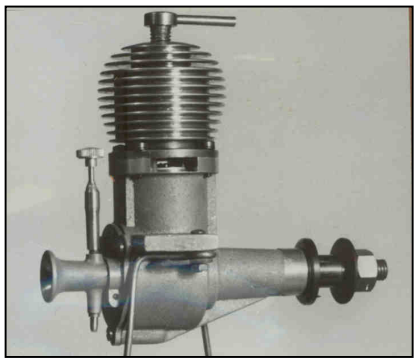
The Italian Giant awakes…

- *By Peter Michel*

MOST countries where vintage aeromodelling flourishes seem to have an iconic model which sums up the golden past. Examples could be Fillon's Champion glider for France, Maxwell Bassett's Miss Philadelphia for the USA, and the Copland streamliner Wakefield for the UK. I suspect that for our very good friends in SAM Italia it could be the strange model pictured above at the never-to-be-forgotten Eaton Bray International Week of 1947 when visitors from the Continent stunned us with the variety and performance of their models.

Bob Scott, "our man in Italy" who raised the subject in email correspondence, is trying to arrange for plans of the 10ft.-span Italian Giant to be drawn up from photos and scraps of information about this fascinating model. He is currently working with the Italians on the project and also with Leigh Richardson whose article on reconstructing long-lost plans appeared in SAM 35's Yearbook No 14.

The Giant was powered by a burly



The Italian model at Eaton Bray and a later version of its power unit, the 10cc Movo

The Italian Giant with its young designer, circa 1947

Movo 10cc diesel which was buried in the wing. (Just think of the horrors of *that!*) Bob tells us that the fuselage was just an aluminium tube and that the designer, Piero Gnesi, of Pisa, used the Movo D10 in at least three other designs. There were five versions of the Movo D10, incidentally. The Italian Giant used a front induction prototype of which only two were made. "It was a beast with the serious risk of a cracked crankshaft with the metallurgy then available," says Bob.

Gnesi won the Eaton Bray power event with a flight which must have knocked the socks off the likes of Colonel Bowden and Dr Forster. Bowden was certainly there and is pictured in the Aeromodeller article looking askance at A.H.W.MacBean's amazing Dynajet-powered flying wing which was the sensation of the meeting.

The Aeromodeller said of the Italian Giant's winning flight: "…On half throttle it wafted up 150ft where it resolutely hovered for nearly five minutes on a 15.5 second engine run." Not surprisingly, since there was no DT, the Giant was later lost OOS in Switzerland.

ONE of the joys of aeromodelling is the occasional divergence of opinion between friends on what outsiders might deem to be the most trivial of subjects. A case in point emerged from the January 2008 edition of SAM 35 Speaks. My great flying chum Ramon ("Ramondo") Alban contributed a finely-detailed article on his method of achieving warp-free surfaces through the application of Jap tissue. Rather to my surprise I found myself in disagreement with most of it!

Ray uses clear dope as his adhesive, and so do I. However, he specifically warns against "flooding" clear dope on to a component. ("Do not flood or adhesion will fail".) Yet in my experience, based on an article on covering by David Hipperson in the Aeromodeller many moons ago, flooding with clear dope works perfectly!

With the Hipperson method you use clear dope as you would water, with the "meniscus" effect sucking the tissue on to the structure where it clings while the dope "grabs" and dries. Take as an example covering the underside of a wing with undercamber. Again, Hippo showed how. You flood clear dope on to the TE and flop your tissue panel on to it. Then you apply dope to each rib where it joins the TE. Mop on great dollops of it so that it runs right across the rib to the leading-edge, sucking the tissue on to the wood as it goes. The process is fast and satisfying. Or take a typical box fuselage. By flooding clear dope on to the longerons and spacers, say four bays at a time, and just rolling the tissue into place, the fuselage practically covers itself. But as Hippo pointed out, you have to be quick. The section to be covered needs to be awash and glistening with dope as you apply the tissue. Otherwise the dope soaks into the wood and not the tissue. To minimise this I always give the entire framework a coat of clear dope first.

Ray applies his tissue "shiny side down" for better adhesion. Guess what? I apply mine shiny side UP! I am told, incidentally, that the slightly rougher under-side of Esaki Jap gives an aerodynamic advantage on wings. However, I find it hard to believe that this is in any way measurable, at least on the sort of models we fly. And "shiny side up" with just one thin coat of clear dope and one thin coat of what passes as banana oil today gives a beautiful, translucent and (importantly) *damp-resistant* finish.

Ray says you should not fold tissue around edges. However, in my book that is exactly what you *should* do, if only for neatness of appearance. And yet another thing! Ray advocates light water-shrinking. ("Steam is good.") However, like Chris Blythe, builder of phenomenally light Wakefields in the old Woodbury Common days, I give my components a "thorough sousing" (Chris's description) with the water sprayer. Chris and I were in agreement that this is the crucial process which gives a flying surface its final "set" after it is pinned down dripping wet and left to dry out slowly. Overnight is ideal.

Furthermore (crikey!) Unlike Ray, I do not band my wings and things to "keepers". Each of my models has its own storage box constructed from plastic foam insulation board, one inch thick. They live in the loft where temperatures range from below freezing in the winter to what must be in the region of 120F in the summer. Yet the flying surfaces remain unwarped. True!

You would be forgiven for thinking that I'm rubbishing Ramondo's methods. Not a bit of it. They work well for him, just as the Hipperson way works for me. You need proof? Just look at the well-groomed crisp appearance of all the models in the Alban stable. I would point out, though, that there are many ways of achieving the same end in this fascinating hobby of ours, and that the more we know of each other's little tricks the better.

If anyone has other covering dodges I'd be glad to hear about them, as would we all.

[peter.michel@btinternet.com]

STOP PRESS..... *From Bob Scott*

This is the latest on the Italian Giant project - the centre-section with a built-in Movo 10cc. Looks as if they mean business...

Here is the latest version of the mock-up of the in-wing engine nacelle and I am informed that Dick Roberts together with John Maddaford are on the way to confirming that they should be able to produce replicas of RRV versions of the original engine - Movo D10 that powered the model back in 1947. An Italian Giant is actually being built so we're making progress.

Best Wishes

Bob

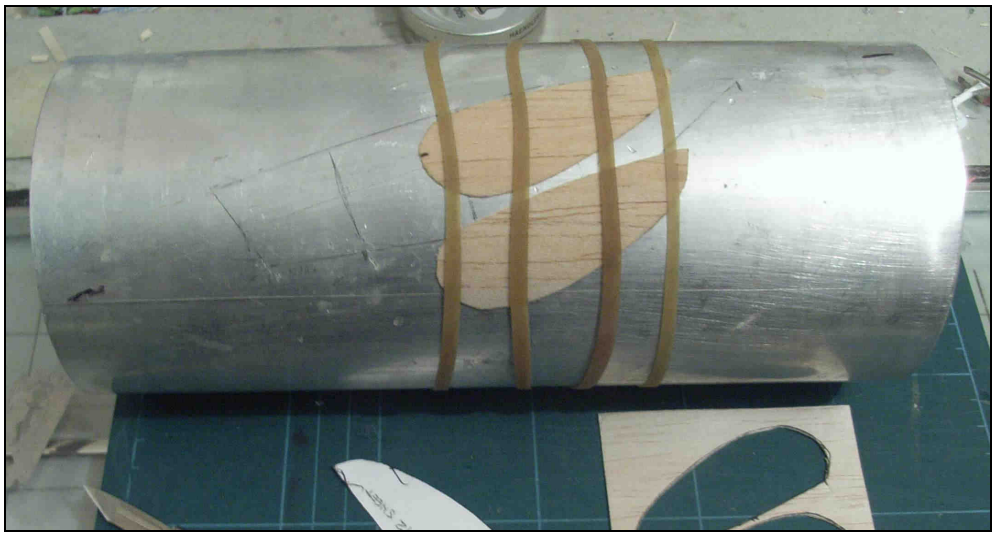
JUST ONE MORE FLIGHT: A Lanzo Duplex on Epsom Downs. February 27, 2009

Indoor Model build Part II - *by John Andrews*

Carrying on from the last issue, I built the wing framework similarly to the tailplane and then set about covering. I have some indoor mylar film which, if memory serves me correctly, is .00004" thick and it is not easily handled. I cover on a plastic sheet with an aperture cut to take the framework. All cutting of the mylar is done with an instrument soldering iron. The sheet is cut from the roll and screwed up into a little ball, this removes a lot of the static and gives a crinkled finish which minimises warping. The film is then opened out and spread over the plastic sheet, held in place using the lead bullet weights again. The film is brushed with the fingers on the plastic to tighten and the weights repositioned as you go.

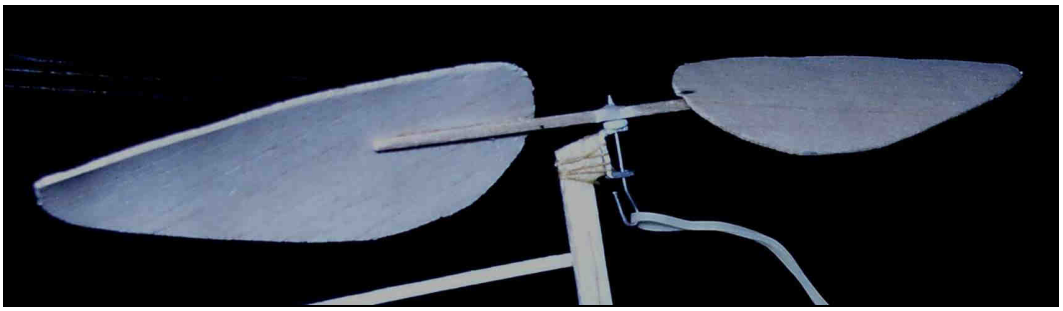
A picture is worth a thousand words.

The framework is coated with photo-mount, dropped onto the film, then cut out and trimmed with the soldering iron.
I completed the tailplane by using tweezers to crack the LE & TE at the fin joints, turn up at 90deg and cyno the cracks. I had made me a good tail.
The wing was not such a good build. As the tip fins were not curved as much as the tail fins I decided to just wet and bend into place, not a good idea. Everything got out of shape and I had to cut off the tips and bend some new ones and join on. This seemed OK until I came to crack up the tips, I now had a joint where I needed to crack and it would not crack in the right place. I got in a right pickle and, although the wing does not look too bad its got cracks and joints all over the place. I really need to build another wing with properly bent tips to start with.
I stuck the front wing post to the fuselage stick but put a small piece of flattened alloy tube for the rear mount for trimming purposes.
Next up was the prop, I went through my wood and found a quite light sheet of 1/32 that was actually only .024" thick. I sanded the end a bit to thin the prop blades at the tip then cut out the shapes at an angle to the grain to assist bending. The blades then were wetted and bound to a 5 in dia. former at a 10 deg angle and left overnight to dry.

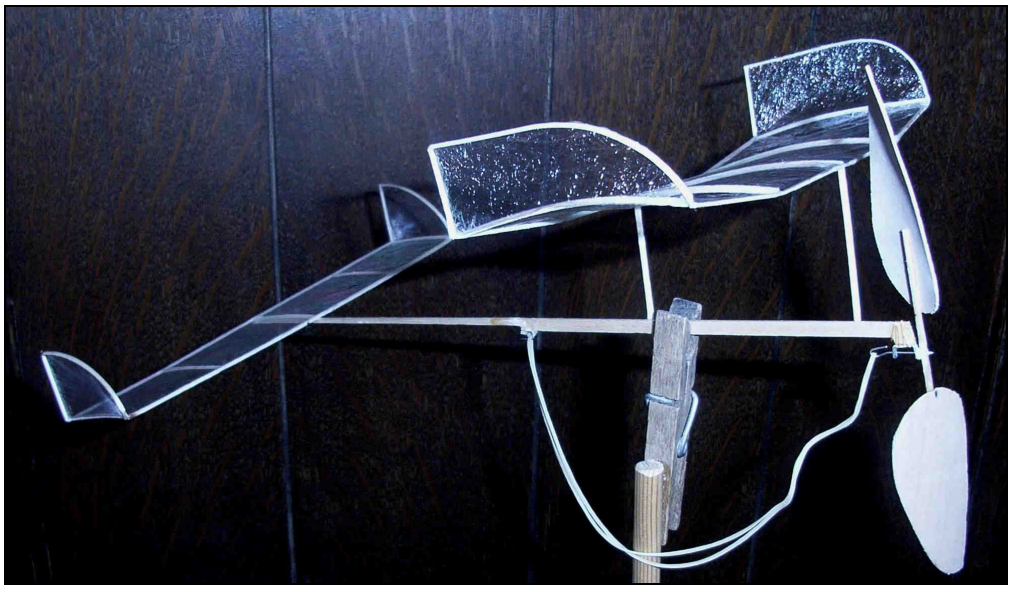


Another thousand words saved

Using a piece of medium 1/16 square, thinned at the ends with sandpaper in the fingers, the blades were stuck on by eye at a 45deg root angle. I think the prop shaft is obvious, the only point of note being that there is no bend in front of the prop, the shaft comes straight through a pin hole and is secured with a blob of cyno. Seems to hold OK up to now and will give the opportunity to remove the prop at some point in time if proved desirable.



The prop didn't look as rough as the photo seems to show (more sandpaper required I think)



The finished object LRS III

I had to bend a little more left turn on the tail boom, I should have made sure that the nose prop bearing was inclined a little left. On bigger models you can adjust with pliers if you're careful but this thing is a little fragile.

The final weigh-in, don't forget it's only 7" wingspan

The final weight proved to be just under 1gm, that's not bad for me, do you dig the scales? It's amazing how long a bent wire scale will stay accurate, the one in the photo I made as a temporary weight indicator at least eight years ago and I'm still using it and it is still zeroed.
Early indications from test flights across the bedroom are showing promise, the rubber in the 'Finished Object' photo is an off-cut but seems powerful enough.
Well that's that, roll on the next Birmingham indoor meeting at 'Thorns',
I'll let you know how LRS III goes.

John Andrews

Post Script

Thorns February 16th, first flight, about 1500 turns on the off-cut motor in the photo and the model climbed slowly away to about 5Mtr high in perfect trim. I remarked to Peter Martin, who was observing, "I wish I had put a watch on it". I need not have worried as the guy who always seems to know what I'm doing shouted across, "2-30", as LRS III landed. Conditions in the centre were not ideal, one blower had been left on and the staff could not get into the control room to shut it down, so we were stuck with a little turbulence. Undeterred, I sorted out a bit of thicker rubber and made up a new motor. A little castor oil, 2000 turns and up she went again. LRS III stuck its nose up in the air and "here comes the roof" thinks I. Sure enough up to the lights goes the model, bobbing about a bit in the rough air, then proceeds to live a charmed life as it bumped about on the lights and roof trusses. Eventually LRS III runs into the side netting, slides down to about 3Mtr and frees itself to carry on for another minute then down in 3-55. Back in the box goes LRS III to await a thinner motor, quieter air and longer flights to come.

My Outdoor Season Opener *by John Andrews*

Wallop February 2008, inspired, I even made some preparation for the event. Knowing my Hep-Cat motors were all defunct from the last event in 2007 I set about two new ones. I normally have to use 10 strands of 3/16 these days, as my poor old Hep-Cat is getting quite heavy with all the repair work and my over enthusiastic approach to doping. In fact, Spencer Willis nearly put his back out picking it up to have a look at it at the event. He commented that it was a bit on the heavy side, I think he thought I had a full blown Wakefield motor in it, but no just the 30 gms.

Where was I, Oh yes, making two new motors. I was a bit short of rubber, it was my intention to visit John Hook at the event to stock up, but, as I had quite a bit of 1/8 strip I thought I would press that into service. Now there is no direct equivalent in 1/8 to the cross-section of my 3/16 motors so I opted for a slightly weaker 14 strands of 1/8, I thought "a little less cross-section, slightly longer run, easy maxes", wrong !

I get to Wallop, beautiful conditions, not much lift about, "best man wins" thinks I. That thought put me on the back foot to start with, *(cricketing term for defensive)*, however I sign up for mini-vintage and, with a new motor installed, I make a check flight. The 300 or so turns took the model away OK, no great height of course but it was just a check flight. I failed to notice that the glide turn was not there, some checking.

First comp flight, I was alongside John Knight and his good lady Barbara? who kindly volunteered for timing duties.

John Knight winds and launches for one of his five maximums in Coup
Barbara on restraining duties hoping the motor does not break
John had a good day, made a creditable fly-off flight and took away 3rd place spot.

Back to muggins, I sticks on about 800 turns and, with a nod to the good lady, I heaves the Hep-Cat skyward. Everything looked OK at first then the absence of climb on the cruise made itself apparent and, inevitably, the model was back on terra firma in at least 30secs short of the mark. John boy was at it again same as last season. I then re-stranded the motor to 16 strands and put up two maxes to complete the card for arguments sake. I nearly boobed on the second flight, as I was put off a bit by my first failure and forgot to correct for glide turn, but I got away with that, good job there was so little wind. Off to Hooky's to get a couple of boxes of rubber, these will be my first taste of 'super-sport'. I've had a box of '$\frac{1}{4}$ sport' which worked well enough for open rubber for me, but then I don't test anything, so I wouldn't know the difference.

I had my Stomper with me so I thought I'd have a go at power. Things were looking good as I assembled the model and the engine, although unused since sometime last year, fired up first flick. A short run test flight, d/t down, all looked OK to me but like with the Hep-Cat I was obviously still not awake.

First comp flight, engine off song, short run, power turn too tight, glide turn too tight, no lift, no good. Looking in vain for some credibility, at least you could say I'm consistent.

That was me and competition flying finished so I set about refining the Stomper trim. First off I could not get the engine timer to run the motor for more than 10 secs, don't know why yet, it used to do 13+. I have quite a Heath Robinson arrangement for shut off and some new wire bending is required or a totally different scheme, but the model is not really competitive so I don't think its worth the bother. Trimming turned out just as fraught as the comp flying. I fly right/right and I tried to open out the turn in the shape of a bit of 1/8 x $\frac{3}{4}$" long strip on the fin. I botched the launch by going too straight too left of the breeze and the Stomper climbed away into a left turn. It reached a reasonable altitude before the wing warp took hold and rolled the model over on its back. I was squealing a bit by now as I watched the Stomper dump itself into a powered vertical dive, but the engine took pity on me and cut, then the model pulled up with 15 feet or so to spare, glided over the car line and safely down. I took half of the turn trim off and everything seemed back to normal so I put it away.

I finished the day on a high however as I had my new Gypsy out and finished up with a perfect test flight on half turns or so. Vintage at the 1st area here I come.

TOPICAL TWISTS *by* PYLONIUS from a 1960 Model Aircraft

Ribby Ideas

One of the worst things that can happen to a modeller is to get an aerofoil complex. Most of us are prepared to face up to the facts of life, and accept, with a brave smile, that the old R.A.F. 32 is every bit as good as a Jokowscson 999, but the aerofoil genius has more scientific ideas on the subject. He'll bash away at those rib outlines, plotting them to a thousandth of an inch, oblivious to the fact that, by the time he's got the covering on, the average section between sag and bulge will bear a close resemblance to a string bean. All this occurred to me upon reading that someone's pet aerofoil was a modification of a modified modification. However, critics seem to think it just a bit thick. Brother, it sure is.

Safer by Tube

We have come a long way since the days when rubber models were laboriously wound up by finger (about 10 yd.). They are now laboriously wound up by more sophisticated means, the most spectacular of which is the tube method. The general idea behind this ingenious and impressive system is to protect the fuselage from the explosive impact of a motor which has been given maximum turns plus one.

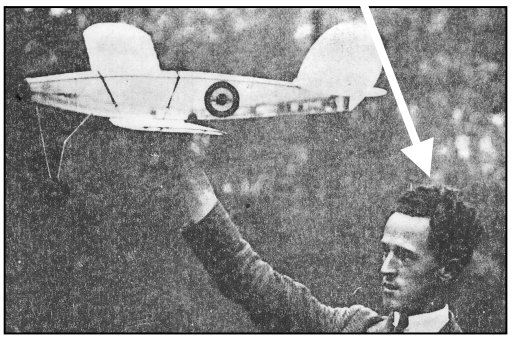
The process begins with the partial dismantling of the model. After which a specially trained assistant carries out some long and involved operation in the region of the rear motor peg. When this is completed the tube itself is surgically inserted into the throat of the hapless model. Now things begin to warm up, with a whole new batch of gadgetry coming into play. And, long before the winding up process even starts, you begin to feel that it might have been quicker to have built a new fuselage after all.

I suspect, however, that the whole operation is nothing more than a piece of showmanship. I base my suspicions upon the fact that the experts who go in for this sort of thing are using unburstable rubber. The winder upper might begin to feel the strain after the first thousand turns, stopping to wipe the sweat and glycerine from his fevered brow, but the motor is game up to the last turn his knotted up arm can put on the winder. Goodness knows where they get hold of the stuff, certainly not from my liquorice dealer.

Flying Colours

What colour is the best for a contest model ? From the expert point of view it depends upon a number of factors; whether the model flies, whether it prefers trees to bushes, and whether the timekeeper is colour blind.

To be on the safe side you could throw in the whole spectrum, but, unless you're a leprechaun, you will not likely find any pots at the end of the rainbow. This becomes evident when you take a look at the sort of craft that lifts all the big time prizes, and you won't need dark glasses either. Mostly these weathered veterans have about as much colour as a blanched sausage, having acquired their bleached complexions from flying too close to the sun for too many seasons. Fuselages that might once have been sheathed in jet black skins are now grey and sagging with age, while wings that were red as the girl friend's lipstick have faded into a Brand X whiteness. This makes it rough going for any colour-conscious timekeeper, but the way they fly is a sight for sore eyes. And, while the slicked up rainbow jobs are limping around like sick butterflies, you can never say that the bleached out max getters are ever off colour.

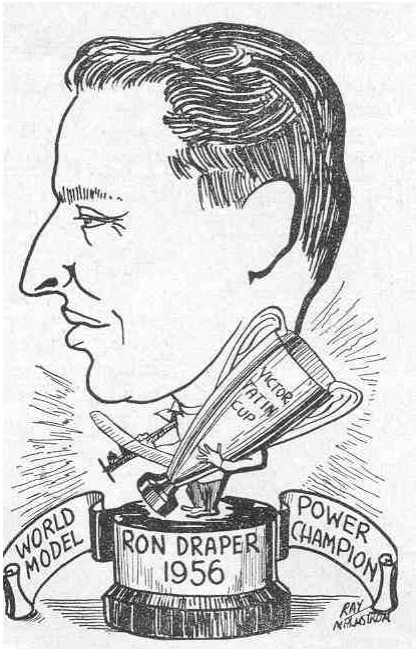


When Aeromodelling *was* aeromodelling

These fascinating pictures, spotted by Leigh Richardson while browsing through the British Pathe Archive on the internet, show Bill Henery and Ralph Bullock at the Great West Aerodrome, now Heathrow, in 1937 Henery is on the left, holding his "Wilfred" Wakefield which featured what is claimed to be the world's first folding propeller, here with the blades extended. [See SAM 35 Yearbook No.14] Bullock, unusually fro those days wearing an open necked shirt, is seen with an unidentifiable model and looking far more relaxed than in the well known picture of him, above right, holding his 1929 Wakefield Cup-winning low-winger. Leigh, who specializes in re-creating lost plans from photos and scraps of information, is currently involved in resurrecting some famous Italian models, on of which, the "Italian Giant" won Power at Eaton Bray in 1947. He is working on this with Bob Scott, "our man" in Italy.

NOSTALGIA - *By John Thompson*

In 1956 Ron Draper (representing Great Britain) and I (representing Ireland) flew in the World Power Championships at Cranfield. Ron won the event and I finished 6th.

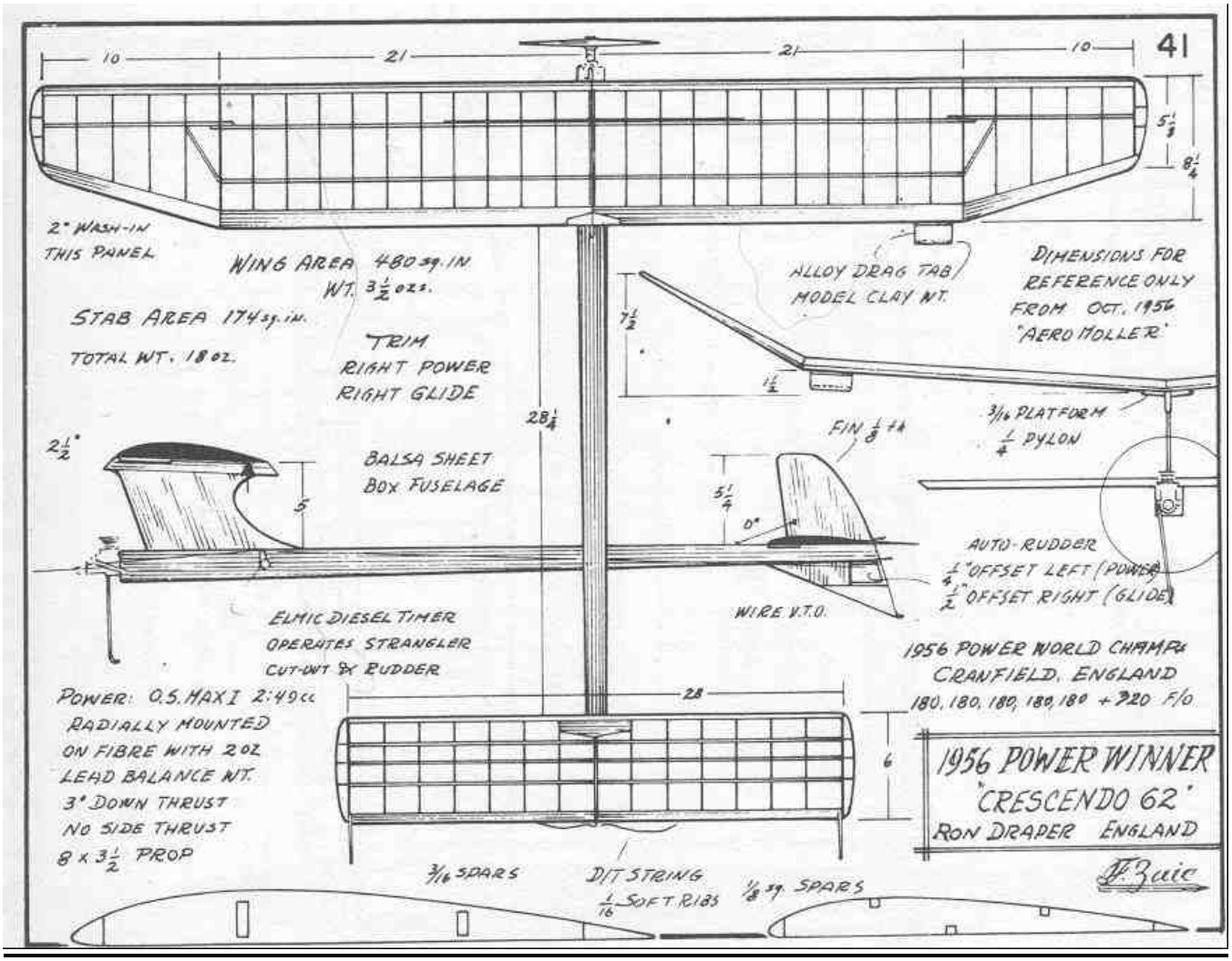


Ron's model "Crescendo 62" (see Frank Zaic's Yearbook 1957-58), was powered by an OS Max 1. One of the first that had appeared on the contest scene at the time; used lots of nitro and had been breathed on by Ron.
In all likelihood it was the most powerful engine in the comp, certainly outrunning an Oliver, but maybe the greenhead K & B Torpedo was not too far behind.
The winning model was subsequently re-engined with .19 rather than a .15 (to fly in 'open' events), Ron recalls that it flew behind a hanger at a comp later in the season, but he never managed to find it. Stolen he thought. An excellent model.

My model was one of a ZZ series powered by an Oliver Tiger it ROG'd, Ron VTO'd. I nearly maxed out on the first flight, but with usual hard luck story in that it flew behind the top of a hanger at Cranfield and I missed the max. by 7 seconds. To this day I can see that model going behind the hanger; such is life.

Ron and I made replicas for the 50 anniversary which was the Little Rissington do in 2006. I don't think that Ron has flown his. It was too windy at Rissington and he really has no local field. Mine flies quite well with a replica Oliver, it will certainly do a comfortable max. off the now permitted 12 secs.
(photos courtesy of Carl Draper)

Ron releases for an ROG at Cranfield



SUPPLIERS

John & Pauline Hook
FLITEHOOK—www.flitehook.net

MIKE WOODHOUSE—www.freeflightsupplies.co.uk

KEITH HARRIS—Plans service
21, Burns Lane,
Warsop
Mansfield,
Notts.
NG20 0PA
Tel: 01623 842167

TERRY ROSE – Plans service
35 Old Orchard,
Harlow
Essex
CM18 6YG
Tel: 01279 422301

USEFUL WEBSITES

SAM 1066 — www.sam1066.org
BMFA — www.bmfa.org
SAM 35 — www.sam35.org
Martyn Pressnell — www.martyn.pressnell.btinternet.co.uk
Loc8tor — www.loc8tor.com
X-List Plans —www.xlistplans.demon.co.uk
BMFA Free Flight Technical Committee — www.vengi.demon.co.uk
National Free Flight Society (USA) — www.freeflight.org
Ray Alban — www.vintagemodelairplane.com
David Lloyd-Jones - www.magazinesandbooks.co.uk
NEW
Belair Kits – www.belairkits,com

BARKSTON HEATH WEEKEND, 16/17 AUGUST 2008

Timperley Weekend 16th/17th August Barkston Heath
BMFA membership is required on both days. 10am start both days.

Wingies Saturday Special, 16th Aug.
All comps. to BMFA 2008 or SAM35 rules unless otherwise stated.
All contests to have 3 flights + fly-off if required. .
Combined Small Vintage. (N.B. no gliders in this contest) to include
(a) Mini-vintage rubber
(b) Mini-vintage power
(c) Midi-vintage rubber, ie wing area less than 190 sq ins.
Does not include any accepted type of Wakefield.
Combined Small Glider. to include
(a) FIH, 50m towline
(b) Classic A1 glider (to Dec 60, with no weight restriction)
(c) Vintage glider with a max span of 60" and total area less than A2 size,
ie <496 sq ins. Towline length 75m.
4oz & 8oz Vintage Wakefield (combined) SAM 35 rules
Very Small Vintage Rubber 25" Span and below, 8" Freewheel prop, 2 leg u/c. Design pre 51. Max. for first two flights decided on day, 3rd unlimited.
British Power (Usual rules)
1.5cc diesel (plain bearing), engine run determined on the day, usually 10 sec.

Contact **John Wingate** & Co tel 01407 831383 or email wingate@globalnet.co.uk

Timperley Gala. Sunday 17th August
All to BMFA rules 2008 except where stated.
Combined Rubber. Combined Glider. Combined Power (but excluding electric power).
Vintage. Coupe d'Hiver (3 flights).
Contact Gerry Ferer 0161 928 4955 or email gferer@hotmail.com

Forthcoming Events 2008

with competitions for Vintage and/or Classic models

Date	Venue	Event
21st March (Good Friday)	**Church Fenton**	**Northern Gala**
22nd March	**Church Fenton**	**Pannett & Kay Meeting**
22nd March (Sat)	**Middle Wallop**	**9th National Glider Day**
Vintage/Classic Gliders		
23rd March (Sun)	**Middle Wallop**	**Bournemouth MFC**
Rubber/glider/cabin power/HLG/CLG + Crookham Contest Modellers Combined Power		
24th March (Mon)	**Middle Wallop**	**Croydon MAC**
F1B/4 oz + 8oz Vintage Wakefield		
6th April	**BMFA Area Venues**	**2nd Area event**
BMFA Classic Rubber		
20th April	**BMFA Area Venues**	**3rd Area event**
BMFA Combined Rubber and Tailless		
27th April	**Middle Wallop**	**Trimmimg Day**
Includes VERON Junior competition - see website for deatails		
4th May (Sun)	**Salisbury Plain**	**London Gala**
BMFA Combined Rubber,Glider & Power & BMFA Vintage		
5th May (Mon)	**Salisbury Plain**	**London Gala**
BMFA Mini-Vintage		
24th/25th/26th May	**Barkston Heath**	**MFA National Championships**

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

For up-to-date details of SAM 1066 events at Middle Wallop check the website — WWW.SAM1066.ORG

For up-to-date details of all BMFA Free Flight events check the website — WWW.VENGI.DEMON.CO.UK or WWW.BMFA.ORG

For up-to-date details of SAM 35 events refer to SAM SPEAKS or check the website — WWW.SAM35.ORG