	<h1>NEW Clarion</h1> <h2>SAM 1066 newsletter</h2>	<b>Issue 09.03</b>
		<b>March</b>
		<b>2009</b>

Affiliated to the  - Club No. 2548  
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## EDITORIAL

The start to the 2009 flying season has been disappointing to say the least. After the snow postponed Crookham Gala in February, the next scheduled events were the BMFA 1<sup>st</sup> Area meetings (which included the 'open' Vintage class). As I write this on a bright, calm sunny morning, yesterday's conditions (at Beaulieu, but I understand pretty much all round the country) seem like a bad dream! Very strong cold winds and rain (see Richard's quiet day out).

Now we are keeping our fingers crossed for this Sunday (15<sup>th</sup>) at Middle Wallop.

Don't forget to support the Wakefield and Tailless leagues this season and spread the word to others who don't see the newsletter.

I have received notification of the Swedish Open Championships for FF models - August 21-23 2009 - to be held at RINKABY military training grounds in Southern Sweden, about 100 km from Malmoe/Copenhagen.

They are organised by SMOS - the ASSOCIATION of SWEDISH OL TIMER FLYERS - SAM CHAPTER 67.

There are events for rubber, glider and power models to be flown to Swedish SAM rules. If anyone needs further information, email me and I will send the details on.

## DAVID BAKER'S MODELS

*The following message comes from David's son-in-law Brian Yearley*

Due to the number and condition of the models at 24 Pine Trees, I think the only option is to have an open house, one day that has been advertised on the websites, and allow people to take the models they want, with donations to charity if they wish.

There are a lot of models that had been given to David from people no longer alive eg John Blagg and Jim Adams. If people have a legitimate prior claim to any of the models they would have to let me know prior to the day and I will try to make arrangements for them to collect them. This has been the case with one of the Leprechauns, when last Saturday we found a letter from 1999 requesting its return!

**The date of the actual day is yet to be decided but is likely to be within the next 4 - 6 weeks as I do need to sort the models sooner rather than later. (The date will be posted on the SAM1066 website as soon as it is becomes available)**

Don Knight has offered to help sort the models first and then be at the house with me on the day. Anything remaining after the day would have to be scrapped. People with legitimate claim to any of the models can contact me prior to the day. The models will be airframes only, i.e no engines or timers!

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## Richard's quiet day out - via John Thompson

*If you think that you've had a 'bad day' on the flying field, spare a thought for Richard Wykes:*

1st Area comp March 8th, Barkston Heath. Winds 25 mph, plus snow, rain and sleet.



Undeterred by the conditions Richard Wykes determined to do well in the combined power event. First flight a max with model gliding into fence post, damaged wing leading edge.

Second flight time keeper forgets to start watch so has to have another go. This time he maxes, but model glides into stiff hedge - another wing damaged. So first wing is repaired in the loos to keep out of the wind. Third flight max.

So to fly off, having checked that Tony Shepherd at Beaulieu would fly off, anyway sets short run and DT, does 2.08. South of England 2.48.

Gets home, parks in drive, has a cup of tea and nap, at 9pm goes to empty car and finds someone has already done the job for him, including a broken rear window.

Models and gear gone but.....wait, has his tracker indoors and remembers that a bug is still in one model.

So along the dark streets he goes getting a stronger signal all the time, until arriving at the local park, which he notices is being illuminated by a bonfire.

Oh yes it was his models and gear, of which he managed to rescue the fuselage with the bug and a timer. The rest was too far gone and with the flames dying down could not see any longer.

Anyway the Police took finger prints off some of the things Richard had dragged from the fire and we await to hear if any culprits are found.

Then Richard, who has a bit of a dickey heart, was taken ill during the night and had to go to Hospital till 6.30, now OK, thank goodness.

The cost of this, two trimmed Flying Pencils (albeit with damaged leading edges ) lost for ever, £90 for new rear window, £10 for taxi from hospital, plus the replacement of his field box tools etc.

So now you know why this was Richard's quiet day out !

P.S. This means he will have to use one of the other 3 or4 Flying Pencils at the next comp!

## MIDDLE WALLOP 2009 - BY Mike Parker

The Defence Estates licence for all of the advertised events is now in place so we can look forward to 14 days of great model flying. Can someone please take on David Baker's role and order the weather.

### SAM 1066 Gala

You may be aware if you read January's issue of the New Clarion, that the days at Middle Wallop offered to SAM 35 (requested by them!) have now been declined and therefore the SAM 1066 committee has, after discussion with various members, re-organised the weekend as a SAM 1066 Gala.

The Saturday & Sunday (May 9th & 10th) will now consist of the following contests but will of course include Fun Flying & Trimming (BMFA members only). For further details see the club web site.

#### Saturday

Classic Glider  
Lightweight Rubber  
Vintage Coupe d'Hiver  
Classic Power

#### Sunday

Vintage Glider  
4oz/8oz Vintage Wakefield  
Middleweight Vintage Rubber  
Vintage Power  
Texaco Spark Ignition

### Dogs

Dog owners please be aware that following an enquiry regarding the information relating to access for dogs at our events at Middle Wallop, it is now confirmed that **NO dogs are permitted on the airfield at any of our events**. Apologies to those affected, the committee made every effort on your behalf. The club web site page now reflects this change.

However, if you are camping at Easter or at the SAM 1066 champs in August you can still bring your dog onto the campsite (please note that no dogs are to be left unattended).

### Organiser(s) needed

Due to a conflict in events caused by a late change of date for the BMFA 5th Area Free Flight event, SAM1066 now needs a volunteer to act as event organiser for the Fun Flying & Trimming day on Sunday September 20th. Both John Thompson and I will be at the Area event so if the date is to go ahead someone needs to put their hand up. In truth it's very easy and doesn't mean that you can't also fly.

Perhaps a couple of you can get together and share the responsibilities, full training can be given at events earlier in the year. In truth we do need more people to take on some tasks, John, Lindsey and myself can't be on the committee for ever!! (neither can I edit the newsletter! - Ed.)

## Power model gadgets - By John Thompson

Not much has been written about the origins of VIT (*variable incidence tailplane*) and AR (*auto rudder*), so here goes.

This does not pretend to be definitive so I would welcome any comments.

The basic advantages of AR and VIT are that with AR the model can be turned at the end of the power run into the glide path.

VIT allowed smaller decalage, which reduced drag and increased the climb rate. It also would allow a smaller tailplane.

But the most important gain is that the climb and the glide can be trimmed independently, thus avoiding the frustration with a 'locked-up' model needing a small alteration to the climb and then this upsetting the glide.

Of course there are many who think that the devices are 'cheating' and that the models should be truly free-flight.

The 'locked-up' model with higher power is not a beginner's class, but is much more an expert class, which can have a pretty high rate of model attrition. Possibly this is why power competition flying is not greatly popular nowadays.

Auto rudder (AR): One of the first mentions is John Gorham with his CONTENDER in 1950, using one, but saying that it was more reliable not to have gadgets.

I'm sure others must have experimented, but not be written up. Surely rubber models must have used AR, utilizing torque or the prop fold setting off a mechanism?

Ron Draper used one on his 1956 winning model as he said he could not get consistent transition without it.

Variable incidence tailplane (VIT): a difficult one; the first reference I can find is in Model Aircraft October 1951, by M.A. King. Written up, but I wonder if it was really tested?

The next is Gadget Review in Aeromodeller August 1954, from New Zealand. I do believe that I had read that Frank Bethwaite (NZ) had experimented with VIT, but I can't trace the original.

In Aeromodeller April 1956 Jim Waldron expounds various methods.

I have been in touch with Jim Waldron and Dave Painter and both have passed on a lot of information.

Before I describe their experiments and models, a few words regarding early 1950's power models (backed up by recent experiments with models and engines of that era). It is necessary to do this, as memory alone is not good enough to remember what it was like.

Most UK models used diesels, glow tended to be a rarity until the mid 50's and even then did not really take a hold till 1960 (World Champs results bear this out). The power was relatively limited and it did not matter much whether it was high thrustline or pylon layout, either could handle the power satisfactorily. The one problem in all of this was that for FAI it was 'take off from the ground', this effectively meant ROG; VTO was not generally used until around 1955.

The pylon layout was better for ROG as it got its nose up quickly, high thrust line models tended to wiz along with a long, flat, initial climb, before eventually putting their nose up. VIT, if used, would have done the same.

People looked for consistency, hence the longer moment arm and large tailplane. A further point, airdraulic timers were generally used, the Eliminator of 1952 was an exception, using an ED clockwork timer (I suspect that cost was an important consideration in those days).

It's difficult for people to appreciate how little spare cash was available for hobbies etc. like aeromodelling, in those far off days.

Nobody had come up with the idea of a timer working the AR or VIT before the engine cut. 'Plates' on clockwork timers had not been invented.

Airdraulic timers would set an AR off at the same time as cutting the engine, not the easiest way of managing a good transition.

All of this was complication and people preferred to avoid it.

There is one further point which I am not sure we were aware of in those days, but which I have found a problem with current replicas: AR and VIT really came in when glow motors were adopted because they gave more power. FAI weight rules meant that clockwork timers could be carried with ease, but more importantly glow, with either fuel cut-off or fuel flood-off stopped the engine run more reliably, whereas diesels tended to be less precise. This has given me problems with getting reliable AR/VIT transitions.

A slow engine cut off for example can make a mess of the transition and what about a 'burp'?

As regards flight patterns, with power available in the 50's, the straight up, vertical pattern of today was difficult to obtain. A 15 second engine run is an eternity, no F1C or modern power model could hold that pattern for that length of time.

As a generalization a sweeping 1 to  $1\frac{1}{2}$  turn pattern was the solution. This was used well into the 60's. Notwithstanding this I do have an 'Eliminator', powered by an Elfin 1.5 which I modified to incorporate AR and VIT, which I can get to climb more or less straight up for 15 seconds. It's a bit dodgy towards the end, but this may be because it's light, has a big tail and a bit of luck.

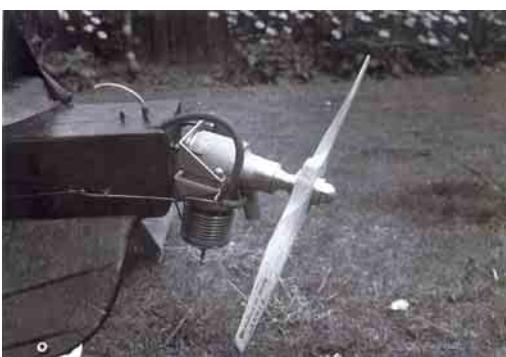
Now to Jim and Dave's 'Henley-on-Thames Club' models. They had read about Frank Bethwaite's low CLA theory and went along

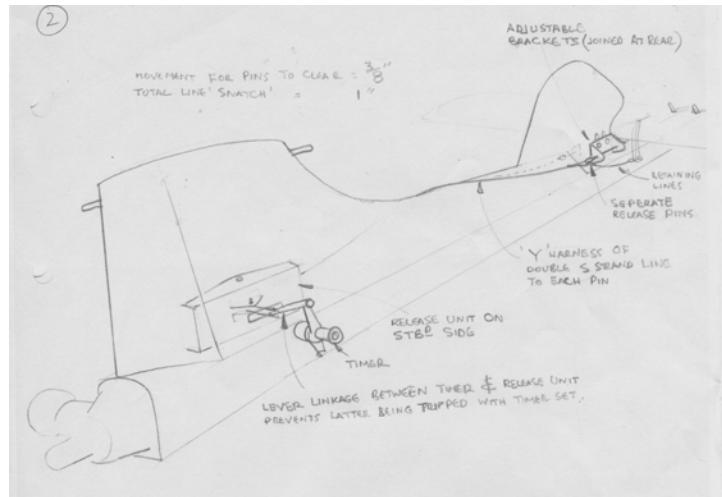
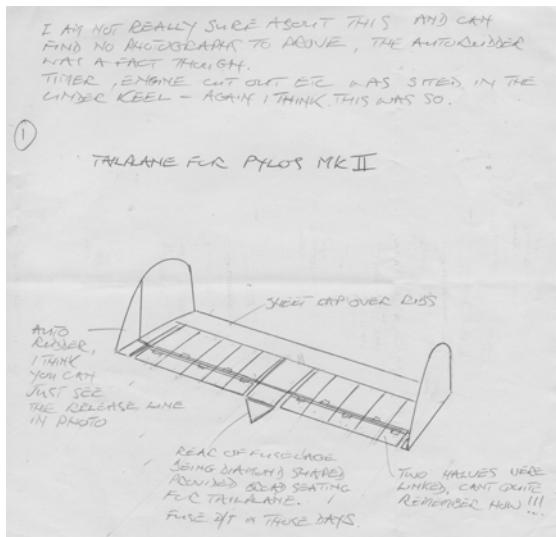
designing models along those lines. Jim certainly had tried VIT in 1952 (difficult to give a precise date), by 1954 AR was certainly used on their competition designs - see pictures. Neither can remember precisely when VIT was first used in competition, but experiments were certainly being conducted at this time.

1954 was a good year, with high placings in important competitions. Dave just missing the World Championship team for 1955, by one place. What would have happened to power model design if he had made the team? The side and downthrust on these models is extraordinary, but they VTO'd alright!

Jim's diagram shows the rather complicated 'mouse trap' arrangements for VIT. In the early days of experimentation it was not realised that it was easier to use VIT by lowering the trailing edge of the tailplane (rather than lifting the leading edge), with aerodynamic forces then holding it in the glide position.

By 1954/55 (see Jim's AM article) this had been realised. It is very easy after the event to say why wasn't it done before.





As far as I can tell they were the only ones in the UK experimenting with VIT until 1961 and the 'Night Train' by George French.

Jim and Dave continued on, but eventually careers, families etc. took their toll and the Henley Club ceased to exist by 1960.

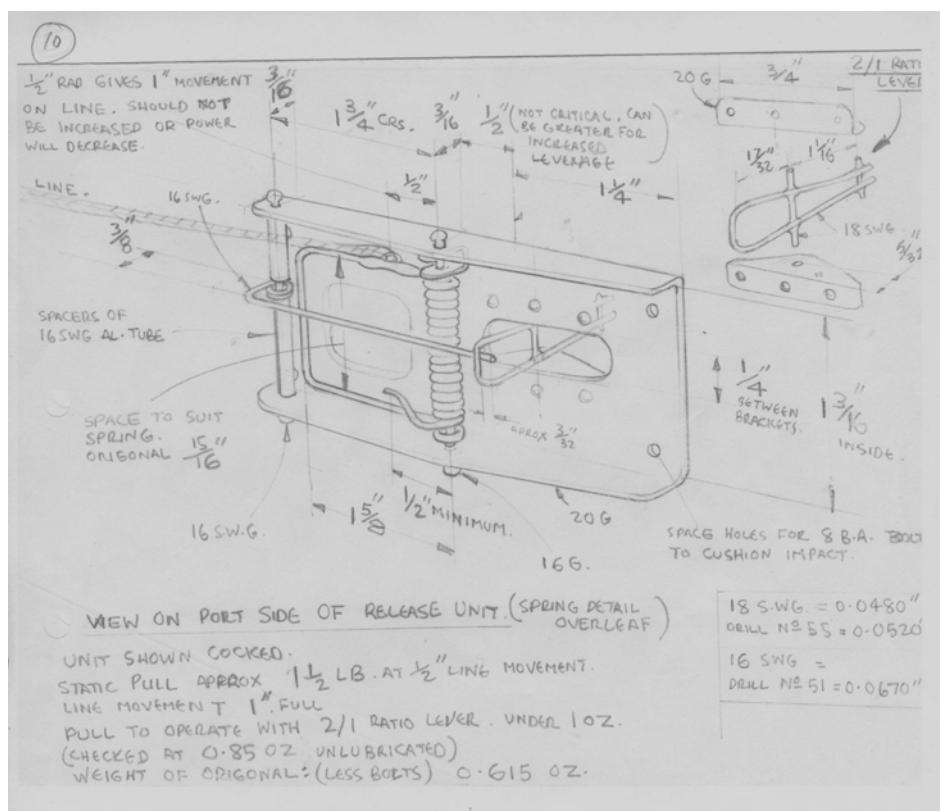
Jim doesn't do much modelling now, but Dave comes along, with his gliders, to most of the SAM meetings at Middle Wallop. 

These were real pioneers  
- thanks chaps.

There will be a follow up article on the subject of 'gadgets' featuring the work of Czechoslovakian Vladimir Hajek, who was the first to fly a VIT/AR model in the (1955) World Championships.

Through the SAM network I have been able to make contact with him. I have photos showing his flapped wing models in 1955, with also ideas that he had for folding wing models!

Eat your heart out you modern F1C exponents, Vladimir had though of and/or done it by that time!



## Looking forward to the Dixielander comp... - By Simon Dixon

When I first decided to try my hand at Slow Open Power (SLOP) a while back I remember talking to George Fuller about power models in general and the piece of advice he gave me that stuck in my mind was "nothing must move, make sure everything is strapped down and solid". So with this in mind I designed and made 2 models loosely based on the Dixielander but with longer tail moments and smaller tails, they flew well (and still do). Just as an aside I have recently spent some time flicking through my Dad's Aeromodellers from the 1960's and it seemed like in almost every edition there was a picture of someone flying a Dixielander - it must surely be the most built free flight power model ever?



It wasn't until the Southern Gala last year that I heard about the Dixielander competition this August and after speaking to various people who have built one decided to have a go at making one over the winter. I can honestly say that it was a pleasure to build, I made it to the Yeoman plan and kept CG

position, warps etc as shown, I fitted an OS MAX 15 and originally thought about a hard tank and suction feed so I could fly it in SLOP as well, but then I remembered that I have 4 SLOP's already so I decided to fit a bladder soft tank, open up the venturi insert from 6mm diameter (which I use for suction) to 7mm and run it on pressure feed with 25% nitro fuel. Covering is Heavyweight Jap for the wings and lightweight modelspan for everything else - the tail did need 2 coats of fuel proofer though to get the CG right so maybe a heavier covering for the tail may have been better.

It is as yet unflown, I am planning to try it soon and I am hoping it won't need much adjustment, but we'll see. Looking forward to the competition in August, I am bringing the family and our caravan so let's hope for good weather because I am pretty sure there will be a sizable entry - what an honour it will be for George!

## WAKEFIELD MATTERS - Vic Willson

The 4oz and 8oz Wakefield League competitions will be running as usual this season, with the final event at the August Middle Wallop Championships.

The scoring system will be the same as in previous season (refer to NEW Clarion - May 2008 for full details).

The first qualifying event will be at Middle Wallop

Peter Michel sent the following email and then followed up with some pictures taken at Epson a few weeks later:

*My new Korda took to the air for the first time on Epsom Downs this afternoon in perfect near-calm conditions. Very impressive. It trimmed out (right/right) in five flights, needing just 1/64in. right side-thrust and 1/64in. stab negative.*

*From previous experience over the decades with the Korda (two lost in flight, one stolen) I knew that this model likes to fly light at nothing over the minimum weight. So I put the completed job on the scales (including motor peg and prop hook) and poured on rubber until 8oz. came up.*

This produced a motor of 84gm (2.96oz., or 3oz.-ish, with lubricant) which is exactly right. I went for 16 strands of 3/16in Super Sport, knackered stock for starters. Even so, the climb-out on 750 (850 is the target maximum) was all I'd hoped for. I think it will give my No.1 Horry a run for its money.

Pity there are so few 8oz Wakefield contests these days. It's the best way to fly rubber in my book.



*Peter Michel, Tim Westcott and Peter Jackson with their Korda '39's at Epsom Downs (where it all started for me - Ed.) - the smiles say it all!*

The model held by Tim Westcott is Alex Houlberg's original, complete with the name and address label - a remarkable survivor, still being flown 70 years later!

Since building my version I have spoken to so many modelers who have built their own versions over the years and the message that comes over in all cases seems to be that nobody has a bad word to say about the design.



*Another view of the Houlberg Korda*

Peter also forwarded some pictures of Tim Westcott's latest masterpiece. This is a recreation of Bullock's 1939 streamliner. A wonderful effort, as I think you will agree.

Tim adds the following details:

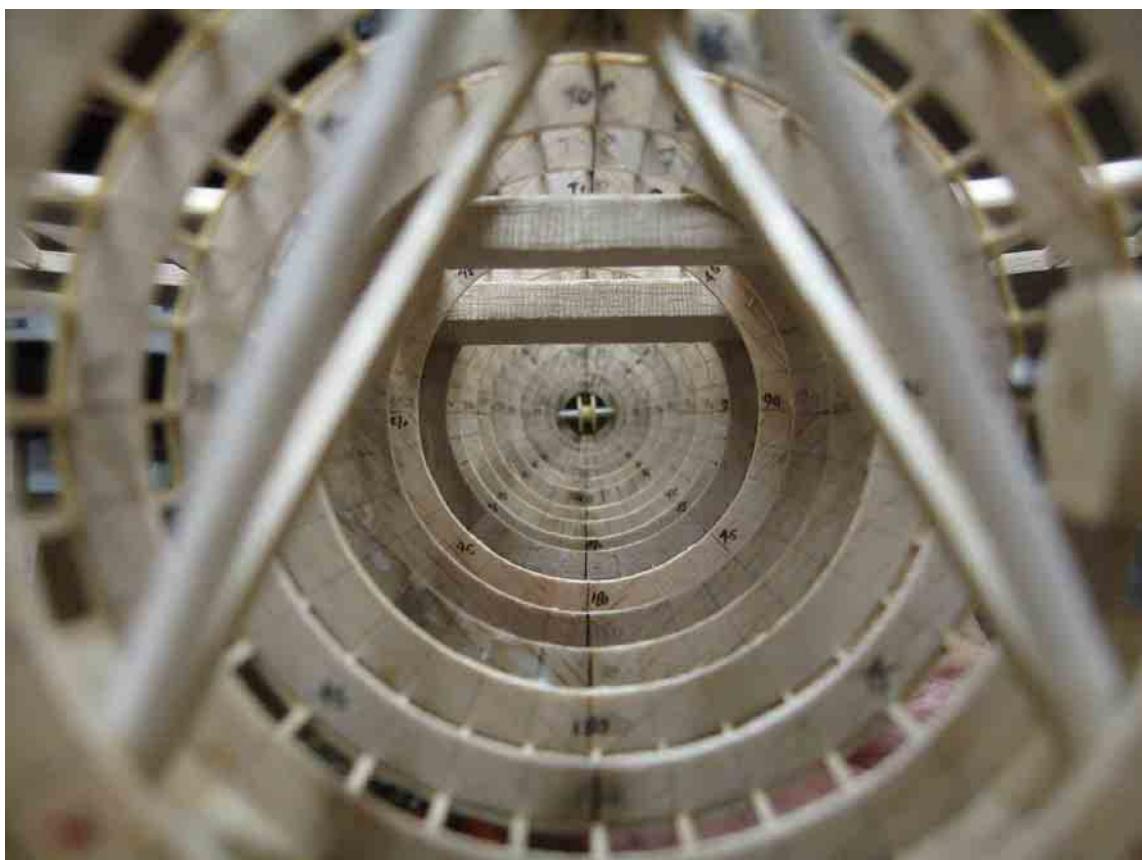
*You may just be able to make out Bullock's "Fabricing Strips" between each stringer at each former in the close up picture.*

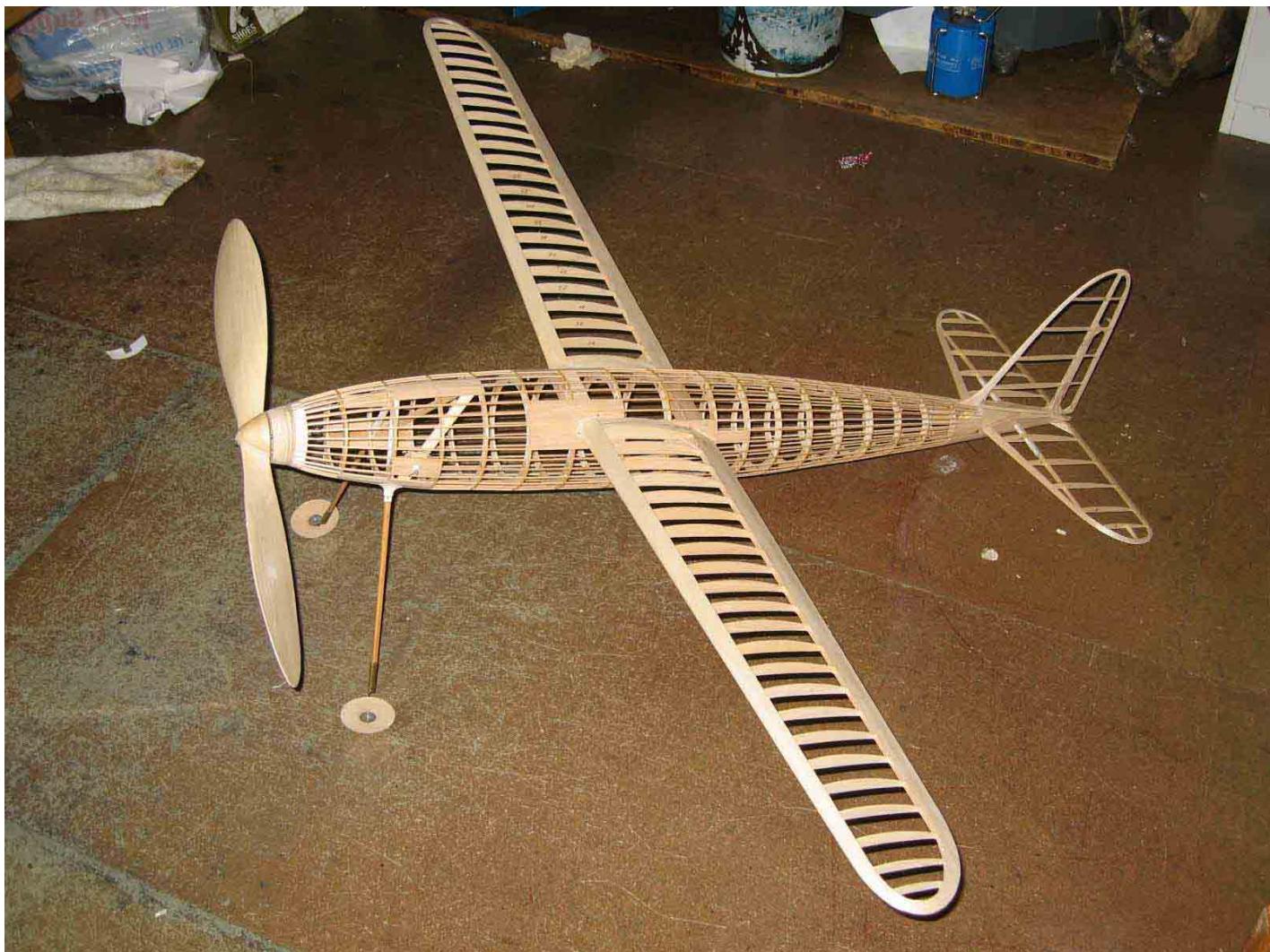
*There are 19 formers with 32 stringers (31 gaps) and each fabricing strip took about 1 minute so that's  $19 \times 31 \times 1 = 9.82$  hours! It seemed to take even longer than that!*

*Actually, these fill-ins have increased the anti-twistability of the fuselage dramatically!*

*Now I have to cover the beast. Some say rough side out, others say smooth side out?*

*Better pictures in the daytime but I was so pleased with myself ....*





## Veron Cardinal Kit

I have a friend who has found an ancient but (I understand, complete) kit of a Veron Cardinal while clearing out her now-adult son's bedroom prior to moving house. It's in Essex at no cost (not even 14/6!) to whoever collects it.  
Is this likely to be of interest to any SAM members?

Simon

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## TAILLESS MATTERS- By Vic Willson

The Tailless League for the HALCYON TROPHY will once again be running this season. The qualifying events look as though they will much the same as last season, with the BMFA 3<sup>rd</sup> Area meetings on April 5<sup>th</sup> being the first, followed by the Nationals at the end of May.

I will update the calendar in next month's newsletter.

## Some Notes on Powered Planks - By John Close

While I have designs on two more planks, Hollowwing (see Dave Dent's article) and Wainfan Pee Wee 30, this is mainly about Pete Wyatt's Lil' Plank and Pete's Plank, June 1955 and May 1951 Aeromodeller respectively. Lil' Plank is quite small, 35 in span, designed for the Albon Dart 0.5 cc diesel but any small engine will do, I use a Schlosser 0.25 which is as powerful as a Dart, very easy to start and in most modeller's opinion the best small engine ever produced. (End of commercial) I have lost a Lil' Plank OOS with a Banks Mills 0.4 cc.

The wing section is an under cambered reflex, probably the Swiss S1 but is not specified. There are no elevons. There is tip dihedral. Just as a comment, it is often said tailless, particularly with sweepback, do not need dihedral. However I think that some dihedral is beneficial and the tip dihedral of this model may help with the horizontal looping problem.

I have incorporated some modifications which have been developed since 1955. The most important of these is to reverse the reflex on the centre section where the prop wash hits the wing. Planks loop very easily and some designers mount the motor above the wing to keep the airfoil out of the prop wash but the reverse reflex invented by Barnaby Wainfan works fine and will even cure that notorious looper the Chad. Some critics blame the looping on the downthrust hitting the underside of the leading edge but Wainfan's mod seems to work. See details in Tailless News Second Extra Summer '08 I also use a small amount of washout on the tips. To trim for turn the fin or a small drag tab on the top of the wing tip at the point of max camber works well. These mods can result in a climb which quite astonished those notable power fliers, Richard Wykes and Dave Clarkson, the glide isn't bad either. I have had no problems with horizontal looping with Lil' Plank. A slightly larger model with a 0.5 Schlosser could be competitive but I would be reluctant to lose the engine and a reliable DT is yet to be developed.

May, 1951 279 Aeromodeller

**PETE'S PLANK**  
A 54 INCH SPAN FLYING PLANK

**Build this British Record Holder**  
By PETE WYATT

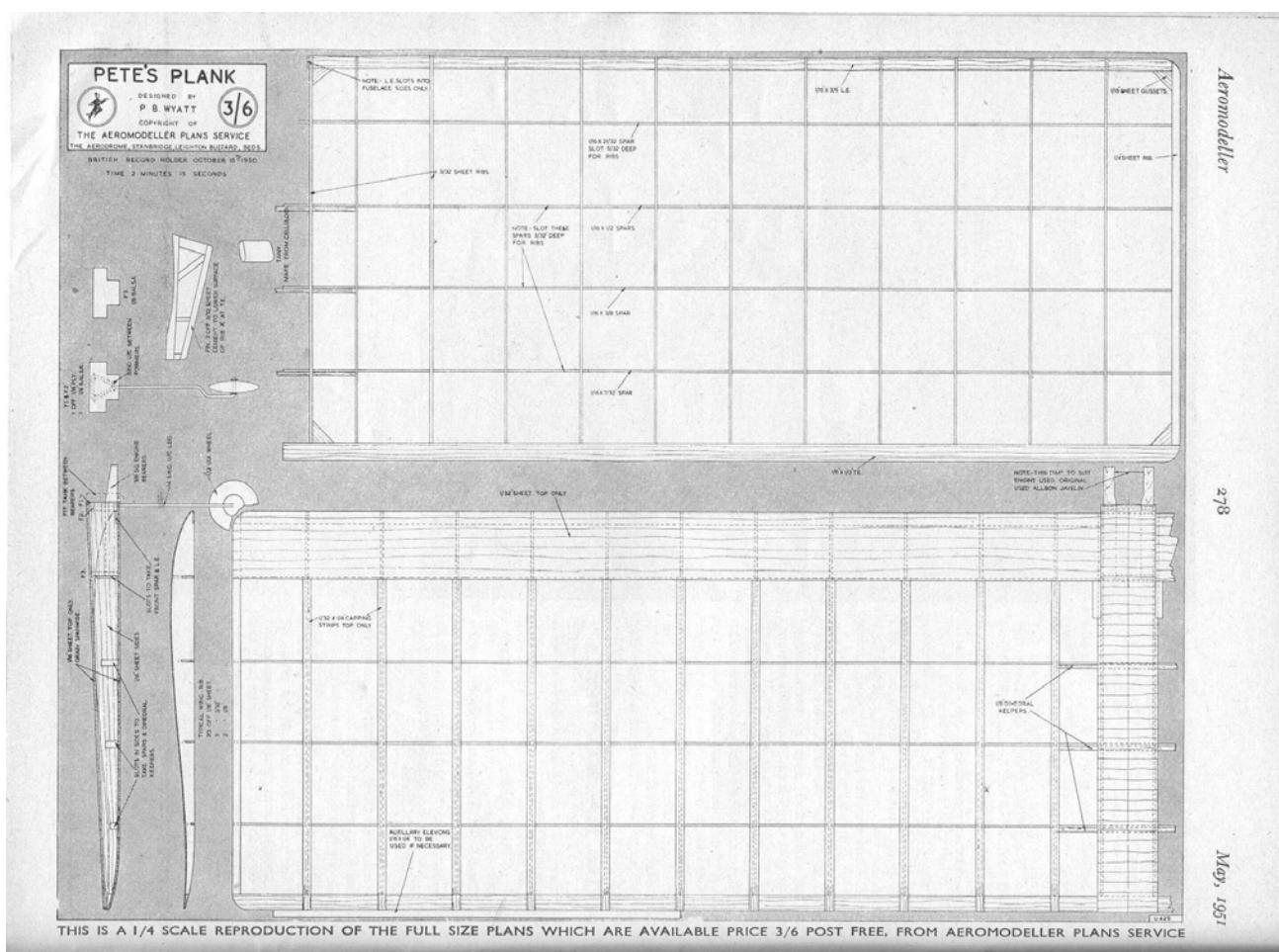
Member Ipswich M.A.C. . . . Aged 20  
Engineering Apprentice . . . An accomplished flier of A/2, Power Duration and Tailless types . . . Winner International Power Event, Eaton Bray 1950 . . . Has only one hobby—Aeromodelling, and more Aeromodelling.

Huge 650 sq. ins. Plank can be judged for size by comparing with design by P. B. Wyatt. Despite the size, Pete motors between E.D. Bee and Albon Javelin. Lower photo shows fin arrangement.

Pete's Plank is much larger, 54 in span for a 1.5 cc motor. It uses a sharp entry, flat bottomed section with some reflex. The spars are 1/16 sheet with a sheeted leading edge. I usually build heavy but for my first version I used wood which was much too weak so there were so many repairs while trimming that I scrapped it. The second one used a more

conventional structure with spruce and balsa spars webbed to make a D box with the leading edge. I added six inches to the span, a bit more dihedral, the Wainfan modification and a cabin to qualify for the Bowden Competition. The cabin top flips up hopefully providing a DT but I have not had an opportunity to prove that this works. With two small wheels on the fins and a larger wheel to give a larger ground incidence the take off is fine. At 2008 Bowden the wind was diabolical but the 1.0 cc Heron managed the take off, but the turbulence ended the flight for a no qualify and as Roger Gedge remarked 90 degrees dihedral. I have found Pete's Plank to fly well and in Pete Wyatt's hands was British record holder. If I can find the courage I ought to try a 1.5 cc as Pete did.

The problem of horizontal looping, if this is the correct term for the tendency of tailless models, after 15 or 20 seconds or so, when power is increased to enter a tight bank usually of quite small diameter which fortunately mostly does not lose height so the model recovers when the motor cuts, can be quite spectacular if alarming. While discussing this with John Kay and Keith Harrison we thought that a forward fin might alleviate the looping. Lil'Plank has a small forward fin and appears not to suffer from this. I have attached a forward fin to the Spectre and to the Zanonia and if it works I may build an own design using this feature. After one flight (the elevon came off) this appears to have improved the Zanonia.



I have found two models I overlooked in the plans list in the earlier Clarion. These are the RAKE by Len Ransom, Model Aircraft March 1963 and KLOUDET by L. Ellis, Model Aircraft March 1958. Both of these should be good flyers.

All readers interested in tailless aircraft should get hold of a book, suggested to me by Chris Peters, Tailless Aircraft in Theory and Practice by Karl Nickel and Michael Wohlfart, translated by Capt. Eric Brown RN published by Edward Arnold. The model

component of this book only refers to radio slope soarers but suggests that the cure all for tailless instability is to move the *CG* forwards, it works for full size gliders. I have now built the Wainfan Pee Wee 30 to the drawing in a previous Tailless News which uses the reverse camber. Preliminary flights seem to indicate a very good

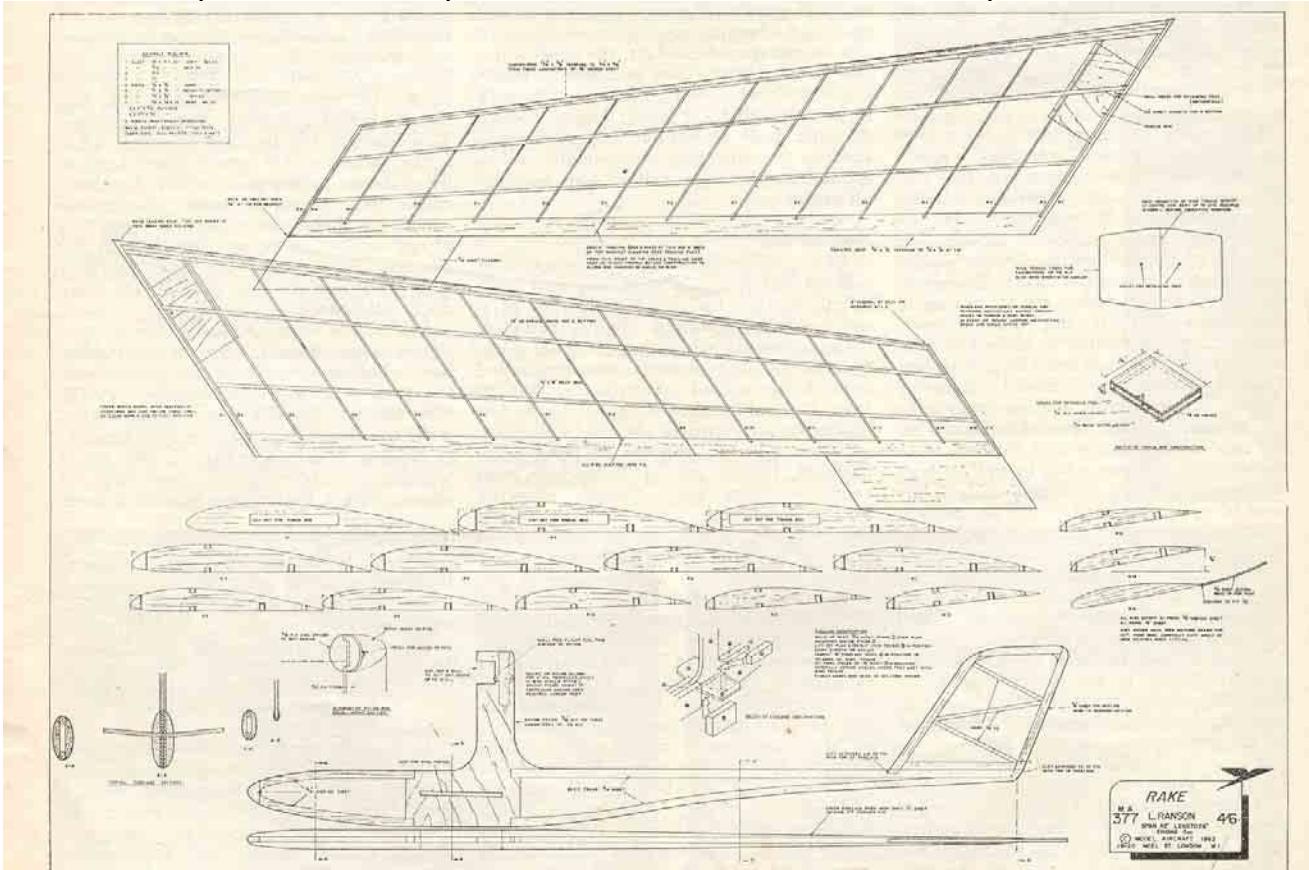


performance. The Hollowing is also very promising but like Mick Page's winner requires a good heave upwards so that the reflex can operate otherwise the high mounted motor pushes the model

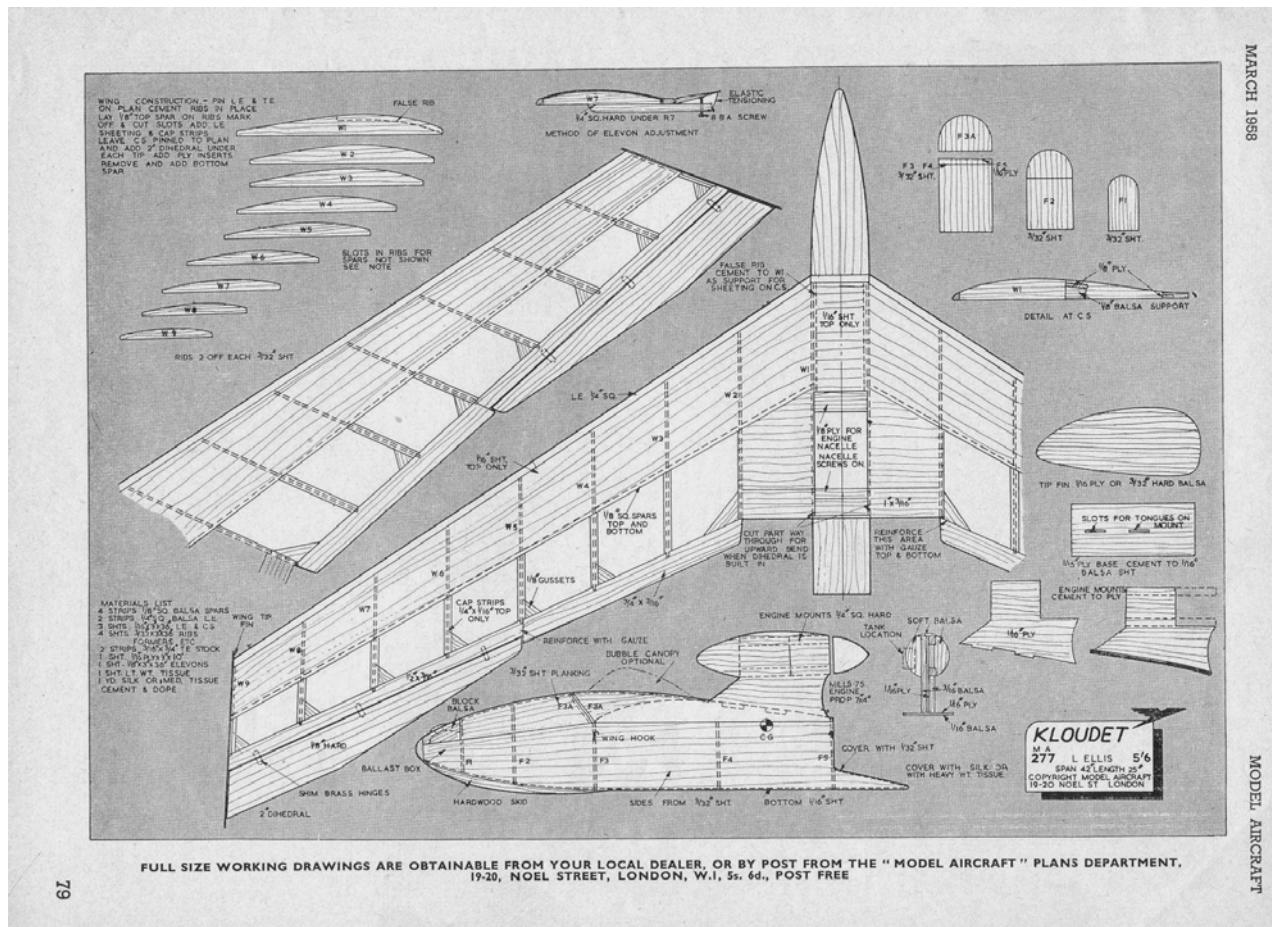


into the ground. The aluminium tube spar results in a very stiff structure and it is of note that it has been tried in an F1C wing.

The only response for the Postal Contest has been from John Kay. Mea Culpa, I have not made any flights myself, mainly due to the weather and putting g a bigger engine on the Zanonia which produced some spectacular results but not those required.



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# BMFA Indoor for 2009 - *By John Andrews*

Following on from the BMFA Indoor Technical Committee's 'Gyminnie Cricket' Challenge initiative in 2008, they are introducing a 'No-Cal' Challenge for 2009. A 'No-Cal' model is a rubber powered profile scale model of any aircraft scaled to 16 inches wingspan. The following is an extract from the BMFA newsletter listing the requirements.

*Come Fly with us 2009.*

The Indoor Technical Committee have agreed a new challenge for 2009 to follow in the tracks of the Gyminnie Cricket event of last year. This year's challenge is to build and fly No-Cal scale models to the rules set out below.

As the name suggests, a No-Cal (no calorie), is a lightweight rubber powered profile scale indoor model.

## *Rules.*

1. The minimum weight of the complete model without rubber is 6 grams.
2. Wingspan to be no more than 16.0 inches (40.64cm).
3. A plastic propeller may be used.
4. The motor stick or tube must not extend beyond the profile outline perimeter.
5. Model covering must be tissue. Scale markings are not compulsory, as scale points will not be awarded.

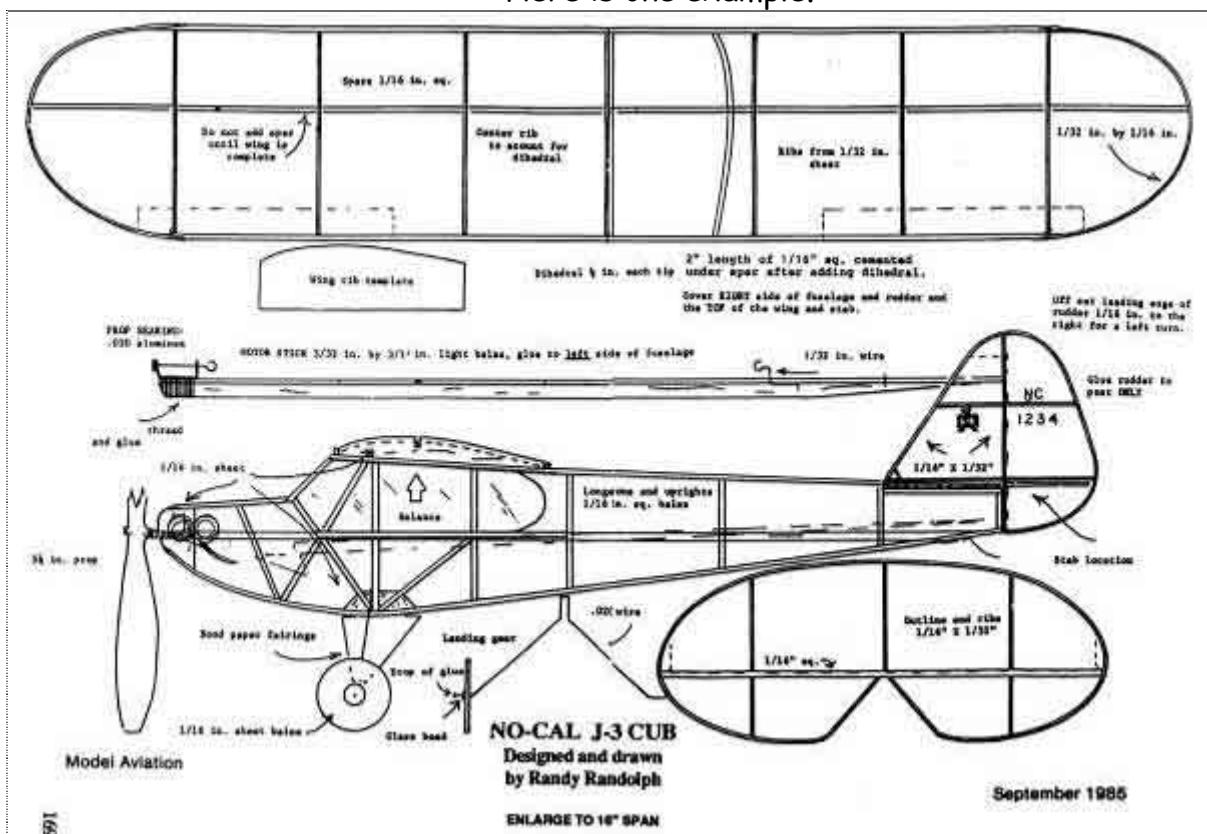
6. A fixed undercarriage is required, though not for planes with retracting undercarriages.

7. A 3-view representation is needed for visual integrity. Flight duration is the name of the game. For further details see the BMFA Website [www.bmfa.org/task/indean/index.php](http://www.bmfa.org/task/indean/index.php) and subsequent editions of the BMFA1 News.

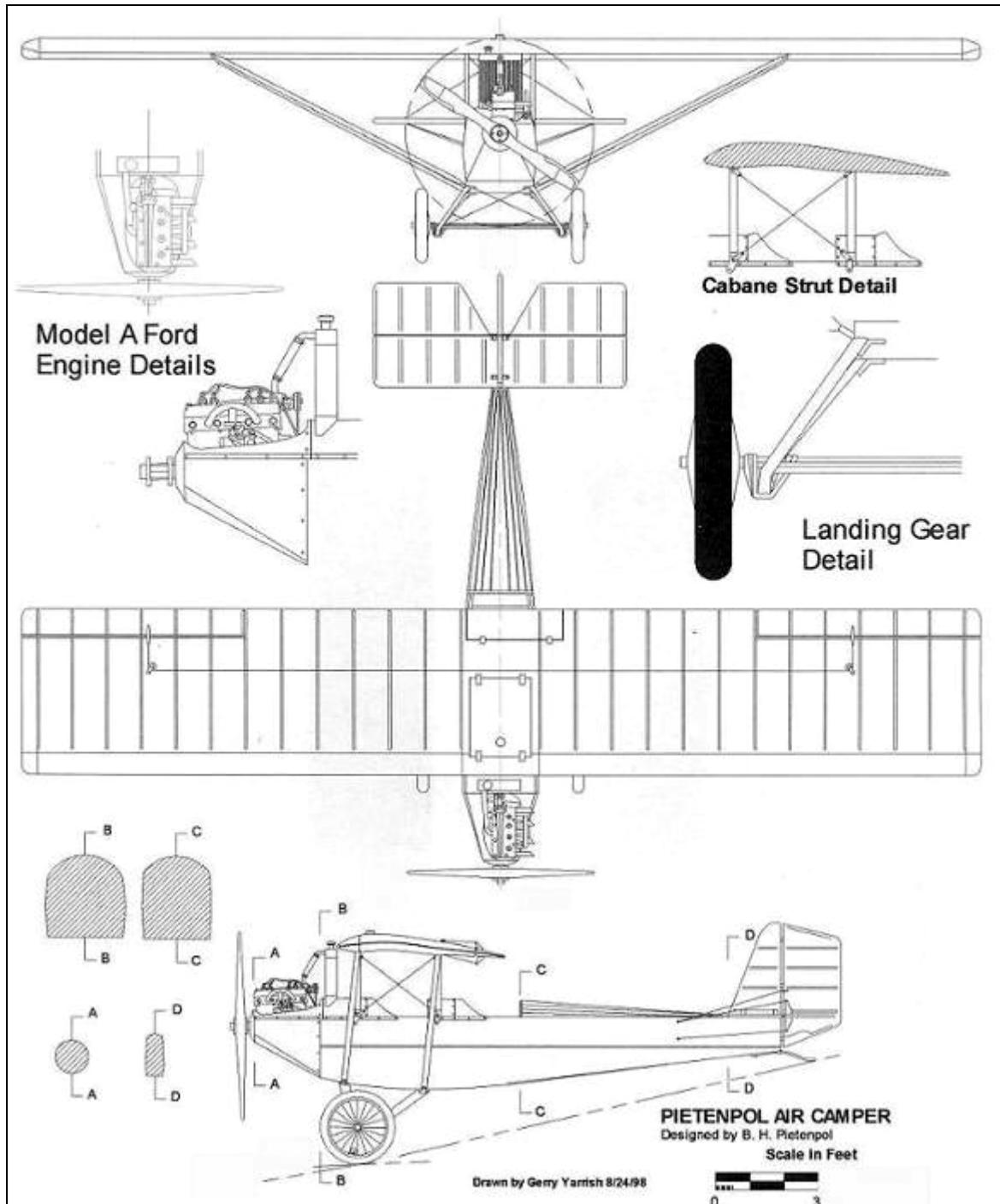
*It is anticipated that the final of the No Cal Challenge will be at the Indoor Nationals in late summer. The Challenge Trophy is up for grabs again. We hope that this new challenge will encourage a crossover between Indoor Scale and Duration fliers, as we often both use the same venues.*

*The ITC would like to see masses of these beautiful models flying in sport halls around the country and also, in the Scale Indoor Nats free flying hall at Nottingham University on 26th April.*

Here is one example.



Here is a three view plan of the 'Pietenpol Air Camper', this would also make a good 'No-Cal' as it would have a large wing area and the simple plan-form certainly suits my personal aversion to curves. I'm sorry that the dimensions are missing, I copied and pasted off tinternet, but I don't think any of you would contemplate building the full-size version. Where would you get the Model A Ford Motor anyway?



The *Gyminnie Cricket* competition is also to be repeated this year with a few additions and variations.

The following is an extract from the BMFA Newsletter concerning the *Gyminnie Cricket* competitions for 2009.

*With the encouragement of competitors at the 2008 Indoor Nats, the ITC will also continue the *Gyminnie Cricket* model Challenge with two classes for 2009.*

- 1. For standard *Gyminnie Cricket* models built exactly to the plan specifications.*
- 2. For 'unlimited' models but this year, with a minimum weight limit of 3 grams. We hope to encourage younger BMFA members and club flyers by giving more scope for experimentation.*

*Diplomas will be issued again for both *Gyminnie Cricket* classes if requested, and will be classified for every 30-second increment from 1 minute upwards as last year. Make your diploma request to [rtc.bmfa.org](http://rtc.bmfa.org), stating your time achieved and contact address.*

*Allan Weighell FSMAE - Indoor Technical Committee.*

The best bit is an introduction of a contest for the standard GC so all club fliers will get a crack of the whip with the Kit Cricket.

Not such good news for the experts unlimited models however as there is the introduction of a minimum weight limit of 3gms. Not too bad for me as my original 2gm model, now with bigger prop and many cyano repairs, is probably nearly up to weight.

The new 3gm weight means that the use of expensive covering material may not be necessary. My original effort was covered with Wilco Food Bag plastic and weighed in at 3.5gm, it would not take much work on the airframe and prop to get one down to the 3gm weight without the need for mylar covering.



Picture left is the food bag special, I was getting 4 minute flights in sports halls by lucky banging about on the roof trusses. Centre depicts both my 'Crickets' at the Velodrome in June last year, the one on the left of the picture is the 2gm version which gave me the winning time of 7 minutes odd, albeit with much tapping about the lighting array. I actually managed over 4 minutes at the Velodrome with my Polystyrene version, pictured right, but it did climb right up through the lighting array into the eaves of the building where we were not supposed to go.

At the moment no team competitions have been announced although I understand the subject will be discussed at the next ITC meeting.

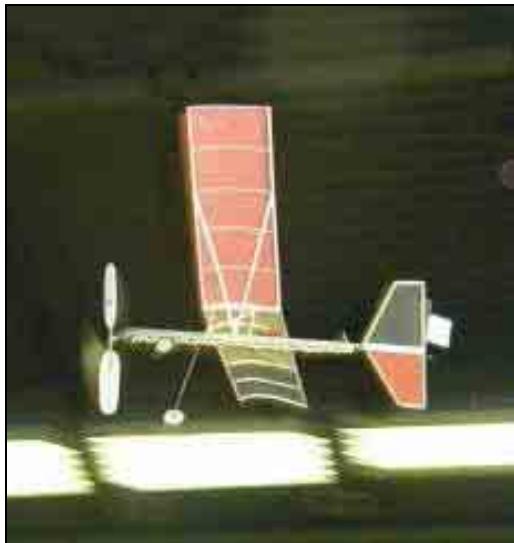
## February Indoors at Thorns - by John Andrews

A severe lack of outdoor activity on my part continues, so it's got to be a few more pictures from The Thorns Leisure Centre again unless our esteemed editor Vic thinks you've all seen enough.

I can however report that I have actually started cutting balsa and have built the framework for my *Dixielander* tail plane and here is a photo to prove it. As you can probably see, I make an aluminium template for the ribs then cut round it. Suits me, I do like parallel chords.



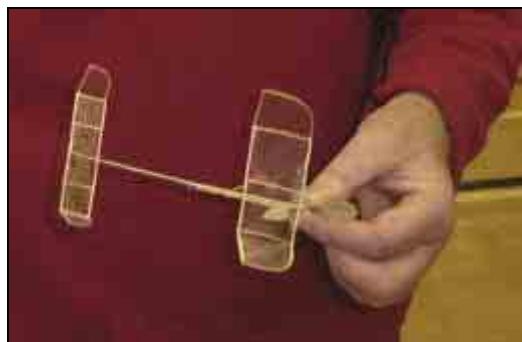
Now for Thorns, the only flying on my part to report since last issue. Just to fill the page, it takes me one and a quarter hours on three motorways to get there, then three hours flying for a fiver, then one and a quarter hours back. Slightly more flying time than travelling time, unless there are traffic problems.



*Peter Martin releases his version of the popular 'Hanger Rat' also seen air-born above.*



*Just to show all is not yet lost on the new aeromodellers front, here are a couple of youngsters with their BMFA Darts.*



*Mick Chiltern had the wrong glasses when he tried to build a 'living room stick' model  
The model above is more akin to a 'telephone box stick', and aerobatic too boot.*



*Left, the meeting organiser Colin Shepherd, releases his half scale 'Gipsy' Wakefield  
and right Colin's lightweight 'Gyminnie Cricket' drifts by.*

Perhaps there may be a little more to report next issue, weather permitting, we may get an outdoor meeting or two under our belts.

# NAME THAT PLANE No. 8 – *From Roy Tiller*

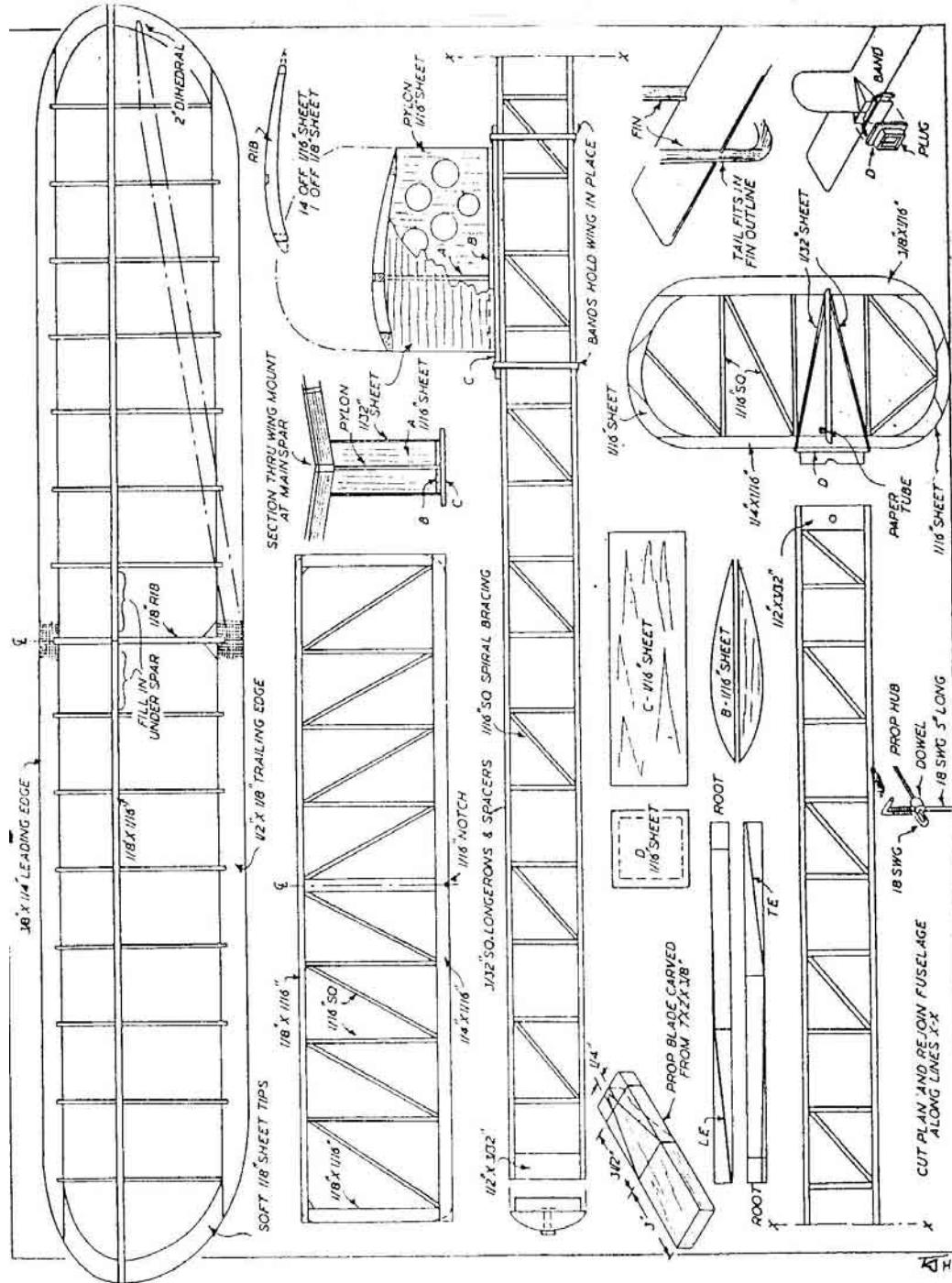
**THE COMPETITION WITH A DIFFERENCE, WE DO NOT KNOW THE ANSWERS.**

Some reduced plans in magazines held in the BMAS Library were published without the name of the model. Can you name the model & designer of this plane from SAM 35 SPEAKS May 1992

Clues:- Very few, a 26" wingspan rubber powered model.

Points will be awarded to all giving the correct answer. Results and Plane No. 9 next issue. Answers to [roy.tiller@ntlworld.com](mailto:roy.tiller@ntlworld.com)

Plane No 6 was identified by Warren Kelly from Ontario as the "SMOKEY" designed by Paul Plecan. It was a rollover, so it is four points to Warren. Plane No.7 remains a mystery, so it is another rollover, DOUBLE POINTS if you can come up with the name.



## INDOOR FLYING AT CARDINGTON - *By Laurie Barr*

If you are not already on my list of Cardington Flimsy Fliers, or wish to fly quarter scale Wakefield's, or small rubber, small indoor/outdoor scale etc, please get in touch straightaway.

I am preparing a list of events, and if special interests are to be catered for, your particular info is vital in forming that list.

It is important that anyone wishing to attend, must contact me, as soon as possible on [laurie.barr@emailcentre.co.uk](mailto:laurie.barr@emailcentre.co.uk)

- (1) I can put your email address into my database, so I can contact you at any time, to confirm if events are on or not.
- (2) Lay on special days, when we will accommodate non-flimsy flyers.
- (3) On any date, contests can be organised, as well as general fun flying.

This is the first time, different kinds of model flying, will take place in this wonderful venue.

The Cardington Indoor Model Flying Club, are pleased to announce the following dates, for the use of the big hanger, all 22,654,800 million cubic ft or air space!

No obstructions, a fully fine mesh netted ceiling, at 155ft high to prevent hang up's, so the proper full flight potential on full motors can be achieved, in the only venue in the U.K that this is possible, due to its size.

As the BMFA Technical Committee, do not hold any contests at Cardington, this is a non-profit making private venture, to which I hope you will give your fullest support.

We will have our own "collectors item" award certificates, as well as other good prizes. Balloon gas will be provided at cost.

The hanger floor area is entirely clear and machine swept, and we can have any date(s) we want. All structures like this, have always been weather dependant, so I/we will send out confirmation that each date is firm, in the week preceding that listed.

The following dates are chosen to avoid clashes with other events.

22nd of March.

4th of May.

10th of May.

30th/31st May & 1st of June. (Bank Holiday)

5th of June.

14th of June.

28th of June.

5th of July.

16th of August.

6th of September.

13th of September.

27th of September.

We will run one design contests, for the most popular type of models, with extra special prizes. more news later.

**TIMPERLEY FREE-FLIGHT WEEKEND**  
**BARKSTON HEATH - 15/16 AUGUST 2009**  
 (BMFA membership is required on both days)

**SATURDAY 15<sup>th</sup> FREE-FLIGHT SPECIAL**

All comps. to BMFA or SAM35 rules unless otherwise stated.

All contests to have 3 flights + fly-off if required. 10am to 5pm

**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) Classic A1 glider (to Dec 60, with no weight restriction). Towline 50m
- (b) Vintage glider with a max span of 60" and total area less than A2 size, ie less than 496 sq ins. Towline 75m.

**4oz & 8oz Vintage Wakefield** (combined) to SAM 35 rules.

**Very Small Vintage Rubber**

25" Span max. 8" Freewheel prop. 2 leg u/c. Designs pre 51.

Max. for first two flights decided on day, 3<sup>rd</sup> flight unlimited.

**British Power** (Usual rules)

1.5cc diesel (plain bearing). Engine run determined on the day, usually 10 sec.

Extra prize for highest placed model not in first 3 of design/kit up to Dec 1955.

Contact **John Wingate** tel 01407 831383, mobile 0777.394.3456,

or email [wingate@globalnet.co.uk](mailto:wingate@globalnet.co.uk)

**Sunday 16<sup>th</sup> TIMPERLEY FREE-FLIGHT GALA.**

**Combined Rubber. Combined Glider. Combined Power** (excluding electric power).

**Vintage** (power engine run 15sec). **Coupe d'Hiver** (3 flights).

All to BMFA rules except where stated. 10am to 5.30pm.

Contact **Gerry Ferer** 0161 928 4955 or email [gferer@tiscali.co.uk](mailto:gferer@tiscali.co.uk)

## **WORCESTER INDOOR FREE FLIGHT**

Rubber, Electric and CO2 at

**The Sports Hall, Bishops Perowne College, Merrimans Hill Road, Worcester WR3 8LE**

**Sunday 2pm till 5pm**

**Bmfa Insurance Mandatory,**

**bring your own tables and chairs**

**5th April 2009**

**details Ed Garner 01905 381579 or 07866 923674**

## **BMAS Indoor Flying at Allendale Centre 7pm-10pm**

**Tuesday 28<sup>th</sup> April**

**Includes mass launch for BMFA Gyminnie Crickets**

## **INDOOR FREE-FLIGHT DATES 2009**

**At**

**Wickham Community Centre, Mill Lane, Wickham, Hants. PO17 5AL**

**For location put the postcode into <http://www.streetmap.co.uk>**

**These events will be held on the following dates, with Thursday events  
running from 6.30 p.m. to 10.00 p.m.**

**Thursday 26th March 2009**

**Thursday 23rd April 2009 NOT the last Thursday, but prize for the best  
flying dragon!**

**Thursday 28th May 2009**

**Thursday 25th June 2009 - No Flitehook (see Old Warden )**

**O.F.M.A.C.**  
**Indoor Free-Flight**  
**2009 Season Dates**  
**at the Castle Leisure Centre,**  
**Wallingford**  
**Sundays 10.00am til 6.00pm**  
**March 29<sup>th</sup> 2009**  
**Free-Flight Fun-Fly for all**  
**Rubber - CO<sub>2</sub> - Electric**  
**Flighthook in attendance**  
**Refreshments available**  
**contact Dave Dobson 01491 837789**  
**Bring your own tables & chairs**  
**as there is a shortage**

### South Birmingham MAC

Indoor flying at Community College, Thorns Leisure Centre - Stockwell Ave.  
 off Thorns road - Quarry Bank - West Mids.

SATURDAYS 1pm-4pm

March 21<sup>st</sup> 2009, April 18<sup>th</sup> 2009, May 9<sup>th</sup> 2009

Admission.flyers £5.00 spectators £2.00

NO radio control, free flight only.

for further information or directions please phone colin.0121.550.6132  
 e.mail address - [colin@colinwilliam.wanadoo.co.uk](mailto:colin@colinwilliam.wanadoo.co.uk)

OXFORD M.F.C  
FREE FLIGHT RALLY  
2009

PORT MEADOW, WOLVERCOTE, OXFORD

6 + 7 JUNE '09

SAT: FROM 6.30 P.M.:-

COUPE D'HIVER (FIG), AI GLIDER (FIH), H.L.G./CATAPULT (COMB.)

SUN: FROM 10 a.m.:-

C'dH (FIG)  
 AI (FIH)  
 E30, P30, CO<sub>2</sub>

} 5x2 min. max.

VINTAGE RUBBER (34" max span) } 3x2 min max.

VINTAGE GLIDER (72" max span) } no rounds.

CLASSIC GLIDER (1951-1960 inc)

TAIL-LESS R + G (combined)

H.L.G./CATAPULT (combined) 1 min. max.

All gliders 50 m. towlines.

SPECIAL AWARDS:-

GALA CHAMP, TOP LADY & Ian MacDonald Trophy

NO THERMISTORS, STREAMER POLES, BUBBLES etc.,

NO MOTOR HEATERS

NO I/C POWER MODELS TO BE FLOWN

INSURANCE REQUIRED FOR ALL FLYERS

LIGHT REFRESHMENTS!

CONTACT:-

ANDREW J. CRISP

4, GROVE ST

SUMMERTOWN

OXFORD OX2 7JT

TEL: 01865

553800

## 2009 BMFA Free Flight Nationals

The 2009 Free Flight Nationals is now just a few months away - time for our annual visit to RAF Barkston Heath.

Many visitors to the "Free Flight Show Case" at the 2008 August R/C and C/L Nationals hadn't realised how much Free Flight has moved on and how big the Contest Free Flight scene is. Now's your chance to see these models flown in anger. Fix the date today: Spring Bank Holiday weekend - 24/25/26th May.

International, BMFA, Vintage, and even Scale classes, are all there and will decide the year's "Nationals Champions". The Space Modelling Championships are back again with plenty of events for those with a taste for the future, and this year we have a bigger mix of non-championship and SAM35 events as well.

Above all this is a 'flying' event, and we want everyone to participate, but with all this going on this year we've had to make everything pre-entry. However, if you still want to enter on the day you can for just 50% extra - not the previous 'double' fee. Pre-entry though does give you the advantage of advance information, car pass, stickers and a complimentary barbecue ticket...for those who like to camp we even have the added luxury this time of 'hot' showers!

This event is the biggest Free Flight meeting in Europe. If you've never been before come and find out for yourself what it's all about, and enjoy Space Modelling and SAM35 Vintage at the same time. If you just want to come for the day and spectate, or even fly in the odd event, then just turn up and pay on the gate - £5 each or £10 per car for a day, or £10 and £20 for the whole weekend. Make sure you book the dates in your diary now for a great weekend.

Full details, entry forms and camping applications will be in the March issue of BMFA News... Rules for the main events are of course in the BMFA rule book, if you want to know the non-championship event rules, or want more information in the meantime contact Mike Woodhouse at: [mike@freeflightsupplies.co.uk](mailto:mike@freeflightsupplies.co.uk), phone 01603 457754.

## USEFUL WEBSITES

**SAM 1066** - [www.sam1066.org](http://www.sam1066.org)

**FLITEHOOK (John & Pauline Hook)** - [www.flitehook.net](http://www.flitehook.net)

**MIKE WOODHOUSE** - [www.freeflightsupplies.co.uk](http://www.freeflightsupplies.co.uk)

**BMFA Free Flight Technical Committee** - [www.freeflightUK.org](http://www.freeflightUK.org)

**BMFA** - [www.bmfa.org](http://www.bmfa.org)

**BMFA Southern Area** - [www.southerarea.hampshire.org.uk](http://www.southerarea.hampshire.org.uk)

**SAM 35** - [www.sam35.org](http://www.sam35.org)

**Martyn Pressnell** - [www.martyn.pressnell.btinternet.co.uk](http://www.martyn.pressnell.btinternet.co.uk)

**Loc8tor** - [www.loc8tor.com](http://www.loc8tor.com)

**X-List Plans** - [www.xlistplans.demon.co.uk](http://www.xlistplans.demon.co.uk)

**National Free Flight Society (USA)** - [www.freeflight.org](http://www.freeflight.org)

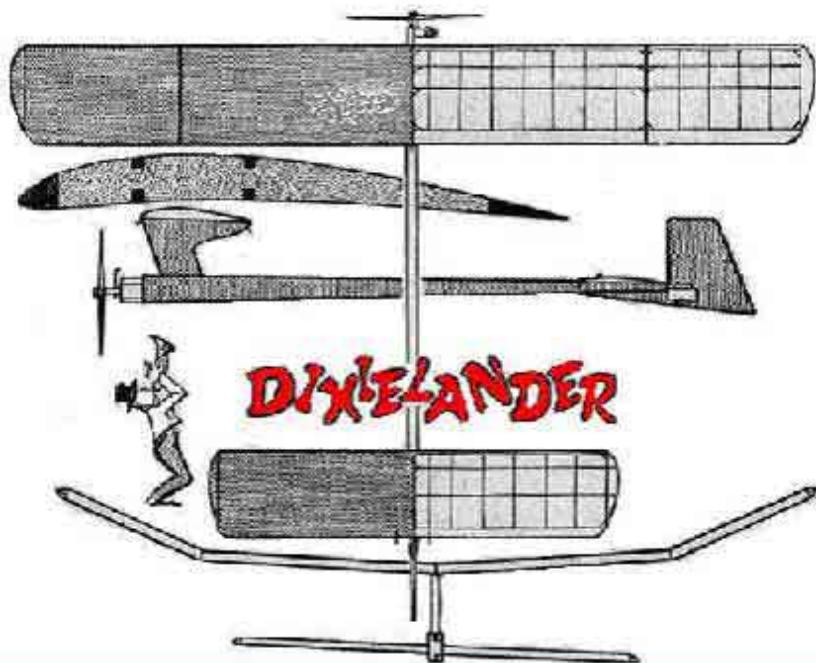
**Ray Alban** - [www.vintagemodelearplane.com](http://www.vintagemodelearplane.com)

**David Lloyd-Jones** - [www.magazinesandbooks.co.uk](http://www.magazinesandbooks.co.uk)

**Belair Kits** - [www.belairkits.com](http://www.belairkits.com)

# A 50 YEAR CELEBRATION

Sunday 30th August 2009  
Middle Wallop Army Airfield  
Hampshire  
England



## Society of Antique Modellers (SAM)1066

Presents a 50 year celebration of one of the most popular contest power models of all time. A special trophy and cash prizes for the winning competitors presented by the designer George Fuller. Join us at Middle Wallop Army Airfield this August bank holiday for 3 days of the best Vintage & Classic Free Flight flying in Europe. Camping available on-site. Accommodation available nearby. Fun Flying. Hog roast. Jazz music. English garden party atmosphere. Museum of Army Flying.

**SAM 1066 will provide field equipment and fuel for overseas visitors.**

Check out our web site for further details.

**[www.sam1066.org](http://www.sam1066.org)**

# Provisional Events Calendar 2009

## with competitions for Vintage and/or Classic models

March 15 <sup>th</sup>	Sunday	Crookham Gala Middle Wallop
March 22 <sup>nd</sup>	Sunday	BMFA 2 <sup>nd</sup> Area
April 5 <sup>th</sup>	Sunday	BMFA 3 <sup>rd</sup> Area
April 10 <sup>th</sup>	Friday	Northern Gala - Church Fenton
April 11 <sup>th</sup>	Saturday	SAM 1066 Glider Day, Middle Wallop
April 12 <sup>th</sup>	Sunday	Bournemouth MAS, Middle Wallop
April 13 <sup>th</sup>	Monday	Croydon MAC Wakefield Day, Middle Wallop
April 18/19 <sup>th</sup>	Sat/Sun	London Area Gala, Salisbury Plain
May 9 <sup>th</sup>	Saturday	SAM 1066 Gala, Middle Wallop
May 10 <sup>th</sup>	Sunday	SAM 1066 Gala, Middle Wallop
May 23-25 <sup>th</sup>	Sat/Sun/Mon	Nationals, Barkston Heath
June 6 <sup>th</sup> /7 <sup>th</sup>	Sunday	Portmeadow (Andy Crisp)
June 14 <sup>th</sup>	Sunday	BMFA 4 <sup>th</sup> Area
June 20/21 <sup>st</sup>	Sat/Sun	East Anglian Gala, Sculthorpe
June 21 <sup>st</sup>	Sunday	Odiham
July 5 <sup>th</sup>	Sunday	Portmeadow (Charlie Newman)
August 29 <sup>th</sup>	Saturday	SAM 1066 Champs, Middle Wallop
August 30 <sup>th</sup>	Sunday	SAM 1066 Champs, Middle Wallop
August 31 <sup>st</sup>	Monday	SAM 1066 Champs, Middle Wallop
September 4 <sup>th</sup>	Friday	Southern Gala - Little Rissington
September 20 <sup>th</sup>	Sunday	BMFA 5 <sup>th</sup> Area
September 20 <sup>th</sup>	Sunday	Fun Fly & Trimming, Middle Wallop
October 4 <sup>th</sup>	Sunday	Midland Gala, North Luffenham
October 11 <sup>th</sup>	Sunday	Fun Fly & Trimming, Middle Wallop
October 18 <sup>th</sup>	Sunday	BMFA 6 <sup>th</sup> Area
December 6 <sup>th</sup>	Sunday	Coupe Europa, Middle Wallop

**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](http://WWW.SAM1066.ORG)**

**For up-to-date details of all BMFA Free Flight events check the website — [WWW.FREEFLIGHTUK.ORG](http://WWW.FREEFLIGHTUK.ORG) or [WWW.BMFA.ORG](http://WWW.BMFA.ORG)**

**For up-to-date details of SAM 35 events refer to SAM SPEAKS or check the website — [WWW.SAM35.ORG](http://WWW.SAM35.ORG)**