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|  | <h1 style="color: red; text-align: center;">NEW Clarion</h1> <h2 style="color: red; text-align: center;">SAM 1066 Newsletter</h2> | Issue 032013 |
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Editorial

Well, this year seems to have started off in the typical fashion of many events in 2012. The first event report from Peter Hall, Crookham Coupe League, indicates that Wallop was at its worst with a horizontal windsock, the worst wind direction and turbulence to boot.

I may or may not have apologies to make to George Carr the Australian who wrote about the up coming Ray Malmstrom mass launch. David Brawn informs me that George is a micro biology professor based at Albany in New South Wales, which is on the East of Australia! I left an 'r' off the end of Georges name in a couple of places but in my defence George himself left one off in his email to me. As far as his location is concerned it would appear that we have an East Australian as a member of a West Australian club. *(much ado about nothing but it fills the page).*

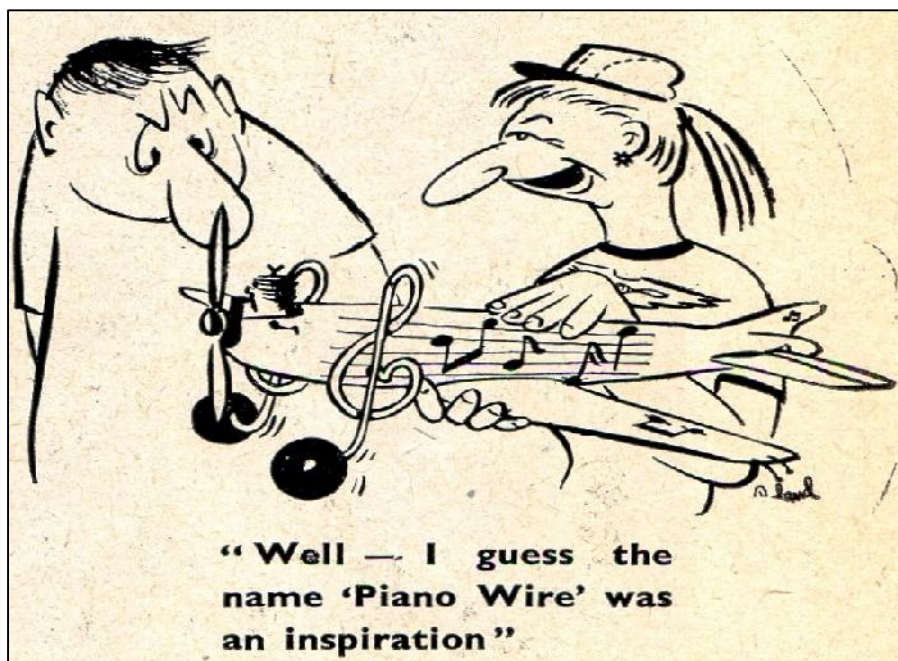
Sebastian Robinson replied to David Parker's picture queries identifying himself and submitted the Aeromodeller article on his model that he is holding.

Ian James also identified one of the other pictures as being Walsall clubman one Jim Shelley and his bevy of power models.

The three day 'Easter Wallop' will soon be upon us, I've booked my accomodation with no cancellation option so I'll be there for sure.

We have a request from Pino Carbini SAM2001 for plan of 'Blue Up' power model.

I am trying to get a flying wing together for an onslaught on the Tailless league, Spencer Willis gifted me a plan and set of laser cut ribs so I'm half way there. However I cannot see the other protagonists quaking in their boots tho'.



Editor

Crookham Gala Middle Wallop January 27th
Rd.1 Southern Coupe League 2013.

If the last round of last year's League was one of the best flying days I can remember, the first round of this year's was one of the worst. We were based deep in the southwest corner of Middle Wallop field, the windsock was horizontal and the turbulence was, I was going to say, awesome, but that expression is much diminished by overuse. 'Wicked' won't do either because that now means 'good'. Horrendous? frightful? I'll settle for troublesome.

So only four flew coupe. Ken Taylor's Supacoupe was first off and blown down in 50 seconds after an aerobatic display. Peter Hall's so called windy weather model was next taking only 49 seconds to do the same routine and breaking the boom tailplane and wing.

But then, Peter Tolhurst's Etievre and Mike Marshall's Hipperson Pure Fantasy derivative maxed, the latter losing a wingtip downwind. Tolhurst flew again for 1'.20" still miraculously undamaged but Marshall, taking his second flight with a Lo Gigolo and launching into an apparent lull was looped into the ground in four seconds, breaking the prop.

Meanwhile the E36 boys (see Tony Shepherd's report) were actually flying, by which I mean moving through the air in a stable manner most of the time, their climb rate taking them into less troublesome air. Even so most were damaged on landing.



The Coupe Quartet, like that on the deck of the doomed Titanic, agreed to abandon the hopeless struggle, leaving Tolhurst, who was prepared, even keen, to continue, the winner followed by Marshall, Taylor and Hall.

They now lead the League table in that order. Never were so many points won for so little by so few. The next round is the London Gala on April 28th leaving plenty of time to build Etievres, just in case.

Ken Taylor keeps close to the ground waiting for lift and a lull in the wind

Postscript: Topic of the month amongst Coupe flyers is propeller design. See Google Hip Pocket Aeronautics to pick up the thread. You will be entertained.

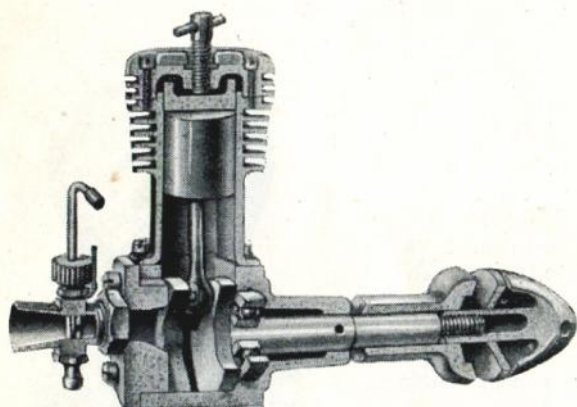
I did a survey of blade shapes at Middle Wallop . Marshall's Pure Fantasy has a Dennis Davitt type that looks like a twisted ruler, his Lo Gigolo single blade has an elliptical chord distribution around a straight trailing edge. Tolhurst's Etienvre has a single fat ellipse. Taylor's Supacoupe has a Mike Fantham derivative, almost banana-like. Hall 's is roughly Larabee. A survey of all coupe props, would I think, show that most are ellipse-like, but many are Larabee. Spencer Willis flew a reverse Larabee (fat at the tip) with great success and we should remember that all (?) mini-vintage props are spoon-like. There are one or two extreme cases. Bob Hatschek's Liberty Coupe (1999) had a 24" scimitar-like blade which whistled until he fitted a turbulator. He tried a 28" but with no improvement.

Of course, diameter and pitch are chosen to produce the climb pattern you want, but despite the efforts of Messrs Barker, Boor, Brocklehurst and King blade shape still seems to be a matter of taste.

Peter Hall

Engine Analysis - ED Mk.IV

Aeromodeller Annual 1950



E.D. MARK IV.

Manufacturers. Electronic Developments (Surrey), Ltd., Kingston-on-Thames.

Retail Price. £4 12s. 6d.*

Delivery. Immediate.

Spares. Immediate.

Type. C.L. Diesel.

Specified Fuel. E.D. Standard Fuel.

Capacity. 3.46 c.c., .21 cu. in.

Weight (bare). 6½ ozs.

Compression Ratio. 18 : 1.

Mounting. Beam, upright or inverted.

Recommended Airscrews. 9½ × 6 ins. to 11 × 5 ins.

Flywheel. 2½ ins. diameter, 4½ ozs.

Tank. Separate.

Bore. .656.

Stroke. .625.

Cylinder. Hardened steel, flange fitting, attached to crank-case by 4 screws.

Cylinder Head. Dural. Finned. Attached by 6 holding-down screws.

Crankcase. Die-cast aluminium alloy.

Piston. Cast iron. Flat top. No rings. Contra Piston : hardened steel. Adjustment by Vernier screw.

Connecting Rod. Hardened steel. Floating bronze bush big end.

Crankpin Bearing. Floating bronze bush.

Crankshaft. Hardened steel.

Main Bearing. Single ball-race inner, plain outer.

Little End Bearing. Plain.

Crankshaft Valve. Disc induction.

Special Features. Big end designed to prevent scouring of crankpin, easily replaceable when worn. Transfer ports machined in cylinder skirt. Outside cylinder skirt is cam-turned to maintain even section. Ball-race crankshaft.

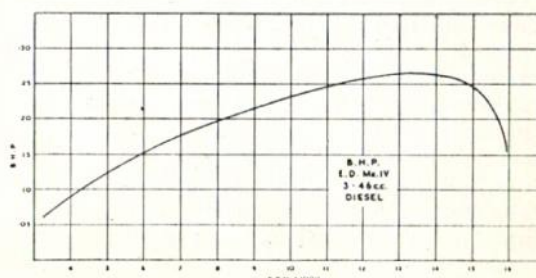
TEST

Engine. E.D. Mark IV 3.46 c.c. capacity Diesel.

Fuel. E.D. "Competition."

Starting. Pulley-and-cord used for convenience of test, but engine started without trouble when experimentally hand-started from time to time.

Running. Extremely consistent at all speeds, but especially so at the higher ranges. Behaviour under various loads was charac-



teristic more of a 4-stroke than a 2-stroke. At no speed range was fluctuation and hunting evident. There seems to be a slight vibratory period at around 9,000 r.p.m.

B.H.P. A maximum output of .265 b.h.p. was found at 13,300 r.p.m., although but slight output variation was evident between about 11,400 and 14,900 r.p.m. Between these speeds a drop from maximum of only .015 b.h.p. was noted. Output is exceptionally consistent at the higher speed range, and it may be said that the engine is running efficiently at any speed between 10,000 and 15,000 r.p.m. Beyond this speed power falls

rapidly, while at the other end of the scale a marked decrease is noted below about 7,000 r.p.m.

Checked Weight. 6.5 ozs. less tank.

Power/Weight Ratio. .650 b.h.p./lb.

Remarks. Engine was run-in for 1½ hours continuous running at 4,000 r.p.m. No mechanical trouble experienced throughout test. The engine is noteworthy for its high power output, easy handling, and consistent running qualities. Also for the fact that the measured b.h.p. is in excess of that claimed by the manufacturers whose figure is .25 b.h.p.

Pheathon III

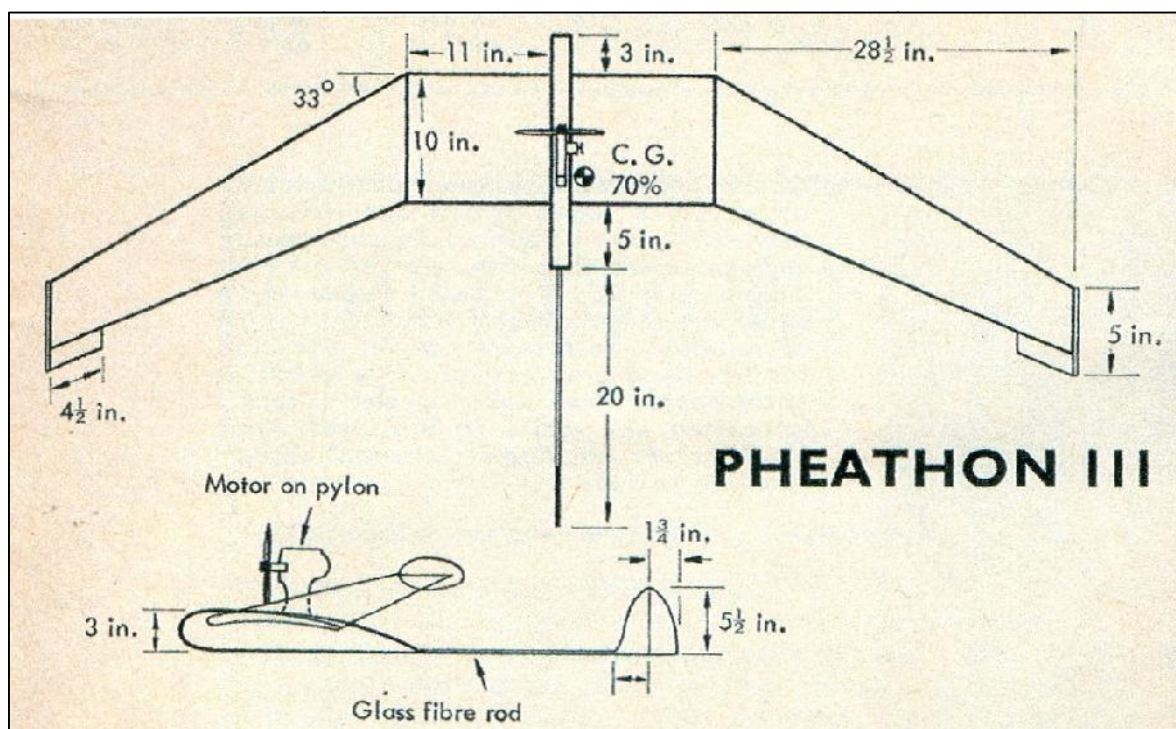
Sebastian Robinson

(from an *Aeromodeller* article in the 70's)

Tailless

About forty years ago I re-read F. C. Smith's *Tailless Creations* published in the January 1955 *AeroModeller*. The main features of the *Southern Cross MFC* layout he originated were a short, flat, very low aspect ratio centre-section with long, tapered and dihedralled tips swept back about 30° at the leading edge, and progressive washout of the tips from 0° at the dihedral break to -10° at the extremity. The latter feature being achieved by blocking up the trailing edge at a constant height above the building board and leaving the taper to provide the increasing twist.

I decided to try this approach on a power model (the *Southern Cross* club designs had all been gliders) and produced *Pheathon Mark I* - the name, like the shape, is a derivative of Smith's *Pheon*.



Wing is two piece with one 16swg aluminium vertical tongue and rear 14swg piano wire joiner. Ribs spaced at $1\frac{1}{2}$ in intervals, slotted onto full-depth mainspar with riblets between each pair of ribs. Airfoil at centre section is Isaacson 64009, but Clark Y at tips. Plug-in wing tips. Dihedral (at leading edge) is $2\frac{3}{4}$ in. The fuselage consists of a sheet balsa box with Ronytube A/1 size boom -which vibrates in sympathy with the PAW 1-49 mounted on the pylon. All up weight (including repairs!) is $23\frac{1}{2}$ oz.

So far, there have been three of them, powered either by a Doonside Mills or by a PAW 1.49 on a short pylon at, or just in front of, the centre of gravity. All have similar proportions, the accompanying sketch of *Mark III* being typical. Wingspans vary from 80in to 91in; *Marks I* and *II* use sheet box leading edges and are covered in Solarfilm, while *Mark III* substitutes riblets and tissue in an (unsuccessful) attempt to save weight.

After a fair amount of flying, I have a few general comments on these designs, namely:

Flight is pretty stable, though directionally neutral - the only way to avoid a wandering trim seems to be a large fin at the end of a long boom.

(*Mark I*, which had a big all-moving fin, but on a short moment fuselage, would fly figure '8s' under power.)

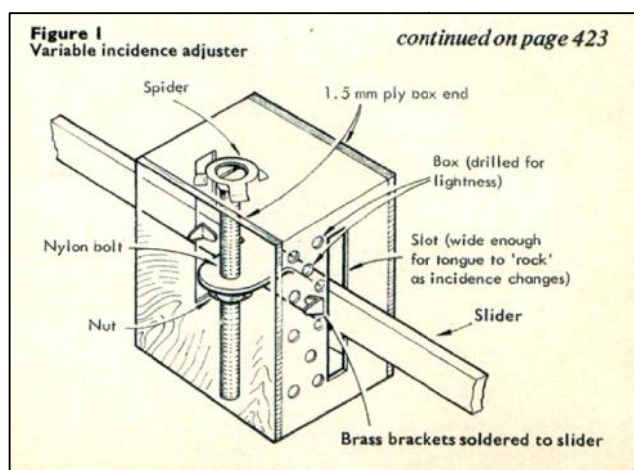
Phaethons will hold a lot of bank; even at a 70-80° angle they lose height only slowly. The only vicious tendency is an occasional



stall. *Mark I* did this twice, when apparently trimmed out: once in a series of steadily-increasing stalls from about 200 feet (unfortunately, the ground occurred at just the wrong phase of the final stall), the second time a very sharp whip-stall at low altitude when flying fast downwind. The pronounced tip taper (useful for reducing mass outboard) may have some thing to do with this;

Mark IV is likely to have the tip chord increased to 7in. Both *Marks I* and *II* have snapped off their tip panels immediately outboard of the dihedral break in heavy landings (or worse), while *Mark III* has split tissue at this point (the use of a soft alloy tongue and thin wire joiner means that the wings can flex forward on impact, while the stiff 12 swg dowels of earlier *Marks* transmitted the shock to the structure). The only complete answer is tongue-and-box tips that can pivot forward; a three-piece wing would also be easier to carry.

Apart from the standard elevons and rudder, I use a screw-operated incidence trimmer which enables the angle of the wing to be adjusted relative to the thrustline. On *Mark III*, this consists of an 0.025in brass box (with 1.5mm plywood ends epoxied on) mounted across the fuselage with a 1.25in long slot in either side. Running from top to bottom of the box is a long nylon bolt (as used



for wing fixing on R/C models), on which runs a nut soldered to a 'slider', bent up out of thin brass. On top of the box is soldered a brass 'spider'; this fits over the head of the bolt to prevent its moving relative to the box and has a hole in the centre for a screwdriver. The wing tongue is pushed through the slider, so that turning the bolt makes the wing leading edge move up or down (the wing pivoting on the

rear dowel). A pointer on the wing leading edge and a scale on the fuselage side enables you to 'dial in' the incidence required.

To prevent the slider wobbling in the slots, small brass brackets should be soldered to it at the points shown in *Figure 1*. (A simpler way of retaining the bolt would be to drill a hole through it below the bottom of the box and insert a wire peg or a split pin - but this could weaken the bolt and cause a fracture.)

The pylon set-up, while working well with small engines, seems less suitable for the PAW unit. *Mark III* has shown a tendency to climb steeply for the first ten seconds and then 'fall off' and fly in a tight bank, slowly losing height until the motor cuts. This may result from an over-flexible pylon, the level of the thrustline, or other causes. I am building a new fuselage with shoulder wing, downthrust and a stiffer boom to see if this helps.

Sebastian Robinson

Wakefield Winner 1995

-

Charles Dennis Rushing

1995 Jeremy Fitch, 42, USA

This year the Free Flight World Championships were scheduled to be held in Domsod, Hungary between the dates of July 22 and 24.

Team USA flew to Frankfurt, Germany, on a Lufthansa 747 on July 19, then continued on by Lufthansa to Budapest, Hungary on July 20, nine time zones, and 16 hours later. The team members included Walt Ghio, team manager, Dan Tracy, Louis Joyner, and Jerry Fitch, with the exception of Walt an all new Team.

The 1993 WC Alexander Andriukov was there early to defend his title. Team Ukraine included Igor Vivchar, Eugeny Gorban, and Stepan Stefenchuk all WC veterans, whose FIBs were now being distributed and purchased world wide. Tony Mathews of Canada was back at the World Championships to try again, and flying with him on Team Canada were Jerry McGlashen, and Cam Ackerley, also veterans. Ninety-six contestants, from thirty-five Nations were here to fly in The Wakefield Event, a record turnout: Argentina, Australia, Austria, Bosnia Herzegovina, Canada, Chile, China, Croatia, Czech Republic, Denmark, Estonia, Finland, France, Germany, Great Britain, Hungary, Israel, Italy, Japan, Latvia, Lithuania, Macedonia, Netherlands, Norway, Poland, Romania, Russia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Ukraine, USA, and Yugoslavia.



Wednesday, July 24, was Wakefield day. Jerry Fitch told me that the weather was perfect, with clear, but hazy skies, and the wind drifting between 3-5 mph. The flying field is a flat plain, which is used for sheep grazing, therefore the grass is always trimmed down. The actual measurements are 3 miles

long, by 1.75 miles wide, but it is crossed by drainage ditches, surrounded by corn, and sunflower fields, and trees which are about 60 feet high. Chase vehicles were a necessity, and two way radios were a blessing.

ROUNDS 1-7: F1C Power fly-offs held up any hopes for an early start, and the opening horn didn't sound until 9:00am, this had many contestants on edge to begin with. Michael Achterberg, had flown F1C on Tuesday, so he was on hand to help the USA Wakefield Team, and his Sierra Eagles clubmate Jerry Fitch in particular. Jerry had worked hard to prepare for this day. He went to Domsod to test fly on Saturday. He brought with him four F1B Wakefields, two were new, the others had been campaigned throughout the USA Team Trials; one of these was the Andriukov AA-26, purchased on the field at the 1993 WC. The new F1Bs were designed, and developed over the past two years, working with Mike Achterberg, and Ken Oliver who made the composites. These new F1B had been thoroughly tested, and evaluated by Jerry, and his club-mates Michael Achterberg, and Erik Ryan. Here at Domsod, Jerry put in at least 100 test flights, using some of the 200 pull tested "FAI" TAN rubber motors he had prepared. Today when the horn sounded Jerry was ready. Walt Ghio manned the meteorological instruments for the USA Team. Jerry wound up, and waited to confer with Walt, ratcheting-in additional turns... The motor burst (!) in the fuselage! No problem. Jerry prepared his number two F1B. Ready again, he cranked in more turns through the ratchet stop, checked the adjustments, and heard Walt say "if it were up to me, I'd go now", so Jerry launched, and got a 210 second maximum.

By the end of round 3, Jerry had his number 8 F1B back on line, and ready to fly. Rounds 1 through 7 were almost routine for Jerry, and for thirty-seven other contestants. Throughout the day, the weather conditions had been less of a factor than it had been on the other forty-one occasions recalled here.

ROUND 8: The 300 second fly-off round, 7:15pm. 37 contestants began to wind with the sound of the horn. Alexander Andriukov with his usual proficiency wound-up his "FAI" rubber to about 410 turns, checked his adjustments, tweaking the set screw on the stabilizer hammer, and javelin launched his F1B. It was a perfect climb, reaching the usual 400 feet it always did, on the prop for 100 seconds at least. Then the transition into the glide pattern.... a stalling glide pattern! Alex cursed his luck out loud. He would not repeat his run for a third consecutive Cup today. His F1B was down in 293 seconds, 7 seconds short of the max, and out for two more years. Jerry Fitch was among the twenty contestants who maxed the round, Louis Joyner was not.

ROUND 9: The 420 second round, and the last round that could possibly be flown today. It was 8:00pm and it was growing dark, visibility was not good. Only nine contestants maxed the round, and Jerry Fitch was one of them. Jerry McGlashen was out along with twenty-five others. Tomorrow all the world would know who the 1995 Wakefield Champion would be, so try and sleep on that Dieter, Mario, Viktors, Radik, Mihaly, Anselmo, Igor, Andrei, and Jerry, sweet dreams...

ROUND 10: Thursday, July 25, dawned clear, and mild. By 7:00am when the horn startled everyone, to open the round, Walt Ghio was ready at the meteorological instruments. Jerry Fitch had prepared early this morning, and with the light from automobile headlights he put up four test flights to test the glide in JF-8. The clockwork timer had failed, and Randy Archer cleaned it so that Jerry could begin preparations to fly. As the cacophonous sound faded, Jerry Fitch began putting knots onto his "FAI" TAN II, the maximum turns, "...all or nothing at all." 450 TURNS ! The launch window was only fifteen minutes, no sense waiting. The launch line had been moved to a sloped bank area, making the footing unsure. The weather was clear skies, with winds aloft at 400 feet of 2-3 mph. Down the flight line all that could be heard was the profound sounds of clashing winder gears, as all nine survivors meshed in the turns.

Krebtov was off first! Followed by "The Favored" Vivchar, then Khuzeyev. Now Roshnoks was up! Followed by Siebenmann. Fitch held, and waited, ratcheting, ratcheting. Ghio spoke, as he studied the instruments, "...if it were..." Jerry launched "...me "At the DPR it snapped on the propeller, then it kept climbing through the torque, higher, higher, and higher. Straight up, no turns to 400 feet, then nose up to the right, as the last knots came out of the rubber motor.

Now the glide. Siebenmann was down first, with 390 seconds. Then Kunsterle with 405 seconds. Then Rosonoks 410 seconds. Then Khuzeyev 418 seconds. Then Varadi 423 seconds. Zeri 440 seconds. Vivchar 442 seconds. Khrebkov 446 seconds.

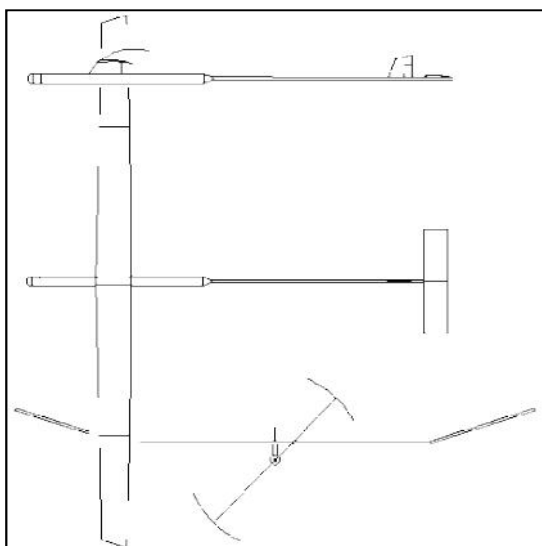
Then Jerry Fitch of the United States of America 479 seconds, the 1995 Wakefield International Cup World Champion

Individual Results

| Place | Name | Country | Round 1-7 | Round 8 | Round 9 | Round 10 |
|-------|--------------|---------|-----------|---------|---------|----------|
| 1 | J Fitch | USA | 1290 | 300 | 420 | 479 |
| 2 | A Krebtov | RUS | 1290 | 300 | 420 | 446 |
| 3 | I Vivchar | UKR | 1290 | 300 | 420 | 442 |
| 4 | A Zeri | NED | 1290 | 300 | 420 | 440 |
| 5 | M Mihaly | HUN | 1290 | 300 | 420 | 423 |
| 6 | R Khuzeyev | RUS | 1290 | 300 | 420 | 418 |
| 7 | V Roshnoks | LAT | 1290 | 300 | 420 | 410 |
| 8 | M Kunsterle | ITA | 1290 | 300 | 420 | 405 |
| 9 | D Siebenmann | SUI | 1290 | 300 | 420 | 390 |
| 10 | M Eriksson | SWE | 1290 | 300 | 412 | |

1995 Team Results for Penaud Cup

| Place | Country | Abbreviation | Total | Team member places | | |
|-------|-------------|--------------|-------|--------------------|----|----|
| 1 | Netherlands | NED | 3870 | 4 | 12 | 16 |
| 2 | Hungary | HUN | 3870 | 5 | 18 | 22 |
| 3 | Russia | RUS | 3825 | 2 | 6 | 49 |
| 4 | Japan | JPN | 3813 | 30 | 32 | 55 |
| 5 | Ukraine | UKR | 3803 | 3 | 36 | 50 |
| 6 | USA | USA | 3781 | 1 | 25 | 65 |

**Winning Wakefield JF-8**

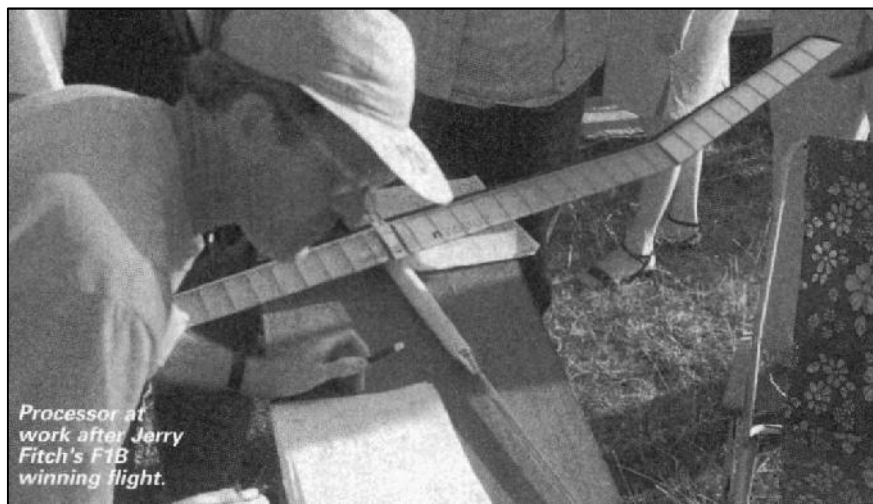
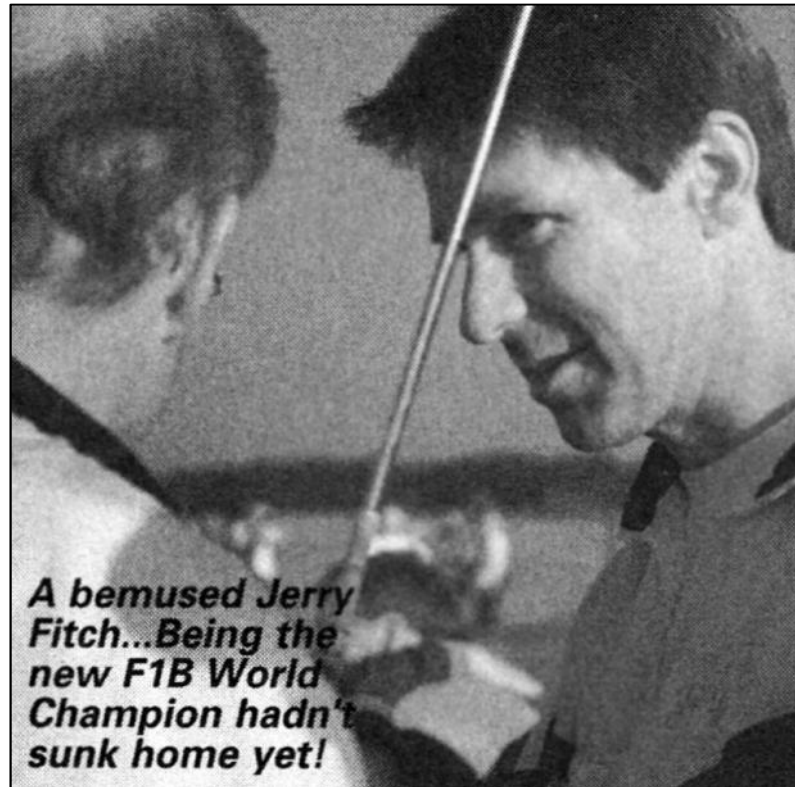
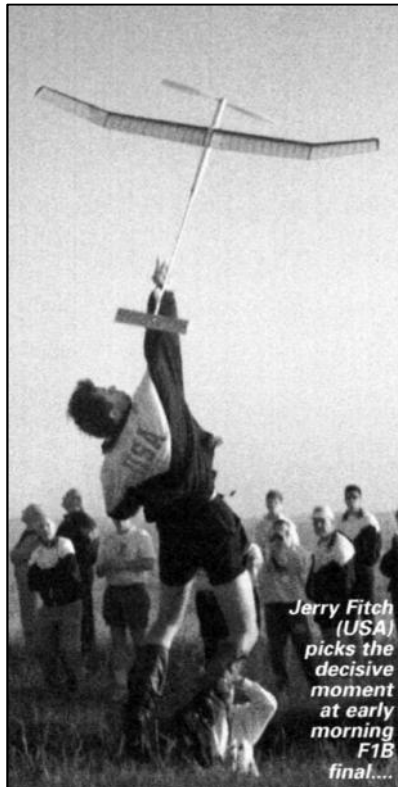
| <i>component</i> | <i>inches</i> | <i>mm</i> |
|------------------|---------------------------|----------------------|
| wing | 66x4.5 | 1676x114 |
| tail | 15x3 | 381x76 |
| fuselage | 51 | 1295 |
| propeller | 23.5 dia 28 pitch | 597 dia 711 pitch |
| rubber | 1/8" FAI Tan II 400 turns | |

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Charles Dennis Rushing

The following images & text are Courtesy of Roy Tiller and the DBHLibrary



Model trends

Like it or not design qualities in all classes have become pretty stereotyped. This is due partly to modellers abandoning national design traits for the "obvious" i.e. something inspired by the work of Russians/Ukrainian instigators over the last decade, and partly due to the abandoning of the builder-of-the-model rule. Modellers from all over the globe are freely buying and using parts or complete models, more often than not produced in Eastern Europe. Even the French, those arch iconoclasts, had Andriukov inspired Wakefields. If shapes tended to be standardised, colour schemes were anything but. The advent of tissue over mylar, and the increased use of the various plastic films now available, made possible by stiffer carbon structures, have allowed some highly visible and fade resistant arrangements.

All winners' models were typically state-of-the-art for their classes. In F1A Holzleitner's was very much on the lines of the designs of Kochkarev and Makarov (known to the aficionados as K and M), that is to say around 2.3 meters span, a small (3.8 dm²) tail and of course featuring the essential bunt launch.

The Dutch and Belgium models still retain their distinctive style; strut-braced foam/kevlar/carbon wing mounted on an aluminium pylon often with a dihedralled tailplane. Another foam wing flyer was Jan Vosejpka from the Czech Republic. Immaculately built, and predominantly yellow in colour, his model

was quite compact, perhaps 2 metres in an age of ever increasing wing spans. There was a lone V wing glider from Canada, Gord McKenzie flying a modified version of Alnutt's famous "checkmate". In Wakefield the typical model is some 1.5 m wing span, shallow of dihedral and small of fin wing and tail have much carbon in their construction and are probably mylar covered. Fuselages show composite motor tubes, joined by a short cone to a narrow rod type back end. Propellers are large in diameter (600mm plus) often of non-balsa construction. Outrigger hubs seem out of fashion, but complex units, allowing feathered blades for DPR launches and pitch variations throughout the climb, are becoming increasingly common. Tan II rubber seemed universal, always in the 1/8" size. There were variations of course. The Chinese, who seemed less sure in their air picking at these champs, retained their progressive cam VTT devices. Some of the Canadians and Finns flew without any gadgets at all. Indeed our own Trevor Grey's new model is to this PGI style and flew impressively in the one round that it was used. Despite the terrific heat of the day, motor heaters were used by the majority of competitors.

Roy Tiller

Letters to the Editor

John Thompson on Warps:

John you are intent on making the new 'Aeromodeller' publisher's life very difficult with such a superb edition of the NC. As an aside re the warp removal a some what easier way of doing it is to make an open frame, pin the wing down in the new "warped" position and use a heat gun (Solarfilm sort), as dope is thermoplastic it resets into new position. Do not use an iron it blisters the tissue especially over mylar.

John Thompson

David Lovegrove on Warps:

John, Thank you for yet another rattling good edition of the "New Clarion". Plenty to savour, as always, but chastening and sad too, to read of the deaths of yet more of our hobby's founder members. But looking on the bright side, many of us have reason to celebrate their contributions. Speaking for myself and no doubt many others, I'm grateful that they gave us so much to enjoy, as well as their company.

Incidentally, reading Tim Mountain's interesting piece about warp removal and the mix of solvents he recommends, I thought it worth mentioning (as many will already know) that MEK (Methyl Ethyl Ketone) is readily available as an adhesive used in the construction of plastic (Airfix-type) models. Most retailers of those kits will also have MEK on their shelves. Similarly I recently found that Butyl Acetate was freely available, in one-litre plastic bottles, from a local UPVC window- installer's shop, where various double-glazing repair and maintenance accessories were on sale.

The lads who carry out the installations in your home always go round afterwards with a rag and a bottle of this stuff, removing any dirt or smears. The cost is minimal - about £3 per litre.

I expect others will have pointed out the easy availability of the solvents but if not, this might be useful!

Thanks again David Lovegrove

Ian James on David Parker's picture queries:

Dear Mr Andrews

On page 29 and 30 of the February 2013 issue of The New Clarion are shown six mystery photos taken at the Nats at Cranfield some 30 or so years ago. Comments and further info are requested from readers.

I can definitely identify the chap on the bottom picture on page 29 as being the one and only Jim Shelley from Walsall, collector of vintage cars and motorbikes, model engineer, Aeromodeller, seen posing with a clutch of his very large models. The "Westerner" in the foreground seems to be powered by a Gerald Smith "Skylark", Jim was a friend and great admirer of Gerald and his iconic engines.



Now as far as the site of these photos being Cranfield is concerned I cannot really say as there's hardly any background & detail to be seen but I'd say that it is was some other drome.

Cranfield has been the venue for many important aeromodelling events including the South Midland Gala of blessed memory but of the Nationals, I think not.

I'm lucky enough to be able to read each months New Clarion loaned to me by my good friend the free flight vintage rubber ace Mike Turner.

Before I sign off I'd like to congratulate you on a very interesting magazine which maintains and ever improves its quality.

Yours sincerely, Ian James

David Parker further recollections:

John,

At one time the RC Nats and FF Nats were held on the same weekend -

RC Barkston & FF + SAM at Cranwell. I can't really remember if David Baker promoted any special SAM event - he may well have done of course being so committed.

I am sure the photos I sent to you were a SAM event - almost certainly at a "NATS" and very likely Cranwell.

Even further recollections:

I keep wondering about the "venue". I am pretty sure it was Cranwell. It was on an occasion when the R/C etc. Nationals was held at the same time as the F/F Nationals and both Barkston were used. The later for the R/C, scale and C/L events etc and Cranwell for F/F and SAM were there for I think the first time. I have a rather vague idea that DB was rather chuffed that SMAE was beginning to recognise the presence of SAM. I remember visiting both venues at various times during the 3 days. The trouble is that it was long time ago! It was only a little later of course that the R/C Nats were allocated to Barkston in August and the F/F in May.

Barkston - which I visited for the first time in over 30 years last year has changed enormously - if I had been dropped there I would not have recognised it.

David Parker

Sebatian Robinson to David Parker - re his picture queries:
& to Editor:

Dear David

The plump baldie in the tweed jacket is me, and the occasion must be the Nationals in either 1975 or 1976. The model is a Phaethon (probably the Mark II version) of which I designed and built three in the mid-1970s, the first two being powered by a Doonside Mills 0.75 and the third by a PAW 1.5. All were fairly large, Marks I and II being 80" span and Mark III 91". If you send me your address, I'll send you a copy of an article I wrote for *Aero Modeller* (published July 1977) which includes an account of the Phaethons and my experiences with them. I'll send one to John Andrews as well, if he'd like to have it.

The only lasting memento that I have of them (apart from this article and my own recollections) is an elderly model box, which I still use, with a sharp kink in it to accommodate their short straight centre sections and long swept tips. I did however recently revisit the tailless layout by building Spencer Willis' Mini-Manx, which (to judge from one shortish trimming session) seems to fly a bit like the Phaethons -- rather wanderingly. This could however just be me.

I'm still modelling, but find that I tend to build more and fly less; as a result, my (untidy) workroom gets more and more crowded with models that I ought to be scattering round the countryside. A consequence of age, I suppose.

Look forward to hearing from you.



Sebatian

Hello John and thank you.

I am convinced the pictures were taken at a Nationals and it was the SAM event as evidenced by the Baker's presence. Can't mistake those legs and I remember wondering if he would ever give in and put on more suitable clothes. SAM events were usually held at Cranwell if they coincided with the ordinary nationals as opposed to the Free Flight Nationals.

Sebatian

The DBHLibrary (Magazines)

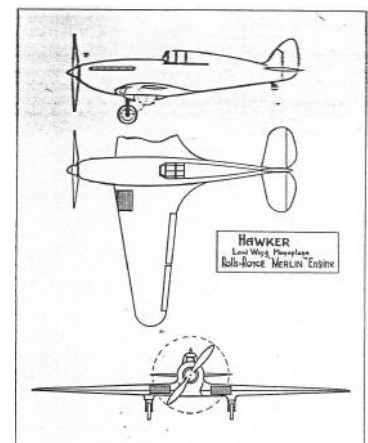
-

Roy Tiller

Report No. 28 Aeromodeller Missing Plans continued.

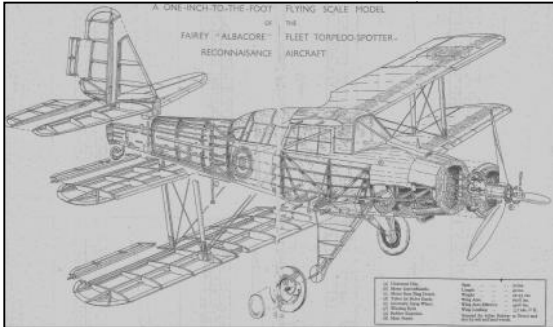
In the early days of *Aeromodeller* they occasionally offered plans by post but included no reduced plan in the magazine. In some cases plans have turned up, but the following fall into the category of having never been seen within the SAM1066 library.

The Hawker Merlin Monoplane was featured in *Aero-Modeller* (yes, hyphenated) November 1936. Presumably this was before the plane was given the name Hurricane. *Aero-Modeller* advised "We can only show a general arrangement drawing, but full size Blueprints of this machine can be obtained from the offices of The Aero-



Modeller, price 2/- ". Unfortunately there is no indication of the name of the designer or the wingspan of the model, so how would one identify the plan? Well, it is a Blueprint, cost 2/-, it probably carries the Aero-Modeller name and if we are lucky even the date.

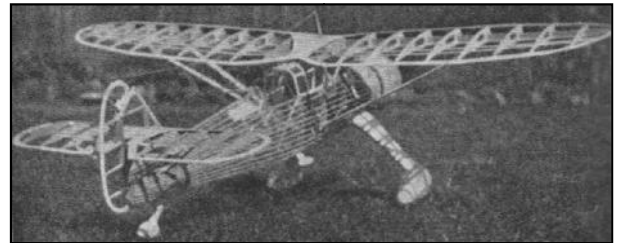
Aero-Modeller December 1941 featured the Fairey Albacore 50" span rubber scale model by H.J.Towner. The instructions advise that should insufficient balsa wood be available then bass wood may be used but in half the thickness. As the



Albacore has no wing stagger to help stability, the lower wing section is RAF32 with a C of G (later in the article C of P is used) of one third chord, while the upper wing section is RAF34 with a C of G of less than a quarter chord thus giving a slight stagger effect. One is advised to keep the tail light and to use a trim tab as the

rudder is large and adjustment delicate. The plan is offered on two sheets for 7/6 the set.

The Henschell Hs126, a 48"span rubber model by R.L.Walker, was featured in Aero-Modeller July 1942 with the plans available from Aeromodeller Plan Service for 5/- post free. The model has two geared motors giving a 40sec motor run and will achieve 45sec R.O.G. for a quite stable flight.



The Aeromodeller March 1944 (hyphen now gone) featured the Airspeed Horsa flying scale glider at 1inch to 1ft, giving a span of 88 inch. In order to comply with Defence Regulations the wing tips are removable to give a flying wing span of 6' 11". During wartime the wing tips may be added for EXHIBITION ONLY. The model is launched by a tow line having twin rings. It has towed up off the ground becoming airborne after a very short run along the ground.



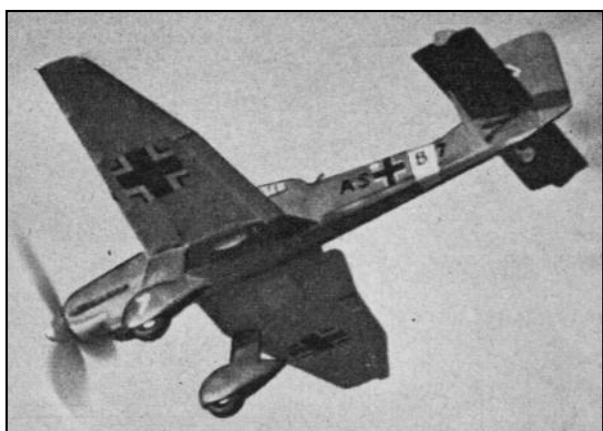
Aeromodeller February 1949 featured "A semi scale power model of 9ft span for radio control" by G.W.W.(Gil) Harris. The size of the machine is designed to carry a load to 2lbs for the complete receiver outfit. The engine fitted is of 10cc capacity and is designed to carry a large airscrew at low speed. The engine was built by the father of model designer in about three weeks of spare time.

Now we come to three plans where Aeromodeller did publish a reduced plan but offered also larger versions with no plan in the magazine.



Harry Hundleby's control line Topsy Junior at 28" span for 1-2cc engines was shown as a reduced plan in Aeromodeller June 1949. Also offered was plan CL322 a 34" span version for 2.5-5cc engines and CL323 a 40" span version for engines from 5 to 10

Aeromodeller April 1953 carried a full size plan of Ian Dowsett's Arrow 50, a 12 span model for Jetex 50 and offered by post plan J511 the Arrow 100 of 18" span for Jetex 100.



Doug McHard's Junkers JU87D, a 17" span rubber model was featured as a full size plan in Aeromodeller September 1957. Also offered but with no reduced plan shown was plan FSP/CL 675 for a 34" span Junkers JU87D suitable for free flight with a 0.5cc engine or control line with a 2.5cc engine, all for 5/- post free.

Plans that we are seeking:-

| MODEL NAME | PLAN NO | | DESIGNER | SPAN | TYPE | A/M date |
|-------------------------|---------|-----|---------------|------|------------------|----------|
| HAWKER MERLIN Monoplane | | | nk | nk | Rubber scale | Nov-36 |
| FAIREY ALBACORE | FSR | 104 | TOWNER H J | 50 | Rubber scale | Dec-41 |
| HENSCHEL HS126 | FSR | 214 | WALKER R L | 48 | Rubber scale | Jul-42 |
| AIRSPEED HORSIA | FSG | 145 | HAYES Ian H V | 88 | Glider scale | Mar-43 |
| Power Model for R/C | PET | 312 | HARRIS G W W | 108 | Power | Feb-49 |
| TIPSY JUNIOR | CL | 322 | HUNDLEBY H G | 34 | Controline scale | Jun-49 |
| TIPSY JUNIOR | CL | 323 | HUNDLEBY H G | 40 | Controline scale | Jun-49 |
| ARROW 100 | J | 511 | DOWSETT Ian | 18 | Jetex | Apr-53 |
| JUNKERS JU87D | CL/FSP | 675 | McHARD J D | 34 | Scale pwr/CL | Sep-57 |

If you have any of these plans, or know where they are available, please get in touch.

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

Roy Tiller

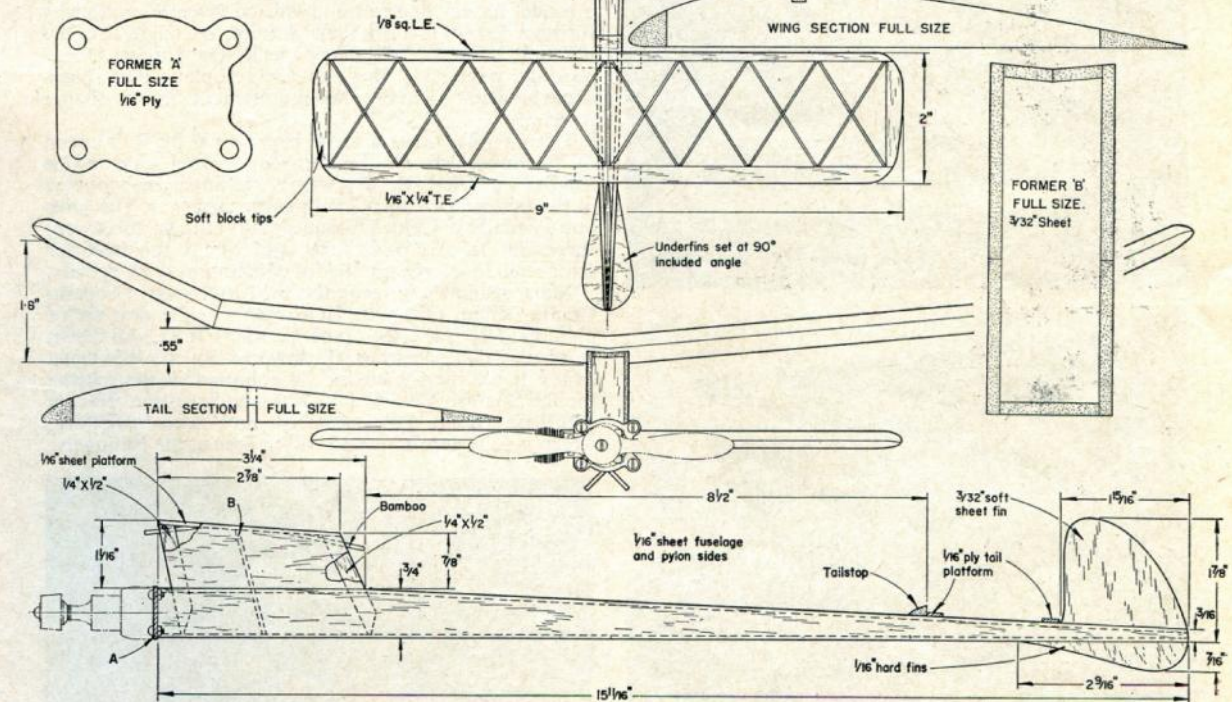
*Editor: I came across this when browsing some old magazines.
Could not resist popping it in.
Please let me know if you build one or already have one.*

Pee-wee Creep by Pete Muller

Despite its size, this tiddler is quite uncritical to trim; the original having a climb pattern which many bigger models might envy. Wash-in on the left wingtip ($\frac{1}{8}$ in.) together with right sidethrust, result in a vertical, right-rolling climb, and slight glide turn. Only a small amount of rudder should be necessary if the warps and sidethrust are correct. Balance just in front of the T.E.

Construction is straightforward, but weight should be kept to the minimum as the glide on models of this size is very sensitive to wing loading. $1\frac{1}{2}$ to 2 ounces all-up weight is easily achieved by using light wood and only sufficient dope to tighten the covering; the necessary fuel-proofing also serves to weatherproof the model. Watch where it settles or you'll never find it! Here's what you need:—

Sheet: $\frac{1}{16}$ in. x 12 in. x 3 in. Medium/Soft. $\frac{1}{16}$ in. x 18 in. x 3 in. Medium/Hard. $\frac{3}{16}$ in. x 2 in. x 3 in. Soft.
Strip: $\frac{1}{16}$ in. x $\frac{1}{16}$ in. x 20 in. Hard. $\frac{1}{16}$ in. x $\frac{1}{16}$ in. x 10 in. Medium/Hard. $\frac{1}{16}$ in. x $\frac{1}{16}$ in. x 20 in. Medium/Hard. $\frac{1}{16}$ in. x $\frac{1}{16}$ in. x 12 in. Soft.
Miscellaneous: 1 in. x $1\frac{1}{2}$ in. x $\frac{1}{16}$ in. Ply. 3 in. x $\frac{3}{16}$ in. dia. Bamboo. $\frac{1}{2}$ in. x 20 S.W.G. Dural Tube. 2 $\frac{1}{2}$ in. x 20 S.W.G. Piano Wire.



Enlarge this drawing three times for actual size, a full-size plan is available from Aeromodeller Plans Service as plan PET 732 price 2/6d. plus 6d. post

A description of my workshop and as you may gather from the title, I have done little this year on the modelling front. The first Wallop meeting did not tempt me out nor did the first BMFA Area meeting. The only flying I have done up until 3 days ago was done indoors at Brownhills, Thorns and Towcester. For the first two venues I just went into the garage and picked up a box and opened it when I got to the meetings. I did look in the box before I went to Towcester as the meeting is for lightweights and I just checked the contents of my 'Gyminnie Cricket Box'. For my first visit to Brownhills I took my big box which turned out to be full of 'Hanger Rats'. There were 4, a wall foam 'Polyrat', a 'Kit Rat', a Wilco food bag covered 'Wilco Rat' and a standard 'Rat' to plan including prop.

You may be interested in my stripping down, for lightness, of the 'Kit Rat'.

I had bought a couple a few years back when my grandsons were at the Nationals with us and we flew them in the hanger. Now that the boys have lost interest the Rats are part of my stock. Lightening consists of cutting away the wing stays, trimming the ends off the centre cabane and sticking a small dowel in the middle to secure the wing to the fuselage with a single d/t band. Works well.



Curiosity aroused I looked back through my flight log book to see what rubber motors I have used to fly the Rat. The smallest was .1 x 22" loop 2000 turns and the largest .29 x 28" loop 2300 turns. I would recommend that you stick with 1/8 rubber and start with an 18" loop and 1300 turns, which should put you up in the lights in a normal 8mtr sports hall, then increase loop size until you just top out at the lights with perhaps one hit. You may well get up to 1/8 x 28" 2000 turns. To wind to maximum stretch motor to 5 times length and wind on half turns before moving in.

When I was at Thorns indoor I did get a picture of an old seaplane of scale ace David Vaughan's. I spoke with David and he showed me a photo Album with at least a score of his excellent scale indoor fliers. Apparently he had filched his daughters camera and had set about taking pictures of his stock.

I quickly curried favour by praising the model he was flying and managed to get a promise that he would furnish me with the camera chip in order that I can copy off the contents. I should be able to get another multi picture article soon.



David Vaughan's Indoor Walrus, CO2 or Electric, not sure.

Three days ago it was calm, I put together my BMFA Rubber model O-4, fitted with its new prop, and persuaded the wife to accompany me to Warwick Racecourse to see if the trim had changed. We set off rather late and the light was fading by the time we arrived. The ground was soggy to say the least so we did not venture far across the racecourse. Quick test glide then 100 turns and launch, flew away OK and glided down. More turns, not sure how many as I forgot to zero winder but got a bit higher, all OK. Put 1/32 packing under tail te looking for signs of stall, went away OK with a bit of a rattle inside. Same again but 1/16 packing, did not get too high but glide was better. Gave it best as light was gone, pictures tell the story better than words.



It was still just daylight when we got there but not for long

(pictures from Rachel's mobile phone camera)

I felt that the climb was not too enthusiastic but dis-assembly at home revealed two broken strands. Packing now in place ready for use in anger.

John Andrews

Those Were the Days

October 1929 It is an interesting point that when any type of model aeroplane has reached a certain standard of performance its place as the leading type is taken by another. Following the twin-pusher r.o.g. machine came the spar tractor, which point had been reached about the summer of 1914. There followed a gap of five years, and in 1919 many of the old hands had been swallowed up by the War, or had lost interest.

For a time the pre-war types of model aircraft were built, but soon the demand for a new field to conquer became evident, and the fuselage machine made its appearance as a successful type.

Stanger made a record flight of 51 seconds in April 1914 with a PETROL DRIVEN MODEL; then a few years later a man well known in model power boat work, Westbury, designed a petrol engine which was built into a scale model of the Cranwell light monoplane by aircraft apprentices. (See the recently published book "Jet" by Sir Frank Whittle.—Ed.)

"I have not said anything about the wireless control of models, for if I know little about engines, I know less about wireless. It does seem though that at least we have reached the size of model which justifies the use of wireless control, but what form it will take I have not the slightest idea. May we be preserved from the "scale" fiend who will not be satisfied until he has inserted his "scale" pilot with joystick grasped in one hand, and feet on the rudder bar! Whatever happens, the rubber driven model will continue to be built in increasing numbers, for the petrol plant will only be available to the prosperous few who have time and money

to devote to it." (The foregoing is extracted from an article by "R.L." in the S.M.A.E. Journal for October 1929.)

1928 Rockets In 1928 the S.M.A.E. exhibited at the School-boys' Exhibition, and early in July entertained a team of aeromodellers from America. At Croydon Aerodrome a contest for spar models was won by Ford Grant of the U.S.A. with a flight of 79.2 secs., England winning a fuselage type event with Plater's 48.4 secs. The speed competition brought forth a surprise model in the form of a rocket plane by B. K. Johnson. R. N. Bullock won with a speed of 34 m.p.h. Fuselage model records were again beaten by T. H. Newell 76 secs. h.1., and 65.2 secs. r.o.g. by Mr. Bradley.

Formulae Controversy

When fuselage models were first flown the fuselages varied considerably in cross-sectional area and in some instances veneer tubes of about one inch in diameter and three feet in length were deemed by their designers to be fuselages, inasmuch as they completely enclosed the rubber motor. The committee of the S.M.A.E. decided not to allow this, and thereupon agreed that the cross-sectional area of a fuselage should have a reasonable and definite relation to its length, so that a model should at least have some appearance of the full-sized machine. (The original formula of $\frac{L^2}{100}$ was later modified to the F.A.I. requirement of $\frac{St}{80}$ where St represented the total surface area of the machine. The right to limit designers to any resemblance to full-size practice is still one of hot debate wherever aeromodellers gather.—Ed.)

ONE THING that all of us 70 and 80-year old youngsters reflect on is that question: "What was it really that first sparked my interest in aeroplanes?"

We have many answers:

For many of us it may have been our parents' own interest in aviation that lit the fire in us; or it may have been (if you are of my vintage) that WW2 with its compelling lessons in Aircraft Recognition is what started us looking upwards to the sky; or it may have been that a school-friend was already "hooked" and, without knowing it, hooked us too. Reflecting on this I admitted to myself that in my case it was all of these reasons, plus one more that may ring a bell with some of our generation:

Players Cigarette Cards!

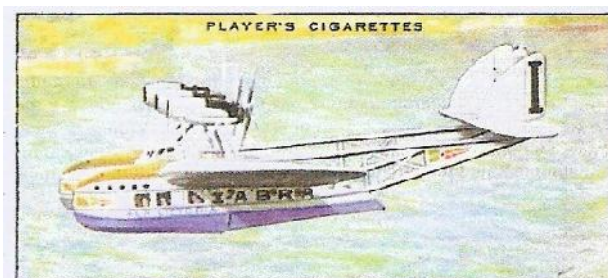
In the days of our youth smoking was quite the In Thing. My father's love was his pipe, ever fuelled with a tobacco surprisingly named "Three Nuns", a forecast for my three sisters as it later turned out! My mother smoked cigarettes, with "Players" (a popular brand in that epoch) being the clear favourite. As marketing and the search for customer loyalty are far from being recent inventions, the Players Cigarette Company had temptingly placed a collectable small card on every packet, and I ended up with a pile of them. I mounted my hoard in two largeish picture-frames, which ...after living in four countries and moving house ten times...surprisingly I still possess. I had favourites of course, the DH Comet racer, the Waco Cabin Biplane, the spatted Miles Hawk Major and the Airspeed Courier among them, and there were 50 cards in all. Here they are for you to see and admire!



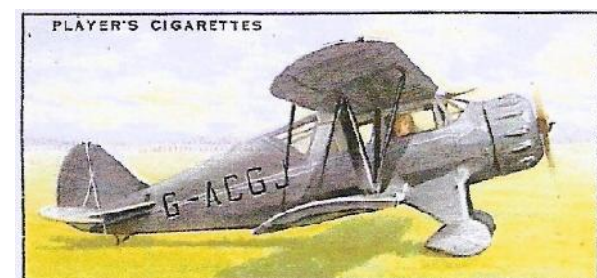
MONOSPAR S.T. 10



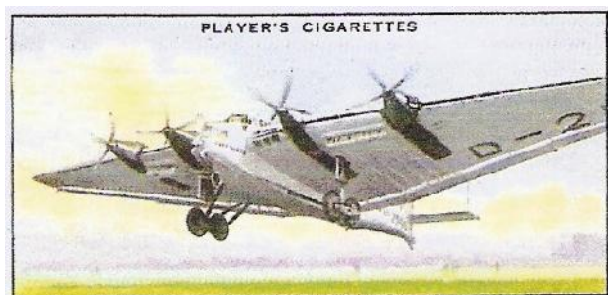
SARO "CLOUD"



SAVOIA-MARCHETTI S.66



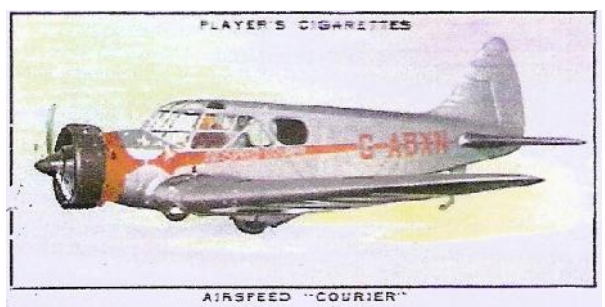
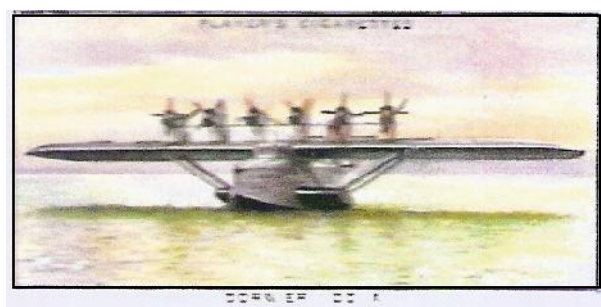
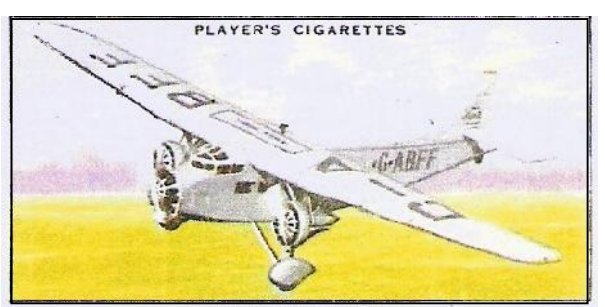
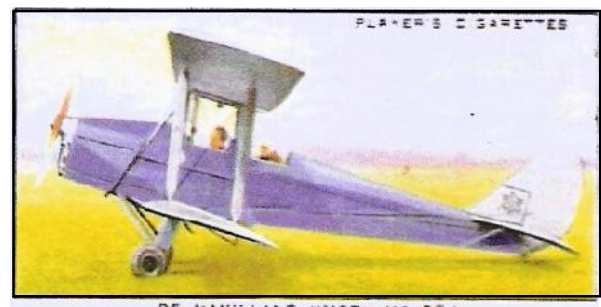
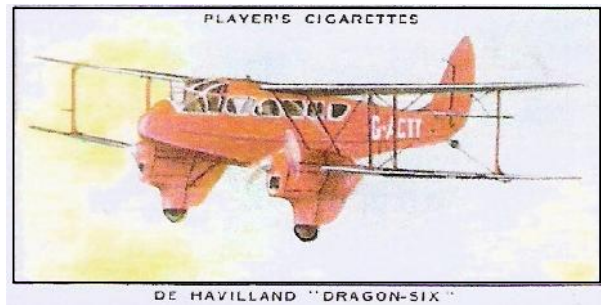
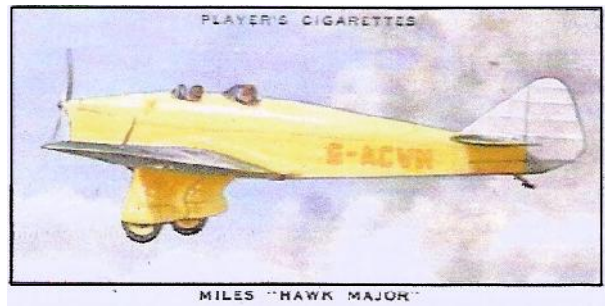
WACO "UIC" CABIN BIPLANE

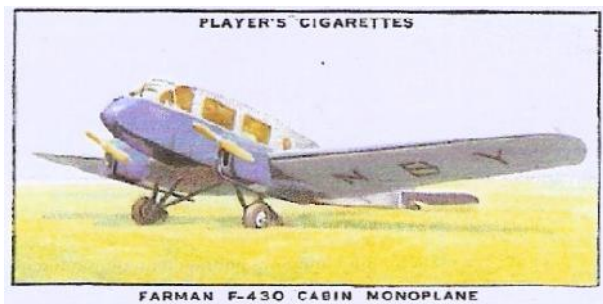
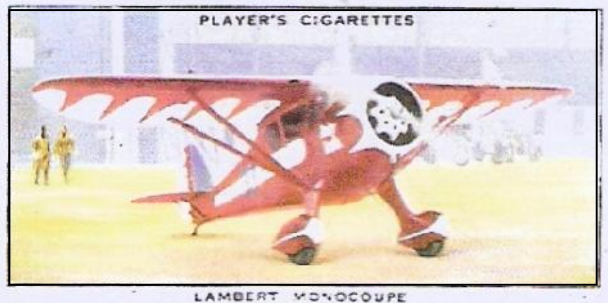
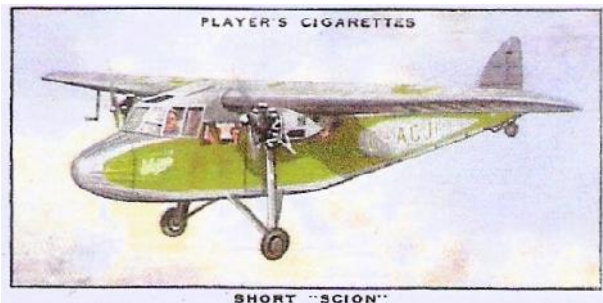
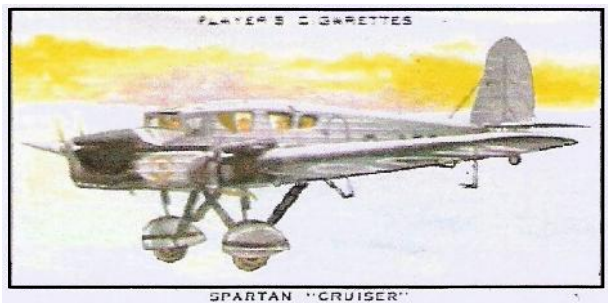
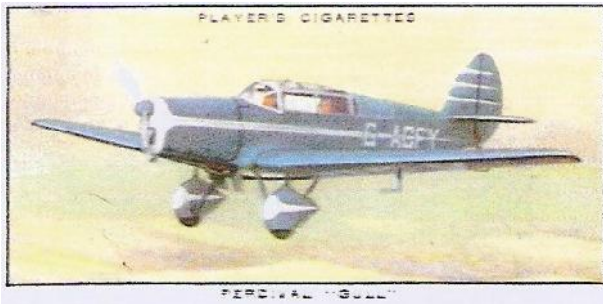
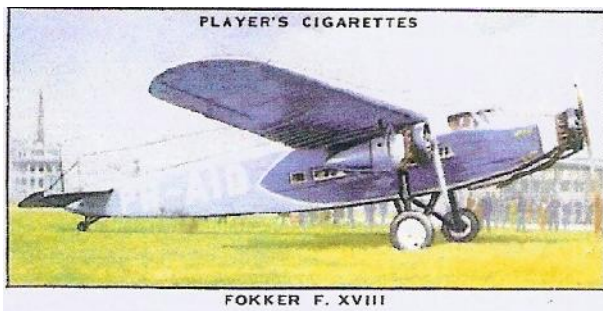


JUNKERS G.38



CIERVA AUTOGIRO C.30.P







JUNKERS Ju 52/3m



SPITFIRE "EAGLE"



AVRO "COMMODORE"



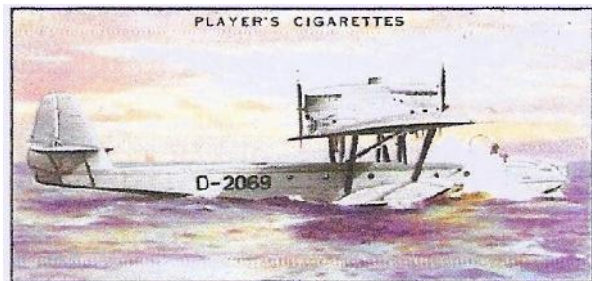
DOUGLAS DC-3 "WHEELER"



CAUDRON MONOPLANE



"BEECHCRAFT" CABIN BIPLANE



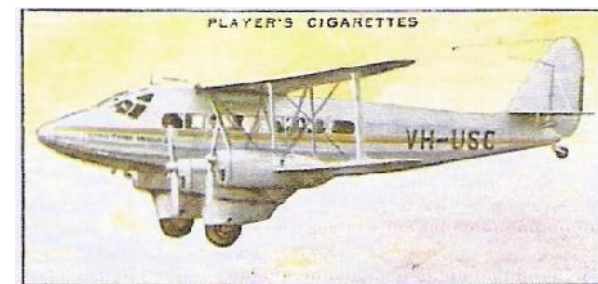
DORNIER "WAL"



AERONCA MONOPLANE



BELLANCA RACER



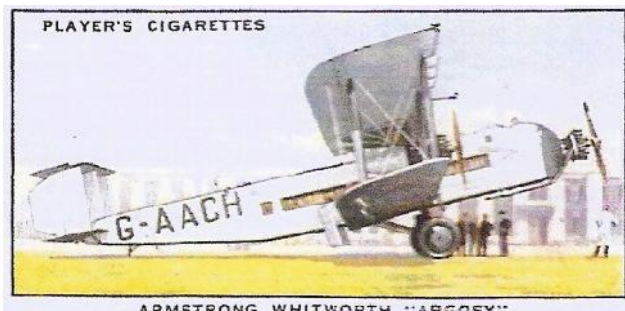
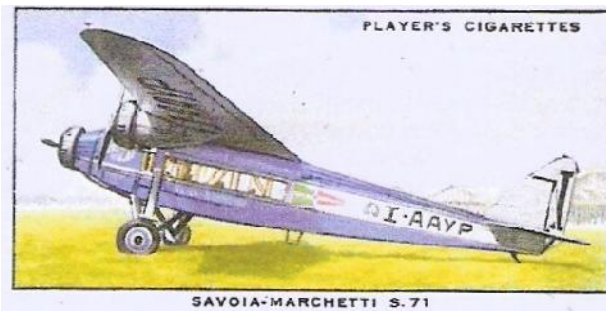
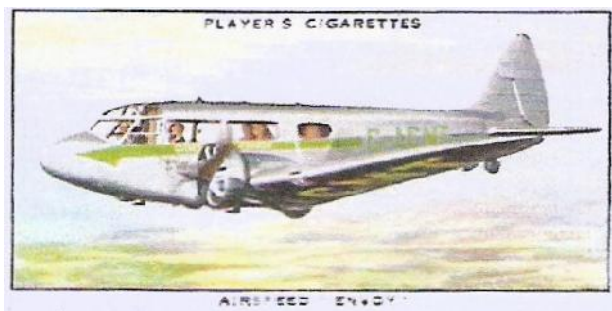
DE HAVILLAND "EXPRESS AIR LINER"



HEINKEL HE 70A



DE HAVILLAND "COMET"



Getting full value from the nostalgia, I find that John Player was a Nottingham man, who bought a going concern in 1877, setting up his cigarette factory and becoming a very successful businessman.

Players became part of the Imperial Tobacco group in 1901, and...no... I still hadn't been born yet, nor had the Wright Bros flown their Kittyhawk Flyer either. JP was apparently one of the first to put his tobacco in packs, before that you bought the stuff loose and rolled your own (as a few people still do).

My conscious memories start in 1933, when I was three (the house next door caught fire!) so I reckon I was a pretty early collector of those Aircraft Ciggy Cards, which Wikipedia says first appeared in 1935.

They did a Cars collection too from 1936, I don't know why I hadn't collected those too, because I do remember seeing them.

So much for long-term memory, now..."what was I doing just now?" !

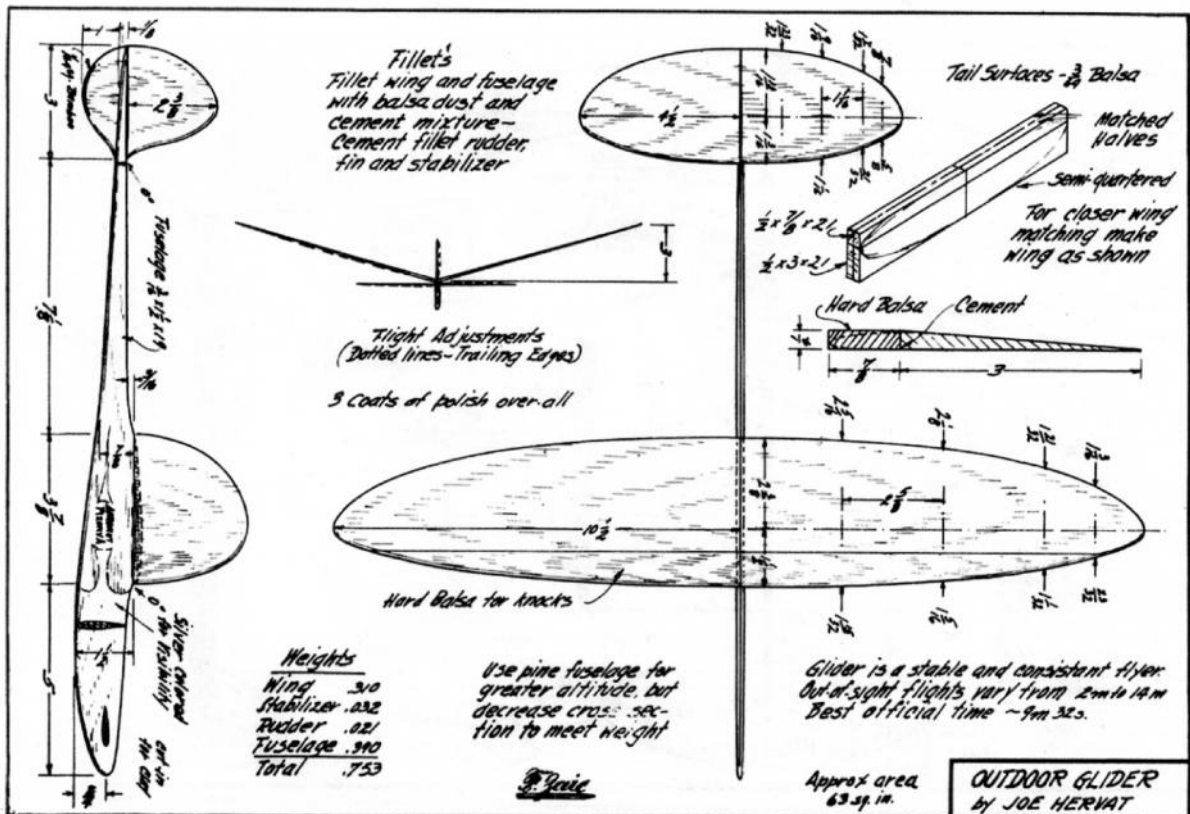
Dick Twomey

Quack canard. This model appeals to me. I built (& lost) a McCanard 27 several years ago & have been meaning to build another at some time. The McCanard 27 was powered by a Cox TD 010, purchased in California in the early 1970's for a few dollars saved from my subsistence allowance on a business trip. It then sat in it's box for a long time, until the McCanard came into being - I was amazed how easily this little engine propelled the model to great heights at Beaulieu, until one day the inevitable happened - it caught a Beaulieu boomer & that was the end. Ever since, I've been meaning to build something similar but constrained by the lack of another TD 010 & refusing to entertain the silly prices on EBay. However, the Quack with a Pee Wee should (as the plan says) climb like a rocket - we shall see!

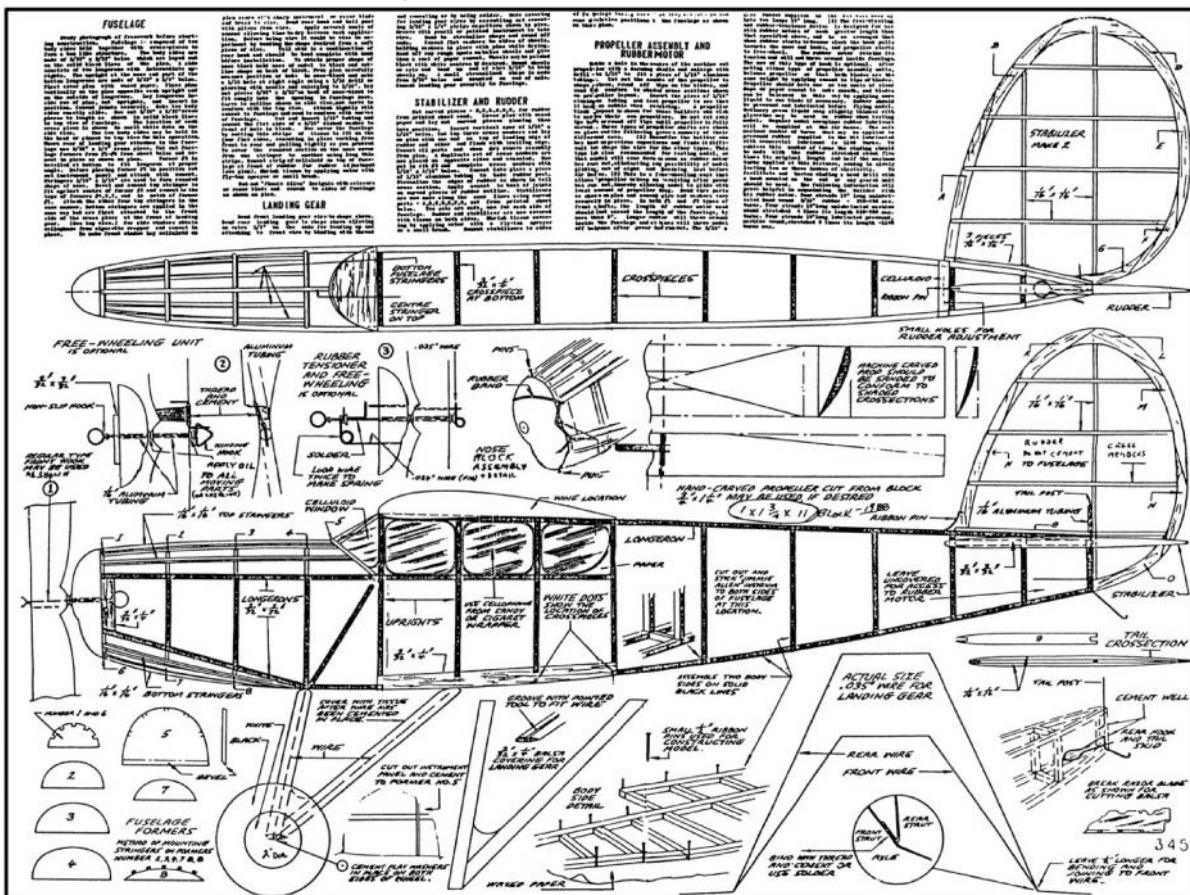


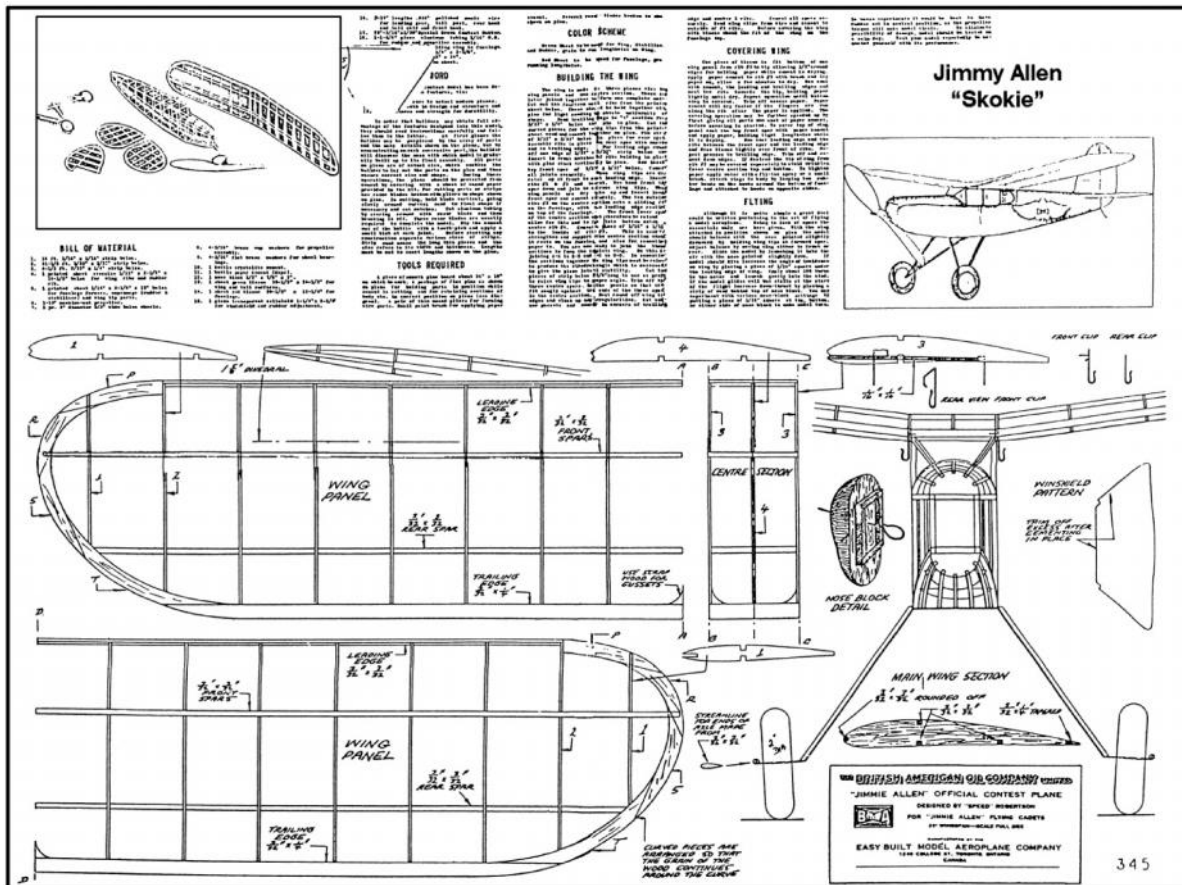
There is an alternative that looks rather more sedate - the Hysteron Proteron by Sebastian Robinson published in the *Aeromodeller* July 1977. It's a 48" span canard powered by a Mills 0.75 & looks to be a good build as well. Maybe next winter.....

Glider: **Hervat.** One for the HLG/CLG comps this summer. It comes with a long pedigree of vintage wins, so have a go.



Rubber: Jimmy Allen Skokie. Another one for Roy Tiller's Jimmy Allen mass launches this summer. Roy (or Barbara?) have won past JA comps with this model. Give them a run for their money.





Roger Newman

Secretary's Notes for February

Roger Newman

Easter Meeting:

As you are all aware (I hope!), we have a three day meeting planned for the Easter Bank Holiday. The schedule was published last month & is on our website. However, as a reminder here it is again.

Easter 3 days (Croydon Wakefield Day & Combined SAM Gala)

Saturday 30th March

1. **Croydon Wakefield Day**
4oz Wakefield
8oz Wakefield
F1B
Norman Marcus event
2. **SAM 1066 Glider Day**
Over 50" Vintage Open Gliders
Over 50" Classic Open Gliders
Combined up to 50" Vintage & Classic Gliders
(All to SAM35/1066 F/F comp rules)
3. **SAM 1066**
Classic Power duration (SAM35/1066 F/F comp rules)

Sunday 31st March (Combined SAM Gala) – Day 1.

- 1 **Free Flight**
 BMAS Club Classic Rubber: Jimmy Allen Mass Launch:
 Bungee Glider (Peterboro rules): Tailless (Spencer Willis Tailless league):
 Small Vintage Rubber – up to 34" (SAM35/1066 F/F comp rules):
 Vintage Power Duration (SAM1066/35 F/F comp rules):
 HLG/CLG (SAM35/1066 F/F comp rules):
 Jetex / Rapier Duration.
- 2 **C/L**
 Wessex League Mini Speed: Spitfire Scramble: Mercurian Mite:
 + sport flying + Weatherman and Phantom Speed practice.
- 3 **R/C Assist**
 Tomboy: Vintage Power Duration:

Monday 1st April (Combined SAM Gala) – Day 2.

- 1 **Free Flight**
 Under 25" Rubber: Large Rubber: Rybak A2: Vintage Coupe:
 (All to SAM 35/1066 F/F comp rules)
 Power Precision (i/c or electric, not necessarily vintage but of traditional
 construction, target 45" with 30" to 60" to qualify, 3 flights,
 errors from each flight added, smallest total error wins)
 A-Frame & Spar Tractor Mass Launch
- 2 **R/C**
 R/C Assist Bowden

As a small change, Competition CD's will be part of Control, under the watchful eye of John Thompson, whose final decision will be absolute! A copy of the latest SAM1066/35 rules will be held at Control.

Note that the latest Aeromodeller (March/April 2013) has kindly got the dates & schedules for the Easter meet in its "Up & Coming" calendar of events. Unfortunately they have also got the last day listed as the wrong date - 6th April instead of 1st April. You can safely ignore this! We shall be there on 30th/31st March & 1st April - April Fools Day notwithstanding!

Arrangements are as previous years: Daily entry to the airfield is £5 per person, collected by Museum Volunteer Staff plus £1 per flier, collected by SAM 1066. BMFA membership is mandatory for all. Camping can be booked via Rebecca Clay on 01264 784421, the usual facilities will be available via the Museum Shop.

There are plenty of competitions for all over the three days plus sports flying so turn up and have a good weekend. Support Peter Michel's efforts in promoting the Bungee glider comps & get some practice in for the May meeting, where the Bungee Glider comp will be for the Reg Roles Trophy.

As always, volunteers for gate duty would be most welcome. Make yourselves known to John or I on the day.

Crookham Gala: 27th January



The first event of 2013 at Middle Wallop was characterised by windy but dry weather - in spite of the forecast! Some 20 or so hardy souls turned up, mostly from the Crookham Club, tho' Mike Marshall & Chris Strachan made the long trek from Cambridge. Max was set at 90 secs, which if achieved took the model a long way - fortunately the wind was mostly from the west so we had the dubious benefit of the full length of the airfield.



On the left Chris Strachan readies his 'Electric' and right, up and away

From memory, Pete Brown won F1G, Ken Taylor won Glider. I don't have the results sheets to hand so can't name the other winners.

Interesting Links for Control Line aficionados & Vintage Modellers

Gianni Lofredo sent me the following link - it should be of interest to those of you who are control line enthusiasts -

<http://digilander.libero.it/ucontrol2000/U-Control-2000/>

Free flight vintage also gets a post - look at www.carambamodels.com. - a link to a Belgian site that offers plans & laser cut part kits."

Roger Newman

For Sale & Wanted

I have acquired 2 ED Racers and a twin plug Merco from a deceased friend which I would like sell on. The Merco in particular looks to be in very good condition. Pictures attached. They all turn over OK



RB1184 appears in good condition

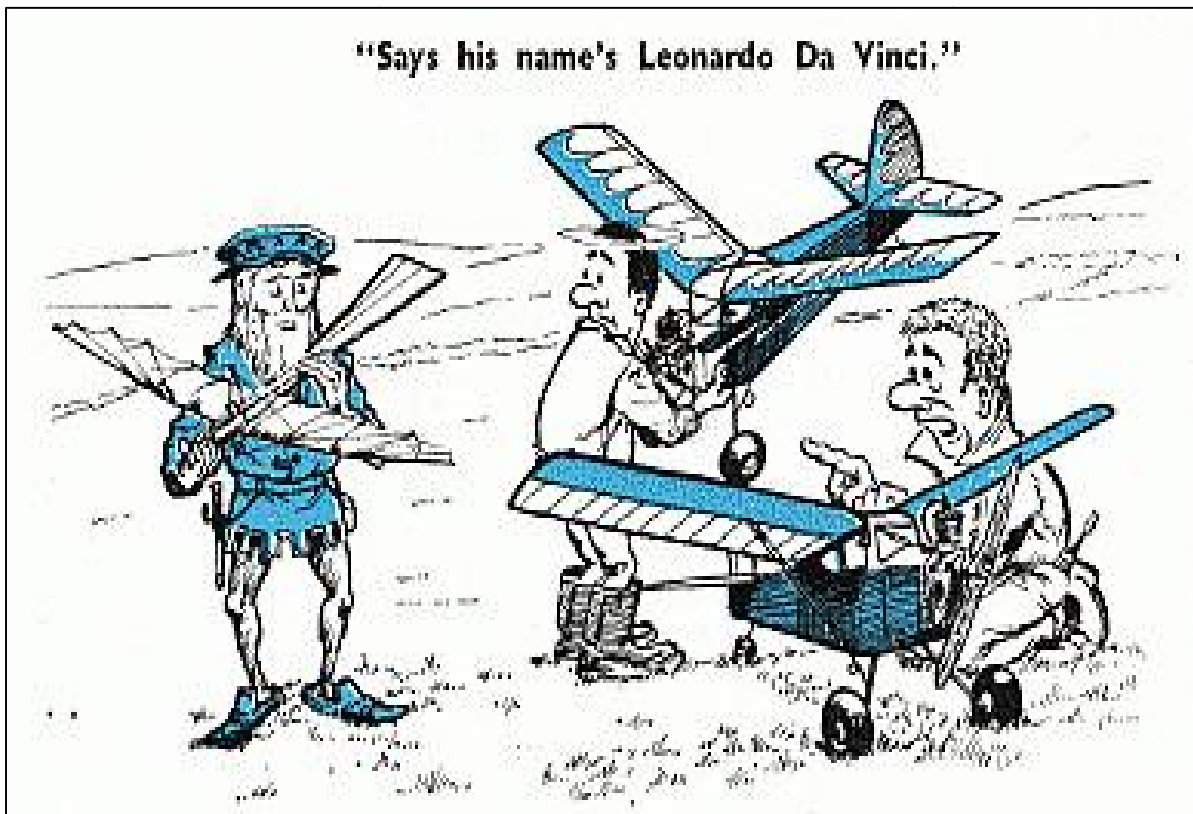
RB 3064 is described as U/S - cylinder liner/crankcase seal lands broken and crankcase liner location worn. Only one needle valve for the 2 engines

The Merco 61 appears un-run, but has no silencer/box/instructions

Reasonable offers to:

Brian Rapier Tel: 01582 715578 email: brianr63@gmail.com

Any funds raised are for his daughter's chosen charity - Macmillan I believe.



This is from 'Flying Models' May 1958, qualifies for Classic



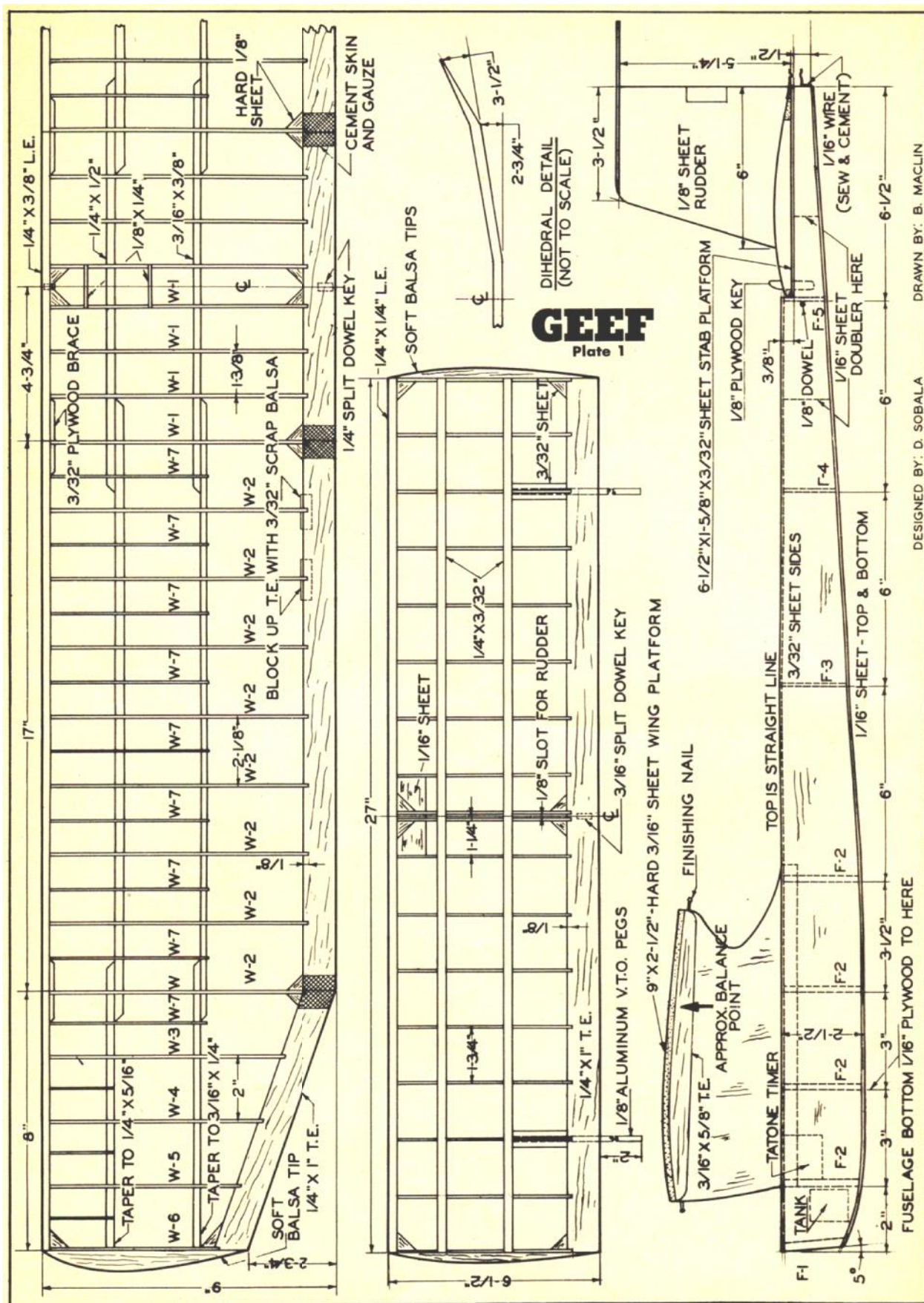
Development of the "Geef" design started in 1955 and has progressed to a point where we feel it will more than hold its own in any company. As evidenced by its First place position in the F.A.I. Gas Event at the Nationals with a record time of 22 min. 8 sees. Flown in competition from coast to coast, it has proven itself a consistent winner. Even Junior flyers, building their first large gas model, have been successful in building and adjusting it. On the other hand, experienced builders using a "hot" .19 engine have easily obtained dead air times in excess of the A.M.A. 5-minute flight limit on a 20 second engine run V.T.O.

The use of a small (33%), thin stabilizer is a departure from earlier designs but has considerably improved the glide. The wing with its higher aspect ratio and more efficient low speed airfoil can better carry the load. Several flat-bottomed wing sections were tried and discarded in favor of the under-cambered section shown here.

FUSELAGE: Full-size plans are not necessary. Just draw the fuselage side outline on 3/32" sheet balsa using the full-size formers as a guide. The top, obtained in the same manner, should be pinned to a flat board, the formers cemented to it and the sides added. Don't forget the 1/8" sheet doublers used to strengthen the fuselage sides near the stabilizer seat front. Do not cover the fuselage bottom under the pylon until the pylon is installed so that a strong cement joint may be obtained on the inside. The pylon installation should be deferred until the model is almost completed, so that the proper balance point may be obtained.

Install the 1/4" plywood firewall with 5° down-thrust and zero side-thrust. Use five or six coats of cement and use gauze, pink tape or even fiberglass to secure it. Blind mounting nuts are a convenient, inexpensive and a proven means of mounting the engine radially. If beam mounting is desired, run the hard maple mounts about 6" into the fuselage.

A 1/2 - ounce tank with only one vent is recommended to prevent fuel leakage over the model when placed vertically for V.T.O. A consistent timer, such as the Tatone Tick-Off, is a must for serious contest work. Provide a hardwood backing for the screws. Carefully check the alignment of the pylon and wing and stabilizer platforms before sanding, sealing and covering the fuselage with Skysail, Silk-Span or Silk. Apply four coats of a good fuel-proof finish such as Testers STA sanding lightly between coats.



Be sure to block up the trailing edge with 3/32" scrap balsa as shown where the ribs are notched into it. These rib ends are shown longer and deeper than necessary to permit individual fitting and fairing into the trailing edge. The three partial tip ribs (not numbered on the plan) are cut using W-3, W-4 and W-5 as patterns, installed and sanded to final shape. Cement all dihedral joints three or four times, particularly at the trailing edge where gauze, nylon or silk should be used for added strength.

STABILIZER: Material for the stabilizer should not exceed 1 oz. weight. Pick strong, but light straight-grained wood for spars and edges.

Remember to insert a piece of 1/8" scrap balsa between the center ribs during assembly to assure a good rudder fit. Gussets shown are important, particularly the ones at the center ribs and where the V.T.O. pegs attach. Do not add the keys, rudder, wire hook, or V.T.O. pegs until the stabilizer has been covered and given several coats of dope.

The 1/16" wire hook at the trailing edge is sewed in place with nylon thread and securely cemented after the rudder has been inserted. A wire dethermalizer limit made of 1/2A control-line leadout wire, attached to this hook and the one on the fuselage, should permit the stabilizer to tilt up at a 40° angle.

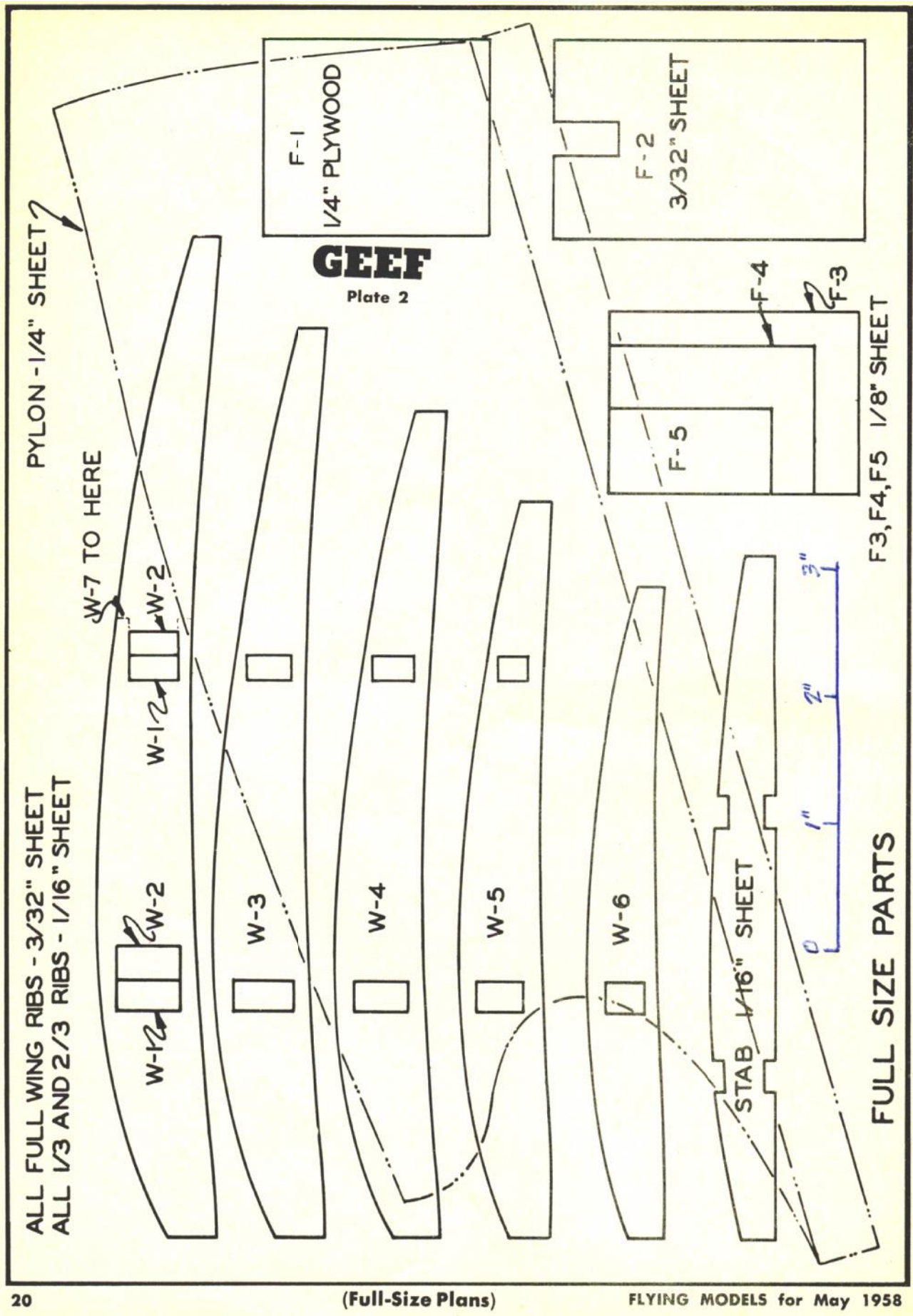
The 1/8" sheet rudder, sanded to a streamline shape should be covered with tissue and finished the same as the fuselage before mounting. Do not use a rudder tab any larger than the one shown.

COVERING: Before covering, the model must be carefully sanded to ensure a smoothly finished surface which affects performance greatly. The stabilizer is covered with colored lightweight Japanese tissue, water shrunk, and given two thin coats of nitrate dope and one coat of a good fuel-proofer. The wing requires a heavier tissue such as Skysail and at least four thin coats of dope prior to fuelproofing. A light sanding with very fine sandpaper (such as No. 5-0) between coats of dope will provide a smooth surface but be careful about cutting through the tissue while sanding, especially along the ribs. To minimize warpage, a plasticized dope (see "Seek," June 1957 F.M. for more complete information) is recommended. Check all surfaces for warps and remove them before attempting to fly the model.

ADJUSTING: All models built to date have been very successful using a right-climb, right-glide flight pattern. To achieve this pattern the following adjustments have been used.

- 1—Center of gravity location approximately as shown on plan.
- 2—The right tip (as viewed from rear) of the stabilizer raised to provide a left component for a right glide circle.
- 3—Slight rudder tab, left or right, as required, to provide a right spiral climb of about one revolution every four seconds. Several models have actually used right rudder tab with no right spiral dive tendencies.
- 4—About 5° downthrust to provide safe V.T.O. in windy weather. Always V.T.O. down wind under such conditions.
- 5—A slight wash-out of the left wing tip panel trailing edge higher than leading).
- 6—Wing incidence as shown on full-size pylon outline. This may vary with model weight, engine power and center of gravity location.

The first flight is best made on a calm day with low power (propeller on backwards may help), 7 or 8 seconds engine run, and dethermalizer set. Make adjustments slowly and gradually increase power on successive flights until a fast, loose, almost vertical right spiral climb is attained. The glide should be slow and flat with a circle diameter of about two or three hundred feet.



BILL OF MATERIALS (Balsa unless otherwise specified)

| | | |
|---|----------------------------|-------------------------------------|
| 2 | 1/4 x 3/8 x 36" | Leading edge |
| 1 | 1/4 x 1/4 x 36" | Leading edge |
| 3 | 1/4 x 1 x 36" (tapered) | Trailing edge |
| 1 | 3/16 x 3/8 x 36" (tapered) | Trailing edge |
| 2 | 1/4 x 1/2 x 36" | Wing spar |
| 2 | 3/16 x 3/16 x 36" | Wing spar |
| 4 | 3/32 x 1/4 x 36" | Stabilizer spars |
| 1 | 4" x 3" x 36" | Pylon |
| 1 | 3/16 x 3" x 36" | Wing platform, formers |
| 1 | 1/8 x 3" x 36" | Rudder, wing gussets |
| 4 | 1/16 x 3" x 36" | Doublers, planking, ribs |
| 5 | 3/32 x 3" x 36" | Sides, formers, ribs, stab platform |
| 1 | 1/8 x 1/4 x 36" | Wing center brace |

1 foot 1/8" aluminum tubing; --1/8", 3/16" & 1/4" dowels; --2" finishing nails; --1/2 ounce tank; Tatone Tick-Off timer; --- 1/16", 3/32", 1/8 and 1/4" plywood; --- gauze strip; ---soft block; blind mounting nuts; cement; dope; Skysail covering; Japanese tissue; 1/16" piano wire; assorted sandpaper; 1/2A leadout wire; engine, prop and accessories.

Editor

Request from SAM2001

-

Pino Carbini

'Blue Up' plan: Can anyone help??

We have a request from Pino for any information that may help him locate a plan of the power model 'Blue Up' depicted here.

Replies to:

Pino Carbini - info@sam2001.it

Thanks for trying.



Aeromodeller Departed



Derek Ridley: Age 76, died 16 February 2013

Derek's funeral will be held at Easthampstead Park Cemetery & Crematorium, South Road, Nine Mile Ride, Wokingham, Berkshire, RG40 3DW at:

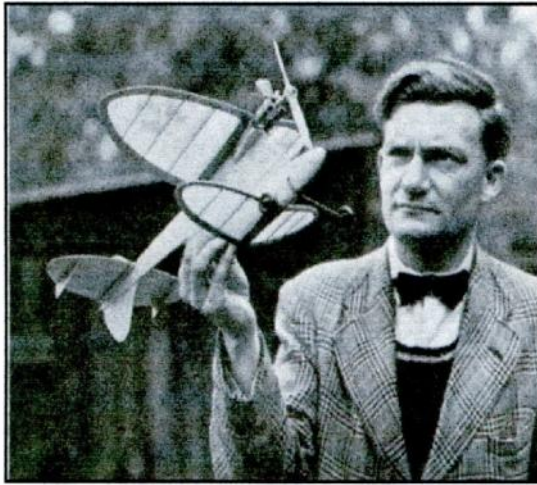
11.15 on Thursday 7th March.

Please join us at the Bracknell Hilton, Bagshot Road, Bracknell, RG12 0QJ for refreshments after the service.

R.I.P.

Malmström Madness in March Mass Launch

The MMMML in Western Australia



Come and join us in some light hearted model flying!

What: Fly any Ray Malmström designed model, and take part in the mass launch.

Why: As Ray put it, for
"Flying, Friendship and Fun"!
Take a break from competition flying, and join in some March madness!

Where: at the WAMAC Oakford field
 (corner of Thomas and Ni-cholson,
 Oakford, WA).

If you don't live in West Australia, do the launch at 10.30 local time anyway, and email us the pics! You don't have to be here to have fun (but it helps...).

When:

Sunday 24th March

Order of proceedings: come and fly from around 8 am, put in as many flights as you like, mass launch at 10.30, prizegiving at 11! There will be pancakes (drop scones/pikelets, whatever you call them), tea and coffee. Bring along the family, this is your chance to get the kids to have some fun, too!

Prize: There will be a prize, appropriate to the occasion. The judge can use any criteria, but we wouldn't be surprised if flyability, craftsmanship, fun – and suitable attire, as in head-gear (*à la* Easter bonnet) could be the deciding factors. As we want no bribery or arm-twisting, we won't of course divulge her name before the award is given.....

What's this about? :

Ray Malmström was an art teacher and designed hundreds (yes! hundreds) of small, quirky models, mostly published in Aeromodeller and Model Aircraft. Mostly rubber, some IC and a few gliders (a few were jettex powered!- if you have some to use....), and mostly free flight the rest control line. Best described as caricature model planes, there were a few scale models among them, too – there should be heaps to take your fancy, they're all small and can be built in an evening or two. There are many plans on the Outerzone web site, others need searching for in back issues of magazines – a lot of fun in itself! He started a model club, who have published a booklet on his designs and collected most of them offering reprints if needed.*

His plans were gems in themselves, ALL the models did fly!

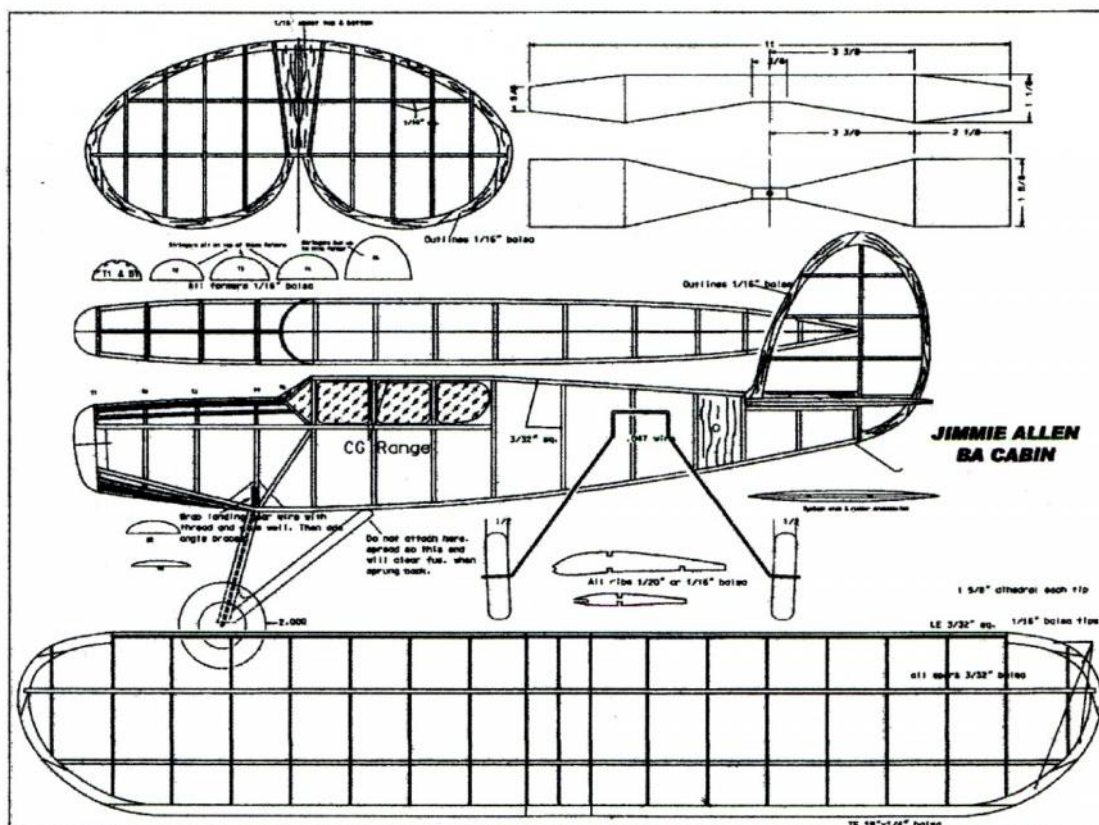
Let your imagination loose!

Malmstrom or Malmstrom inspired designs, such as Mike Parker's 'Forray'

*search for Impington Village College MAC

The dates are 31st March, 5th May, 11th August and 27th October

They are all Sundays, after lunch, mass launch at 2pm



J.A.BA Cabin aka Skokie 25" span
J.A.BA Parasol aka Racer 28" span
J.A. Monsoon Clipper 29"span
J.A. Silver Streak 32" span
J.A. Yellow Jacket 26" span

J.A. Bluebird 38" span
J.A. Special 20" span
J.A. Sky Raider 26" span
J.A. Thunderbolt 24" span

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

The competition is a one flight mass launch, last man (or woman) down wins. Any queries or should you need printed paper plans please contact the C.D.

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

Croydon Wakefield Day **Saturday, March 30th 2013**

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.
10 second bonus for r.o.g. in the Vintage classes.

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 : martindilly@compuserve.com or call 020 8777-5533

65th Southern Area Rally **RAF Odiham 21st July 2013**

Provisional

RAF Odiham have given permission for the 65th annual Free Flight Rally
To be held on July 21st 2013

This is a change to the date in June previously asked for
which is not available due to operational requirements.

Once the Licence arrangements are in place
I will give full information of Events to be held and cost etc.
John Thompson CD.

SALISBURY PLAIN **Free Flight on Area 8 For 2013**

There are several planned Army exercises in 2013, and apart from that the following dates are provisionally available.

Jan. 5/6, - Jan.12/13, - Jan.19/20, - Jan. 26/27,
Feb. 2/3,
March 9/10,
April 6/7, - April 13/14, - April 20/21,
May 4/5, - May 18/19, - May 25/26,
June 1/2, - June 8/9, - June 15/16, - June 22/23, - June 29/30,
July 6/7, - July 13/14, - July 20/21, - July 28,
Aug. 3/4, - Aug. 10/11, - Aug. 31
Sept. 1, - Sept. 7/8, - Sept. 14/15, - Sept. 21/22,
Oct. 5/6, - Oct. 12/13, - Oct. 19/20, - Oct. 26/27,
Nov. 2/3, - Nov. 9/10, - Nov. 16/17, - Nov. 23/24, - Nov. 31
Dec.1, - Dec. 7/8, - Dec.14/15.

For those using satnav the coordinates of the only permitted access points are:
51°11'31.36"N, 1°57'20.10"W - (Point Oscar)
51°11'29.53"N, 1°57'32.59"W - (Point Papa).

Send an SAE and your £15 cheque, payable to BMFA, to Bernard Aslett, 25, Honeyhill, Wootton Bassett, Swindon, Wilts, SN4 7DX; in return you will receive a sketch map showing where we fly on Training Area 8, and a 2013 pass to display on your windscreen. If you come as a passenger, bring your pass anyway. Your name will be included on the Army security list (unless you're already on it). Please send Peter Tribe (petertribe46@talktalk.net) your e-mail address in case of any short-notice changes.

VINTAGE RADIO & CONTROL LINE

[to Dec. 1969]*

MIDDLE WALLOP, 2013

Courtesy of the Army Air Corp Centre, MAC

SUNDAY March 31st SAM 35 Gala

Control Line [no combat wings] Mini Speed & Spitfire Scramble.
Sport Flying & Tomboy 3 & Tomboy Senior Competitions
Vintage Power Duration Comps
incl. George Fuller designs R/C class & R/C Bowden

SUNDAY MAY 5TH SAM 1066 Wakefield Day

Control Line [no combat wings] Mini Speed & Spitfire Scramble.
Sport Flying & Tomboy 3 & Tomboy Senior Competitions
Vintage Power Duration Comps
incl. George Fuller designs R/C class & R/C Bowden

SUNDAY SEPT 22nd SAM1066 Fun Fly + Trimming Day

Control Line [no combat wings] Mini Speed & Spitfire Scramble.
Sport Flying & Tomboy 3 & Tomboy Senior Competitions
Vintage Power Duration Comps
incl. George Fuller designs R/C class & R/C Bowden

FLIERS MUST BE COVERED BY BMFA INSURANCE

this is the only acceptable insurance at the venue
and must be produced when signing on

For further information contact:

[C/L] James Parry, 01202625825, JamesIParry@talktalk.net

[R/C Vintage & Tomboy] Tony Tomlin, 02086413505, pjt2.alt2@btinternet.com

[R/C VPD+Bowden+ George Fuller comp]

Bill Longley, 01258488833, tasuma@btconnect.com

The events take place on the far side of the field, follow the peri track round

The David Baker Heritage Library MAGAZINES FOR SALE

AEROMODELLER & MODEL AIRCRAFT

**e-mail YOUR WANTS LIST
collect at Middle Wallop.**

Roy Tiller Tel. No. 01202 511309

e-mail:- roy.tiller@ntlworld.com

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: IMPORTANT:

The rules for obtaining plans have changed.

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

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

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

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

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

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

This service is provided at no charge.

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



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

Contact: Martin Dilly on 020 8777 5533
or write to 20, Links Road, West Wickham, Kent BR4 0QW
or e-mail: martindilly@compuserve.com.

The price in the UK is £18; airmail to Europe £20 or to anywhere else £22. Cheques should be payable to BMFA F/F Team Support Fund, in pounds sterling only, and drawn on a bank with a branch in the UK; you may also order by credit card. All proceeds help to fund the expenses of those representing Great Britain at World and European FF Championships.

MSP PLANS PRESENTS

Vintage, Classic, Sport and other Duration Designs

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

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

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

| | |
|---|---|
| MICK FARTHING 1942 | The 40 in span Lightweight Contest rubber model with a diamond fuselage. |
| MICK FARTHING'S THE PAPER BAG' RAFF V 1947 | Mick Farthing's last lightweight rubber model of 1946. |
| ODENUAN'S 1950 NORDIC A2 | Designed by Norman Marcus who was National Champion in 1946. |
| SENATOR 1950 | Swedish Championship glider, placed second in the first World International in 1950. |
| ACE 1950 RUBBER | RUBBER Designed by Albert Hatfull and kitted in 1950. Twin plan with Ace |
| ENGLISH VIKING 1953 A2 GUDER | Designed by Bill Dean and kitted in 1950. Twin plan with SENATOR . |
| CRESTA | Designed by Bill Farrance twice winner of the SAM Radislav Rybach trophy. |
| FRED BOXALL'S 1956 OPEN RUBBER MODEL | A 38 in wingspan low-wing design for small diesel or electric motor installation. |
| FRED BOXALL'S SEAPLANE (1965) | Twin plan with Boxall's SEAPLANE . |
| LAST RESORT 1956 CLASSIC RUBBER | Twin plan with the 1956 OPEN RUBBER MODEL . |
| FIRST RESORT 2006 | Open Rubber Model designed by Jim Baguley, Twin plan with FIRST RESORT . |
| WINDING BOYII 1956 | by Martyn Pressnell for the BMFA Rubber Class. Twin plan with LAST RESORT . |
| JACKMcGILLIVRAY'S LIGHTWEIGHT 1958 | by Urtan Wannop, 38 in span, Twin plan with McGILLIVRAY'S LIGHTWEIGHT . |
| CAPRICE 1959 GLIDER | 36 in. span lightweight rubber model Twin plan with WINDING BOYII . |
| GAUCHO 1960 | The renowned lightweight glider of 51 in span. Twin plan with GAUCHO . |
| VAKUSHNA 1959 A2 | power duration model for 1.5 cc engines. Designed in 1959 Twin plan with CAPRICE . |
| | 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 5 th in the World Championships at Cranfield, England, in 1949. |
| BORJE BORJESSON'S 1949 WAKEFIELD | Swedish Wakefield 6 th 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 1960 | George French's Night Train which pioneered the use of VIT systems in the UK |

To order plans for UK delivery please write with cheque (£ sterling) made payable to
Martyn Pressnell, 1 Vitre Gardens, Lymington, Hants, SO41 5NA.

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

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

MSP-PLANS ARE PLEASED TO PRESENT A NEW BLOGSPOT

This has just been produced to replace my former website which BT have declined to support and which I am now unable to maintain. The new address is: www.msp-plans.blogspot.com

This identifies the collection of plans that I have produced for aeromodellers together with the rules for the Bournemouth Club Classic Rubber class. There is also a sample of the publications produced over the years with 'Rubber Motors - Maximum Turns' as the current offering.

I hope you find this a useful website which will be updated with more information from time to time. Martyn Pressnell

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

15th Dec. 2012

2013

5th Jan. – 9th Feb. – 9th Mar.

6th Apl. – 11th May

Admission - Flyers £5.50 - Spectators £2.00

For further information phone Colin Shepherd 0121 5506132

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

Brownhills Indoor Flying – Free Flight

Brownhills Community Association,

Deakin Ave. Brownhills WS8 7QG

Just off the A5

Saturdays 1-15pm until 4-15pm - £6

Dec 8th

Jan 12th – Feb 2nd – Mar 2nd

Apl 13th – May 4th – Jun 1st

Contact:- Allan Price

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

BMFA South West Area

Indoor Flying

organised by

Cornwall Vintage Aeromodellers

at

Saints Health and Fitness Centre

St Austell Rugby Club

Tregorrick Park, St Austell

Cornwall, PL26 7AG

Flying from 1200 to 1600 on the following dates,

Sun. 16th Dec. 2012

Saturday. 19th Jan. 2013

Sun. 10th Feb. 2013 - Sun. 17th Mar. 2013

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

Admission: Flyers £7 Spectators £3

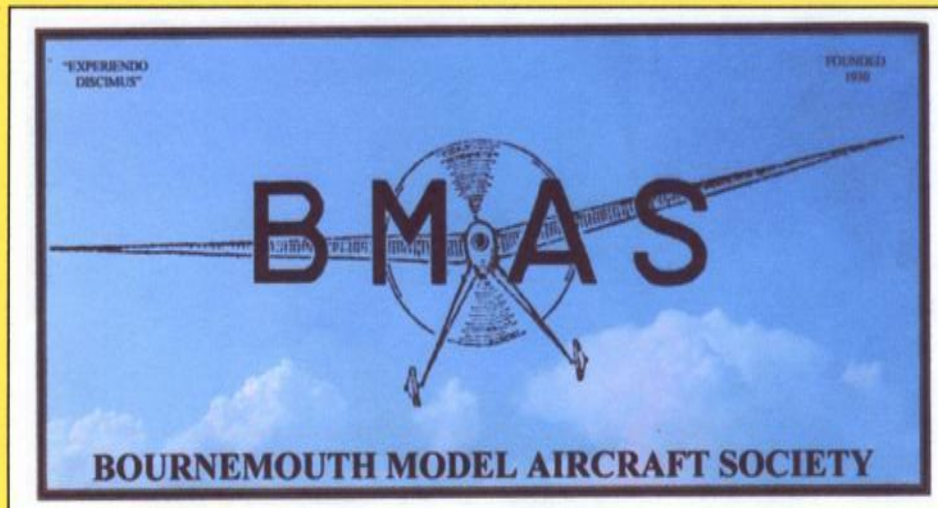
Contact:

Cornwall - David Powis on 01579 362951

(dave_powis@hotmail.com)

Devon - Roger Bellamy on 01752 311786

(rogerbellamy9@hotmail.co.uk)



INDOOR FLYING

TUESDAY 25TH SEPTEMBER 2012

TUESDAY 23RD OCTOBER 2012

TUESDAY 27TH NOVEMBER 2012

TUESDAY 22ND JANUARY 2013

TUESDAY 26TH FEBRUARY 2013

TUESDAY 26TH MARCH 2013

7pm to 10pm

ALLENDALE CENTRE

HANHAM RD. WIMBORNE BH21 1AS

FREE CAR PARKING IN PUBLIC CAR PARK IN ALLENDAL RD

FREE FLIGHT ONLY

COMPETITIONS incl GYMINNIE CRICKET LEAGUE

ALL FLYERS MUST HAVE BMFA INSURANCE

FLITEHOOK NORMALLY IN ATTENDANCE

Adult Flyers £4 Accompanied Juniors & Spectators £1.50

CONTACTS: JOHN TAYLOR TEL.No 01202 511502

ROY TILLER e-mail roy.tiller@ntlworld.com

Provisional Events Calendar 2013

With competitions for Vintage and/or Classic models

| | | |
|--|-----------------|---|
| January 27 th | Sunday | Middle Wallop - Crookham Gala |
| February 10 th | Sunday | BMFA 1 st Area Competitions |
| March 3 rd | Sunday | BMFA 2 nd Area Competitions |
| March 29 th | Good Friday | BMFA Northern Gala - TBD |
| March 30 th | Easter Saturday | Middle Wallop - Croydon Wakefield Day |
| March 31 st | Easter Sunday | Middle Wallop - SAM35 Gala |
| April 1 st | Easter Monday | Middle Wallop - Sam35 Gala |
| April 14 th | Sunday | BMFA 3 rd Area Competitions |
| April 28 th /29 th | Sunday/Monday | BMFA London Gala - Salisbury Plain |
| May 5 th | Sunday | Middle Wallop - competitions |
| May 25 th | Saturday | BMFA Free-flight Nats, Barkston |
| May 26 th | Sunday | BMFA Free-flight Nats, Barkston |
| May 27 th | Monday | BMFA Free-flight Nats, Barkston |
| June 16 th | Sunday | BMFA 4 th Area Competitions |
| June 29 th /30 th | Saturday/Sunday | BMFA East Anglian Gala - Sculthorpe |
| July 14 th | Sunday | BMFA 5 th Area Competitions |
| July 21 st | Sunday | 65 th Southern Area Rally - Odiham |
| July 27 th | Saturday | BMFA Southern Gala - Salisbury Plain |
| August 10 th | Saturday | Middle Wallop - SAM 1066 Championships |
| August 11 th | Sunday | Middle Wallop - SAM 1066 Championships |
| August 11 th | Sunday | BMFA 6 th Area Competitions |
| September 15 th | Sunday | BMFA 7 th Area Competitions |
| September 21 st | Saturday | Middle Wallop - Competitions |
| September 22 nd | Sunday | Middle Wallop - Competitions |
| October 6 th | Sunday | BMFA 8th Area Competitions |
| October 20 th | Sunday | Midland Gala - Luffenham |
| October 26 th | Saturday | Middle Wallop - Competitions |
| October 27 th | Sunday | Middle Wallop - Competitions & AGM |
| December 1 st | Sunday | Middle Wallop - Coupe Europa |

Please check before travelling to any of these events.

Access to MOD property can be withdrawn at very short notice!

For up-to-date details of SAM 1066 events at Middle Wallop check the Website -

www.SAM1066.org

For up-to-date details of all BMFA Free Flight events check the websites

www.freeflightuk.org or www.BMFA.org

For up-to-date details of SAM 35 events refer to SAM SPEAKS or check the website

www.SAM35.org

Useful Websites

| | | |
|--------------------------------------|---|--|
| SAM 1066 | - | www.sam1066.com |
| Flitehook, John & Pauline | - | www.flitehook.net |
| Mike Woodhouse | - | www.freeflightsupplies.co.uk |
| GAD | - | www.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 |
| SAM International website | - | www.antiquemodeler.org |
| Peterborough MFC | - | www.peterboroughmfc.co.uk/index-old.htm |
| Indoor Duration | - | www.indoorduration-gbr.co.uk |

Are You Getting Yours? - Membership Secretary

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

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

To get back on track, email membership@sam1066.org to let us know your new cyber address (snailmail address too, if that's changed as well).

That's all folks! John Andrews

PS:

If you have submitted anything that I have not acknowledged or used please let me know, I do make errors in my file housekeeping and do not want to lose potential contributors through neglect. Emails can go astray if you miss the second 'h' from my address: - johnhandrews@tiscali.co.uk

PPS: *Don't forget I can always use some extra articles, don't be shy.*