NEW Clarion

SAM 1066 Newsletter

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Editorial

Hi! Here we go again, short month this month and now is the time I get a lot of event adds to construct. Took time out to visit Kath and John Wingate up north for a few days and took in the Indoor Meeting at the Manchester Velodrome which left me short of time for the NC, but shoulders to the wheel, nose to the grindstone, eyeballs out and burning midnight oil got the mag ready in time.

Our Chairman John Thompson's article on the Chobham Tree Chop enlightened me and I would imagine a few of you, perhaps some of you who live near enough could lend a hand next time.

The D/T on the Vartanian glider in Nick Peppiatt's article sounds about as ineffective as the drag flap I put on my Spencer Willis tailless model which flew away, never to be seen again, at last years Nationals.

Our Chairman came up trumps with a second offering this month comprising of details of Bill Dean's classic 'Slicker 50' and his own (Johns) interpretation of the design. I would guess that John's version may be somewhat quicker than the original, although Roger Dowdeswell, a member of 'The Rugby Model Engineering Society, Aeronautical Section', tried to fly one with an Amco 3.5 many moons ago. I saw a few test flight attempts, although I never saw it trimmed, but it did look awfully quick.

I've written a small piece on 'other hobbies' as Dick Twomey thought members might be interested in other pursuits of ours past and present. Having kicked things off myself has anyone else got a story of some sort?

New contributer Vic Green gives a run down on his spells of vintage modelling. The modified nose on his version of P E Normans 'Natsneez', although good looking, seems to rob the model of the 'bull at a gate' appearance that the original possessed. *(Vic I've lost your email address please advise, editor)*

SAM35 Vintage competitions at the Nationals are being given quite a different flavour by pressganged CD John Wingate, take-offs for wakefields, landing in the field, varied maximums and DT fly-offs. The rules are designed to suit the ageing vintage modeller, they might well save our legs but I have the feeling my brain will be quite addled trying figure it all out on the day.

Spencer Willis spells out the qualifying comps for 8oz wakes and Tailless leagues. He notes that 8oz is down to four comps only, I hope someone can fit in one or two more for these Rolls-Royce models of the past.

No 'Model from America' this issue, there are already two full blown model descriptions in the issue so time saved by giving it a miss.

Editor

Chobham Tree Chop - John Thompson

Some readers of the New Clarion and Free Flight News may wonder why, in diary dates for upcoming competitions, that dates are shown for Chobham Common Tree Chops. These few notes will explain a little.
Chobham Common is what is called a lowland heath with very rare habitat; very few of these sites remain in Europe most have been built on etc.
(Google Chobham Common for full details)

This Common is almost a wilderness of heather and gorse situated within 20 miles of London to the west. It has been used for model flying since the early 1930's and again very rare, flying continues to be an activity permitted by the authorities. Most sites in the crowded south east of England such activities are severely curtailed, noise etc.

The heyday of the common for model competitions was the 50/60's when there was an event literally every weekend run by different clubs, this came to an end when the new M3 motorway bisected the area in the early 1970's. Most of the competitions took place from Staple Hill car park from where the photo was taken facing south; flying on the north side is now not permitted. Nowadays we park in this car park and walk down into the valley about 1/3 of a mile or more, the hill going down is at some 45 degrees, this is not a problem but getting back up after a some hours down at the bottom is ! (It was not a problem 50 years ago, have

no idea why it is now.) Radio control flying is permitted on the south side on top of what is known as Tank hill on the south. Tank hill because that's where they tested tanks during the war from the nearby factory, track marks across the common are still there ready for the unwary to fall into when going after a model. The site is very rough and undulating, with prickly gorse to prick the covering of models, it is also home to some 40/50 pairs of Adders although I have only seen one in the last 10 years.

Despite the limitations of the site it is possible to trim serious competition models on flights of up to say 90 seconds and we consider ourselves lucky to have such a site, as any other serious sites where power is permitted are some 50 miles further away. Nowadays there are some 130 members of the RC club of whom I would guess not more that 8/10 would be active on the site at any time, free flighters number no more that some 15 in total now and are getting a bit ancient, none are under 60, most over 70, with at least 4 over 80. But we do have a lot of fun even if it is hard work.

For the last 25 years or more, 4 times a year in the winter outside the bird nesting season the RC and FF modellers turn up on Sunday and Monday mornings respectively to do some conservation work (mainly clearing paths of gorse and cutting back re-growth of the birch and larch trees which destroy the heather) with the Rangers who curate the site. We do this as a little thank you for being permitted to continue to use the site,

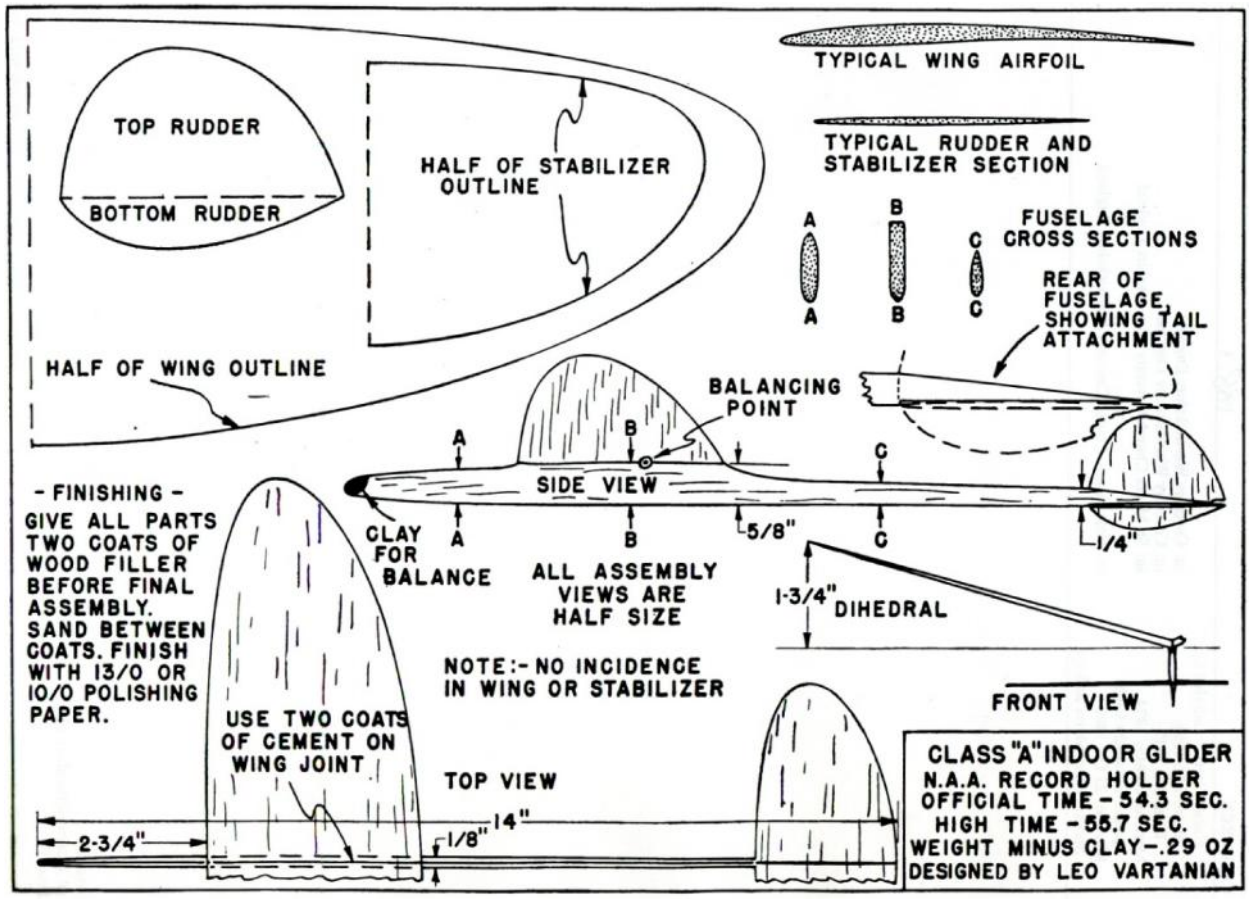
We will not be able to fly for the next few weeks as they are making a film of Macbeth with the battle scenes being filmed just where we fly, but we got one advantage from this small hiatus in that some tall trees were cut down to assist for the camera shots, most of us had been in them a sometime or the other.

The group picture was taken early January this year, all ready to walk down to start work, note the Ranger has brought the tea urn. The actual pictures of the common may bring misty eyes to many of our readers who flew there many years ago, who are now flung to the various corners of the earth.

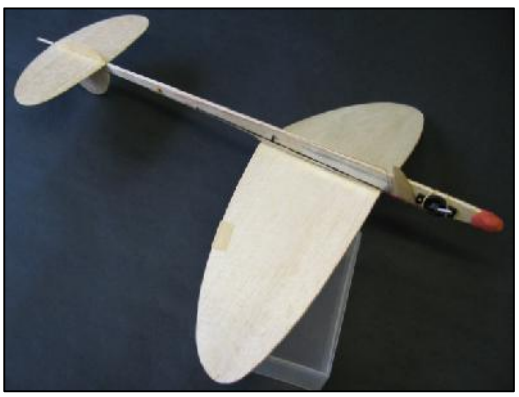
John Thompson

Vartanian Glider - Nick Peppiatt

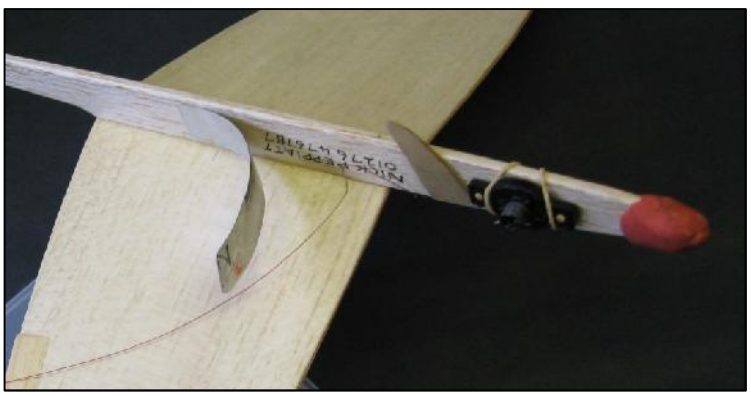
The rare fine calm weather, that coincided with the January Chobham Chop, (Monday, 20th), provided the perfect opportunity to trim out this newly built Catapult Launched Glider.



Leo Vartanian's 12" span design was originally published in the September 1941 Model Airplane News and the AMA Glider website has some details of modifications for catapult launch. After a relatively few launches and tweaks, a good climb, transition and glide pattern was established. It was clear that old Leo knew what he was doing when he designed this model, which was more than could be said for my cunning plan for a drag flap DT – see photos. The flap was cut from an aluminium beer can and controlled by a viscous damper rotated with shirring elastic. When deployed, all it did was tighten the glide circle slightly.
I am still trying to get over the lack of influence of such a protuberance!
I will try a longer flap to see whether this is more effective



Drag Flap, Stowed

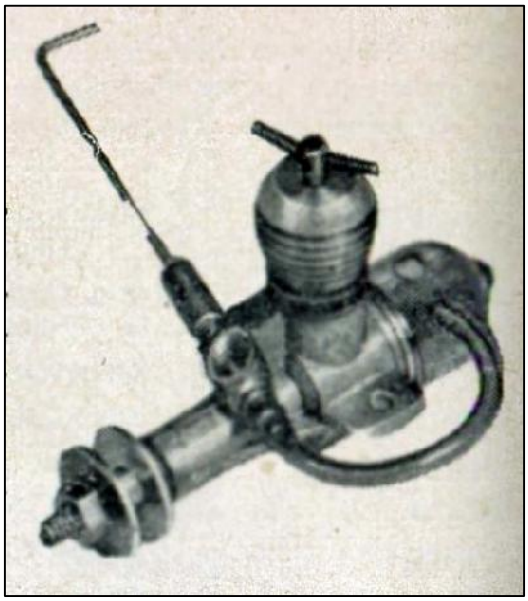


Drag Flap Deployed

Nick Peppiatt

Engine Analysis: Allbon Bambi 0.15cc - Aeromodeller Annual 1954

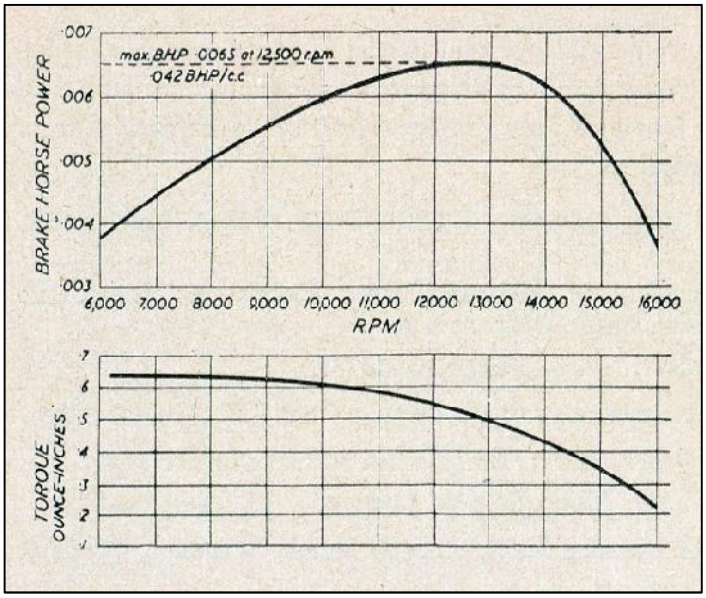
ALLBON BAMBI .15 c.c.
Manufacturers.
Davies Charlton Ltd., 13 Rainhall Rd., Barnoldswick, via Colne, Lancs.



Retail Price. £5/8/11.
Displacement. 0.150 c.c. (.009 cu. in.).
Power Rating. .05 B.H.P. per c.c.
Bore. 7/32 in. **Stroke.** 1/4 in.
Bore/Stroke Ratio. 7 in.
Bare Weight. 3/4 oz. (less propeller, including tank and fuel line).
Mounting. Beam (3/4 inch centres; 8 B.A.).

MATERIAL SPECIFICATION

Crankcase. LAC 112A.
Crankcase Bearing. Pla n.
Cylinder. Nickel chrome steel.
Cylinder Jacket (integral head). Duralumin.
Contra-piston. Nickel chrome steel.
Connecting Rod. Nickel chrome steel.



PROPELLER TEST DATA

Propeller Pitch	Dia.	R.P.M.
4	1 (wood)	14,500
4	(metal)*	10,000—12,000

* Pitch of metal propeller adjusted to give maximum thrust. On the basis of flight tests a metal propeller is recommended 4 in. diameter and 3/8 inch blade width. Adjust pitch by trial and error for best model performance. This setting will be fairly critical for maximum climb. Actual performance will vary with the size and weight of the model. A wing area of 50 sq. in. is recommended with a maximum total weight (including motor) of 2 ounces. Best climb will then probably be achieved with pitch adjusted to give a motor speed of about 10,000 r.p.m.
Fuel used in all tests: Davies Charlton diesel fuel.

Gyminnie Cricket Postal - John Andrews

I've been a fan of the lightweight Gyminnie Cricket Clubman from its inception by the Indoor Technical Committee back in 2008. Initially there was no weight limit on the models and soon the experts had got the weight down well below 2gms, if memory serves the late Laurie Barr had one at 1.2gms and I know he did a 14 minute flight in Cardington. His model tho' was not completely to spec, he had enlarged the tailplane slightly as he was convinced that the plan tail was too small.

With the ITC's introduction of the postal league, there was a minimum weight limit of 3gms introduced as, I suppose, it became obvious that the average clubman would not be able to compete with the real experts. This simple modification to the spec appears to have been an inspired decision as the model has found favour with all and sundry and the GC remains as popular today as ever. It must be said that the experts did not appreciate their ultra-light models being rendered obsolete, but I believe the 3gm limit has been of real benefit to indoor flying as a whole.

The Gyminnie Cricket Indoor Postal Challenge Rules.

Specification of the Model

The model must be to the same plan form as the published plan.
That is to say:
The maximum projected wingspan of 381mm (15")
and a maximum chord of 101.6mm (4").
The tailplane to have a maximum span of 220mm
and a maximum chord at the centre of 45mm.
The motor stick and boom to be the same length as on the published plan.
The fin has to be the same shape and area,
and in the same position as the published plan.
The model must weigh at least 3gm, excluding rubber motor.
The following modifications to the model can be made:
Sizes and quality of balsa used: Type of covering: Type and size of propeller.
Airfoil sections on the flying surfaces: Cross section and length of rubber motor.
Any small details within the model e.g. Rear motor hook, Pylon, Rib positions.

Launching

Launching is by hand, the competitor standing on the ground.
Winding of the rubber motors will be done by the competitor.

Timing of Flights

Flights in the Challenge must be timed by an independent person.
The timing of each flight shall commence when the model is released.
The timing shall terminate when:
(a) The model comes to rest on the floor of the building.
(b) Jettisoning occurs
(c) The model comes into contact with any part of the building
or its contents other than the floor and forward movement ceases. (see note)
(d) Steering of the model is allowed where the model appears to be in danger of collision, this can be carried out with an extendable pole ensuring that the model is not elevated or lowered during the steer. Contact during the steer should be kept to a minimum of circa 5 seconds in any one manoeuvre."
(e) Times are to be recorded to the nearest second.

Note:

In this case, the timekeeper shall continue to time the flight for 10 seconds after the forward movement has ceased. Should the model remain in contact with the building or its contents after 10 seconds, timing will cease and the 10 seconds will be subtracted from the flight time. Should the model release itself from contact with the building in less than 10 seconds, timing will continue.

Flight times in seconds to Tony Hebb: email: tony_hebb@hotmail.com

Believe it or not the preceding dialog was actually a digression, I was intending this epistle to be a blow by blow account of my own efforts in the GC Postal so, better late than never, here goes.

I commenced my onslaught on the competition at the Thorns January meeting in Birmingham. I used my No2 model GC/2 which had placed me second at the 2013 indoor nationals with two flights of 6 minutes + under the 50ft ceiling at Boulby.

Looking back in my flight logbook I'd recorded using 0.1 in wide strip in an 18 in loop with 1700 turns at Boulby, this was obviously too much for the lower Thorns ceiling so I set up with 0.09 x 13 x 1000T which was too strong. I then tried 0.09 x 27 x 1500T which was too weak. A 0.09 x 17 x 1400T gave me my first recorded time of 2-32 but reaching only ½ hall height. I persevered with this motor through a few abortive lights and wall hit flights to eventually record a 3-23 on 1600T and the logbook records the flight as 'H' which means high without touching.

Against my normal instinct, which is to increase the rubber, I tried thinner motors and, after a few trials and tribulations, I recorded a 4-02 using 0.08 x 15 x 1400T, high without touching.

There was more to be had but before I could do better I ran out of luck with ceiling hits and hung up on roof debris. There were small pieces of rope wrapped around the roof girders and the furry end of one got tangled up with GC/2's motor and prop. Attention with the roach pole soon destroyed the model. I did get the wing down, also the tailplane and propeller blades. The residue is still up there.

Undeterred I rebuilt/repaired the model at home and at Brownhills a fortnight later I was at it again but the lower ceiling and cold air meant the best that I could manage was a 3-29. On the plus side, I now have two flights logged with Tony Hebb the competition coordinator.

<<< Left overs at Thorns I get the wing back >>>

The ITC have initiated another postal project, the 35cm Challenge which has a weight limit of 1gm max. and ½ motors. I feel that this weight limit is too low and 1.5 or even 2gms would have led to more contestants trying their luck. Still I am going to give it a go and I'm no expert.

John Andrews

News from the Clubs

The Bradford Model Aircraft Club (*Hon. Sec.: G. A. Adcock, 118, Walden Drive, Haworth Drive, Bradford*).

The Bradford Club concluded a very successful season at the end of August. Membership is now over 35, showing a considerable increase during the year.

The Club Challenge Trophy for the best aggregate performance during 1934-35 was won by R. F. L. Gosling, points being awarded for the first three places in all club competitions.

Successful petrol models have been built by Messrs. Vaughan, Bradley and Whitfield, all high-wing monoplanes, and by Mr. Adcock, a low-wing monoplane. The best performance to date is by Mr. Vaughan's machine with a flight of 20 minutes.

On September 15th, A Spot Landing Competition was held. The machines were required to land as near as possible to a spot 200 yards from the starting point. The results were as follows :—

1. R. F. L. Gosling ...	" Flamingo "	...	33 yds.
2. W. Harrison ...	" W.H." ...	...	44 ,,
3. H. Vaughan ...	" H.V." ...	...	60 ,,

On October 6th, a hand-launched gliding competition took place, the best of three flights determining the winner. The results were :—

1. C. Jowett ...	" Swift "	...	35 secs.
2. R. F. L. Gosling ...	" Hybrid "	...	21.5 secs.
3. W. Lee	" L " ...	...	18 secs.

When the competition was over, attempts were made to improve on these results. Mr. H. E. Taylor first did 50 secs. and then improved this to 54⅘ secs. with his " Falcon." Eventually, just as the sun was setting, Mr. Gosling's model made a flight of 67⅘ secs.

On November 3rd a Junior Competition took place, but, unfortunately, conditions were not very favourable with a fairly strong breeze. J. London with a " Tony Willis " proved to be the winner with an average of 15⅛ secs.

A comprehensive programme has been arranged for the coming season, and the Bradford Club welcomes to all its meetings members of other clubs and any " lone hands " who may care to visit them.

The Bristol & West Model Aero Club (*Hon. Sec.: C. W. Needham, 115, Greville Road, Southville, Bristol, 3*).

The photograph in the November issue showing a meeting of the Lancashire and Bradford clubs causes the Bristol club to be-moan its isolated existence. As far as they are aware there is no model aero club within a radius of 60 miles of Bristol, and this mitigates against inter-club meetings. The value of such meetings being obvious, the Bristol Club is endeavouring to start one or two clubs nearby. Should this piece of news catch the eyes of any enthusiasts living within a reasonable distance of Bristol, the Bristol club will be very glad to hear from them. Both Cardiff and Bath once had clubs so that there must be some aero-modellers in those districts, and quite possibly there are many others within about 20 miles of Bristol who would welcome the guidance of a well-established club.

The Lancashire Model Aircraft Society (*Hon. Sec.: C. S. Rushbrooke, 14, Ennerdale Drive, Ashton-on-Mersey, Sale, Cheshire*).

On November 6th a Club meeting was held at 37*a*, Fountain Street, where all future meetings will be held, by the kind permission of Mr. J. W. Kenworthy. The decision was made to hold regular Winter flying meetings, and hereafter flying will take place at the Barton Airport on the first Sunday of each month, and at Ash Farm, Ashton-on-Mersey, on the remaining Sundays. The first Winter meeting was held on November 10th.

On Sunday, December 1st, a competition was due to be held in which competitors were required to make three flights of 35, 55 and 45 secs. respectively. If the last event of this nature is anything to go by this should have provided some good fun and clever flying. A report of this will be published next month.

In the November issue of THE AERO-MODELLER, the inscription to the illustration at the top of page 19, erroneously described the Barton Airport as belonging to Liverpool, whereas most people should know that Barton is the Manchester Municipal Airport. The Editor offers his apologies to both the Lancashire Model Aircraft Society and the Manchester Corporation. He also regrets a printer's error which attributed to Mr. J. Pearce a score of 54.53. This should obviously have been 45.53 points to enable him to score second place in the contest concerned.

Interesting to note C S Rushbrooke was secretary of the Lancashire club and a Bowden type contest comprising three flights to different targets was enthusiastically received.

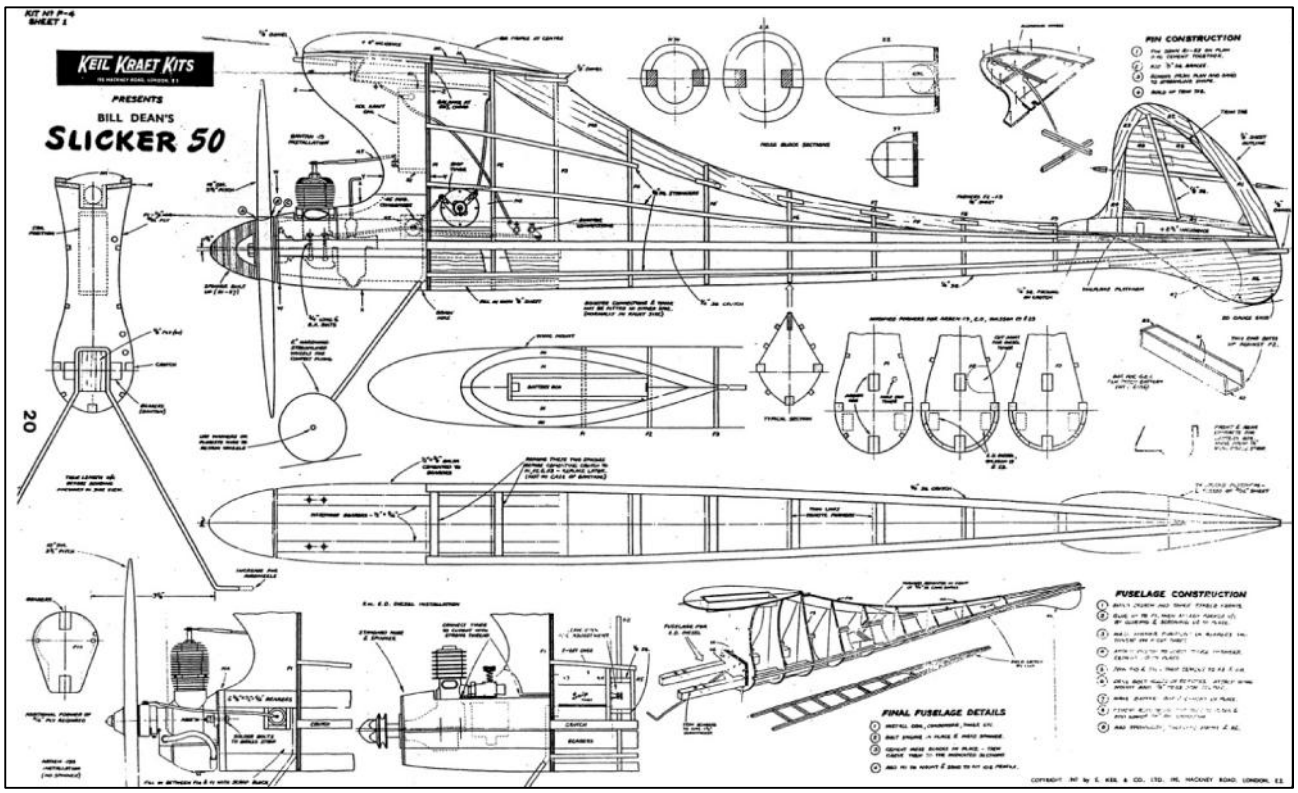
Slicker 50 - Bill Dean

DEVELOPED from the 42 in. Slicker, the " 50 " version was a familiar sight at most of the 1947 contests. The original models were powered with the Arden-199 and the Bantam-19. Ron Moulton even equipped one with a Forster 29, but for general use nothing larger than an Ohlsson 23 is recommended. The new E.D. Competition Special is an ideal diesel for this design.

Slicker 50's were placed third and fourth at both the British and Irish Nationals—the fourth place in Ireland being gained on one flight only. Eddie Keil won the 1947 All Herts Rally with a total of 6 : 25 on two 15 second motor runs and placed 2nd at the 1948 British Nationals.

One-third scale plans are given overleaf, in which all the important parts such as ribs and formers are drawn full size. These parts will help you to draw up full size plans. For instance, rule out a 50 in. by 7 ¾ in. rectangle and draw vertical lines for the wing ribs. Now cut out the T.E. pieces and the ribs and place them in position to obtain the outline shape and spar positions. Adopt a similar procedure for the fuselage and tailplane drawings.

Building this model is easy if you follow these notes and the plans carefully. Before starting, note that the bearer cut outs on Formers Fl, F2 and F3 are positioned to suit either the Bantam or the 2 cc. E.D. diesel. If any other power plant is used, the bearer positions will have to be altered.



FUSELAGE

The fuselage is built up on the crutch system to ensure an accurate assembly. Taper the fronts of the bearers to allow for the 1 ½ degrees down-thrust— then mark on the engine and former positions in pencil. Glue a rectangle of ply to the Fl Former, place the undercarriage in position and attach it by glueing and screwing another piece of ply over the top. Thread Fl on the bearers and glue in place, followed by F2 and F3. Put aside to dry and build the ¼ in. sq. crutch flat on the fuselage top view.

Remove the two front crutch spacers and attach the crutch to the notches in FI-F3. Cement F9 in place, join F10 to F11 (flat on the plan) and cement in the notches of F3 and F9. Now drill the engine bolt holes. Join the two pieces of the wing mount (M) to form the wing platform—then attach to Fl, F2 and F3. Now add the other formers, followed by R6 and the lower longeron. Cement the six 1/8 in. sq. stringers in place.

Cement pieces of 1/2 in. by 3/8 in. pieces of balsa to the sides of the bearers in front of Fl. Note the tailplane incidence packing behind F9. Cut out the tailplane platform from 3/32 in. sheet.

IGNITION SYSTEM

Build the battery box from 1/8 in. sheet (to take a 17/32 in. dia. pen cell). Bend the contacts from1/4 in. wide brass strip and attach them to the box with silk, cemented in place, or sheet over with scrap 1/8 in. sheet. Cement the coil and the condenser in place.

A Snip timer is attached to a ply mount, which is cemented between Fl and F2. Mount a standard 2-Hole fibre socket strip in the fuselage to provide a booster connection. Two 1.5-volt bell batteries lashed together (wired in series) make an ideal booster. Attach a standard 2 amp 2 pin plug to the booster leads.

DIESEL INSTALLATION

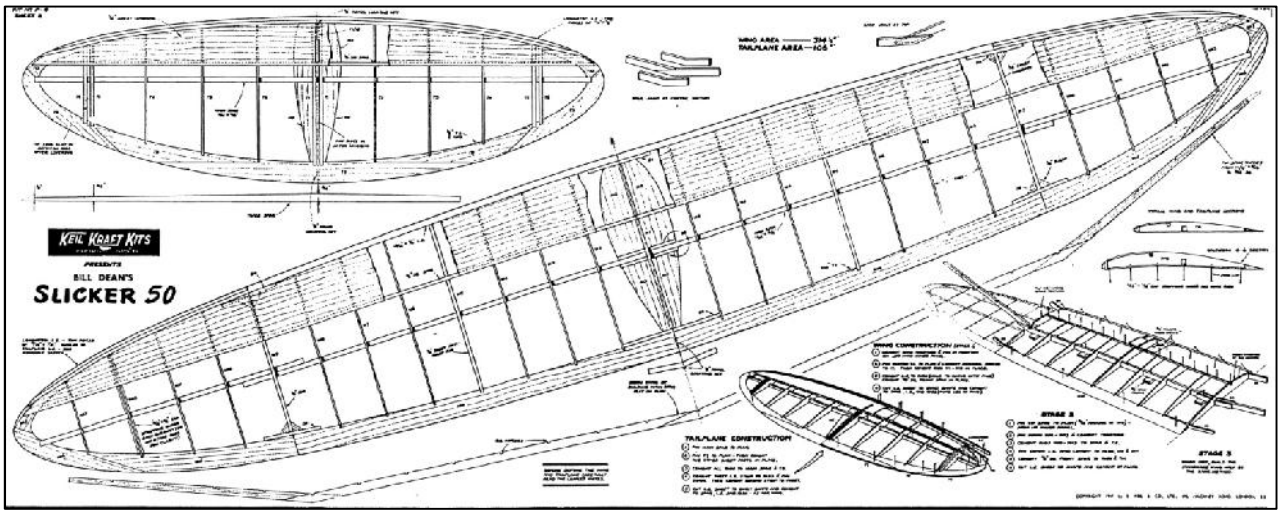
Fill in the battery box space in M if a diesel is to be fitted. Apart from omitting the ignition components, construction of a diesel " 50 " is unaltered. Install a Lightweight diesel timer to operate the fuel cut out.

SPINNER

A " screw-on " 2 in. aluminium spinner may be fitted, or one built up from 1/16 in. balsa rings. Bolt the engine in place and carefully line up the ply disc C with the back of the spinner.

NOSE

Five shaped pieces of block are used in the kit version of this model. Smaller pieces of 1/4 in. sheet can be used as an alternative. Any gaps can be filled in with scrap the whole being sanded smooth when the cement dries. Hollow out the blocks as indicated and cut away the cowl for the cylinder head to project. Cut the upper cowling block in two, level with the front of the fuel tank. The rear portion is cemented to Fl and the bearers. The front piece is lightly cemented to the bearers— being removable for engine access. Cut C in two and cement the upper half to the front of the detachable cowl portion. The 6 B.A. bolts are locked by soldering strips of brass to each pair. The lower cowl is cemented in place. Give the inside of the cowl three coats of clear dope or shellac.



WING

Polyhedral is featured for stability and a thin section used for a faster rate of climb.

The wing is built in four distinct stages. First, build the main spar flat on the plan. Taper the tip spars with the aid of a straight edge and lap them to the front of the inner spar.

Pack up the left hand inner spar with scrap 3/16 in. sheet and pin to the plan. Pin the T.E. on to the plan and cement the dihedral braces to it. Now cement the W1-W9 ribs to the spar and T.E. Note that the L.E. of each rib is packed up 1/16 in- Pin and cement the L.E. in place, followed by the dihedral braces. Cement the 1/8 in. sq. upper spar in the rib notches and cut the L.E. sheeting to the exact shape.

Use plenty of pins or celluloid tape to hold the sheeting in place whilst the cement is drying.
When the first panel is dry, remove the pins and tilt the wing until the tip spar is flat on the plan (support the inner panel with a few books). Build in a similar manner to the inner panel. Cement one piece of L.E. strip in position, then laminate another piece to it.
When the tip panel is dry, remove the pins and tilt over until the right hand inner panel is flat on the plan. From this point, carry on as for the first side. 3/16 in. by 1/16 in. cap stripping is cemented under ribs W2-W13. When the construction is completed, remove from the plan and sand the L.E., T.E. and tips to shape. Cement the centre section pieces flush with the lower profile of WI. Now add the Ml pieces to the wing mount (M) and shape them to mate up with the wing undercamber.

TAILPLANE AND FIN

Tailplane construction is similar to that of the wing—even to the sheeted L.E. Both wing and tailplane should have locating pegs fitted after covering. These consist of pieces of split 1/8 in. dowel cemented to the underside of the L.E.'s and T.E.'s at the centre sections. Pressure is put on the flying surfaces so that the dowels make impressions on the mounts, which are then shaped to receive the dowels.
Build the fin flat on the plan. When dry, lift it up and cut slots in the vertical brace to hold the hinges (cut from an old Grip Fix tub). Sheet in front of the vertical brace to hold the hinges firmly. Sandwich the hinges between the movable trim tab.

COVERING

Cover all parts with the grain running along the greatest length, using tissue paste as adhesive. The original models have silk covered fuselages (orange) and* Silkspan covered wings (white). If you use tissue, double cover the fuselage.
Use several long strips of tissue to cover the fuselage. Cover the nose block as well to increase the strength.
The undersurfaces of the wing are covered first, one panel at a time. When covering flying surfaces, attach the tissue to root ribs, then stretch to the tip and lastly smooth out at the sides.
Spray all parts with water to tighten in preparation for doping. Pin the flying surfaces to the building board whilst the dope is drying (two coats). Give the fuselage three coats of clear dope and two of coloured.

FLYING

The Slicker 50 is an easy model to trim, providing you open up the engine gradually and follow the recommended flight pattern. A safe way to trim is to give a little left rudder and slightly increase the incidence on the port wing tip ; this will prevent that wing from dropping too much in the turn. On full power, the "50" should climb very fast in a shallow turn to the left. Avoid the inefficient vertical spiral with the prop doing all the work. Like most pylon models, the point of balance is at 50 per cent of the wing chord on the main spar. Before attempting any power flights, spend some time in perfecting the glide. Slight packing under the tailplane L.E. or T.E. may be needed. All up weight is about 21 ounces, which works out at a wing loading of 9.63 ounces a square foot. One last tip : mark the positions of the wing and tailplane so that you can easily check them for correct alignment. See you at the contests ! •

Bill Dean

Almost a Slicker 50 - John Thompson

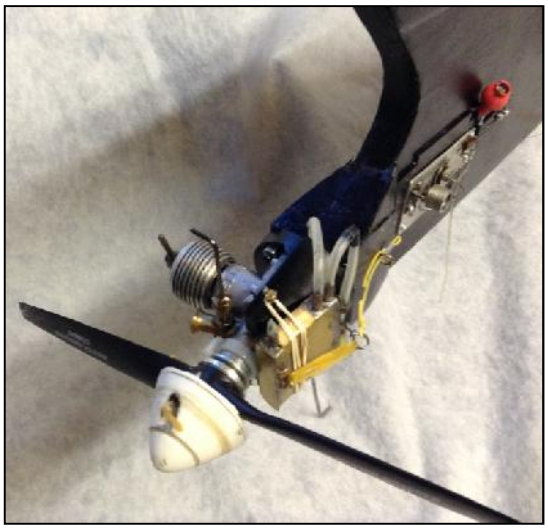
Some time ago Bill Dennis Emailed me asking for advice on a Slicker 40 that he was thinking of building. I replied that I had not really seen a Slicker that performed really well, most were underpowered and stooged around, the others gyrated till crashing.
Then I thought that there was only one way to see if the design was OK from my point of view ----- build one. I had the plans for a "50" which came from the Dean / Warring " Model Aviation " series of 1948.
As I had no intention of flying it in competitions, I therefore modified the construction. The plan fuselage is crutch and tissue which nearly always results in a twisty fuselage, also the compound curves when covering the pylon are awkward and as for that great big block of wood that forms the front of the pylon all ready to break off in a crash. I then looked at the wing, sheeted leading edge, heavy and difficult to bend with its 2 dimensional curve to take account of the elliptical shape of the wing.

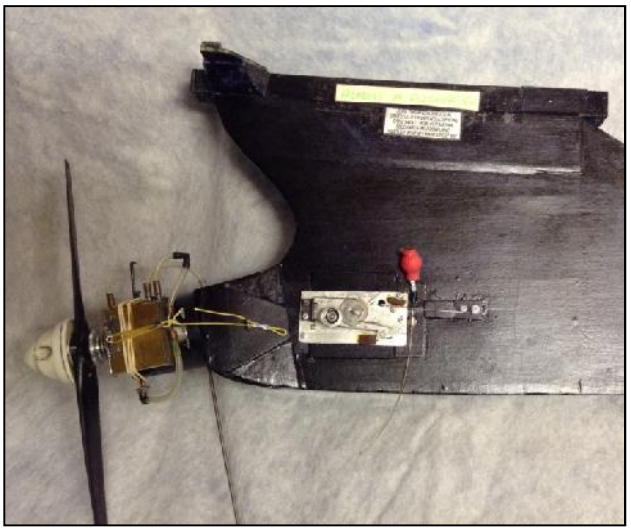
So using the plan outlines and the same wing and tail sections, my fuselage was a flat plate (profile) 1/2 inch wide. The top and bottom longerons were made of 6 laminations of 1 mm balsa, so as to easily follow the curved shape. This allowed easy side mounting of the engine (using an RC type radial mount which allows easy adjustment to side and down thrust) and timer plate. The fuselage was sheeted with 1mm soft balsa. It turned out very strong and light.

For the wings I used one set of main-spars, inset just below the top surface, (to allow smooth flow ----only kidding ---- over the top surface, similar to the sheeted leading edge) made up of 2x2 spruce top and bottom webbed with 1mm balsa grain vertical. The Goldberg G5 section allowed the trailing edge to be placed flat on the plan.

I suspect that this section was chosen as it is very difficult to build a "flapped down" section on an elliptical wing shape.
The tail used for spars, 1/16 x 1/16 balsa, 3 on the top and 2 on the bottom (ala Dixielander style). I decided that a peg leg prop saver would suffice for my needs, rather than the two legged spidery undercarriage which would get bent out of shape on each landing.

Weights turned out as follows ;
Tail - basic frame 11g +10micron mylar - 16.8 +subfins = **20.3g**
Wing - basic frame 44.6 g +10 micron mylar +light Esaki +4 coats 50/50 dope = **69.4 g**
Fuselage - basic frame 39 g +1mm sheeting 52 g +ply wing/ tail mounts, firewall and tissue = **83.6g**
Engine /timer /etc **154 g** Total **238 g** or *11.6 ounces old money*





The engine is an original Elfin 1.49 given to me by the late Pete Giggle which originally came from the Boxall brothers. It's now pretty worn but will turn a Master 8x3 at 11.3 k on D1000 (a good one will reach 13 k on the same prop)
The original model powered by an Arden 199 petrol motor weighed in at 21 ounces almost double the weight of my model, but many would have been built using diesels that would have weighed less.
My set up is CG 4.2 inches back from LE at centre, which is about 60 % of the MAC. wing is rigged at + 3deg, tail 0 deg. thrust line 10 deg down and 4 deg left. washout 2 deg each tip, no further warps.
The model launched at an high angle of about 80 degrees will go up in a nice spiral with a really good glide. Although the climb is a bit slow (for me) the model is rather good and turned out much better than I had originally anticipated. Just shows how wrong one can be.
A max of 2.30 is well within its capabilities on an 18 second motor run. The model as set up would not ROG but believe it would VTO OK.
All together I was rather pleased with how it all turned out.

John Thompson

From 1966 Aero-Modellers

A Big Hand

We have been told that the "aeromodeller of today is the full-size technician of tomorrow," which means, I suppose, that we should give the talented juvenile a big hand, and wave him goodbye as he puts down his plastic cement and picks up his screwdriver. This, no doubt, should bring joy to our patriotic hearts, but it does tend to leave an unwelcome gap in our not too crowded ranks.

What I personally would like to see is the small size technician of today becoming the aeromodeller of tomorrow—such a comfort to look forward to a bit of company on the flying field.

But while we are on the subject of juniors, wouldn't it be a good idea if we could be more selective about the standard of youthful anarchist we allow into our club-rooms. It would be too much to expect that they should behave like civilised beings, but at least we could ensure that they have something above ear level other than solid plastic.

An I.Q,. test on the following lines would be topically useful :

Which of the following club members is the odd man out ?

A. A motor cyclist; **B.** Jive fan; **C.** Modeller; **D.** Televiewer.

Bond Baker is—

A. Type of wrapped loaf; **B.** A plastic adhesive; **C.** A Wakefield winner.

If you were told that your motor bike was a three-stroke what would be your immediate reaction ?

A. Laugh; **B.** Claim your money back; **C.** Jump clear.

Zombie & Son

The fascinating thing about the model flying hobby is the way its traditional styles of aero-nauting refuse to be overwhelmed by the slick appeal of the modern electronic machine. Anyone thinking in the sort of progressive terms which sees a multi-storey block of flats on the non-functional open space, might find it odd that the crinoline era rubber model should survive into an age singularly lacking in elastic utility. He might also look askance at the primitive antics required to elevate a goodness-knows-why, motor-less model to a viable altitude, and would undoubtedly give a fat,.007 smirk at the idea of the term microfilm being applied to a type of skeletal looking model, -it might also occur to him that model flying is not just little brother tagging along in the wake of big brother, Aviation, but has much to offer in its own right, although he may not be the kind to enjoy the diverse fun it gives to suit all pockets, air and otherwise.

Apropos of this, a recent picture of a microfilm model reminded me of my own attempts to produce one of these curious craft. It did not take me long to realise that I suffered from a condition known as fyffe finger, in which the thickness of the hand deceives the eye. I also had the business of whispering friends to contend with, but this was of secondary consideration compared with the importance of skimming off a bath length of usable film. Whether the craft actually flew remains a mystery to this day, although some theoreticians still aver that the distance achieved was due to the propulsive influence of an open window.

All of which is part of the rich pageant of model flying, in the spirit of that continuity which gives newcomers to the hobby something of those same joys of aero-nauting that drove the Edwardian courting couples off Wimbledon Common.

Pylonius

Other Hobbies - Editor

Dick Twomey, on the back of his article about his other hobby, ie the airline, suggested that there might be one or two of us who have or at some time may have had a different hobby to Aeromodelling. He hopes that a few anecdotal articles might be forthcoming from members as a taste of something different.

Dick related his claim to fame as a young pilot when he flew a Havard up to 20,000 ft without oxygen and passed out, he's still with us and a little wiser.

I still have more than one current pass-time myself but I'll hopefully start things off by relating the long past occasion when I rode a motor cycle over the edge of a quarry.

Around 1960 I used to compete in motor cycle trials and for those who may not know the format I will give a quick run down. The idea was to ride a motor cycle between two section start signs, follow the route marked by tapes for 20 or 30 yards or so to exit between two section ends signs, this without putting your feet on the ground. There were penalties for footing, 1 point for one dab, 3 points for continuous footing and 5 points for coming to a standstill. A meeting consisted of several groups of sections and most of a day was taken up travelling around. Good times.

Editor in the 60's

This particular event was based somewhere in the Cotswolds if memory serves and the particular section where I came to grief comprised of the section starts signs at one side of a drystone wall partly collapsed, then over the wall and hard right onto a track which was a path that wound its way down to the bottom of a quarry where the section ends signs were situated. The section had natural boundaries with the wall on one side and the quarry edge on the other so no tapes had been thought necessary.

Your editor fired up his steed and hopped it over the wall too enthusiastically and when I came down on the path the other side I had gone too far to make the right turn. If I had tried to make the turn I would have gone over the edge of the quarry sideways which would have been one hell of a spill so the brain says go over straight. Over I went.

There was about a six foot drop then onto a slope of loose scree. I sat back on the rear mud guard and negotiated the drop still onboard, I was now on the scree and I was thinking "Ive got away with this" as I flew down the slope. No such luck, there was a small sapling growing in the scree and it hooked into my throttle cable pulling the bike down and pitching me headfirst on down the slope. I slid the last 20 yards or so on my belly with arms outstretched and finally came to a halt fending off my bike that had followed me down.

I checked myself over as the marshalls and a clubmate picked me up, just a pain in the right hand, not too bad and I rode on to finish the event but my hand was a little fatter by the finish. I've still got a bump on the back of my hand where cracked bones repaired.

The irony is that my clubmate, having helped the marshals check me over said that's a good idea John and went back to the top of the quarry, mounted his bike and straight over the wall and straight over the quarry side, down to the bottom and along to the finish, 0 points lost.

Editor

SAM35: Nationals Rules - John Wingate

SAM 35 at the 2014 F/F Nationals on Barkston Heath
For the F/F Contests the following rules will apply.
Start time 10 a.m. Finish at 5p.m. followed by fly-offs if required.

Saturday 24th May

Combined contest for 4oz Vintage Wakefields and Midi sized rubber models

(above 34" span and below 190 sq ins. in wing area), e.g. Northern star, Warring's Lightweight. These smaller models must conform to the $L^2/100$ fuselage cross section area, and be published or kitted prior to 1951 except for Jan 51 magazine issues.

All models will be required to R.O.G., unless the weather is very poor.

Sunday 25th May

8oz Vintage Wakefields.

R.O.G. will be required, unless the weather is very poor.

Further Rules for the two Wakefield events.

It has become evident in recent years that problems associated with models flying out of the field (usually an aerodrome) have caused friction between our fraternity and local farmers. This has resulted in what have been called D.T. fly-offs at Middle Wallop which are unpopular. Also the "out of field" flights have resulted in many lost models, with long and difficult searches, even with radio trackers. I feel that Barkston Heath ought to be big enough to contain our activities and so I am introducing an experimental formula which may prove at least an amelioration of the problem, especially for SAM members who tend to be (like myself) of an older generation who would prefer an easier life.

For the two Wakefield events therefore, the following rules will apply:-

a) For the first 3 flights, the model should be made to land within the confines of the aerodrome. Any means of D.T., including radio, will be allowed. Landing outside will disqualify that flight. If this occurs on any one, and only one, of the flights, that flight may be retaken. Otherwise a Zero score will be given.

b) The second flight may not be made before 12.30pm, and the third not before 3.0pm. All three flights may be made after 3.0pm. The maximums will be decided upon an estimate of the time to reach the boundary, and will not necessarily be a "safe" time for setting the D.T.
This means that 3 flights shorter than maxes might be more preferable than, say, 2 maxes and a zero score.

To allow for changing weather conditions the max may be reset at 12.30pm and/or 3.0pm together with any movement of the control centre.

c) Fly-off, This must also be kept within the field or the flight will be disqualified. With the above rules **a)** and **b)**, a fly-off will be less likely, but will need different skills than is usually the case.

Monday 26th May

Combined contest for the very small models up to 25" span,
and the following listed below, which will be handicapped.

The usual rules for the former,
i.e. twin leg u/c, 8 in. max. prop., and vintage in design, will apply.

Ajax, Condor Clipper and Cruiser Pup. The Veron Fledgeling will also be handicapped as it has usually dominated this class and has not been giving the others a chance.

Models to be hand launched, 3 flights are to be made, with a fly-off if necessary.
To effect the handicap, the scores in seconds, will have a factor applied as follows:-

		Max (secs)
Standard models (24" Achilles etc.)	1.5	80
Veron Fledgling	1.25	96
Cruiser Pup	1.5	80
Ajax and Condor Clipper	1.0	120

Max quoted is before factoring and are the actual targets to be achieved.
The "further rules for Wakefields" will not apply in this event.
The B.O.M. (Builder of the Model) rule will not apply to any of these contests.

Bungee Glider (36" span max)

The total line length is to be 30m, consisting of 22.5m towline and 7.5m rubber strip, which in practice seems to be 1/8" flat or 3/32" flat.
A helper may be employed to both time the flight and hold up the end of the rubber to avoid line entanglements.
The model may be any Vintage or Classic design scaled up or down to 36" max. span.
4 flights to be made, with the lowest score not counted.
A max of 90 secs. will apply unless the weather is poor, when it may be reduced.
A fly-off may be necessary.

John Wingate: F/F sec. Tel 01244 900423 email: john_wingate@sky.com

Vintage Nostalgic Excursion - Vic Green

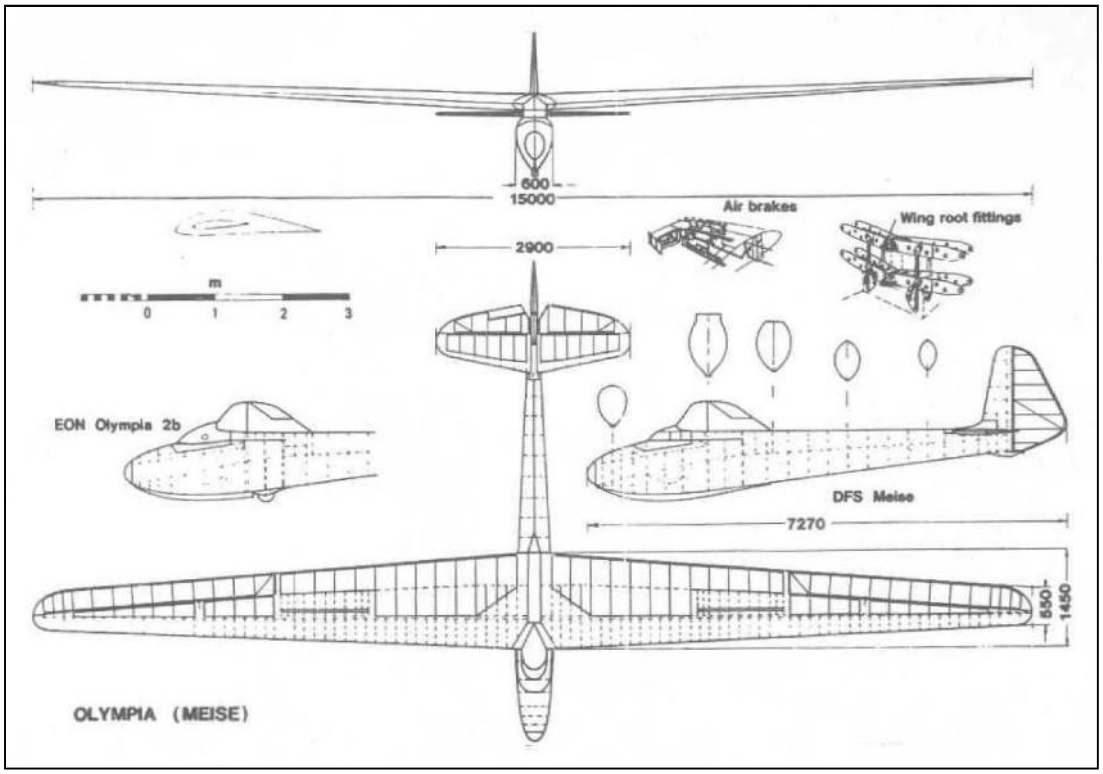
I am not particularly a vintage aeromodeller but I do get flashes of nostalgia which return me to my boyhood. A couple of years back I located drawings for the Sunnanvind. I had built three of these sometime between 1948 and 1952, leaving a long gap before building my last to take to Middle Wallop. The early versions had no d/t, no auto-rudder and nowhere much in London to fly them.

It was simply coincidence that in the Autumn of last year I needed a break from the large glider that was on the bench and it was again coincidence that I decided to build Natsneez, not knowing that there was an interest in P.E.Norman and his models in the vintage movement. I could not bring myself to make a model straight off his drawing and using his methods so I enlarged his accompanying 3-view to give a span of some 48 inches, 50% up on the original. Natsneez had been in the back of my mind since the design was published in 1944 and I was pleased to be able to locate a copy of the drawing at a time when I decided to revisit models that I had built in the past. I had never built Natsneez because it was beyond my abilities as a boy but the shape stayed with me. I decided to build as I imagined the designer might have modified the aircraft in the light of today's methods of building and the technology that is now available.

Because I have an interest in full-size vintage American light aircraft I think that some of that interest might have rubbed off on the model forward of the leading edge. From that point rearwards the external appearance is pure P.E Norman except that I have inserted a couple of inches in the fuselage length to balance the new nose, and added a tailwheel. Obviously the control surfaces and electric power are not original, nor the 2.4 radio. I don't feel that I have disfigured Natzneez and am certainly not the first to alter the engine cowling shape from that on the drawing or the rather ugly version in the article that accompanied the reduced drawing in Aeromodeller November 1944. Because the article was printed in black and white I have no idea of the colour of the original but certainly on the cover of the magazine, which was supplied by Roy Tiller together with the article, the artist improved the cowling shape and he may well have done so with the colour to make the model more attractive to magazine buyers. Was the artist C. Rupert Moore ? I have included a couple of photographs for your interest.

When I returned to aeromodelling in 1994 I was as much drawn towards Temple's Celestial Horseman as I was in 1947 when I bought his book. Even today the book is close to hand and I often turn to the drawings of the model. I must say that while

the book is a good read it has had little bearing on my modelling. I had a very long break from model aircraft, having turned to other forms of model making, and on my return almost everything had changed. But the Horseman was now well within my building ability. Then, while I was getting together the essentials for building model aircraft, I had the good fortune to meet large-scale model man Cliff Charlesworth who introduced me to R/C scale slope soaring, aero-towing and his ¼ scale Olympia 2b.



The Olympia was of a very similar shape to Celestial Horseman and therefore I decided to go down Cliff's path and build only "pure" scale gliders, and other aircraft models that are outside of the subject of these notes, and which I still do. Although Temple refers to his model as being a spin-off from his design for a full-size aircraft I can find no evidence that this was actually built. In passing, my Olympia is still flown regularly nearly 20 years on. Again for your interest there is a picture of the Olympia 2b, and in addition a plan diagram taken from a booklet.

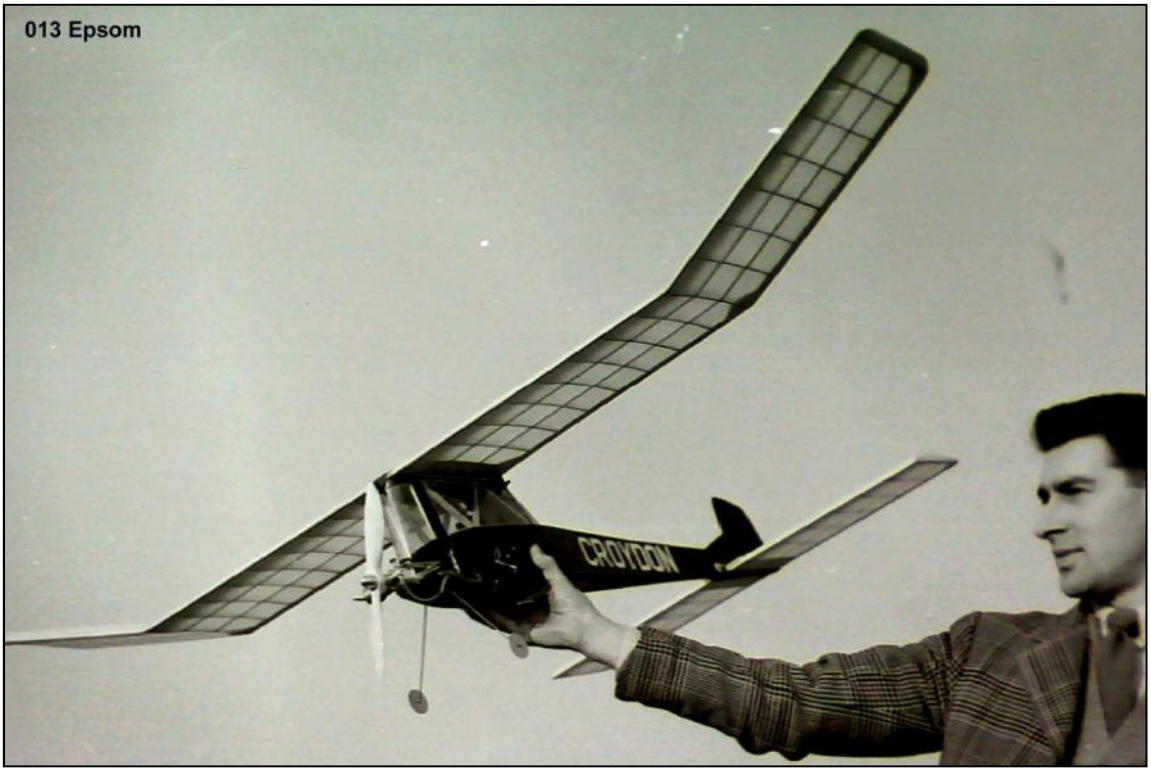
But I still look at the Horseman and wonder. The designer, on page 65 of his book, tells us that the model "can, on a suitable slope, put up a performance comparable to a full-size sailplane, and it soars very readily" Did he really put all of his alleged long building hours (A caption in the book refers to 600 hours being spent on fuselage finish alone- that is 15 working weeks!) into what must have been a beautiful glider and then fling it off a slope with no control as to where it went? And then in the same chapter he says "It is not possible to fly such a large model sailplane at the time of writing this book", which is probably correct but it is more likely that he was referring to the lifting of wartime restrictions rather than any thoughts of radio assistance. A contradiction? Is there a chance that the model never flew and is still in someone's loft? I would not trust the "in flight" photographs in the book. The original Natsneez appears to be still in existence so why not the Celestial Horseman.

Does anyone know of L.G.Temple? All I know is from his book, otherwise he is a mystery. And what is behind the name of the model? To me it certainly creates a picture of a scale glider high up with a background of cloud, which is exactly what I get with my Olympia. It is obvious that the designer had knowledge of full-size pre-war gliders and if his claim to have designed the aircraft that the model is based on is true, and there is no reason to doubt that, then what was his working background? There is evidence that he won a "Wings for Victory" competition which meant that the model was finished before mid-1945. Allowing a few years for the production of the original design and then that of the model, plus the build of the model itself takes us almost to the start of the War after which no sports gliders were produced

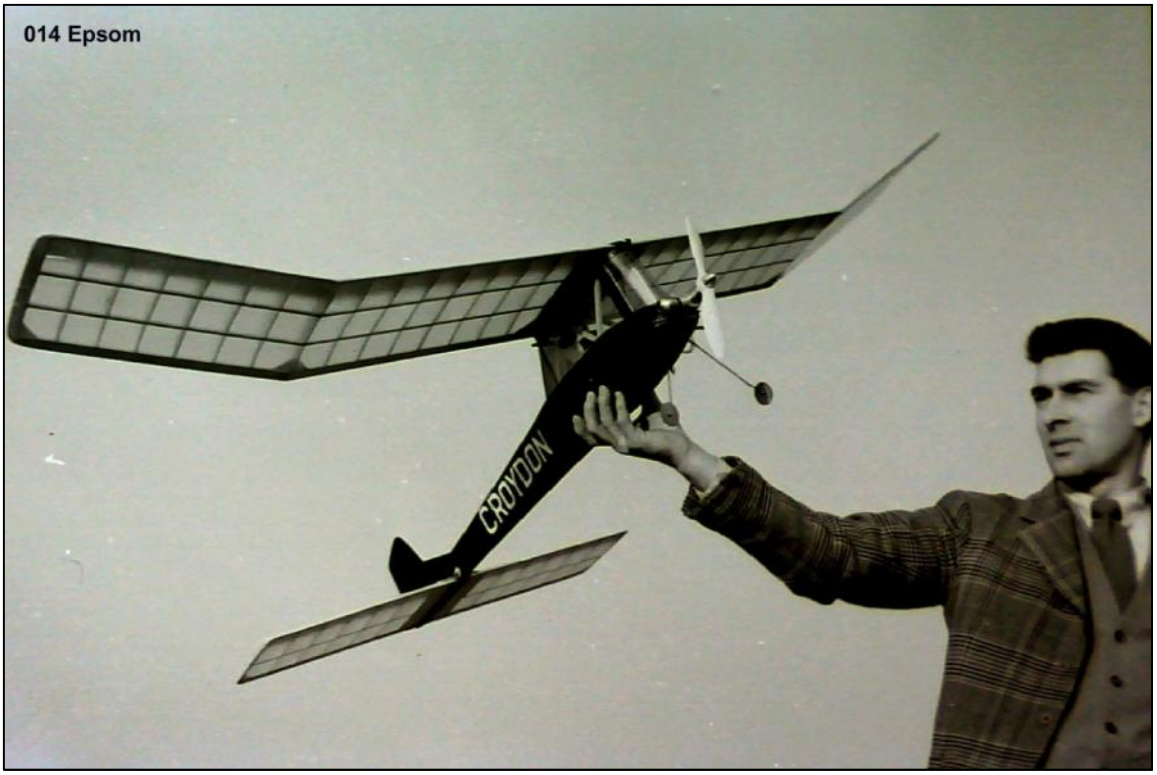
I have a theory to put forward about Celestial Horseman. Did Temple have access to the drawings for the German DFS Meise which was to be the standard competition sailplane for the 1940 Olympic Games in Helsinki had they taken place? These were widely distributed to those nations wishing to enter the Games and who would need to build their own aircraft from these drawings. Following the conflict, Elliotts of Newbury used the drawings to produce their Olympia 2b but with a bubble canopy. I refer you to Martin Simmons "Sailplanes 1920-1945". There is though a major difference with the Temple model in that the wing is not fitted in the same high position as that of the Olympia, more shoulder-wing, rather like my current project the Ka6e. I wonder if in some way Temple was connected with Elliotts. I read that he moulded the canopy from 1/16th.inch thick clear "Bexoid" sheet which is 3 times the thickness used today in 1/4 scale gliders. I would imagine that this material might have been a wartime product because only thin acetate sheet was available through model shops. And, again I imagine this, I would expect that such thickness would require industrial help to mould into a small canopy. All of this is pure guess work nothing more. But where did he live, where did he fly his models, who did he fly with, what did he do for a living?

On looking at photographs of Horseman again today I still get a twinge of desire when I see that elegant shape. And then I look at how close the nose skid is to the ground, just as that on my scale Rheinland, and feel that even an r/c version would need great care to land on a smooth strip without the nose fouling, especially with a soft tyre.

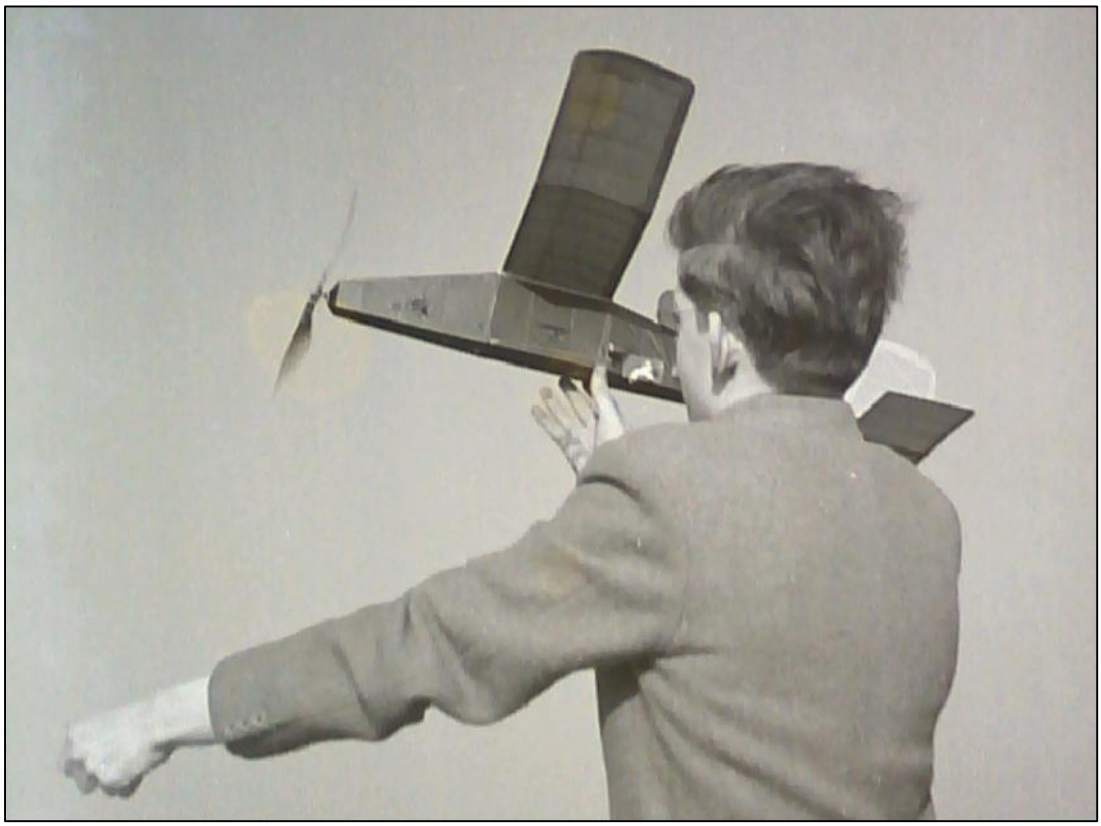
Vic Green



Ron Ward (CDMAC) at Epsom in the early 50's
Displays his Elfin 2.49 P.A.A. load model



Don Butler (Surbiton) at Epsom late 40's early 50's watched by aeromodellers to be perhaps



Our Treasurer Ed Bennett (CDMAC), somewhat younger with his Marcus 'Supa Dupa' lightweight, Epsom early 50's

Norman Marcus (CDMAC) releases his 'Jaded Maid' at Epsom 1951
still using his underslung tailplanes and parachute d/t it appears?
This picture was used on AeroModeller cover May 1951

Ron Ward launching his Vivell 35 powered American 'Climax', Epsom late 40's early 50's
watched by Mick Dean & Stuart Davis, all (CDMAC) members

Keith Miller

8oz Wake & Tailless Leagues - Spencer Willis

8oz League:-

Unfortunately because of the lack of available days at Middle Wallop there will only be four qualifying competitions.

They are:	Middle Wallop	27th April
	Middle Wallop	1st June
	Odiham	19th July
	Middle Wallop	25th August

There's a plaque for the winner.

Tailless League:-

This year we're even more spoilt for choice as the BMFA have included one in the 7th Area as well as the 5th which earns Plugge points.

The full list of qualifying events are:-

Nationals	
Oxford (Andy Crisp)	
Oxford (Charlie Newman)	
Middle Wallop	1st June
Odiham	19th July
East Anglian Gala	
5th Area (Plugge Points)	
7th Area	

As usual the best three scores will count and there will be a bottle of wine and a ready to use Tomy Timer for the first three, as well as the Halcyon Trophy for the winner. There may also be an extra trophy which I would like to see awarded to the highest aggregate score for a power or glider flier.

Spencer Willis

Odds & Ends for Sale - Martin Dilly

Glider Winch: Would any Clarion readers be interested in an ex Ron Ward (Croydon club in the 1950s) glider winch, based on an original Woolworth's hand grinder, complete with plywood reel and monofilament towline of unknown length? A fiver to the FF Team Support Fund will secure it. Collection at a contest is preferable.

Modelspan Tissue:

As the result of a generous gift by Malcolm Wood, I have quite a large quantity of Modelspan tissue available for sale as follows; all are 20" wide apart from those noted. Proceeds will go to the Free Flight Team Support Fund. I will have the tissue available at the Nationals in May, as posting orders adds greatly to the cost, as well as to my time.

6 sheets heavy black		£7.20
6 sheets heavy black		£7.20
6 sheets heavy red	x 24" wide	£7.20
6 sheets heavy red		£7.20
6 sheets heavy red		£7.20
3 sheets light (?) red x 24"	wide	£3.00
8 sheets heavy yellow		£9.60
3 sheets light orange		£3.00
11 sheets light white		£11.00
2 sheets heavy white		£2.40
1 sheet heavy white x 24" wide		£1.40
3 sheets light red (2 with 3" square cut from a corner)		£2.50
3 sheets orange Jap		£3.00
Lightweight 12g per sq. metre Japanese tissue – red, orange, cream and white. -		50p per sheet

Contact: Martin Dilly Tel: - 020 8777 5533 or e-mail martindilly@compuserve.com.

Secretary's Notes March 2014 - Roger Newman

The weather still dominates, ranging from poor to atrocious. As I write these notes, it is the 1st Area meet of the year at Beaulieu – forecast this morning was a steady 25mph gusting to over 40 mph, the trees in our garden providing visible evidence! Not conducive to any sort of flying.

Natsneez Comp

A couple of queries during the month to clarify rules set out by James Parry – these have been cleared & James will amend his rules. As currently published in his Sticks & Tissue, they are as follows:

P E Norman memorial

These are provisional rules but will give you an idea what is brewing!

In memory of P E Norman who passed away on 17 July 1964, whilst flying his models at Epsom Downs, it would seem to be only right to acknowledge his aeromodelling skills in the form of a suitable memorial tribute. To this end at the June Middle Wallop meeting we would invite anyone who can construct a P E Norman design to come and fly it. Some of his models are not the easiest to reproduce therefore to give some form of focus we will run a very basic competition based on the Natsneez free flight only. This will not exclude RC versions which can be judged on a concours basis.

The model should follow the plan closely and be of same dimensions there being 3 categories.

The easiest will be the best looking (Concours) P E N design but it must fly for at least 20 seconds!

A simple precision event IC powered whereby there must be a motor run then glide, total flight lasting 60 seconds and landing within 50 metres of a marked point, the point will be same as launch marker. No motor cuts offs allowed. Purely guess the fuel

and when you launch. Every second away from the 60 seconds will be a lost point but landing inside the 50m area will gain 15 points. Max score therefore will be 75 points. If there are any equal times then there will be a second round and so on.
A second similar comp will be held for an electric powered Natsneez. Same basic rules a 60 second flight and landing within 50m of a marked point, same as launch.
It would seem reasonable to keep IC and electric separate.
If on the day the weather is so fantastic or awful the time and 50m rule may be altered accordingly. E.g. if very windy then the point of launch cannot be same as landing marker and 60 seconds may be too long a time.
So there will be a concours comp any model IC, electric, glider, RC can enter but must fly 20 seconds minimum.
A spot landing for IC and separate for electric utilising the Natsneez.

jamesiparry@talktalk.net

One change to the above will be to permit the use of engine timers. The second point is a clarification of dates. In my previous notes & in the published program for Middle Wallop, I have a date of 24th / 25th August. James had suggested 1st June. My fault for not double checking – but James & I have agreed that the comp can be held on both dates, with the 1st June serving as a "practice run" for the August event.

Bit of Indoor Flying

We are very fortunate in that three indoor meetings are regularly held along the south coast. One at Wickham, some 6 miles north of me, another at Totton hosted by Flitehook & a third at Wimbourne. I manage to get to the first two from time to time but Wimbourne is an approx 90 mile round trip in the evening so it is a rare occasion for that one. Plus our Bournemouth Club wheels it's pylon out from time to time.
The last Wickham meeting saw a few Beaulieu diehards in attendance – Tony Shepherd with his Waffle II, Dave Etherton with a Legal Eagle & John Hook / Dennis Underwood discussing the finer points of life!

I managed to fly a couple of really old Giminnie Crickets, prompting me to think that I must build a new one that can do at least 1 minute! Our last BMAS afternoon meeting produced two RTP rubber speed models, built by John Taylor & myself a few years ago & resurrected for the occasion. Both have been clocked in excess of 30mph for a burst of 10 laps or so.

This year we managed to excel ourselves by having both on the same pole at the same time & flying without total devastation! Fortunately both have a very similar speed but mine keeps slightly lower than Johns which has superior duration, so he can overtake at the very end. Note the "pole" – normally used for a garden umbrella! We do have a "proper" pylon, approx 3' tall but we found that models tended to oscillate when launched – usually ending with a fatal downward plunge. The use of a lower pylon overcame this natural disaster. We also have a small collection of old electric RTP models, kindly donated by an old Club member but our meeting room was just too small to bring them out this year.

Eagle eyed Dennis Underwood & John Hook in earnest conversation

Middle Wallop & the Museum

We have lost our main contact at the Museum – temporarily I hope. Rebecca Clay has moved to the Royal Academy in Bristol, without a replacement in post. Fortunately all the correspondence for this year's meetings had been sent out before she departed, so no extra work in that context.

Crookham Gala: April 20th on Salisbury Plain

As previous notes have mentioned, this event will take now place on Salisbury Plain instead of its normal early in the year location at Middle Wallop. Mind you, maybe it's just as well because the weather over the period covering the regular dates was simply appalling – it would have resulted in a cancellation to be sure.

Crookham Gala - Sunday 20th April 2014

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

Combined Glider: Combined Rubber: Combined Power: all to BMFA rules.

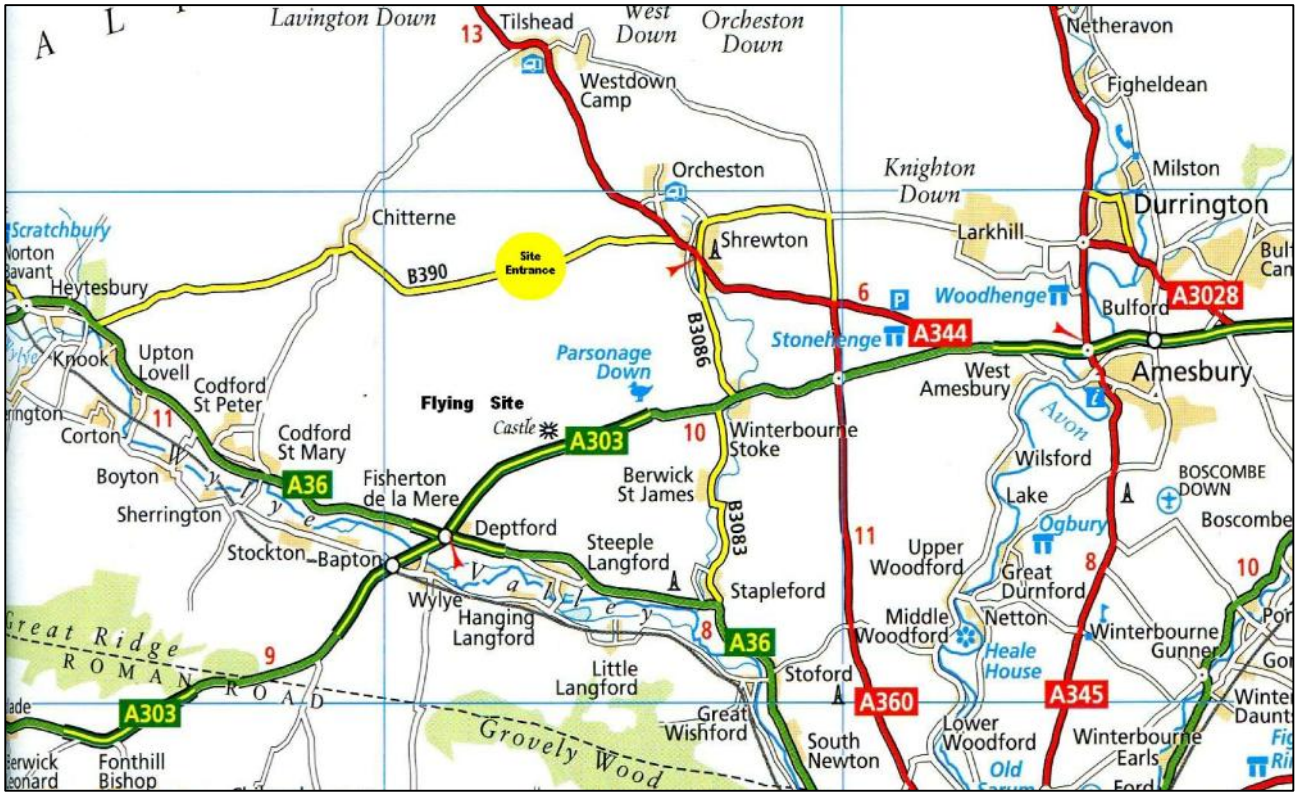
E36 Crookham rules – 3 flights at 10 sec motor run, fly-off 5 sec

Coupe d'hiver (inc vintage coupe) – a Southern Coupe League event

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

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

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



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

Note that there will be sport flying for SAM 1066 members at the same location. There is a flat area of approx 400 yds x 400 yds, suitable for trimming flights & small models. Come & get ready for the 27th April meet at Middle Wallop.

Roger Newman

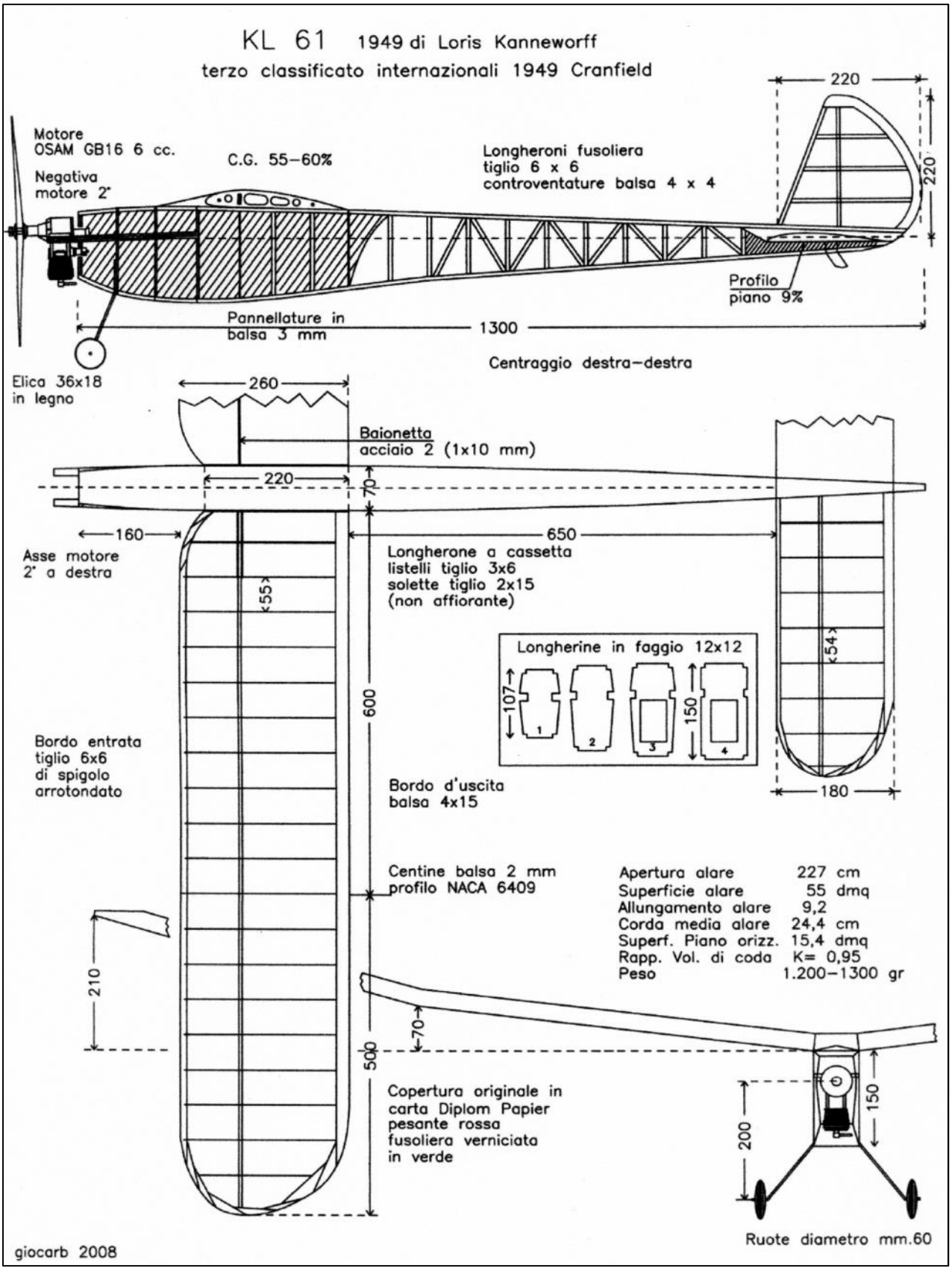
Plans for the Month - Roger Newman

Gianni Lofredo from Italy sent me some information on a lovely old power model from 1949, designed & built by Lorris Kanneworff –
his KL61 & a photo of a more recently built replica.

Tony Shepherd has done likewise with a pre-war power model from Aeromodeller:

Hi Roger, Another one for the pot.
This is the Wasp of L S Widgor from the Aermodeller, April 1938.
I've attached the article and plan separately. The plan was the centre page spread and therefore not full size. Anyone wanting to build the model really accurately should re-draw it to the dimensions given on the plan (as printed in the magazine it's not perfectly to scale in each direction though the wing and tail sections are correct and full size). However, if you enlarge the plan by 300% then it's pretty damned close and would certainly be sufficient for me if I were to build one for a Mills 75.

Cheers – Tony



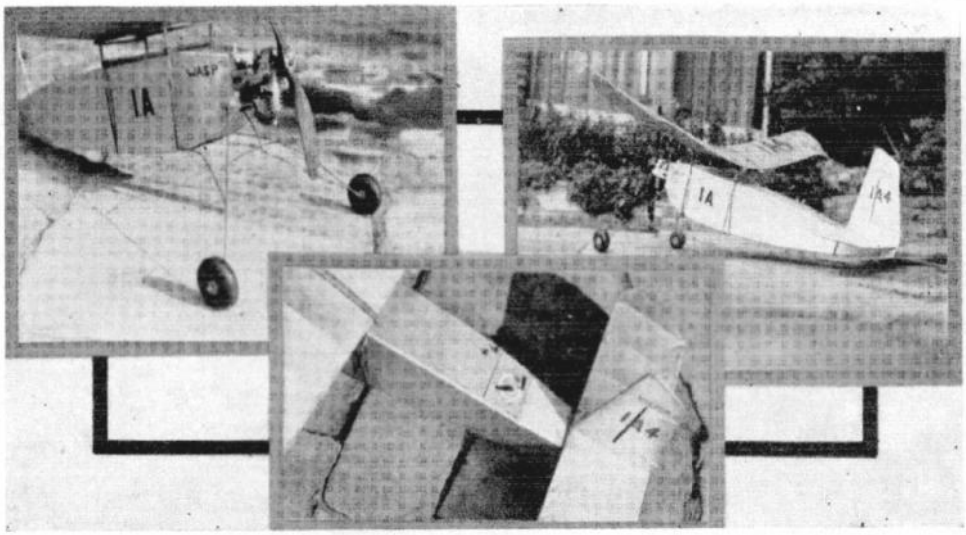
The KL 61
a Loris Kanneworff design

(flown in an International event at Cranfield in 1949)

A modern replica of the KL 61

"THE WASP"

A 40-inch SPAN PETROL 'PLANE

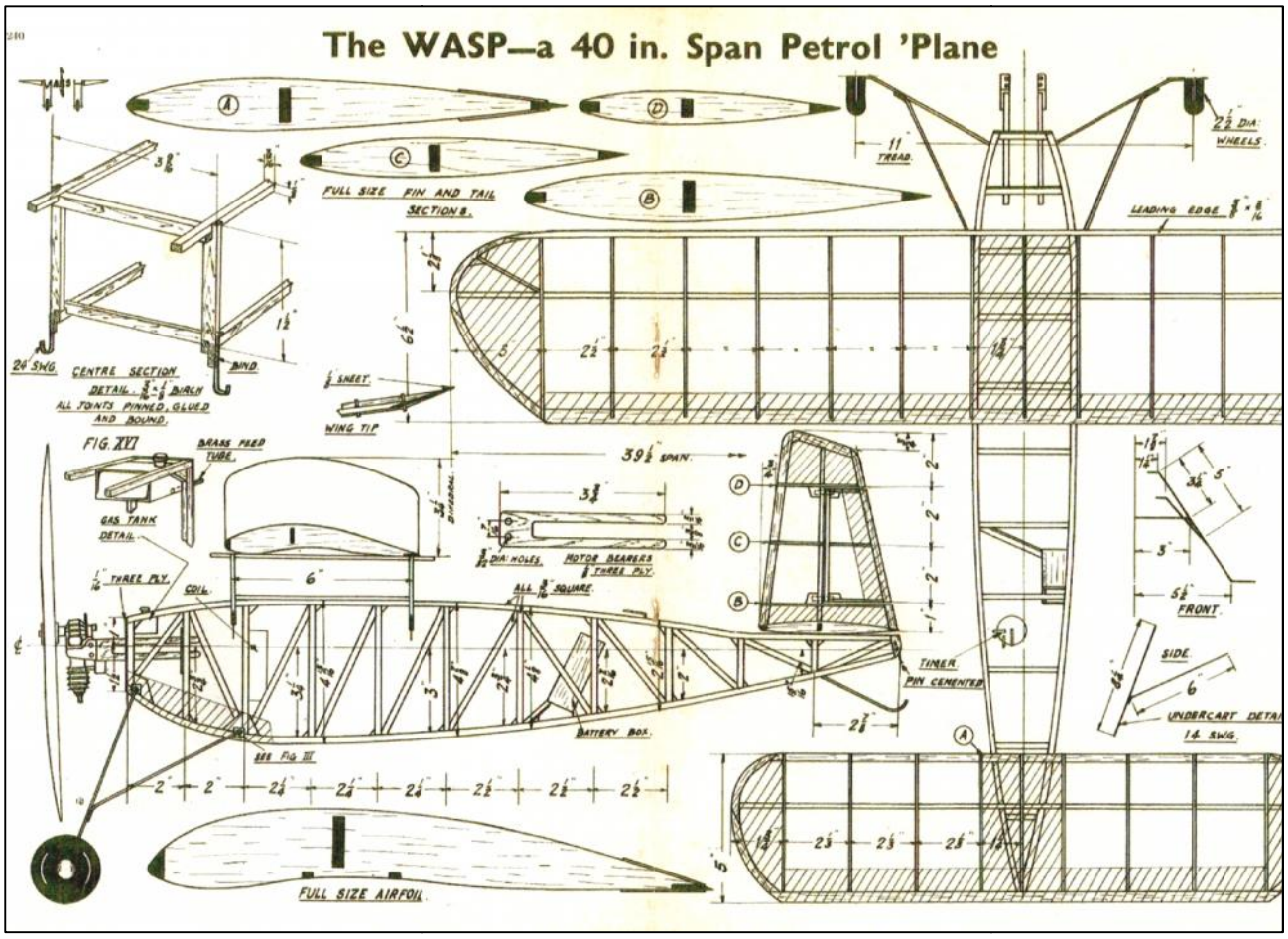


Designed and constructed by **L. S. WIGDOR.**

This stubby little parasol monoplane first saw the light of day in summer of last year, being the result of a sudden desire to possess a really small petrol model. The span is only 40 in., while the weight is as low as 17 oz. But the great thing is that its speed is very low, between 15 and 20 m.p.h. The construction is, of course, all balsa.

It will take any of the very small engines on the market. The weight of the motor installation should be at the least no more than 10 oz. This, of course, includes coil, etc. Remember that this is one of the smallest petrol models in existence. Consequently it will not take you long to build it, nor will it incur great expense. However, use only the finest quality balsa.

The order of construction does not make any odds. I always start on the fuselage, so here goes !



Fuselage.

Obtain some drawing paper and lay out the side view of the fuselage. This is done by using a datum line as a basis. The distance of the bottom to the datum line is shown alongside each former. When you have the points mapped out, join them up, if one or two seem a trifle out, don't worry but go ahead drawing the line in a gentle curve. This is not inaccurate, for the fuselage shape does not have to be exactly the same as the original, while accurate measurements are difficult to give in fractions.

Build two sides up of 3/16 in. square balsa, using wax paper over your drawing. Gusset the joints where shown in the plan. Join up the two sides with cross pieces of 3/16 in. square cut to size from a drawing laid out from the plan. Cut out two engines bearers from 1/8 in. 3-ply as shown in Plate 1. Also rectangle of 1/8 in. 3-ply to cover the front of the fuselage, and another for the second former. The latter does not cover the former fully (Fig. (5). Drill holes in these pieces of 1/8 in. 3-ply to take the bearer legs (Figs. 6 and 7) in such positions as to suit your engine. Glue these parts to the fuselage and use plenty of cement. The dural fittings for the engine must also be made to suit the engine, and can be cut from sheet dural with tin snips. Use brass nuts and bolts, obtainable from most hardware stores.

Install the brass tubes that are to take the undercarriage legs. These tubes must have an internal diameter to take 14 s.w.g. See Figs. 2 and 3 for the installation. The outline of the millimetre 3-ply is shown by a dotted line on the plan. The piece of 3-ply transmits the landing shock over the fuselage. The 1/8 in, 3-ply consists of a small square piece glued on for strength. The tail skid is fitted as in Fig. 1, with millimetre 3-ply to take the shocks. The length of the skid is something over 2 1/2 in.

Along the top and sides of the longerons cement strips 3/16 x 1/32 balsa, as in Fig. 14. Now sand the edges into a curve. This will give the finished covering a very neat aspect, as it raises the covering from the crosspieces. This finishes the fuselage for the time being.

Wing.

Draw a plan of the wing out on a sheet of paper, but only draw one half. Reverse the paper and trace the lines through from the other side. Thus we have the two sides. The next job is the main spar. This consists of 3/16 x 1/8 in. hard balsa, which will have to be cut from sheet. The dihedral is formed with the aid of two gusset plates of millimetre 3-ply (Fig. 11). Once the spar is formed, mark out the positions of the three section ribs. The leading edge is of 3/16 in. x 3/8 in. hard balsa, while the trailing edge is of 1/16 in. x ½ in. ditto. Cut out lo ribs from hard sheet balsa. Don't cut the notches for anything but the main spar. Thread all the ribs into a small piece of same section as the main spar and cut all the notches out, using a 3-ply template. This ensures accuracy.

Thread seven ribs on to one half of the main spar and assemble that side of the wing on the plan. Cut the trailing and leading edges where the dihedral occurs, and put the centre rib in place. Use plenty of cement, and allow it to dry. Now remove the wing, reverse the plan, and assemble the other half of the wing. The wing tips must be cut out of 1/8 in. flat material, so that the resulting piece has a uniform section of 1/8 in. x 1/2 in. Do not forget the bracing piece of 3/16 in. square balsa. Cut and sand the leading and trailing edges to shape. Put in the two stringers of 1/8 in. x 1/16 in. underneath. Now cover the centre section, tips and trailing edge with 1/64 in. sheet balsa. This must be sanded so that there are no projections. See the plan for extent of covering. This accounts for the wing.

Tail Unit.

Cut out nine of ribs " A," as in Plate III, of 1/16 in. hard balsa sheet. Draw out a plan of the tail-plane, and cut out the tips of 1/8 in. sheet. The main spar is 1/8 in. x 3/8 in. Assemble the tail unit much in the same way as the wing. Sand the leading and trailing edges and tips. Now cover the centre, tips and trailing edge in the same way as the wing with 1/64 in. sheet balsa.

Make the fin and rudder in the same way, covering with 1/64 in. balsa. The hinges are made as in Fig.12. Fit the fin to the tail-plane by cutting a notch in the fin's main spar and cement it to the tail-plane, as in Fig. 13. Make hooks for the tail-plane, front and rear, as in Fig. 4, out of 24 or 26 s.w.g. piano wire. Incidentally, a small pin must be driven into the rear of the fuselage and cemented to take the rubber bands from the rear hooks.

Cabane.

The frame that takes the wing is built from 3/16 in. x 1/8 in. birch or spruce, the latter preferably. Cut pieces to size and sand to a circular section, except where joints are to come. Pin the pieces together, using a good glue, and bind them with cotton. Make the hooks that are to take the bands, passing round the fuselage, and glue and bind them in place. See plan for measurements.

Undercarriage.

This is made entirely of 14 s.w.g. piano wire. Cut and bend pieces to shape and size shown in Plate II. Bind the joints with florists' wire and solder up. I think it is policy in this ease to use a solution of zinc chloride as a flux, but be sure to wash all joints afterwards. Solder small washer at the top of the legs as stops to take the elastic bands which keep the undercarriage in position.

The tailskid has been mentioned in connection with the fuselage. The wheels on the original were made of solid balsa, and can be purchased at your stores. They will need brass bushes, of course. There is no objection to using air wheels except that they are heavy.

Incidentals.

The coil and condenser are bound to a 2-ply balsa backing, which is in turn cemented to the back of the cross-piece at the third former. See that the coil is well packed with balsa (Fig. 8).

Two external battery connections are easily fitted in a convenient spot in the way shown in Fig 15. The contacts are made of sheet brass cemented in a balsa backing. Use crocodile clips with the brass tabs.

The battery box is built-up 1/8 in. sheet to fit the size of the battery needed for your particular engine. Naturally, the smaller the battery the better. Incidentally, my Elf only needs one 1.5 volt cell broken off from a standard 4.5 volt cell. This weighs just 1 oz. Fit it in the machine as shown in Fig. 9. Be sure that the battery will have no chance of flying forward in a crash. (These things must be provided for.)

The timer is, of course, dependent on the builder, but personally I use one of the type in Fig. 10. Notice that the hatch is made of 2-ply balsa; 1/16 in + 1/16 in. = 1/8 in.

In the prototype the tank was built into the nose of the machine. The tank was soldered up out of -003 in. Shim brass (obtainable at a garage), while the cap was made from a toothpaste cap.

Covering.

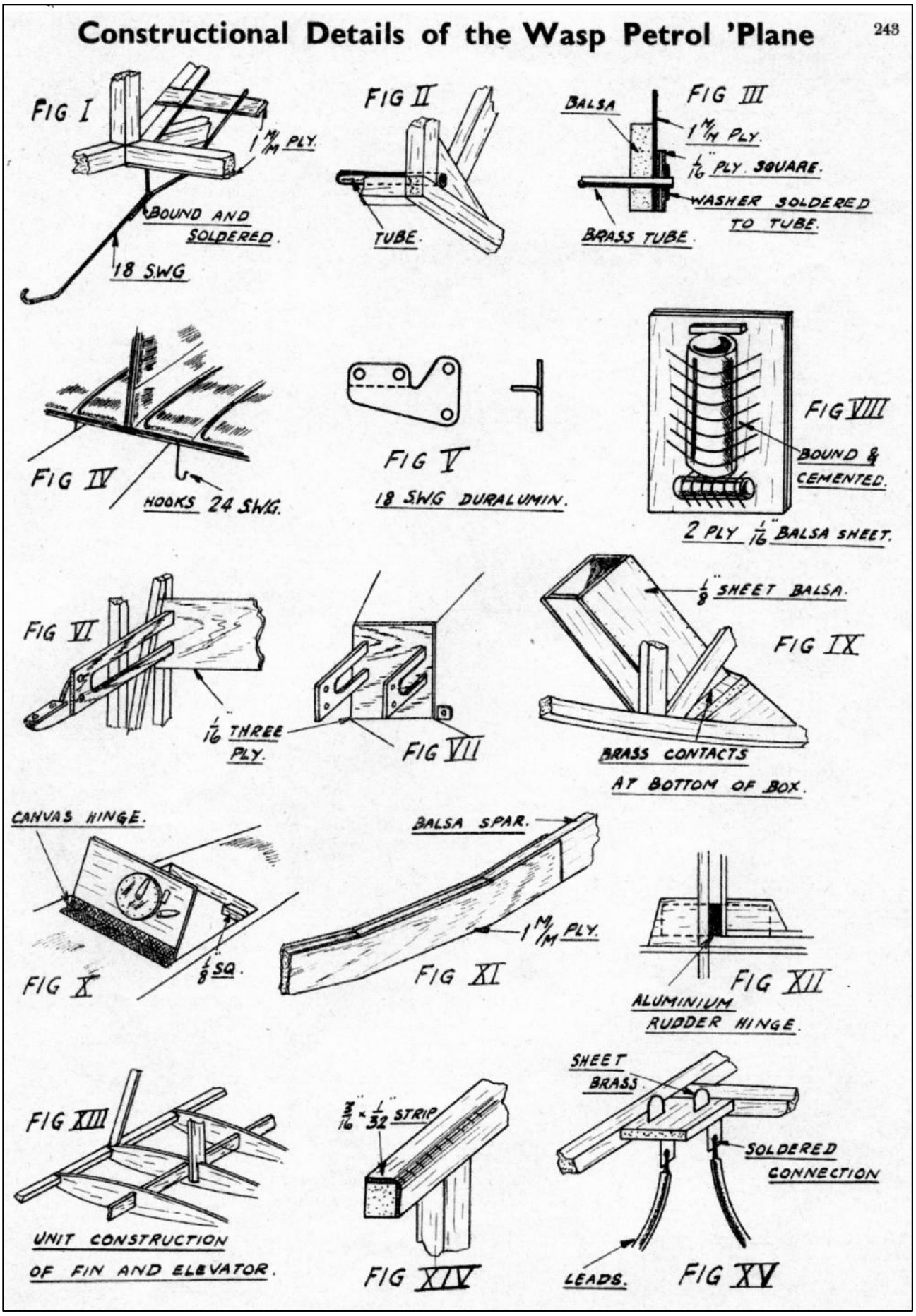
The prototype was covered in bamboo paper and silver doped. However, there is no reason for not covering in silk, although it puts the weight up. I think it is policy to use aluminium dope, as this needs no undercoat, while it is lighter than coloured dope. I put my wing in a jig while it was drying, as I used rather strong dope.

I haven't said anything about the propeller, but I think a fine pitch screw with medium blade area is the thing. The actual design depends on your engine; try and get some wide straight-grained ash for it. If you leave it moderately heavy it will never break. I haven't included a wiring diagram; you get that with the engine. Incidentally, use rubber-covered wire, and on the high tension lead slip some insulating sleeving over it. The thrust line on the original was set at one degree negative to the datum line, the wing at 1°-15" positive.

Get the machine set up for flying, and try gliding it off a gentle slope. This is done by gently pushing it into the air from the ground. Obtain your glide by packing up the tail-plane with the wing leading edge of the wing midway between formers 2 and 3. However, your model having a different engine, will be weighted somewhat differently. Here a little of the builder's ingenuity is necessary.

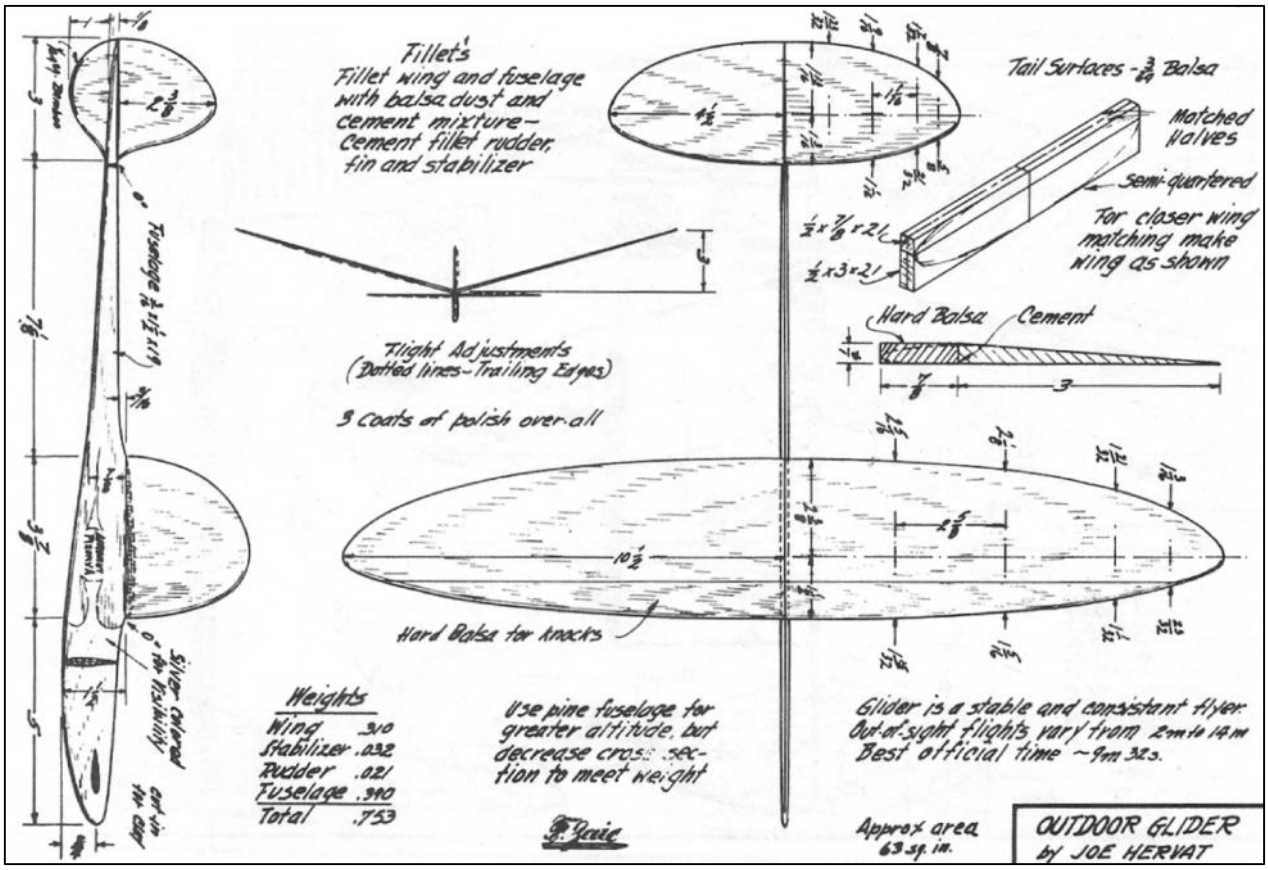
Having got the glide settled, start your motor and let it rev. quite slowly. Give the timer three to five second run and push the machine as before. Do this until the machine does not lose height once it is off. See that the machine has no violent torque turn on take-off, and give the machine twenty seconds. There is no reason why she should not fly well.

Incidentally, this is not a machine to be flown in a gale.

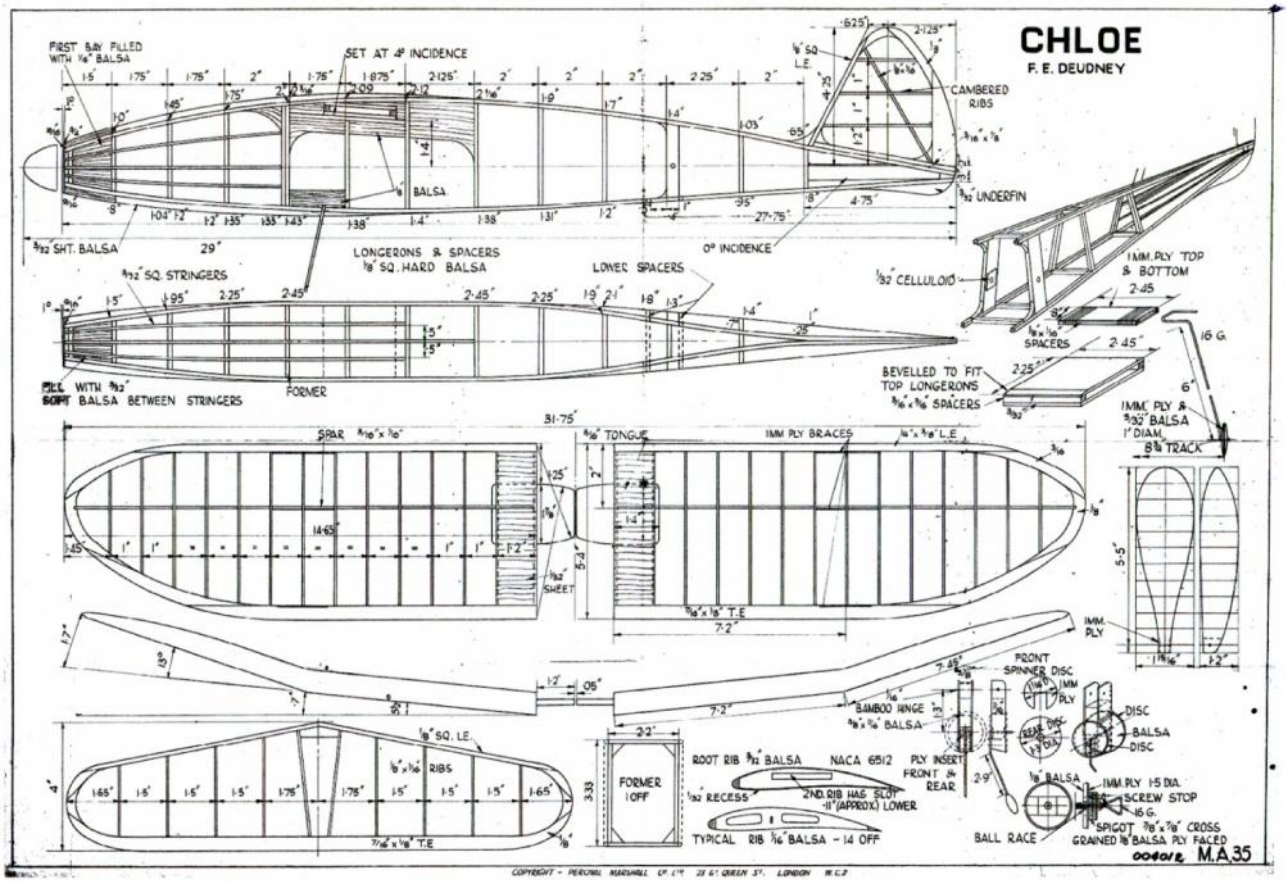


So – two power models this month. Redressing the balance a little – here are the glider & rubber models.

Glider is a candidate for the CLG/HLG comps this year – **Hervat**,



Rubber model is a pretty early post war model from Model Aircraft – **Chloe**.



Here's to a calm & hot summer!

Roger Newman

The DBHLibrary (Magazines) - Roy Tiller

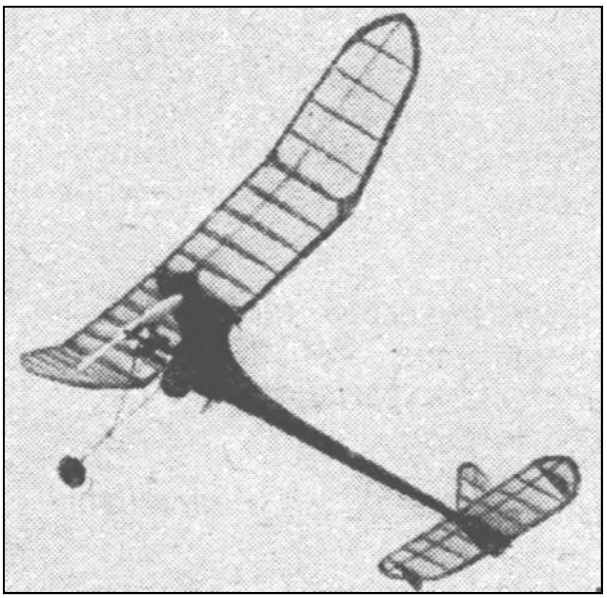
Report No. 40. Plans from Kits, British made, excluding scale, cont.

First an apology, a thank you and an enquiry.

Last month I referred to Bernard Aslett and his collection of information on the early days of the Bristol & West club but unfortunately I gave an incorrect e-mail address. If you can help Bernard with early Bristol & West information, reminiscences, photos etc, or would like a copy of his "Information so far collected" please e-mail bernard.aslett@yahoo.co.uk.

Many thanks to John Russell for the supply of the Bristol "Club Contest" drawing which we now know is No. 7 in the Bristol Simplex series. The plan is on its way to Roger Newman and once scanned will appear in the SAM1066 plans list.

Next the plan enquiry.
Super Model Aircraft Equipment of East Sheen, London S.W.14 advertised in Aeromodeller September 1947 their Midge 34" span pylon model (see photo) priced 12/6 for the kit or £6.0.0 complete with 0.5cc Midge diesel engine. A scaled up version, the Gnat, 42" span, was offered at 15/6 for the kit and again at £6.0.0 complete with engine, this time a Mills 1.3 Please get in touch if have a plan of either of these models.



Modelcraft Ltd., London SW1
Not quite "Plans from kits" because Modelcraft offered just plans and not kits of parts. The first Modelcraft advertisement that I found in the Library magazines was in Hobbies Weekly 27th June 1945. This offered plans for a glider, a yacht and a clock. No prices were given but you were invited to send 3d for an illustrated price list of 200 "How-to-Make" plans. The Contest Glider featured was designed by R.H.Warring to FAI spec. and the sketch shows a mid wing streamlined model, but no indication of wing span was given.

Further adverts appeared in Aeromodeller during 1946 offering plans for more gliders and three rubber powered models all designed by C.H.Saunders and(or?) R.H.Warring at prices of 2/- and 2/6. These adverts all carried the same glider sketch as used in the Hobbies Weekly advert.

Then, in their advertisement in Aeromodeller May 1947, the Hawk 38" wing span glider designed by C.H.Saunders was offered and a sketch of a high wing glider was shown. Modelcrafts No. 2 Magazine and List (out this month 1/-) was featured, comprising 48 pages, nearly 350 plans listed and with articles by Edward Beal, John Ahern, J.T.Hill and K.M.Blake.

Modelcraft Ltd. Plans

MODEL NAME	Designer	Span	Notes	Plan from
CONTEST GLIDER to FAI spec	Warring		Glider	
CONDOR contest glider(same as above?)	Saunders/Warring	50	Glider	
CIRRUS cabin duration model	Warring	28	Rubber	Reduced in Clarion
CUMULUS duration model	Saunders/Warring	30	Rubber	
FALCON glider	Saunders/Warring	36	Glider	
NIMBUS duration model	Warring	30	Rubber	SAM1066
EAGLE	Saunders/Warring	60	Glider	
HAWK	Saunders	38	Glider	

Of the three rubber models, Cirrus, Cumulus and Nimbus, just one, the Nimbus, is available as a full size plan, being in the SAM1066 list. The Cirrus can be found as a reduced plan in Clarion January 1991 in an extract from the book "Model Making for Boys" which calls it "A Flying Model of a Cabin Monoplane" reproduced by courtesy of Messrs Modelcraft Ltd. The Modelcraft drawing of Cirrus can be seen in Andrew Longhurst's column in SAM 35 Speaks April 2009.

But of the Cumulus plan there is no sign.

In the case of the four gliders, Condor, Falcon, Eagle and Hawk no plan or reduced plan has been spotted.

If you have any of the missing plans or a Modelcraft magazine/list or any information on Modelcraft (were they the Micromodels, cut out card models people?) please get in touch.

Magazines with plans missing, in the Library collection.

Model Flyer Jan 2009 included a free plan of Millie an all sheet power model.

Model Flyer May 2010 included a free plan of Leopoldoff L7 Colibrinezer.

Aeromodeller Jan 2012 included a free plan for a C/L Boulton Paul Defiant.

The Library copies of these mags do not have the plans, can you help?

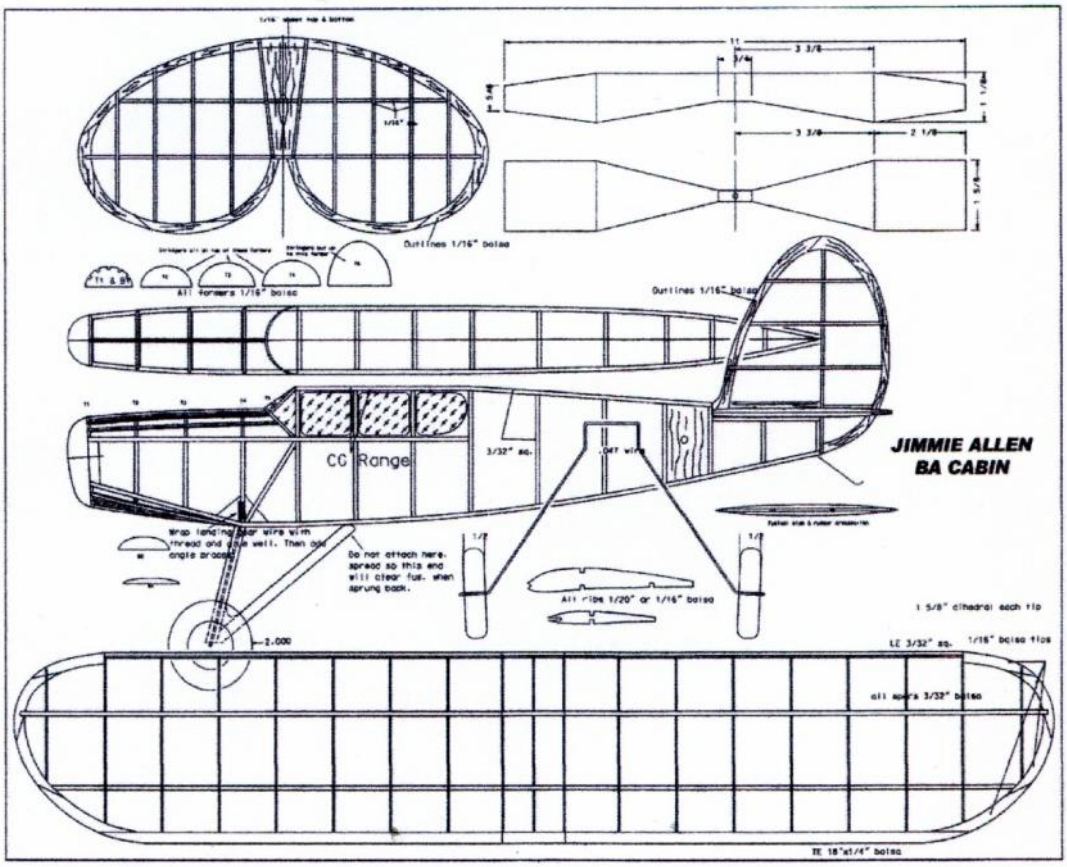
Contact **Roy Tiller 01202 511309, e-mail** roy.tiller@ntlworld.com

Roy Tiller

JIMMIE ALLEN 2014

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

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



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

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

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

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

Small Vintage Rubber LOW WING

Inaugural Competition

Middle Wallop Monday 25th August 2014

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

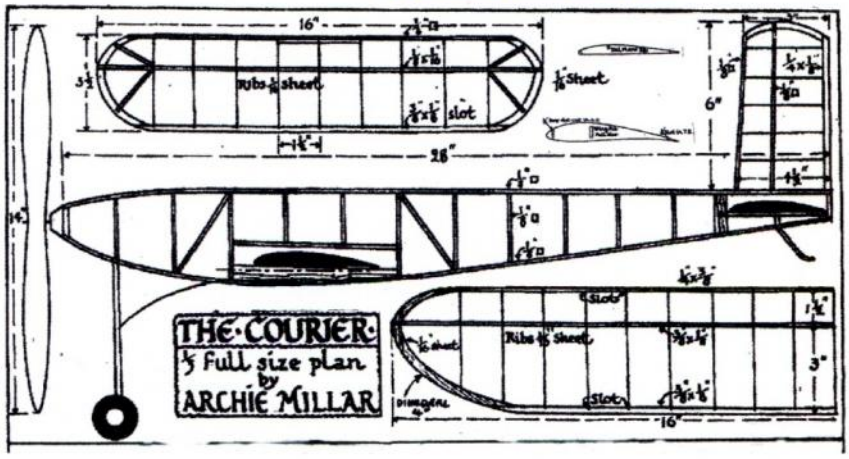
The chart shows some qualifying models.

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

Plans from:-

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

Any queries contact roy.tiller@ntlworld.com



Great News!

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

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

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

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

Saturday 24th May

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

Sunday 25th May

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

Monday 26th May

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

Andy Brough PRO Sam35

Crookham Gala

Sunday 20th April 2014

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

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

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

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

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

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

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

Croydon Wakefield Day

Sunday, April 27th 2014

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 will be flown in rounds starting at 10.00
The airfield is available for other free-flight trimming

Contact : martindilly@compuserve.com or call 020 8777-5533
Contact : ray.elliott8@btinternet.com or call 020 8997 7745

Coupe Europa

Sunday September 28th

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

F1G for Aeromodeller Trophy
Vintage Coupe d'Hiver for AAA Cup.
Flitehook Europa Team Trophy for F1G teams

10 a.m. start. F1G in rounds.

Contacts:
David Beales on +44 (0)1795-2553721
or e-mail; addickab@aol.com

phone/fax Martin Dilly on +44 (0)20 8777 5533
or e-mail: martindilly@compuserve.com.

Ray Elliott on +44 (0) 20 8997 7745
or e-mail: ray.elliott8@btinternet.com.

BMFA Indoor Technical Committee

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

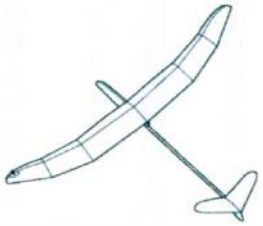
The event will run from January 2013 through to June 13th 2014 and anyone is invited to participate. Any model can be flown and in any site, indexing will be applied to the submitted times to reflect the category of ceiling. The winner will be announced at the British Indoor Nationals in June 2014 The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

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

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

rnark.benns@ntlworld.com

Mark Benns
Indoor Technical Committee



BMFA South West Indoor Flying

organised by

Cornwall Vintage Aeromodellers

at

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

Flying from 1200 to 1600 on

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

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

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

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

IMPINGTON VCMAC INDOOR MEETING

Sunday March 23rd 2014

at Impington Village College, Cambridge.

9.00am to 5.00pm.

£6.00 Come and fly indoors all day.

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

Indoor Flying with the South Birmingham MAC

Free Flight Only

Thorns Leisure Centre.

Stockwell Ave.

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

Saturdays 1pm until 4pm

2014

18th January; 15th February

15th March; 12th April; 10th May

Admission - Flyers £5.50 - Spectators £2.00

For further information phone Colin Shepherd 0121 5506132

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

Brownhills Indoor Flying – Free Flight

Brownhills Community Association,

Deakin Ave. Brownhills WS8 7QG

Just off the A5

Saturdays 1-15pm until 4-15pm

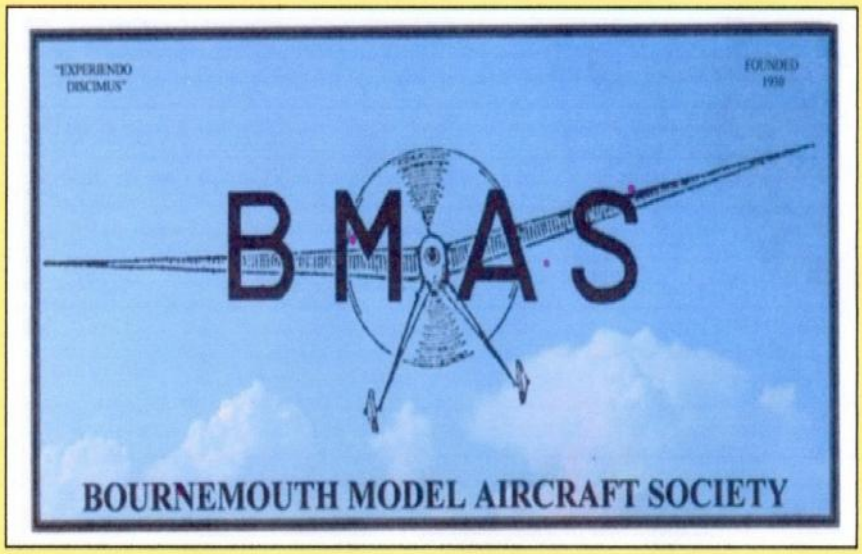
Flyers - £8 Spectators £2

2014

4th January; 1st February; 1st March

Contact:- Allan Price

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



INDOOR MODEL FLYING

TUESDAY 28TH JANUARY 2014

TUESDAY 25TH FEBRUARY 2014

TUESDAY 25TH MARCH 2014

7pm to 10pm

ALLENDALE CENTRE

HANHAM RD. WIMBORNE BH21 1AS

FREE CAR PARKING IN PUBLIC CAR PARK IN ALLENDALE RD

FREE FLIGHT ONLY

COMPETITIONS incl GYMINNIE CRICKET LEAGUE

ALL FLYERS MUST HAVE BMFA INSURANCE

FLITEHOOK NORMALLY IN ATTENDANCE

Adult Flyers £5 **Spectators £1.50**

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

SOUTH HANTS INDOOR FLYERS

www.wcaff.info

2013 -2014 INDOOR FREE-FLIGHT MEETINGS

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

All events on Thursday evenings 18.30 until 22.00
excepting Xmas specials

2013

October 31st November 28th

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

2014

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

SUMMER BREAK

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

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

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

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

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

For further details please contact:

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

Control-Line Stunt Competitions

Cofton Park,

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

Sunday April 27th 2014

South Birmingham MAC 3 in 1 C/L Comp

Old Warden

Saturday May 3rd 2014

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

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

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

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

Model

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

Engine/motors

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

36" WINGSPAN

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

48" WNGSPAN

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

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

Flights and results

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

Awards :

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

Results

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

SPECIAL PRIZE VIC SMEED

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

SPECIAL PRIZE DAVID BECKER

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

Good thermals

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

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

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

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

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

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

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

email: caleyannhand@yahoo.com

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

Caley Hand

Competition Rules Below

World Wide Postal EVENTS:-

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Salisbury Plain Dates 2014

Free Flight On Area 8

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

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

Peter Tribe (petertribe46@talktalk.net)

The following dates are provisionally available.

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

Send an SAE and your £15 cheque, payable to BMFA, to Bernard Aslett, 25, Honeyhill, Wooton Bassett, Swindon, Wilts, SN4 7DX; in return you will receive a sketch map showing where we fly on Training Area 8, and a 2014 pass to display on your windscreen. If you come as a passenger, bring your pass anyway. Your name will be included on the Army security list (unless it's already on it).

VINTAGE RADIO & CONTROL LINE

at MIDDLE WALLOP, 2014
(Courtesy of the Army Air Corp Centre. MAC)

(Vintage Radio to Dec 1959)
Radio 27MHz. 35MHz +2.4GHz

SUNDAY APRIL 27th SAM 1066

Control Line [no combat wings] Mini Speed & Spitfire Scramble.
Tomboy 3 & Tomboy Senior Competitions
R/C Vintage Power Duration Competitions + Vintage Precision

SUNDAY JUNE 1st SAM 1066

Control Line [no combat wings] Mini Speed & Spitfire Scramble.
Tomboy 3 & Tomboy Senior Competitions
R/C Vintage Power Duration Competitions + Vintage Precision

SUNDAY AUGUST 24th SAM 1066

Control Line [no combat wings] Mini Speed & Spitfire Scramble.
Tomboy 3 & Tomboy Senior Competitions
R/C Vintage Power Duration Competitions + Vintage Precision

MONDAY AUGUST 25th SAM 1066

Note:- *only 2.4GHz to be used on Mon Aug 25th*
Vintage Power + Vintage Precision

SUNDAY SEPT 28th SAM1066

Control Line [no combat wings] Mini Speed & Spitfire Scramble.
Tomboy 3 & Tomboy Senior Competitions
R/C Vintage Power Duration Competitions + Vintage Precision

FLYERS MUST BE COVERED BY BMFA INSURANCE,
this is the only acceptable insurance at the venue
and must be shown when signing on

For further information contact:
[C/L] James Parry, 01202625825, email. JameslParry@talktalk.net
[R/C] Tony Tomlin, 02086413505, email, pjt2.alt2@btinternet.com

[Vintage Power Duration + Vintage Precision]
Bill Longley, 01258488833, email, tasuma@btconnect.com

For more details of mini speed, Spitfire Scramble etc.
see http://www.wessexaml.co.uk

The above events take place at the far side of the airfield,
follow peri track to control

WESSEX AEROMODELLERS LEAGUE + C/LINE

2014 COMPETITIONS

website: www.wessexaml.co.uk

		April 2014		
Sunday 6	Wessex AML	Tomboy Round 1	WMAC	Cashmoor
Sunday 13	Control line only	Open	WMAC	Cashmoor
Sunday 20	R/C Vintage	Open + VPD+ c/line + TT	DMFG	Blandford
Sunday 27	Wessex AML	600RES Round 1	WMAC	Cashmoor
		May 2014		
Sunday 11	Scale &	Aerotow	DMFG	Blandford
Sunday 18	Wessex AML	Tomboy Round 2	Winc'n Falcons	Templecombe
Sat 24 S 25 M 26	Vintage	event	Brize	Norton
Saturday 31	Wessex AML	600RES Round 2	DMFG	Blandford
		June 2014		
Sunday 1		Control line	SAM 1066	Middle Wallop
Sunday 8	Wessex AML	600RES Round 3	SMFC	T B A
Sunday 22	r/c Vintage	Open + VPD + c/l	DMFG	Blandford
Sunday 29	Wessex AML	Tomboy Round 3		West Winterslow
		July 2014		
Sunday 13	Wessex AML	Tomboy Round 4	Illmin'r SAM 35	Merryfield
Saturday 26	Scale & WW1	+ Military	DMFG	Blandford
Sunday 27	Wessex AML	600RES Round 4	DMFG	Blandford
		August 2014		
Sunday 17	Wessex AML	600RES Round 5	Marlboro' MFC	Collin' Kingston
Sun 24 & Mon 25	Bank holiday	Control line	Sam 1066	Middle Wallop
Sunday 31	Wessex AML	Tomboy Round 5		West Winterslow
		Sept 2014		
Sunday 7 reserv.	Wessex AML	600RES Round 5	Marlboro MFC	Collin' Kingston
Sunday 28		Control line	SAM 1066	Middle Wallop
		October 2014		
Sunday 5 reserv.	Wessex AML	600RES/Tomboy	DMFG GALA	Blandford
Sunday 12	Control line only	Open	WMAC	Cashmoor
Sunday 26 reser	Wessex AML	600RES/Tomboy	DMFG GALA	Blandford
		Nov 2014		
Friday 7 or Saturday 8	Wessex end of season/pub day	Tomboy & 600 RES	Fly/Feast/Freeze Prize giving	Blandford
Friday 14 or Saturday 15 res'	Wessex end of season/pub day	Tomboy & 600 RES	Fly/Feast/Freeze Prize giving	Blandford

Tomboy: Best 4 scores to count. **Low-Cost 600RES:** Best 4 scores to count.
Monthly postal events, Low-Cost 600RES: April to September. Best 4 scores to count.

Website: www.wessexaml.co.uk Contact: Christopher.hague@ntlworld.com

MSP PLANS PRESENTS

Vintage, Classic, Sport and other Duration Designs

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

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

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

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

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

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

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

MSP-PLANS ARE PLEASED TO PRESENT A NEW BLOGSPOT

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

Provisional Events Calendar 2014

With competitions for Vintage and/or Classic models

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

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

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

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

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

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

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

Useful Websites

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

Are You Getting Yours? - Membership Secretary

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

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

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

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

That's all folks! do your best: (it will definitely be good enough)
your editor John Andrews