

NEW Clarion

SAM 1066 newsletter

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EDITORIAL

Since the last newsletter the Easter Middle Wallop 'extravaganza' has come and gone. What a weekend!



Saturday (Glider day) was so windy - reportedly gusting to 35 mph - that no one flew, which in itself is a very rare occurrence.

Note Rod Audley has rescheduled the glider events for the 27th April Middle Wallop trimming day.

Sunday provided rain and sleet until about 11:30 when it brightened, but again the wind increased throughout the day. However, it was flyable, although very cold and the best

way of keeping warm proved to be either sitting in the car or a brisk walk to retrieve a model.

I flew the URCHIN in Club Classic and managed to tie with Andrew Longhurst, but by 3:00 the wind speed had reached about 20 mph so, both Andrew and I decided that it wasn't worth flying-off as the models were going out of the field even with a 2 min. max. I had hoped to fly in lightweight rubber as well, but ran out of time, energy and enthusiasm.

Monday was the best of the three days, but again there was a strong, bitterly cold wind all day.

I had a go with my Yankee IV in the 8 oz. event, but unfortunately just fell short of a max. on the first flight. However, I didn't break or loose any models, which in the circumstances was a consolation.

Many thanks to the stalwarts of the Bournemouth and Croydon Clubs who braved the conditions to run the various events.

Lots of comps coming up in the next few weeks - see FORTHCOMING EVENTS

BMAS Rally - Sunday 23.03.08 - Middle Wallop

Competition Results Summary 17 Entries Returned Times 22 Entries

Vintage Glider - 2 entrants returned times

1 st	D.Etherton	5.39	Mini Lep
2 nd	P.Tomlinson	2.00	AH 24

Classic Glider - 2 entrants returned times

1 st	T.Clark	2.25	Seraph
2 nd	D.Etherton	2.00	Corsair

Vintage/Classic HLG/CLG - 1 entrant returned time

1st T.Horsey 140

Under 25" Rubber - 2 entrants returned times

1st P.Jackson 4.12 Fledgling
2nd R.Tiller 3.22 Achilles

P.30 - 1 entrant returned time

1st J.White 2.07 Tail Firster

Lightweight Rubber - 6 entrants returned times

1st A.Longhurst 5.53 Pinocchio
2nd T.Thorn 5.16 Sky Rocket
3rd J.Knight 3.46 Senator

A Frame Mass Launch - Not Flown

Cabin Power Precision - 1 entrant returned time

1st B.Martin Kanga Kub

CLUB CLASSIC RUBBER

Middle Wallop 24th March 2008 - *By Martyn Pressnell*



This event coincided with a singularly cold spell of unseasonable weather, putting a blight on these three days of model flying. The Sunday was cold yes - but accompanied by a strong wind with rain and occasional snow showers, it proved unsustainable by many. Club Classic rubber attracted four entrants and two completed three qualifying flights to the two minutes maximum. Models were landing within the airfield and the models were perfectly prepared to operate in the conditions, it was just that most flyers were reluctant.

Vic Willson with his Urchin

Our congratulations go to Vic Willson and Andrew Longhurst. Both survived the ordeal, with six minutes each. They wisely agreed to declare a tie and not participate in a fly-off. Andrew who held the trophy last year generously wished Vic to hold it this time around.

The models used by the joint winners were a Marcus Lightweight (Andrew Longhurst) and an Urchin (Vic Willson). These two designs are very similar and have always been prominent in Club Classic Rubber. The next CCR event will be at Middle Wallop in August at SAM Euro Champs, when the weather will be splendid.

Club Classic Rubber 2 entrants returned times

1st V.Willson 6.00 Urchin

1st A.Longhurst 6.00 Marcus

CROYDON WAKEFIELD DAY - Easter Monday 24th March - *By Martin Dilly*

The sleet held off and there were only a few spots of rain, but the wind stayed around 12-15 kts for most of the day and those not moving around soon got pretty chilled. However, this year's Croydon Wakefield Day at least had better weather than the previous two days of the Easter weekend at Middle Wallop.

Entries were brave but not numerous; eventually 24 hardy souls took model from box and the 8 oz Vintage class attracted 14 of them, resulting in a tie for first place, as both fliers had to leave early.

In the 4 oz class Coplands predominated, with Chris Strachan emerging the winner with a nominal flight after the other fly-off contender, John Minshull, also had to beat an early retreat.

F1B

1.	G. Stringer	360
2.	C. Chapman	354

4 oz. Vintage

1.	C. Strachan	Copland	6:00 + 1:08
2.	J. Minshull		6:00
3.	R. Taylor		5:36

8 oz Vintage

1.=	P. Michel	Horry	6:00
1:=	R. Marking	Fullarton	6:00
3.	V. Willson	Yankee IV	5:54

CROOKHAM COMBINED POWER - *By John Thompson*

(Max 2:25 secs.)

In the fly off each model down to the ground went about 1 mile, which equates to a wind speed of some 40 mph. Before launch I measured the speed at 23 mph, so heaven only knows what it was up there! Well done lads.

1.	T. Grey	MFFG	Open Electric	6:45 + 1:43
2.	D. Cox	Crookham	Without bunt	6:45 + 1:36
3.	D. Chilton	Crookham	Classic	1:25

Model of the Month - By Vic Willson



L'elastico d'Antonio Duma - AD.41

Having waited in vain for a contribution for this section, from one of our 450+ members, I decided to forsake the conventional list of subjects and selected the AD.41. A three-view was featured in a previous edition of the newsletter, showing the unconventional layout of butterfly tail, dihedral wing and deep fuselage, incorporating a wheel.

This model was the third in a series designed by Antonio Duma of Tarranto in Southern Italy, for the 80 cm rubber duration class and was published in the December 1947 edition of L'ALA (Wings). It is therefore eligible for BMFA Mini-Vintage and some lightweight rubber events, but possibly not for SAM 35 competitions where there is the arcane rule that only British, Commonwealth/Empire, etc. designs* are eligible (what does the etc. include/exclude?).

*SAM 35 Rule Book No.2 Jan 2001

I haven't managed to obtain a set of rules for the 80 cm class (yet), so apart from the fact that the maximum wingspan allowed was 80 cm (31.5 in) the rest is a bit of a mystery. For instance was the wheel compulsory?

John Thompson kindly translated the text that came with the three-view and this revealed that the original was ROG'd at 45 degrees by holding the tail on the ground and releasing it on full turns! It reputedly would average flights of 2:40, without thermal assistance.

I contacted 'our man in Italy' - Bob Scott and he tells me that:

"I spoke to General (retired) Antonio Duma of the Italian Air Force, today, who designed the AD 41.

He is close to 80 years of age and was an aeromodeller until he entered the Italian Air Force as a young man.

Regarding the AD 41, an 80 cm rubber model class, it was preceded by a 65 cm rubber class.

It should be noted that at that time rubber, power models etc. were all "open" class and one could compete with any sized rubber model in "rubber", or any sized power model in "power". I gather that not many specifically 80 cm rubber models appeared and that the 65 cm class was more frequently met with and lasted longer. One of the reasons for the greater popularity of the 65 cm class was the shortage of rubber.

Later, rules became more specific, but as my last rubber model was a Keil Kraft Achilles back in 1945, I am unable to give you more details of developments here.

I have heard today of several other 80 cm models - one by Italy's absolutely brilliant Ercole Arseni who prepared plans of models that gave the impression that they could fly straight out of the paper they were printed on.

Antonio Duma also designed and built a power model - I believe the AD 43 - which was powered with a 2cc "Folgore" which I consider to be one of the most beautifully shaped engines ever designed.

I'll try and find you Duma's power model plan.

During our conversation, I described SAM 1066 to General Duma who would be pleased to become a member (membership has now been arranged - Ed).

I feel slightly sheepish among these high-ranking aeromodellers. I didn't get above the rank of Flying Officer when I was in the Air Force!"

Best Wishes, Bob Scott

As you can see the model is of very straightforward design and construction and proved to be one of the easiest models I have ever built. I started it on Thursday and finished it the following Friday. The only mod I made was to bring the rear motor anchorage forward to accommodate a tubular peg, compatible with a stooge and blast tube. I moulded the prop blade from balsa sheet and went to considerable lengths (drilling out the noseblock etc.) to make the whole assembly as light as possible - a waste of effort as it turned out!



After waiting for a few days for the weather to sort itself out, I took the model to Chobham and a few hand glides revealed that it was seriously over-elevated. Some packing under the leading edge of the tailplane soon cured that.

200 turns and away she went; not bad but wandering rather aimlessly. In my experience this is usually a sign of the CG being too rearward, so I strapped some plasticine on the nose and tried again (the CG position is now 3" back from the wing LE).

This time it climbed away well in a wide right hand spiral and revealed a nice, slow glide.

I gradually increased the turns until, with 1000 on and a short DT, it climbed to a good height in 1:40 and landed with turns still on.

It has a gently 'waddling' flight path, caused by a tendency to Dutch roll, but this doesn't seem to detract from the performance. I suspect that a fin would cure this!

So, what I imagined might prove to be a 'clunker' seems to have potential and I will certainly persevere with it. If nothing else it certainly looks very different in the air and makes a change from the usual run of lightweights.

Weights

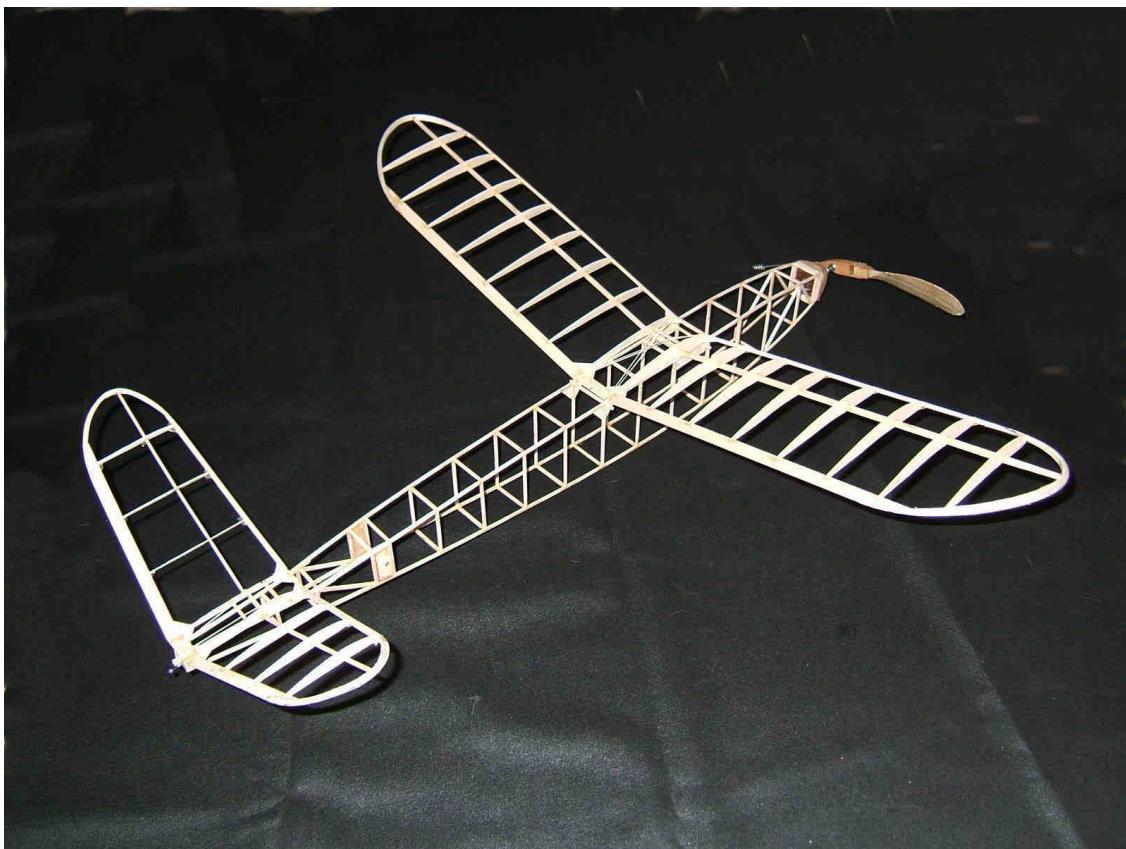
	Uncovered	Covered	Doped
Fuselage	16.5	(22.5 a) 24.0 (b)	26.1
Wing	15.0	19.5 (c)	20.7
Tailplane	4.6	6.6 (a)	7.0
TOTAL	36.1	50.1	53.8
Prop assy.	-----	-----	15.9
Motor (d)	14 strands	X 1/16" X 30" =	35.0
READY to FLY	-----	-----	104.7

a. -Lightweight Polyspan

b. - Esaki LiteFlite over Polyspan

c. - Esaki LiteFlite

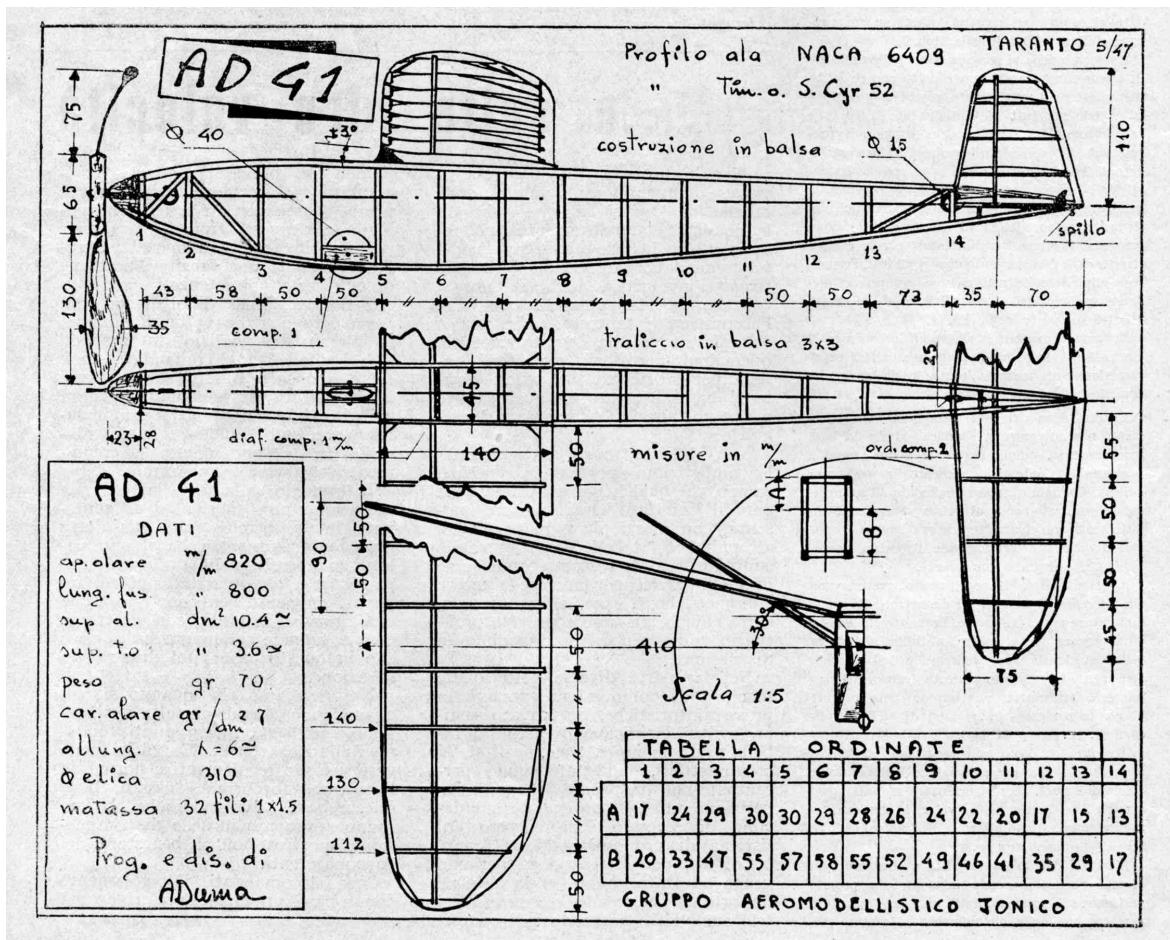
d. - TAN Super Sport



Ready to cover



Ready to fly



Drawing courtesy of - *Ferdinando Gale' MODELLI VOLANTI D'EPOCA*



NACA 6409 wing section - courtesy of Martin Presnell's 'Aerofoils for Aeromodellers'

Tailless Matters

The tailless event at the Odiham Gala, is now confirmed - see separate 'press release' for entry details (pre-registration required).

The best 3 scores from this program of events will count for league positions.

3rd BMFA Area meeting – Area venues - 20th April

RAF Odiham Gala – 18th May

BMFA Nationals – Barkston Heath - 24th May

Oxford MFC FF rally - Portmeadow – 1st June

Dreaming Spires FF rally - Portmeadow —

East Anglian Gala - Sculthorpe – 20th July

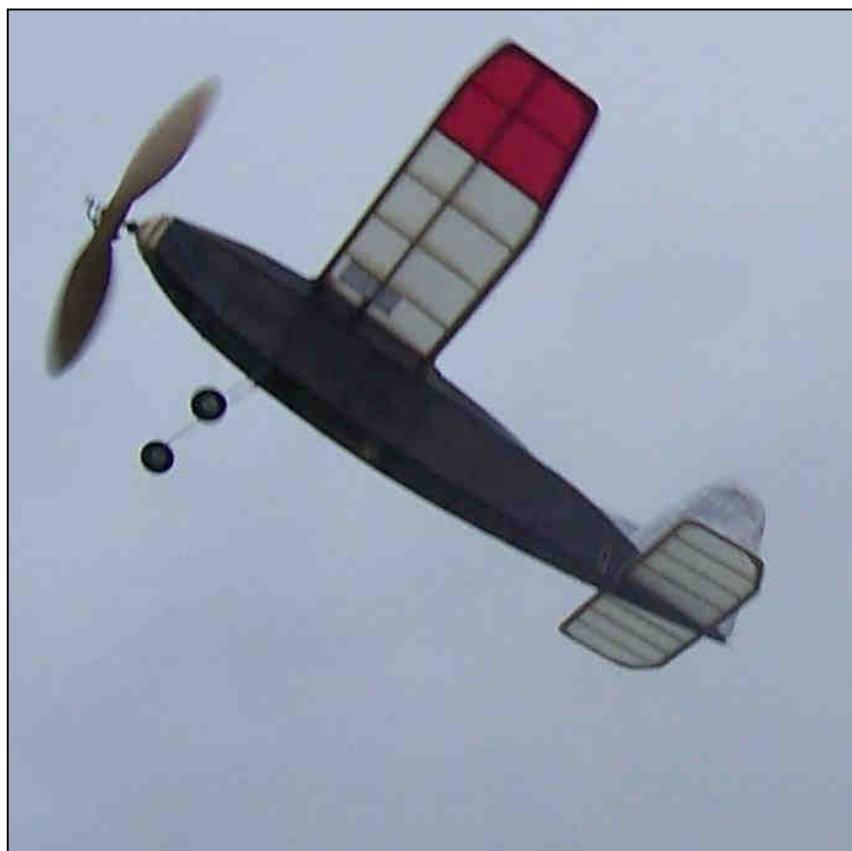
Septemberfest FF rally - Portmeadow - ??September

TROUBLESONE TIDDLERS - By Peter Michel

IF ever there were a misnomer it is the term "beginner's model". Kits so described must have deterred untold thousands of youngsters from taking up the hobby in the "good old days". Invariably the "beginner's model" was of 24in., span or less. And it was an absolute pig to trim, at least in the hands of schoolboy novice.

The KK Achilles and the Halifax Commando spring to mind. Perhaps not so well known were the four Veron Junior Combi models, the Consul, Corsair, Coupe and Cadillac. (There was, confusingly, the M.S. Cabin Coupe, but this was a "giant" of 30in. span from a different stable.)

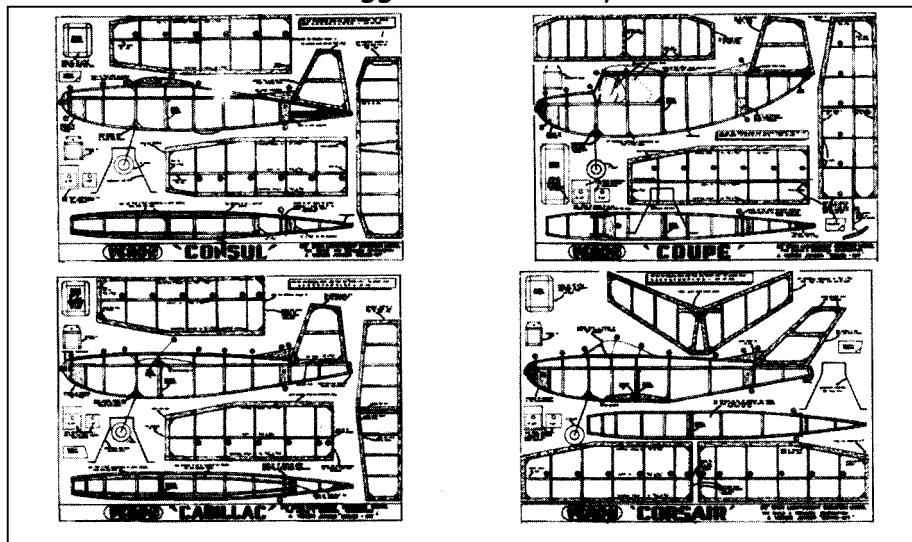
James Parry, editor of the excellent cybermag Sticks and Tissue, has enterprisingly sponsored four contests for these Combi models at Middle Wallop on April 27, September 21, October 12, and November 30.



The picture above was taken by Dave Bishop at Epsom Downs after the April "Bangers & Mash" pub tuck-in. It shows Peter Jackson's Consul winging its way to what would certainly have been recorded as a minute-plus flight had there been a stop watch on it. (A minute's unaided flight, by the way, is about the best that can be expected of these tricky little charmers.)

So why are the little 'uns so difficult to trim? The clue here is at the other end of the size scale where the bigger the model you build the easier it is to fly. A case in point in

my experience is the 11ft 6in Thunder King glider which required no trimming at all! It would kite straight up on the line and stay up until DT time when, unfortunately, it would always badly damage itself on descent; a fault never to be remedied. If you were to put, say, a strip of 1/16in. packing under the leading edge or trailing edge of a Thunder King's tailplane it would make no perceptible difference. Try that on



any one of the 24in. tiddlers! There's the problem. Any slight variation in trim from one outing to the next, say from a tiny, perhaps undetectable warp anywhere on the flying surfaces, and the small model will take no prisoners. No wonder so many schoolboys of the 1940s and 1950s were so disappointed at their effort.

Well, there's the challenge. Even if you miss the April 27 date, there are the other three in the offing, so get building!

Peter J successfully scaled his Consul up from four minute plans in Speaks (lifted here) but I dare say they are available full-size elsewhere.

Size Matters, Unfortunately

I go out flying on Epsom Downs about twice a week and it's a rarity for me to return home without wreckage collected from a crashed RC model. I once counted 56 items of debris surrounding a small crater caused by such a pile-in. The mess was obviously of no consequence to the owner of the model who had walked away having presumably salvaged the engine and radio gear.

There was evidence of another disturbing disaster scene on the Downs at the

April Bangers & Mash fly-in.* This time it was a massive fuel tank of no less than 260cc capacity found abandoned with wreckage coloured blue, yellow and red. The crash impact must have been great enough to have thrown the tank and its associated bits of airframe so far from the crash that the owner was unable to find it. It is shown here in comparison with a Dart. The fuel that tank contained - enough to last a Dart-powered sports model an entire season and more - would no doubt leave a measurable carbon footprint. Am I right in thinking that this is not the aeromodelling we all know and love? Yes I jolly-well know I am!



Peter Michel

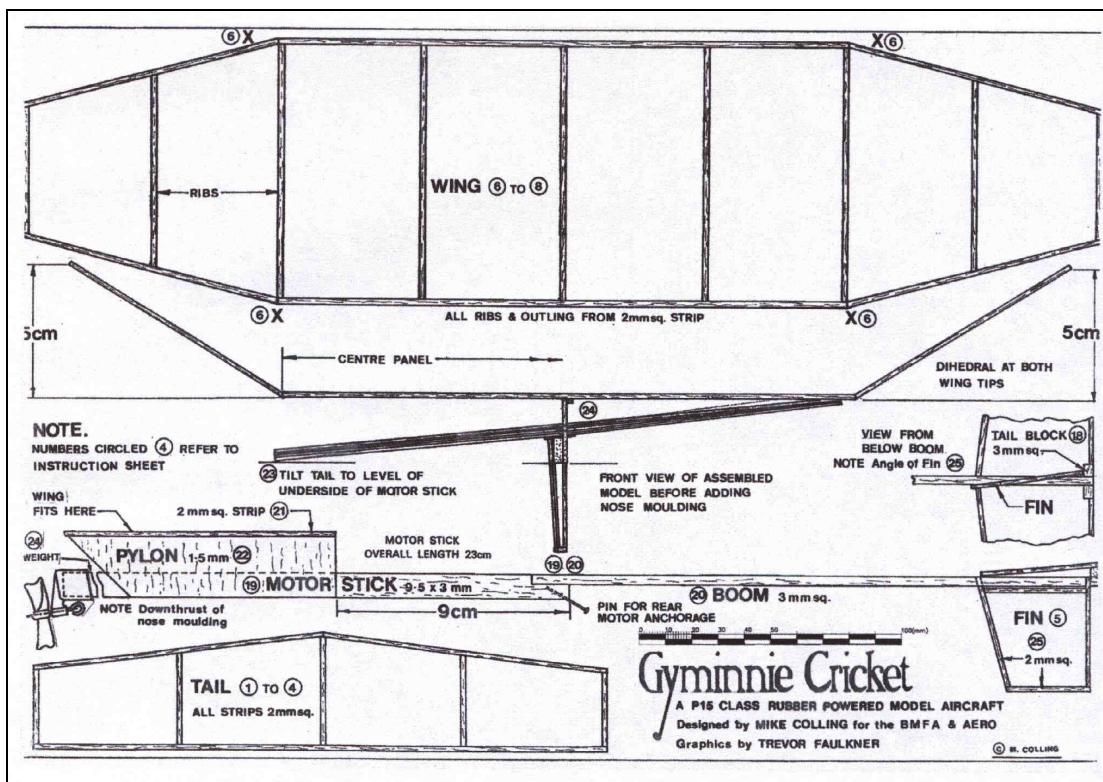
01372 722093. Email: peter.michel@btinternet.com

**Bangers & Mash meetings are held on the first Wednesday of each month, except Derby Week, starting at 12 noon with a meal (ideally, B&M) at the Rubbing House pub adjoining Epsom race course.*

BMFA 'Gyminnie Cricket' Postal Challenge - By John Andrews

In the February issue of the 'BMFA News', the BMFA Indoor Committee are promoting an indoor postal competition for the 'Gyminnie Cricket' indoor model. Details are available on the BMFA web-site through the following tab headings: Resources; Technical Committee's; Indoor.

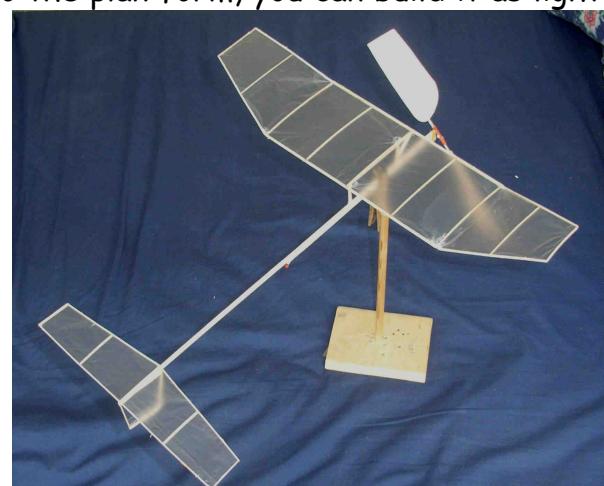
All details are there, you can print a full size plan on two sheets of A4, and advice sheets are available together with competition rules and score sheet.



Fresh from my endeavours making the 'Living Room Stick' model I was ripe for another project and when my attention was called to the Gyminnie challenge, I was there like a shot. I e-mailed the organizers indicating my interest and then got the old (and I do mean old) brain box into gear.

The rules are very flexible; as long as you stick to the plan form, you can build it as light as you know how. I decided not to get too carried away until I knew a little more about the model, so I declared a target weight of about 5gms as a starting point and out with the scalpel and got cutting.

I'll not bore you with the construction details, but it was an identical build to the Living Room Stick model I wrote about in the last two issues. I used my favourite economic covering material 'Wilco Economy Food Bags', for a few pence a pack, otherwise construction was the same. I have looked at the free vegetable bags from



Tesco; although they are a little thicker, they could be useable. The final airframe weight was pleasingly less than 3.5gms.

For the first tryout, I went to the Worcester Indoor Meeting on 9th March in Bishops Perowne College Sports Hall, a typical sports hall and well worth a visit. I did a 3-04 on the first flight and a best flight of 3-42. I was using .07" wide strip in a loop just over 12" long. A satisfying first outing.

This is how the model turned out: I used a Caesar Banks style paddle prop blades; I lightened the pylon by thinning it down to two posts into alloy tubing for detachability; I used a 5% curve aerofoil; thinned down material for fuselage, boom, tail plane, and wing tip framework.

The second outing for my onslaught on the comp was at 'Thorns', my home site, (if you can call 50 odd miles away a home site).



Using the same 12" loop of .07" rubber, I made a few flights bumping around the ceiling and only came up with a 3-22. Most of the flights got pushed to the sidewall or aborted by pole. Eventually I reduced the motor length by an inch to about 11" and although a 100 turns less I did get a 4-28 due to a better let down. I then rested on my laurels and flew a few other things.

Back home I copied my results sheet, e-mailed results to Allen Weighell, the coordinator, and in due course received a 'cerstiffticut' logging my achievement.

Now its up to one or two of you guys to join in the fray.

Flushed with success I next went to join the big boys at the Bushfield Sports Centre in Peterborough and, although I put a lot of flights up, I only managed to get over 4mins on a couple of occasions. I spent a lot of time with my rubber stripper trying to get slightly thinner motors but to no avail.

The real indoor flyers were working down at the opposite end to us mortals but I did manage to pay them a visit on one flight of mine. My Gyminnie had been banging about on the ceiling and got itself deviated down amongst the real flimsies.

I think there were one or two pale faces amongst the owners of the two or three models in the air at the time. There was my Gyminnie careering about above their models, pursued by me with an 8mtr pole making numerous failed attempts to catch it. I made such a hash of it, but in the end I managed to snare the Gyminnie and slide it down the pole, thankfully not causing any major catastrophe, I then retreated red faced back to my own end.

I think I will have to work on props to improve times with this model and then build a lighter version.

Back to the workshop!

Indoors at Worcester - by John Andrews

I should have been at the 2nd Area Comp at Barkston on Sunday April 6th but the weather forecast during the week was horrendous to say the least and my flying companion John Wingate decided early that the event was not for him and I agreed and looked for an alternative. In March I had been to the indoor event at Bishops Perown College Sports Hall in Worcester. It was an exploratory visit, and I found the event to be in a good venue with a friendly group of modellers and a free cupa on entry, so when I saw it was on again on the 6th I set myself up for another visit.

In the hope of better times with my 'Gymnie Cricket' I made a new propeller, larger diameter, elliptical blade and higher pitch. I made a pigs ear of it as usual, the increased pitch set by my outdoor pitch gauge, courtesy Heath Robinson, obviously does not work well on smaller prop diameters as test flights on arrival at Worcester showed. Previously

I had been flying using .070" wide strip and with the new prop I soon was up to .100" and still the model would not climb. Eventually I got the message and cracked the cyno securing the blades, reset the pitch by eye (as I usually do) and then the model was back to some sort of normality but no improvement over the original 'Banks' style blade I first fitted. After a while I gave it best and started throwing my 'Hanger Rats' about to try to get back some sort of credibility with the locals.



My 'Poly Rat' always works well and flights near two minutes are the norm, so I started with that, then on to my standard 'Rat' with recovered wings due to past excesses in terms of rafter banging, more success. I was on a roll now, so out with my new super light 'Wilco Rat' covered with my standard Wilco Economy Food Bag Material and I was going to show the locals just what a good 'Rat' could do.

My Lightweight 'Wilco Rat'

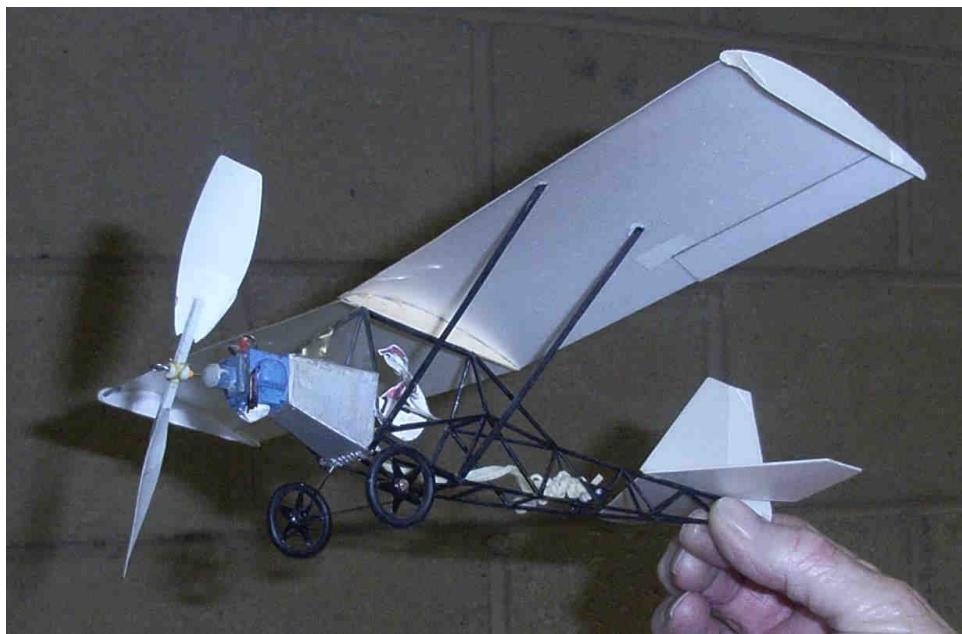
It did not take long for my ego to be deflated as the 'Wilco Rat' just would not trim out, it flew flat and under-elevated looking from the launch then eventually it would slowly go into a mushy stall and lower itself gently to the floor. I could not cure it, I think the wing needs moving back so I'll try that for the next outing.

I finished with my 'Living Room Stick' model careering about in the beams again then attempting to leave the building through a hatch high up the wall. I had to put a bit of rubber on the end of my pole and lasso the model off the shelf inside the hatch, a good recovery demonstration to finish the day.

I'll wrap up this article with a feature on David Vaughan, scale model expert supreme. David was in attendance at Worcester and I took a few Photos of some of his excellent flying scale models. Some rubber powered others CO2 motored.



David's 'Avro', powered by a diminutive CO2 motor, see below



David's rubber powered 'Legal Eagle'



A rubber powered 'Percival Vega Gull'



The 'Vega Gull' has the nose block inserted after winding.

David has a huge stable of flying indoor scale models, the majority constructed with various forms of foam, I heard him explaining to another modeller how he had formed the curved wing section on a bi-plane he was holding by sandwiching between two curved aluminium plates. I assume heat was applied, but I did not catch that bit.

It was a good day at Worcester all things considered and I did finish on a high when one of the fliers approached me and said, and I quote "as an expert", alright don't laugh. He then enquired about tail tilt for turn, oh boy was I pleased it was something I could provide a sensible answer to.

That's it for now

More Pylonius Nonsense from 1960's



Help !

READER H. Grundy of Carlisle sent us this interesting photo of a Bleriot *Monoplane*. He has no information of the particular machine, or the people, and wondered whether any other readers could help--can you ? Replies will be forwarded.

Birdie Eye View

Upon seeing that mystery picture of a Bleriot Monoplane in last month's issue, I immediately donned my vintage Sherlock Holmes outfit and began to investigate. After carefully scrutinising it, under my stereoscopic magnifying glass, I unearthed the first significant clue. It was an exciting moment. One of the cloth capped figures was wearing his bicycle clip on his left leg! Thus it immediately became obvious that the negative had been printed the wrong way round. From this I inferred that the figure three on the rudder was not in fact a three, but the letter "E." Taking down my copy of Pulsator's "Great Modelling Eccentrics" I searched for the vital information. As I thought, the letter "E" was the trade mark of Ernest Bloggs, pioneering father of the famous Joe. The next object of my scrutiny was the small figure standing by the tailplane. This I took to be either a child or a midget dressed up as a child. As the diminutive figure appears to be busily devouring part of the tailplane I took it to be the infant Joe getting his first taste of flying.

I next examined the clothes and demeanour of the crowd, and became highly suspicious. They seemed to display that stolid, obstructive attitude peculiar to model spectators, rather than the respectful, cap-in-hand deference of full-size onlookers. From this it became evident that the machine was, in fact, a full-size model of a full-size aircraft. Possibly the design was lifted from a French model journal, and the inability to convert metres into inches, recently demonstrated by Joe's matchbox Wakefield, seems to be something of an ancient family curse.

The tree in the background supplied much interesting data. By taking the square of its height, and dividing by its angle of inclination, we come to the inevitable conclusion that the picture was taken on Chobham Common on December 1st, 1912, at 11 a.m. At 11.2 a.m., the youthful Joe got a slosh round the ear from his angry father. This historic incident was perpetuated in the naming of the site as the Clump.

Standing in the centre of the picture is E. Bloggs himself. To his left is Kit Carton, the model shop proprietor and number one creditor. The lady to the right, lurking under the large expanse of millinery is E. Bloggs' landlady, whose grand piano supplied the bracing wire, and antimacassars part of the wing covering. The gentleman on the extreme right, wearing the bicycle clip, is the owner of the undercarriage. We do not know whether he had to walk home or managed to get the wheels back on his bike before nightfall.

It is extremely doubtful if the model ever flew. That elastic motor took some winding up.

Covering the Dihedral Break - John Worsley

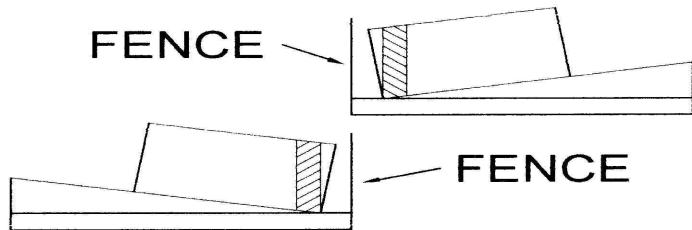
I have found that the above can be an awkward part of covering a wing with tissue and even more awkward using Mylar.

In a wing with dihedral on the outer panels only the top of the outer part of the wing meets the inner at an angle equal to the dihedral angle. Just using one rib the same thickness as the rest at right angles to the centre panel or the outer panel makes it difficult to attach the covering neatly as it is at the wrong angle to one panel.

I decided to try using two thicker ribs, one set at right angles to the inner panel and one with the top and bottom surfaces parallel to the outer panel

The problem was how to make a rib with the top and bottom at an angle to the sides. I decided to try sticking a copy of the airfoil section to a block of balsa, cutting it to the wing section using a band saw with a fine tooth blade, holding it at the correct angle on a block cut to the required angle, as shown below and cutting the ribs from it using a bandsaw with a fine-tooth blade. It worked!

Cut the rib for the Starboard outer panel with the wing section held on the block on the right of the band saw blade and the rib for the Port outer panel with the block on the left side of the blade. The block should be oriented with the leading edge facing the sawblade for each rib.

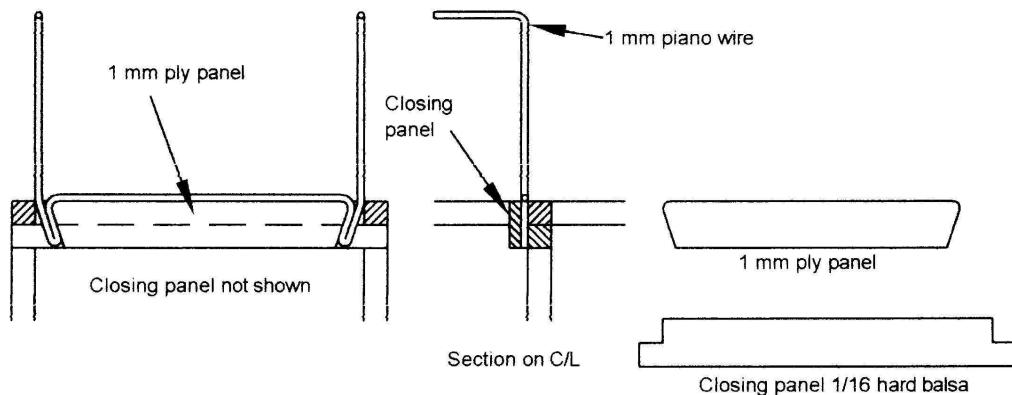


The panels can be joined before covering or covered separately and then glued together. The same method can be used for polyhedral which requires four angle ribs.

Detachable wire wing mounts - John Worsley

Covering the fuselages of models that have wire wing mounts bound to the structure is an awkward job and I have been trying to come up with an alternative method of attaching for some time. I have finally done it!

I recently had occasion to recover my Muscat lightweight, which had mounts attached in the usual way. I used the method shown below, which uses less wire and enables the wing mounts to be detached and replaced with different mounts if required. Covering is much easier as one does not have to fit the tissue around the wires. The angled ends of the wire legs are bent to suit the ends of the 1mm ply. By squeezing the legs together the angled ends can be inserted into the holder and are firmly held in place when the wing is attached.



Detachable wire wing mount

Any queries contact me on 01784 433020 or email at jandiworsley@tiscali.co.uk

SPECS SAVED

Did you lose a pair of spectacles at Middle Wallop on Croydon Wakefield Day on March 23rd? To be reunited with them, contact Martin Dilly on 020 8777 5533 or e-mail: martindilly@compuserve.com

Scale Spot - By Lyndsey Smith

As you will have read in my last effusion in 'Speaks I am not too enthusiastic about the treatment of free flight scale competition, particularly rubber powered, by our national body of which of course we are now a part. I was intrigued therefore to see in Bill Dennis's excellent article on scale matters in the Aeromodeller insert in AMI, that it has been suggested that free flight rubber powered scale should be dropped from the Nats at Barkston due to falling entries, though this will not happen this year due to a heroic effort by Nick Bosdet to revitalise interest and therefore, entries in this class.

As I have said previously I don't feel that the location or the rules used at the Barkston Nats are conclusive to realistic expansion of interest in free flight rubber scale competition and therefore in the class generally. I have with the agreement of SAM 1066 decided to scrap the present Wallop Bowl competition at the SAM champs and replace it with a rubber powered scale comp to Flying Aces rules. These rules are not dissimilar to the Masefield rules, but there is no bonus for short wingspan, the max flight time is 120 seconds best flight of three, and there is a judged scale score. In addition the flying score is made up of one point for each of the first 60 seconds, half a point for the next 30, and a quarter point for the rest. So you can only score 82.5 points for flight.

If you do not have a copy of the Flying Aces rule book, if you put 'Flying Aces Club Europe' into Google or Yahoo on your computer you will find an excellent site entitled FACE run by Bernard Guest which contains a section devoted to the rules, but basically the lowest creature is a high wing single engined monoplane which gets no bonus and so must rely on a good scale mark to beat anything else. As I have found at Geneseo over the years, a multi-engined model with a reasonable performance usually wins, but not always, so start building! Having said all the above, there is of course always the Peterborough meeting which in the recent past has been a showcase for some of the best free flight rubber powered scale, but it is a small site, as is Old Warden for the Masefield hence the bonus points for small size and the low max. The rolling acres of Wallop will give devoted scalies the scope to really blossom! If anyone wants to know more about Flying Aces Rules, or has no computer, please get in touch. I should also be grateful for a couple volunteer judges !

Fantastic Flyaways - Beaulieu Bricklifters! - By Tony Shepherd

For those of you that don't frequent the old Beaulieu airfield, I'll start by telling you that the flying site is not too far from the Solent in a southerly direction and Southampton Water to the East. The other things you need to know is that it can experience some of

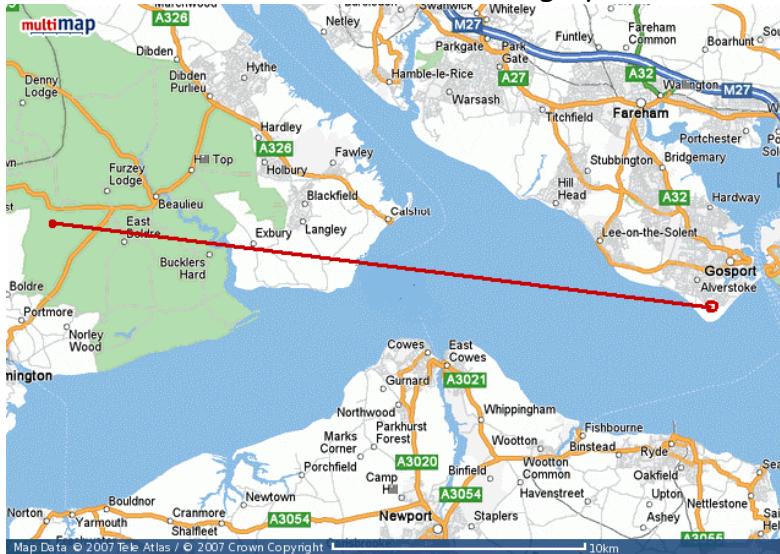
the most unforgiving thermal activity known to man (well certainly to me!) and the sea breezes can build up throughout the day to give conditions that would make the faint hearted free-fighter cower under his sun-tent. These facts have been made only too apparent to me in the first and second of this year's BMFA Area meetings.

For much of March 2nd's Combined Power contest, Beaulieu offered flyers a strong Westerly breeze that regularly seemed to hit the 20mph mark at ground level and goodness knows what at gliding height. However, having made the

trip, I was determined to fly so got out my recently trimmed-out Slow Open back-up model and prepped it up. It just wasn't a day for a trimmer so the first flight was a contest flight with DT set to just a couple of seconds over the 2'30" max. The climb was great, the roll out was great and the glide soon let me know that I was in one of those hideously strong thermals. The max came with no height lost and the model a long way down wind to the extent that visibility was already a problem. Did the tail pop-up? I don't know, but what I do know is that the model just kept going up. At 5 minutes it was OOS, heading toward Southampton Water with the radio beacon giving a strong signal, and this is how things stayed for just short of 30 minutes when the signal stopped. Would it be down on terra firma or in the sea? Well the wind was strong, but there might be a chance of a happy ending so I jumped into the van with Peter Tolhurst who had kindly agreed to assist in the retrieval attempt with his radio tracker. But more than an hour of driving around every bit of public road between the airfield and the sea brought not the slightest glitch on the trackers so we concluded that the model had joined the River Police and gave up the search.

I dropped Peter back at the airfield and made my way home, somewhat dejected but resigned to the fact that it had gone.

On driving out of Beaulieu village, the phone rang - it was my wife to inform me that someone had picked up the model from the beach in Gosport, on the other side of the estuary at about 1430hrs. I contacted the finder who was by then at home in Southsea and arranged a pick-up a little later on. He said that there was some damage but it wasn't too bad. When something like this happens you never quite know what you'll find but in fact, things weren't too drastic - the wing had both tips broken off and the tailplane was missing, but the fuselage appeared to be completely unscathed. The AM35 engine had some sand in it, presumably



as a result of getting washed up on to beach, and the timer was jammed solid through the effects of the saltwater on the brass and aluminium (amazingly rapid reaction) but the fuselage itself seemed to have no internal dampness so I can only assume that the model had been floating, upside down on the sea, with the Mylar/tissue covered flying surfaces providing a watertight buoyancy aid. Even the radio bug was still pumping out its signal. A look at the map indicated that the overall journey from launch to recovery point had been around 17 miles!

That evening the motor was stripped down and given a thorough wash through with some old fuel and by the next lunchtime it was back in the fuselage and given a run. The replacement timer was installed, and all was well, awaiting the construction of the new wing and tail. A pain? Yes, but so much better than losing the model as a consequence of one of Beaulieu's Bricklifters. RESULT!!

SUPPLIERS

John & Pauline Hook
FLITEHOOK—www.flitehook.net

MIKE WOODHOUSE—www.freeflightsupplies.co.uk

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

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

USEFUL WEBSITES

SAM 1066 — www.sam1066.org
BMFA — www.bmfa.org
SAM 35 — www.sam35.org
Martyn Pressnell — www.martyn.pressnell.btinternet.co.uk
Loc8tor — www.loc8tor.com
X-List Plans — www.xlistplans.demon.co.uk
BMFA Free Flight Technical Committee — www.vengi.demon.co.uk
National Free Flight Society (USA) — www.freeflight.org
Ray Alban — www.vintagemodelearplane.com
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SE AREA BMFA SPRING GALA
RAF ODIHAM
MAY 18TH 2008

The events:

- The same as last year with the exception that there is no power event scheduled (it has been poorly supported in the past), and the addition of a tailless event to BMFA rules.

- A) Vintage Wakefield (4 & 8 oz combined).
- B) Vintage lightweight Rubber.
- C) Tailless.
- D) Vintage & Classic Glider Combined.
- E) Vintage HLG (hand & catapult launch combined).
- F) Coupe d'Hiver
- G) A1 Glider

Events A, B, D: SAM35 rules.

Event C, E, F & G: BMFA rules.

- Event A: SAM Wakefield Leagues.
- Event C: Tailless League (Halcyon Trophy).
- Event F: Southern Coupe D' Hiver League.

Please note:

- All those flying model aircraft or operating associated equipment on this site must be a current member of the BMFA.
- Model flying may be interrupted during the day by aircraft movements.
- The only entry and exit is via the airfield main gate. No other airfield boundary is to be crossed either on foot or by motorised transport.
- Pre- registration is necessary for this event and must be received by Friday the 2nd of MAY.
- All registrations are subject to approval by the RAF authorities.

To register please send:

- Your vehicle registration number, the vehicle occupants names and addresses together with their BMFA numbers (if applicable) and the non-returnable registration fee of £5 per flyer (sport or contest) with a self addressed and stamped envelope. (Please make cheques payable to SE Area BMFA).

To:

John. D. Thompson, Beechmede, Meadow Lane, Hartley Wintney, Hants, RG27 8RF.

- Keith Miller and Alex Cameron will as ever be involved and I will act as contest director (CD) for that day.
- I have become involved in the event as I live near Odiham and I had promised Mike Kemp that I would give as much assistance as I could.
- Could all those who received trophies last year please bring them along on the day (hopefully inscribed with their names), or make alternative arrangements for their return in time for the event. (Please note that we have no administrative mechanism for reimbursement of the costs incurred).
- Full details including the entry registration number will be sent to registrants prior to the event.

Oxford M.F.C. 2008 Free Flight Rally

PORT MEADOW, WOLVERCOTE, OXFORD
SAT 31 MAY '08 from 6.30 p.m.

Champagne fly-offs for:

Ca'H (FIG), AI glider (FIH), H.L.G./Cata combined.

SUNDAY 1 JUNE '08 from 10 a.m.

Ca'H (FIG)
AI (FIH)
E30/P30/CO₂ Combined } 5x2 min. max
in rounds

Vintage Rubber (34" max span)
Vintage Glider (72" max span, or A2)
Classic Glider - 1951-60 (— do. —) } 3x2 min max.
Tailless Rubber & Glider (Combined) } NO Rounds.

H.L.G./CATAPULT (Combined) 1 minute max

ALL GLIDERS — 50 metre towlines.

YOU MUST OWN, BUT DO NOT HAVE TO HAVE BUILT
YOUR MODEL!

NO Thermistors, streamers, poles etc.

NO Motor heaters. NO Power models (i/c)

INSURANCE — required by ALL fliers.

Special Awards: — Ian MacDonald Trophy
for Vint. Rubber. Top Lady. Overall GALA CHAMP

CONTACT: — Andrew CRISP
4, GROVE STREET
OXFORD OX2 7JT.

Tel: 01865 553800

SUNDAY 22nd JUNE 2008 SAM 1066 MEETING at Middle Wallop, will include the following competitions run by BOURNEMOUTH MAS

Very Small Rubber (max wing span 25")

A Frame (Mass Launch)

Veron Junior Combi-Kit

E-mail enquiries to - roy.tiller@ntlworld.com

Telephone enquiries to - John Taylor Tel No. 01202 511502

Forthcoming Events 2008

with competitions for Vintage and/or Classic models

Date	Venue	Event
20th April	BMFA Area Venues	3rd Area event
	<i>BMFA Combined Rubber and Tailless & SLOP</i>	
27th April	Middle Wallop	Trimming Day
	<i>Includes postponed glider events from Saturday 22nd March +VERON Junior Combi</i>	
3rd & 4th May	Cornbury Park	SAM35 Vintage C/L & R/C Fly-in
4th May (Sun)	Salisbury Plain	London Gala
	<i>BMFA Combined Rubber, Glider & Power & BMFA Vintage</i>	
5th May (Mon)	Salisbury Plain	London Gala
	<i>BMFA Mini-Vintage</i>	
18th May	RAF Odiham	Spring Gala
	<i>See separate anouncement in this newsletter for details</i>	
24th/25th/26th May	Barkston Heath	BMFA National Championships
	<i>Something for everyone - see BMFA NEWS/Website for details</i>	
1st June	Portmeadow	Oxford MFC Rally
	<i>See separate announcement in this newsletter for details</i>	
22nd June	Middle Wallop	Trimming Day
	<i>BMAS very small rubber/VERON Junior Combi-kit & A frame</i>	

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

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

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

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