NEW Clarion

SAM 1066 Newsletter

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Contents

Editorial

Here we are again, might be a little short on content this month as I do have to finish the NC early to enable me to make some sort of effort to prepare for the Easter events at Wallop. The long range forecast is a bit grim as I write but there is plenty of time for a change.

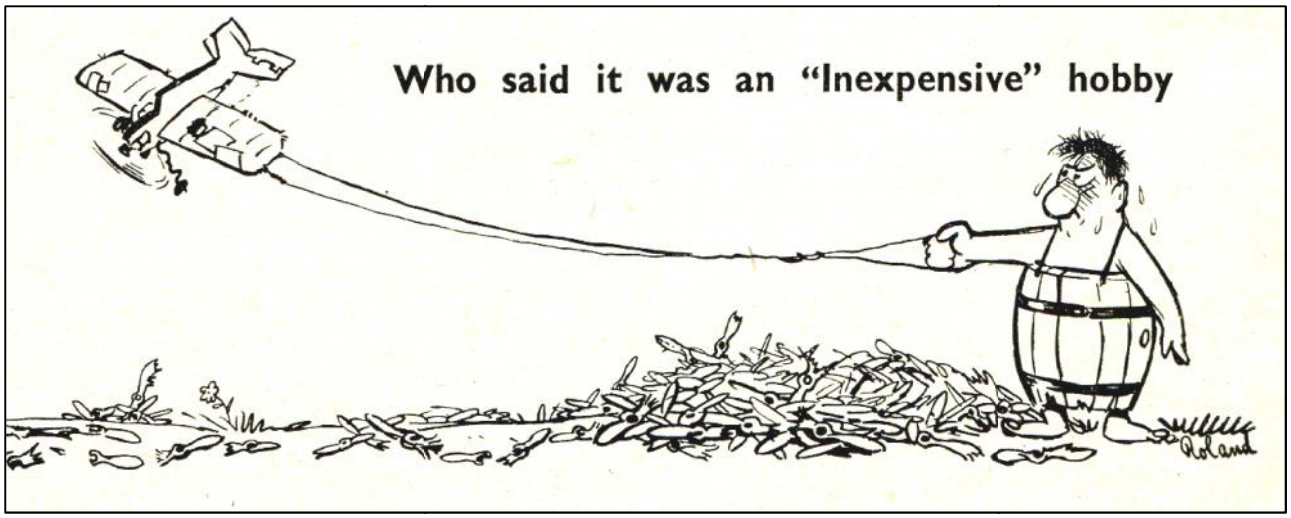
News of an interesting publication available from the Northampton Model Shop entitled 'Full Circle'. It chronicles the life of the Wakefield flier Ted Evans and his Northampton Model Shop. Details follow.

I managed to acquire copies of the photographs of the models of South Birmingham's David Vaughan, indoor scale modeller extraordinary. A unique collection of flying scale models, some rubber powered, some electric and some Co2.

Wither the 8oz Wakefield, once the backbone of rubber competition in the vintage era. The Vintage Wake's performance was such that it was also used in open competitions and I would guess it outnumbered specialist models, at least until the rules guys got to grips with the spec. My point is, that models to this iconic spec of the Vintage era are becoming relics hiding in our model boxes as the opportunities to turn them loose are now few and far between. Spencer Willis, keeper of the 8oz league table appears to only have two events listed. Peter Jackson is campaigning for at least a replacement event for the absent SAM35 comp at the Nationals. It is probable that 8oz will be included in the Wallop September meeting. There are vintage comps where the 8oz'er could be used but dissemination of the results to abstract 8oz results would be difficult. Any ideas out there.

Graham Smith, the Brownhills indoor radio scale modeller has weighed in this month with an interesting piece on covering with cling film.

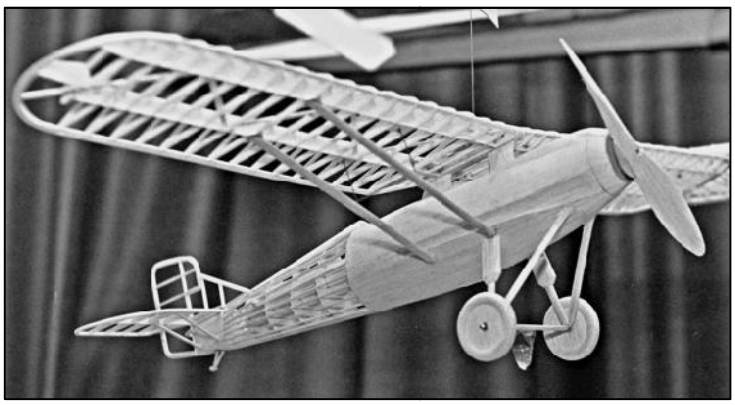
Together with Roger Newman's 'Plans from the Archives' I've included the building & flying instructions of two of the models which give a flavour of the times but are still relevant today.



Editor

SAM Stand at 70's ME Exhibition - David Parker

Here are some more puzzle pictures, taken at a ME exhibition at Wembley - late 70's I guess. Again not sure who is who, the face of the guy holding the 'Judge' in the last picture is very familiar but the memory can't keep up!
I am building a Judge by the way, pictures one day maybe.



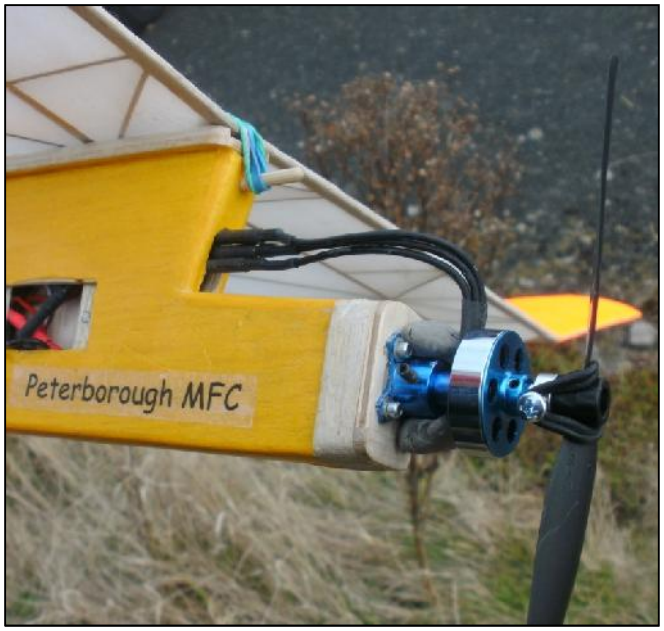
David Parker

Here and There - John Andrews

Still making a very slow start to the season, did get to Brownhills indoor and saw Graham Smiths new electric powered Scale P-26 making its first test flights. The model is not yet completed as Graham likes to get test flying out of the way before detailing. One current detail lacking is the big radial engine.
One interesting fact is that the model's fuselage is covered using cling film and is in one piece. Graham has promised to pen a few words on the details. I am particularly interested in the method of colouring.

I did get outdoors, at last, to the BMFA 2nd Area event at North Luffenham. The weather was overcast with very light winds resulting in very little lift being available, well I could not find any anyway. I flew vintage with a 'Pinochio', it has only been used in anger once and I had deemed it necessary to make a new prop. The new prop made little or no difference and I put in two indifferent flights as seems to be my norm. I then changed to my old 'Hep-Cat' for the third equally indifferent flight. My interest in the day centred around E36 electric as I was camped between some exponents, Bert Whitehead and Brian Waterland naming two. Brian's model was climbing like a dingbat to a great height and was gliding well. He continually made adjustments but all the flights looked perfect to me.

Brian poses with the E36 model



View of the business end

I am not familiar with this new class but listening to the conversations between three or four flyers it seems that there is a feeling that the current spec makes

maxes too easy to achieve, however, I did not hear any specific suggestions as to what could be done about it. I would have thought shorter motor runs would solve the problem, if indeed there is one.

It is with great pleasure that I report that I have been building due to Spencer Willis's gift of ribs and plan for his now named 'Mayzee' which has pushed me into the flying wing arena. The laser cut ribs that Spencer provided were the first that I have seen and I was impressed by the accuracy. I have never had such a tight spar fit, I just dry assembled and dropped a spot of cyno on the joints. I believe the model is now available in kit form, should be an easy build apart from the wing centre section which had me scratching my noddle, but that's probably just me.

The model is now finished and waiting a quiet spell for a bash at trimming. Spencer has also provided trimming notes in response to my request for elevon angle deviation. - What can go wrong? - I'll let you know in due course.

I had a spot of bother when it came to fitting a D/T, I just could not get a tip-up wing to work satisfactorily. The number of rubber bands required to tip the wing overpowered my D/T hold down band and I could not get a satisfactory pull down at the wing trailing edge. Knowing the limitations of flying wings in the gliding department and my own limited building & trimming skills, I reasoned that a D/T would possibly be surplus to requirements. However, should the model performance outstrip expectations, I have dreamed up an add-on pop-up drag flap D/T in the hope that it will inhibit the glide. I have no idea if it will work, but if and when I get the model trimmed I will give it a whirl and report back.

John Andrews

1997 Alexander Andrjukov 42, Ukraine

Sazena, Czechoslovakia August 18 to 24, 1997 had been selected by the FAI/CIAM for the World Championships. This had been the same flying site that was used for the 1967 WC where 17 rounds had been flown to determine the results of the power championships. Preceding the main events, on August 15 to 17, the Czechs were also hosting the open International World Cup on the same flying field as the World Championships. The most notable news is the number of contestants that were entered: there were 181 in F1A, 107 in F1B, and 40 in F1C!

The flying field certainly got a good trampling down prior to Wakefield day in the World Championships which was set for Friday August 22. The field itself is farm land which was cut to provide a clear area in the north-south direction. Lying on the west side is a housing estate. This is where Randy Archer realized a case of severe deja vu in the seventh round of the F1C Power Championships when his plane glided down into a two story house in the housing estate. Randy was clocked down, and out of the Championships at 171 seconds. This is the second World Championships in a row that Randy has had to face pure bad luck. So many things happen to defy even the best of the best during these championships.

There were four Wakefield World Champions registered to fly in this years World Championships: Itzhak Ben Itzhak from Israel (1979) whose country was tentatively selected for the 1999 WC; Eugeniusz Cofalik, Poland (1989); Alexander Andrjukov (CCCP 1991, Ukraine 1993), and the reining 1995 Wakefield World Champion Jeremy Fitch of the USA.

Team GB came without Dave Hipperson because he gave up his place on the Team to Bob Cheesley. Dave felt that his while his Wakefield earned him a place on the team, it was not competitive enough to compete in the WC, and he would be letting his country down.

There were 97 Wakefield competitors ready to do their best for: Argentina, Australia, Austria, Bosnia Herzigovina, Canada, Chile, China, Croatia, Czech Republic, Denmark, Estonia, Finland, France, Germany, Great Britain, Hungary, Israel, Italy, Japan, Latvia, Lithuania, Netherlands, Norway, Poland, Romania, Russia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Ukraine, USA, and Yugoslavia.

Friday, the 22nd of August began with a slight ground mist, it was calm, with a drift of 2 mph maximum, from the east-south-east. The sky was clear, with a light scattering of cumulus clouds. A perfect day within which to fly a Wakefield International Cup World Championships!

ROUND 1-7: This would start with a 210 second First round, beginning at 07:00, 87 contestants made it into the second round. From the looks of the weather those who did not make it, may as well pack up their flight bags, and spend the rest of the day shagging their teammates Wakefields. For all intents it looked as if picking good air was no problem, but 16 dropped the second round! Round 3 also shook up the competition, because 22 dropped the round, including two Wakefield ex-champions: Itzhak Ben Izthak and Jeremy Fitch. Jeremy was flying a new Wakefield, which (he told me later) had been flying well under severe testing conditions; but this model had developed strange characteristics, that occurred in the climb under power. It tended to turn left, under power. In the third round of this contest, it climbed out in the burst, but afterwards, again, slanted left, and then fell off into a corrective stall, and regained itself for only an 80 second flight! Jeremy's crown fell off as well. He would not repeat his 1995 victory this day. By the end of seven rounds there were 41 contestants remaining with perfect rounds, including the two remaining Wakefield Champions: Eugeniusz Cofalik and Alexander Andjukov.

ROUND 8: The 300 second fly-off round. The weather was still perfect, with a light drift to the ESE, and the scattered cumulus. The round opened at 17:45 with a 10 minute launch window. Twenty six managed to make the 300 seconds. This included one Wakefield Champion. Eugeniusz Cofalik had come down in only 42 seconds, and would be just a spectator now.

ROUND 9: The 420 second fly-off round began at 18:30. Alex Andrujkov launched at precisely three minutes after the horn blew to open the round, along with a "covey" of other Wakefields. These all made the 420 seconds. Twelve were left.

ROUND 10: The 540 second round. At one minute after the horn sounded to open the round Alex was wound, and ready to launch. This time the "covey" were caught still in the preparation stage. Alex was flying the clone of "AA 26", the "short" version of his 1993 winning Wakefield with a 62.6 inch span. The same Wakefield that was used as the basis for the 1995 winner. He was using 26 strands of FAI Tan Rubber, which had been alchemied in the spring, into which he poured 525 knots. Alex's Wakefield climbed under power for 53 seconds, and just simply got higher than anyone else's. Still using the open glide pattern we saw at Lost Hills in 1993, he was the last one down in 464 seconds. Alexander Andrjukov would become the first person in history to win the Wakefield International Trophy three times!

1997 Individual Winners

Place	Name	Country	Round 1-7	Round 8	Round 9	Round 10
1	A Andrjukov (1991/93 WC)	UKR	1290	300	420	464
2	B Eimar	SWE	1290	300	420	438
3	V Rosonoks	LAT	1290	300	420	434
4	M Kusterle	ITA	1290	300	420	416
5	O Kulakovskij	UKR	1290	300	420	415
6	P Ruijter	NED	1290	300	420	375
7	J Wold	NOR	1290	300	420	363
8	P Moenninghoff	GER	l290	300	420	356
9	I Vivcar	UKR	1290	300	420	336
10	J Krasznai	HUN	1290	300	420	331

1997 Team Results for Penaud Cup						
Place	Country	Abbreviation	Total	Team member places		
1	Ukraine	UKR	3870	1	5	9
2	China	CHN	3870	12	19	21
3	Czech Republic	CZE	3870	18	23	28
4	Latvia	LAT	3863	3	20	44
5	Sweden	SWE	3851	2	27	52
6	Israel	ISR	3840	11	33	55

Charles Dennis Rushing

Vintage Power Duration - Bill Longley

We are now to classify our type of competition models as:
R.T.M. - Radio Trimmable Models

This is to differentiate from simple Radio Assist, as the free flight organisations look at **Radio Assist** being the likes of the old Junior 60 flown all the time with full stick control.

Vintage Power Duration for 2013

Schedule of events for the 'Tasuma Trophy'

Inclusive within these events will be scoring for the 'George Fuller Trophy' (see picture) - Requirement being a G.F design , flown in any appropriate class

Dates:		
March 31st	Middle Wallop	SAM GALA & 1066
April 1st	Middle Wallop	SAM GALA & 1066
May 5th	Middle Wallop	SAM 1066
May 12th	Cashmoor	Wimborne MAC TASUMA
June 16th	Pontefract	
or		
June 16th	Cocklebarrow	SAM 35
June 29/30th	Sculthorpe	East Anglia Gala SAM 35
August 11th	Cocklebarrow	SAM 35
Sept. 21/22nd	Middle Wallop	SAM 1066
Oct. 6th	Cocklebarrow	SAM 35
Oct. 13th	Barkston	SAM 35

Summary

Last year showed widening of interest in having the inclusion of sport type models included in all 3 engine classes, in an endeavour to move towards a parity of performance, these models were allowed an increase in motor run time of 50% in their respective classes.

Most interest was in the open class where it is permissible to use a 4 stroke motor of up to 11cc, (B/B motors are allowed as there are no P/B Motors).

During the year I was approached on several occasions with the query about the possibility of electric power variants

Over the last few months we have been carrying out some comparative flying tests to evaluate performance. From these results we will try this year to the following formula:

Class 1	up to 1 cc ------	100 watts
Class 2	up to 3.5 cc ----	250 watts
Class 3	open ------	650 watts (maximum)

Please recognise that we are trying to achieve a level playing field using effectively a handicap system, with all endeavouring to achieve a 5 min max

Here are a few pictures of electric powered models

Bill Longley – 'SPACEROD 550' - 250 watt

Chris Haig's 48" pylon 'Kiwi' - 100watt

Bill Longley with TOMBOY MAX - 250 watt, this model is based on the TOMBOY 3, 44" variant then scaled up by 60% to give a span of 70"

ZOOT SUIT's - 250 watt of Geoff Fellowes and Chris Haig with I.C. version

Bill Longley

Letters to the Editor

Tim Mountain: Warps
Hi John
They sometimes seem to come back to twist us!
Nice to see some feedback following my little story about warps and my way of fixing them.
I sure will give a try to John Thompson's 'dope is a thermoplastic, so warm it to get the warps out'. Hotter than the 100degress of the boiling water traditional way probably.
David Lovegrove mentions that double glazing window installers use a fluid for cleaning off U-PVC frames. I wonder if he was able to spot a brand name on the plastic bottle to which he refers. It may be that he was shown of bottle of Wurth Type 32 U-PVC Cleaner. From the MSDS, it appears to contain between 45-50% Butyl Acetate, 25-35% Acetone, and 45-50% Naptha. Of these components, acetone evaporates so fast it can promote blooming, and Naptha is a cheap dilutant.
If David saw a different product that was in fact 100% butyl acetate, I'd love to know. By the way, Wurth U-PVC Cleaner Type 10 is 100% Ethyl Acetate, hence my suggestion for its use.

Tim Mountain

David Lovegrove: Warps
Hello John and Tim
The "PVCu Solvent Cleaner" I have before me is branded "EVERBUILD" and according to the blurb on the back, the company is located in Leeds.
The constituents are : (are you sitting comfortably?) 4-methylpentan-2-one, 2-butoxyethanol and low-boiling-point hydrogen treated naphtha - Naptha (petroleum). Phew! Might be inflammable, I guess? Certainly there's no trace of Butyl Acetate in there, so I must apologise - I was wrong to suggest it was.
It happens that I do know a source of proper Butyl Acetate locally, but unless they happen to have access to an industrial solvent supplier who will let them have small quantities, it probably won't be that simple for the majority of our members.
In the circumstances, unless you, Tim, are able to give this product your approval, it would be prudent to issue a warning to our members appropriately.
Sorry for speaking too hastily.

David Lovegrove

Tim Mountain: Warps 2
Hi David and John,
Thanks for your comments.
4methyl pentane 2 **one** is a ket**one**, as is methyl ethyl ket**one**. I don't know whether it is a solvent for cellulose dope/cement, but it could well be. It would evaporate quite slowly, and that could be a benefit.

2butoxyethanaol is an has an alcohol group and an ether group. Again, I don't know if it truly is a solvent for cellulose dope/cement. The Naptha is a cheap filler.
So overall, I don't think this is the gear to use. Basically one needs a mixture of low molecular weight ester---an acetate, and a ket**one,** but not acet**one**
So the original formula of methyl ethyl ket**one** and Butyl acetate is probably the best stuff, followed by Wurth type 10 cleaner mixed with Rustins cellulose thinner.
Looking at the MSDS of these products on the sellers web site usually spells out the constituents.
David, if you can grab a quantity of Butyl acetate, and you go to Middle Wallop, I'll be happy to unload some from you. I'm thinking Easter W/E
BTW, all these products are quite inflammable.

Tim Mountain

Robert McKeon (USA): to Peter Michel
Peter...
Just catching up on my correspondence, I apologize for not getting back to you earlier.
Wanted to thank you...all of you from this side of the pond with all of the nice tributes of "Mr. Dixielander," George Fuller in the last newsletter. The small letter you re-created from George that he sent me will of course be in my memorabilia file, I have set aside in a drawer so I may reach for it and remind myself of all the wonderful times I had building and flying model airplanes in my youth.
What with my activities in music that keep me busy, I don't find time to actively build any more...but through contacts off and on throughout the states and across the pond, you, and, reading the monthly, SAM 1066, I am enjoying keeping in touch with the hobby.
Keep the flame alive...I'd rather see the young involved with building and flying model airplanes instead of remote thumb games sitting on the couch.
Thanx...Enjoy our correspondence and friendship.

Regards, *Bob McKeon*

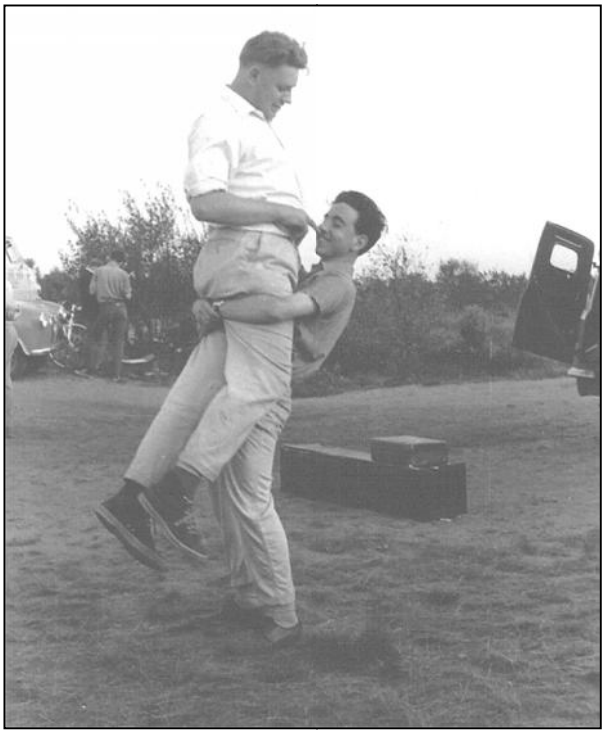
Aeromodeller Departed

Mike Dixon

It is with regret that I have to inform you all of the passing away of my father Mike Dixon on the 13th March 2013. He was 82 years old and although being fit and healthy most of his life he had steadily declined over the last 3 or 4 years, hence his inactivity on the contest scene.

Simon Dixon

Early Memories of 'Big Al' Wisher - Jim Wright



The news that Al Wisher had passed away in December 2012 brought back floods of memories from the early 1960's when Al was a good friend. As a schoolboy in 1961, I moved from small town Peterborough to Marleybone High Street in London and got to know Al at Chobham Common. On Sunday mornings I would take my free flight models on the underground to the Oval underground station near where Al lived and he would collect me in his Mini Van and take me to Chobham. After flying a group of modellers would meet for a 'fry-up' at the Longcross Café near the common and where Al met his wife who was one of the waitresses. Al's appetite and thirst for Tizer is another story.

He was known as 'Big Al' for obvious reasons and I was challenged by someone, (who took this photo), at the Hornchurch Gala on Chobham Common - 2nd Sept 1962, to try and lift Al off the ground. This picture proves I achieved it but not for long. Happy days with memories of a great glider and rubber flyer and generous friend.

Jim Wright

Indoor Scale Models - David Vaughan

(Editor: this is David's current collection of superb indoor flying scale models.)
(They all fly and the detail is quite outstanding.)
(David uses all forms of power, Rubber, CO2 and electric)
(They are not large models, generally 18in wingspan I guess)


F-AIDJ


KJ O

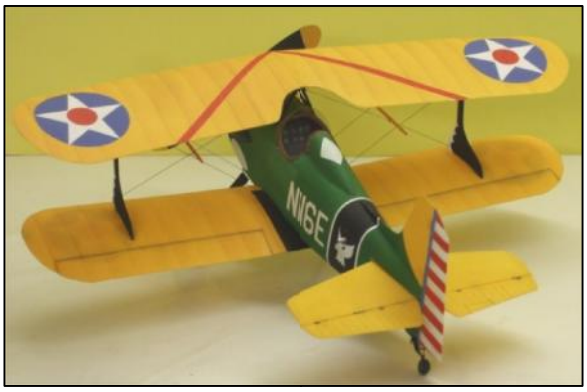

KJ O


5A


5A
5


G-HUP


G-HUP


N16E


G-AAID


G-A AID


U.S.NAVY
2-B-7


17


D-1 KNI


G-ACNC


G-ACNC


VH-MVR


VH-MVR

(Editor's note: These models are not dust collecting exhibition pieces but models that are regularly flown at the Thorns Indoor meetings)

A few detail shots

David Vaughan

From Model Aircraft February 1960

Over-ruled

You happy-go-lucky modellers have heard by now something of what Aunty F.A.I, has cooked up for her wayward little chicks next season. Of course, she's too kindly an old body to give you all the grisly details at one go. So far you have only had a hint of the suffering in store, humanely conveyed in the Gosling report. From quite another little bird comes the full story; the stark facts of an amazing document which we dare you to read.

My interpretation might be just a little hazy. For one thing I can't pretend to be the gen boy on speed and other handle waving antics. In fact, I'm the bloke who thought Gadget Gibbs was a new type of toothbrush, but I can only do my clueless best.

Control-Line

First of all, there's some rule about whipping in the team race circle. It's a bit obscure, but I should have thought, resourceful as the engine whippers may be, such a crowded area would restrict their operations. However, I suppose it's possible for some light-fingered customer to infiltrate through the mass of officials and make his haul amid the general confusion.

There is, of course, the other sort of whipping, but I dismissed this after seeing a recent team race. How anyone could whip up any whipping enthusiasm while trying to control a rampant 100 m.p.h. monster with his head painfully wedged between a pair of gyrating knees I am at a loss to know.

Each timekeeper in future shall be equipped with a stop watch and lap counting tachometer. Now, I don't know what fearsome sort of machinery this latter gadget is, but from my experience of the average timekeeper it's as much as he can do to handle a stop watch. Where the watch is of the split hand type at least three are needed; the one with the highest official ranking having the casting vote. This means anything up to six extra bods to handle the lap counting instrument. By this time the area is getting somewhat crowded, and when you allow for the four blokes who trot round to see the piloting arms are in good straight order, the mechanics, the police dog patrol, and the usual flood of arm banded officials, there would hardly be room to swing a cat, let alone a model.

Free Flight

In view of the complexity of rules and restrictions attaching to this type of event, the council discussed the possibility of renaming it. However, owing to the various international interpretations of the term it was decided to defer the issue.

Free-flight finals will now be flown as eliminators. The eliminating process will begin in the small hours of the morning and continue on a systemised scramble basis until all but one of the victims, or rather competitors, are knocked out. At the end of the marathon it is hoped there will be at least one survivor to receive the pot, providing he is strong enough to carry it.

All claims for long distance walking records, made during the event, will be sympathetically received.

To suit the new conditions the Recovery Service will be extended. In addition to the usual first aid facilities there will be the provision of pep up pills, foot baths, artificial respiration, and all modern means of resuscitation. After the sixth fly-off bath chairs will be issued at the discretion of the judges.

Next year's competitors are strongly advised to participate in the current spate of inarching stints as a necessary part of their training.

It is not yet known whether World Championships will be held yearly, two-yearly or five-yearly. Much will depend on whether anyone is prepared to run them, and also how long competitors take to recover from the previous endurance.
Formulae will remain every bit as complicated as before, with the usual grim grams and dim dcms to confuse the sporting British. Give these foreigners an inch. . . .
Personally, I don't see the point of this decimal system, anyway, as the modeller said, taking his 0.294 sq. in. Wakefield out of its matchbox.

Sheer In-comp-etence
Contest organisation has always been a fruitful subject for this off-beat column; engaging some of its wilder flights of fancy. But now, I feel utterly ashamed at the lack of imagination displayed when confronted with the glorious improbabilities of the real thing as currently applied. I can only take off my tattered titfer to the sheer inventive goonery of it all.
Even in one of its more delirious moods, this column could never have concocted anything so fantastic as the " Phantom Rally." Without doubt this is the practical joke par excellence. Just imagine the side-splitting hilarity of it as the travel-stained comp fanatics stop short at the tightly closed airfield gates. And what about that riotous cross talk act with the equally baffled guard commander? Such a giggle for the organising funsters as they lay snugly in their Sunday morning beds.
On a lesser level is the " do-it-yourself" rally. This provides the date, the airfield, the downwind forest, " no flying whilst aircraft are operating," and all the other familiar rally amenities, but the joke is there is no one there to run it. Not a sign of an official or anyone with the least clue.
After waiting around until about 4 p.m., which is the time even the best organised events usually get started, the competitors decide to hold their own scratch contest. Needless to say, under such unusually expert management, it turns out a complete success.
This is a fair enough joke, and one which, I think, has definite commercial possibilities. The " do-it-yourself" rally kit would become a must for any contest enthusiast. Among other things the kit might include a dummy stop watch, set at three minutes, flight cards, labels, lolly making outfit (refreshment and litter), a cardboard cut-out trophy, prize giving speech on plastic record, and a forged airfield pass.
With slight modification the kit could be used as an ideal club game for the winter evenings. All that would be needed is a slightly altered snakes and ladders board and a dice cup. Then, when the motor cycle gossip begins to flag, out could come the game for the club to enjoy a hectic hour of all the fun and excitement of the contest field.

Under the Counter
Our counter spy service reports something quite new in the kit line. A non-plastic model constructed of a revolutionary new material called Balsa. Exceptionally light, this wonder material can be cut with a razor blade. The kit also features a very simple but highly effective form of motive power. Strands of rubber strip are connected between hooks, and when wound turn the propeller. Cheap, economical and safe.
Our glow plug expert advises against going into the model shop and asking for a couple of U.as. Comes under the heading of insulting behaviour, or something.
Reading of a model which suffered a rubber explosion in mid-air, we are now pleased to report that explodable rubber, as used by the British Wakefield team, can now be obtained from any good toy shop. This does not come within the province of the Dangerous Explosives Act (1066) and is available with full ignition mechanism, which, of course, does not come under the Small Arms Act.

Which just about winds the whole thing up.

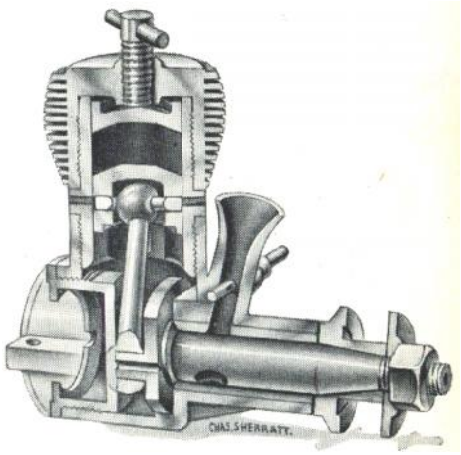
* * *

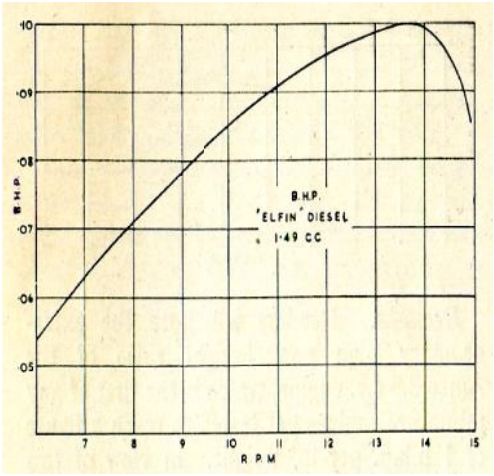
P.S.
The combat antics of performing members of the Nuneaton club at recent barbecues have so enthralled the fry-up picnickers that they haven't been doing full justice to the grub.
Although I'm often critical of ill-chosen club names, I take off my hat to Nuneaton.

Pylonius

Engine Analysis Elfin 1.49 - Aeromodeller Annual 1950

ELFIN 1.49 c.c.
Manufacturers. Aerol Engineering, Henry Street, Edge Lane, Liverpool 13.
Retail Price. £2 19s. 6d.*
Delivery. Immediate.
Spares. Immediate.
Type. Compression Ignition.
Specified Fuel. Castor oil 1/3, paraffin 1/3, ether 1/3.
Capacity. l;49c.c., .091 cu. in.
Weight (bare). 2 ½ ozs.
Compression Ratio. 14 :1 to 10 : 1.
Mounting. Beam, upright or inverted.
Recommended Airscrews. Free Flight, 8x4 ins.;
Control Line, 7x6 ins,
Recommended Flywheel. 3 ozs.
Bore. .503 in.
Stroke. .460 in.
Cylinder. One piece, attached by 40 T.P.I. thread.
Cylinder Head. 40 T.P.I. thread.
Crankcase. Pressure die-cast.
Piston. Angular deflector, no rings.
Connecting Rod. Duralumin.
Crankpin Bearing. Plain.
Crankshaft. Nickel chrome
Main Bearing. Cast iron.
Little End Bearing. Plain.
Crankshaft Valve. Rotary valve.
Cylinder Liner. Nickel chrome steel.





TEST
Engine. "Elfin" 1.49c.c. Diesel.
Fuel. Mercury No. 3 and Mercury Special Ether : 1-1.
Starting, The engine was experimentally hand-started from time to time, with engine both hot and cold, and response was immediate in all cases. For convenience, pulley and cord starting was employed for the main tests. The starting position of the needle valve, as marked on the test card, was fairly accurate, and should enable the novice to obtain a quick start.
Running. Extremely consistent at all speeds above about 5,000 r.p.m., but was inclined to be "lumpy" at speeds below this figure Considering that this unit is definitely in the " hot" class, it was remarkably free from temperament.
B.H.P. A maximum output of exactly .10 b.h.p. was recorded at the high figure of 13,700 r.p.m. The peak of the curve is not exceptionally flat, as between 12,000 and 14,000 r.p.m. the rather large drop of .005 b.h.p. is encountered. At 10,000 r.p.m. the output is reduced to .085 b.h.p., and at the lowest tested speed of 6,000 r.p.m. the output was only .053 b.h.p. At the other end of the scale it will be seen that power drops steeply once the 14,000 r.p.m. mark has been reached. It seems desirable that this engine be run between 13,000 and 14,000 r.p.m. for maximum efficiency.
Checked Weight. *2.7* ozs. less tank.
Power/Weight Ratio. .549 b.h.p./lb.
Remarks. The engine was run-in for one hour at 5,000 r.p.m., and no mechanical trouble was experienced throughout the tests. An interesting feature of this engine lies in the use of cast iron for the piston and main bearing.

DBHLibrary (Magazines) - Roy Tiller

Report No. 29 Missing Plans continued.

Thank you to all the chaps who responded to the call in the last two New Clarion issues for Aeromodeller missing plans.

We now have :-

SUNCLIPPER 60" glider by A.H.Smith plan G192.

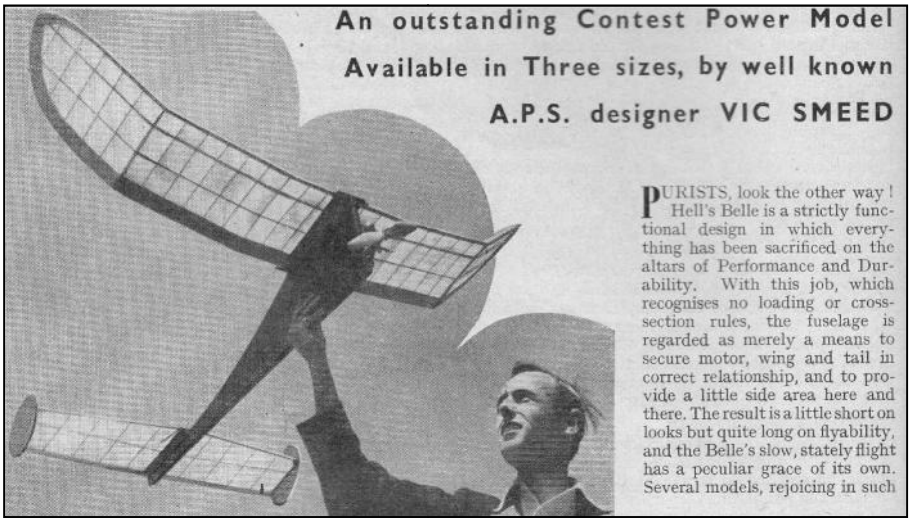
SHORT SCION 42" rubber scale by C Rupert Moore plan FSR193

DH 94 MOTH MINOR 35" rubber scale by G.W.Day plan FSR 168

AIRSPEED HORSA 88" scale glider by I.H.V.Hayes plan FSG 145

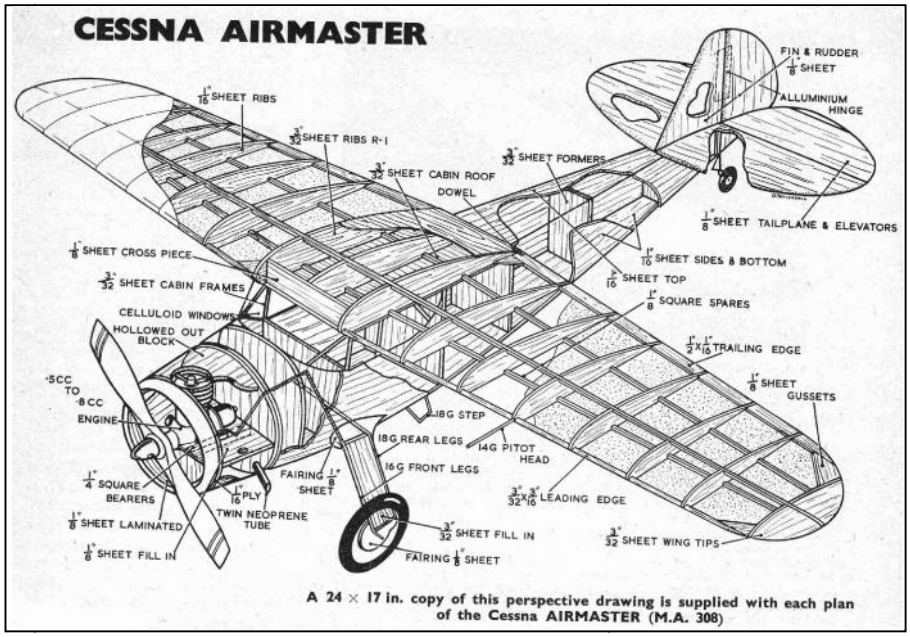
The Horsa plan, on four large sheets, was supplied by Norman Rigler who built the model which is displayed in the Army Air Museum at Middle Wallop.

These four plans are now with Roger Newman, adding to his "Plans to be digitised" tray.

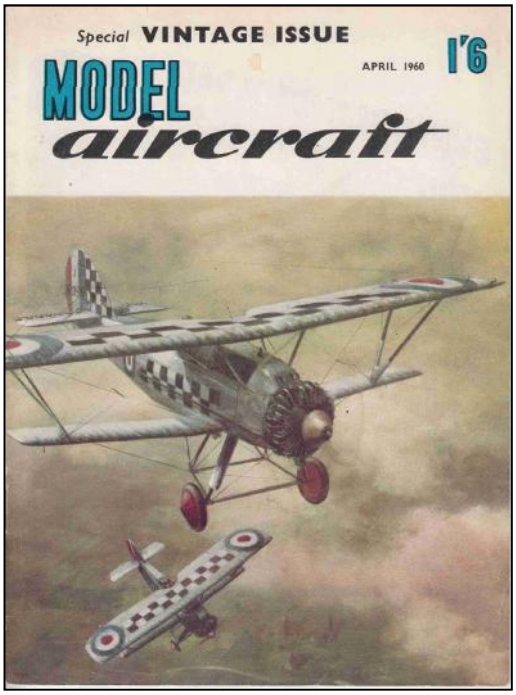


The ever vigilant J. O'D telephoned to draw attention to the Hell's Belle a 60" power model by Vic Smeed in Aeromodeller August 1951. This was also offered in two smaller sizes, a 50" Harpie and a 40" Huzzie. Not sure how I missed those, look at the caption, that makes it clear enough! I fall back on the old excuse, overworked and underpaid, or is that not allowed in retirement? Thanks John O'D, those wayward girls Harpie and Huzzie are now in the list of plans featured in magazines, but we need the plans.

Model Aircraft joined the game in their May 1959 issue with a Cessna Airmaster 33" power scale model by Peter Lewis. They gave us no sign of a plan just a perspective drawing with the offer of an even larger perspective drawing free to those purchasing the plan at 4/- including post and packing.



The Gloster Gladiator, 32" power scale model by Geoffrey Gannon featured in Model Aircraft February 1960 and this time we are shown just one of a set of three fully detailed working drawings. These were available for 9/- post free. That was equivalent to the cost of 6 monthly issues of the magazine.
Did they sell ANY plans?



Model Aircraft April 1960 cover picture, by P.E.Norman, featured the Armstrong Whitworth Siskin IIIA and inside was his interpretation as a 36" free flight model. Sheet one only was shown of a two sheet set of plans. Full set a bargain at 6s 6d.
In the same issue a control line scale Martinsyde Buzzard by M.F.Hawkins was described and again only sheet one of a two sheet set of plans was shown. Full set at 5/6 post free.

Plans that we seek.

If you have any of these plans, or know where they are available, please get in touch. Contact **Roy Tiller 01202 511309, e-mail roy.tiller@ntlworld.com**

MODEL NAME	PLAN NO	DESIGNER	SPAN	TYPE	Mag & date
HARPIE	PET 439	SMEED Vic	50	Power	Aeromodeller Aug 51
HUZZIE	PET 440	SMEED Vic	40	Power	Aeromodeller Aug 51
CESSNA AIRMASTER	MA 308	LEWIS Peter	33	Power scale	Model Aircraft May 59
GLOSTER GLADIATOR	MA 322	GANNON Geoffrey	32	Power scale	Model Aircraft Feb 60
ARMSTRONG WHIT. SISKIN IIIA	MA 314	NORMAN P E	36	Power scale	Model Aircraft April 60
MARTINSYDE BUZZARD	MA 327	HAWKINS M F	32	C/L scale	Model Aircraft April 60

Roy Tiller

SAM Rules Revisions - Tony Shepherd

The SAM contest rules have recently been amended to include a correction and the capturing of some recent additions as follows:

1. Errors noted in the eligibility dates for Jarislav Rybak A2 Glider - it should have stated that the cut-off date is 1st January 1954.
2. Rules for HLG/CLG have been included
3. Rules for bungee launch gliders have been included
4. Contest format now confirms that with the exception of HLG/CLG, flyers may use a maximum of 2 models per event.

By the time you read this, the rules on the website should have been updated to the 3rd March version which will include the above.

Tony Shepherd

Tailless & 8oz Wake Leagues. 2013 - Spencer Willis

Tailless League

As with previous years I will throw in a bottle of wine and a ready to use Tomy Timer for the first three places. The winner will also receive the lovely Halcyon Trophy. Qualifying events are as follows (assuming they go ahead.)

Middle Wallop-Easter, Nationals, East Anglian Gala, Oxford (Andy Crisp), Oxford (Charlie Newman), 5th Area, Timperley?, Sam Champs-Middle Wallop,

8oz Wakefield League

Qualifying Events- Croydon-Easter Wallop, Sam Champs-Middle Wallop.
I'm sure there must be more events but I don't know of any. There's a plaque for the winner but last year it couldn't be traced.

Spencer Willis

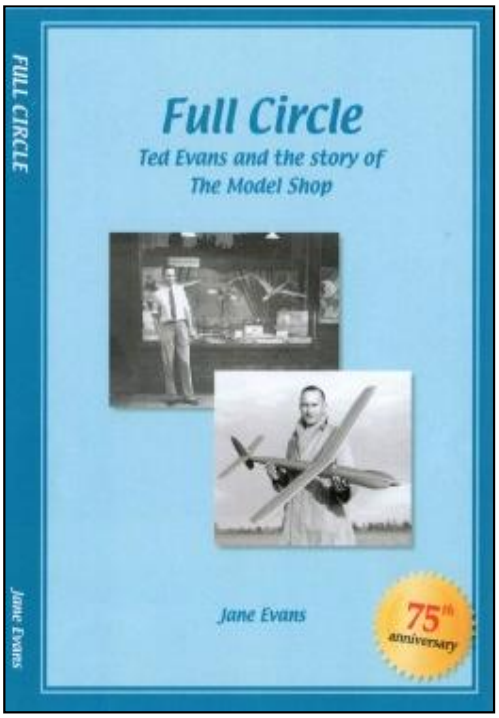
Editor's Note: Our Chairman informs me that 8oz will be flown at Odiham and Our Secretary offers an 8oz event at the September Wallop if required.

Full Circle - David Brawn

A book chronicling the story of the Northampton Model Shop & Ted Evans.

The book is possibly one of the best stories/biography of our aeromodelling times. I called in at the shop and Nick (Ted Evans son) was saying that the book has proved surprisingly popular with Northampton Library ordering another 10 copies and the History Society 12 copies leaving him with just a dozen or so left from the first print run.
I'm sure that with a little bit of aeromodelling promotion Nick can be persuaded to order a reprint.

The book is published in celebration of The Model Shop's seventy five years in business. Ted Evans founded the shop in 1937 and would surely be pleased to see it continuing to thrive under the leadership of his son, Nick. 128 pages long and full of illustrations, the book tells the story of the growth of the shop and the changes that it has seen, but it also sets it in context by giving a brief overview of the model trade from its beginnings in the 19th century to the present day. Part of the book is devoted to Ted's achievements as a designer, builder and competitive flyer of rubber-powered aircraft, for Ted was an aeromodeller. However, his shop has always stocked all kinds of models – planes, boats, trains and cars, and the story touches on all these. This is a must for every modeller.



The book is available from the shop, price £6.99

The Model Shop
230 Wellingborough Road,
Northampton,
NN1 4EJ

Tel: 01604 631223
Email: themodelshop@btconnect.com

David Brawn

Old Bloggsie doesn't seem to get any range problems

Secretary's Notes March 2013 - Roger Newman

By the time you read these notes, we should be well into the Easter meeting – haven't dared to look at the long range weather forecast! We really could do with a nice flyable weekend.

Looking ahead, the May meeting is already on the horizon. Here are the details:

SAM 1066 Fun Fly & Competitions: 5th May

Free Flight Competitions:
Bungee Glider (SAM rules) for Reg Roles Trophy, Rybak A2, Vintage Wakefield (Flight Cup), Pre-4oz Wakefield, Combined Open Power, E36 Electric Power.
Jimmie Allen Mass Launch Competition at 2.p.m. for any Jimmie Allen Rubber Powered Design.

In addition, Tony Tomlin & Co will be putting on the following:

Control Line (no combat wings); mini-Speed & Spitfire Scramble;
Sport flying & Tomboy 3 & Tomboy Senior Comps;
Vintage Power Duration comps incl. George Fuller designs R/C class & R/C Bowden.

2nd Area Meet at Beaulieu

One word sums up the day – cooooold! Maybe another – wiiiindy. With a strong breeze from the East, a max of 2½ minutes went a long way. Several hardy souls turned up but not all flew. Electric power seemed to cope best with the conditions, which were not at all conducive to glider flying. John Hook sadly folded wings on his third flight & Dave Etherton had the misfortune to have his model picked up by a member of the public & taken home. Fortunately not too far away at Dibden Purlieu but sufficient to end his flights for the day.
The day was enlivened by a half marathon that wound it's way round the New Forest & straight past our parked cars – inclusive of quite a few lycra clad lady runners to brighten our day!

Results (thanks to our Chairman):

F1A	D Cox	Crookham	8.11	
	J Hook	Crookham	5.00	
BMFA Elec	P Tolhurst	Crookham	7.30	FO 3.29
	T Shepherd	Crookham	7.30	Did not fly off
	J Paton	Crookham	7.15	
	C Redrup	Crookham	7.07	
	D Chilton	Crookham	5.00	Model trampled by ponies!
Vintage R/P	P Hall	Crookham	1.40	
Vintage Glider	D Etherton	Chichester	4.38	
		Model kindly retrieved by member of public who took it home!		
Combined Power	A Chilton	Crookham	2.30	
	R Vaughn	Crookham	1.36	
CLG	P Tolhurst	Crookham	4.39	

Pictorial record ofthe day

Animated Discussions

Half Marathon runners gave light relief

Peter Hall at the ready

Jim Paton waits for the sun

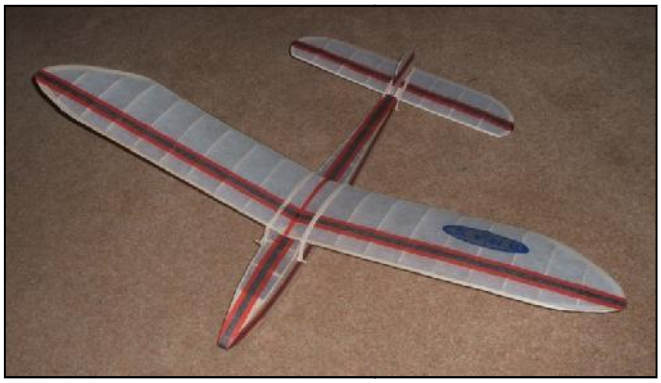
John Hook with Dave Etherton's Nord

SAM Rules

Tony Shepherd has kindly updated these (again) & forwarded to Mike Parker who has posted them on our website.
A copy will be held at Control for all meetings.

Other things

On the home front, I managed to complete Dick Twomey's Minotaur & a Doofa – the latter ready for our Bournemouth Club comp later this year & being started "ages" ago. I'm not the quickest of builders. Now waiting for a good Beaulieu day for testing.
Sadly the Doofa dates to 1987 so is ineligible for this year's bungee comps at MW.
I need to examine the plan list & choose a suitable candidate. But for sure, it won't be ready by the Easter meet.



8 oz Wakefield

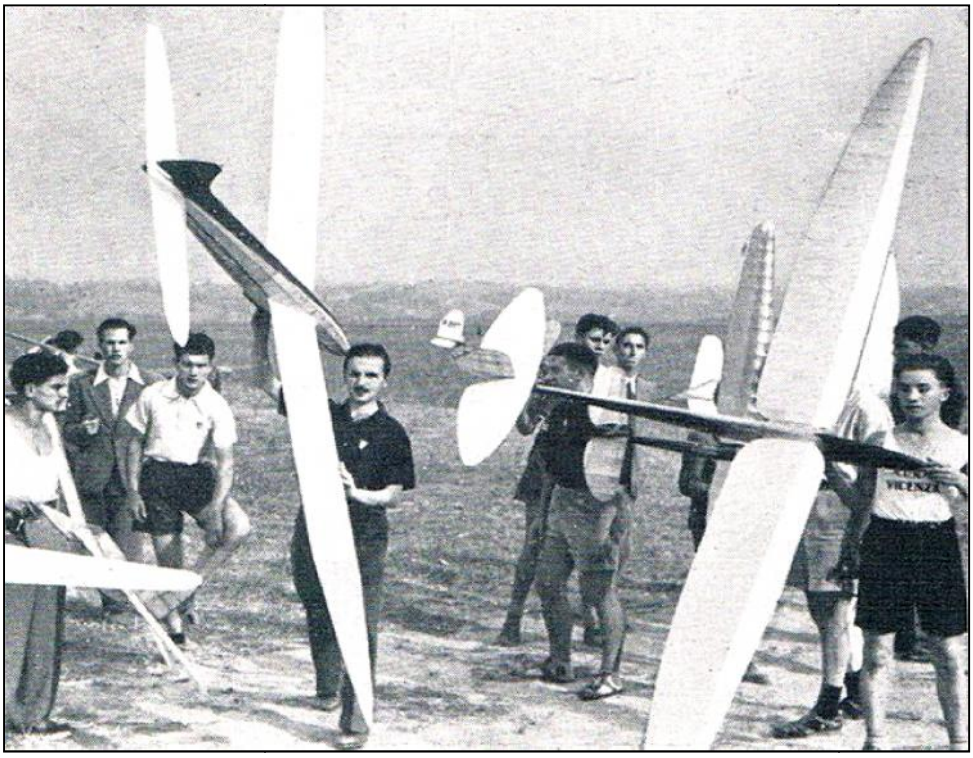
It is my understanding that SAM 35 will not be running any free flight events at the BMFA Free Flight Nationals. Peter Jackson contacted me to ask if we could squeeze in an extra comp for 8 oz Wakefield, as he says that he & others will miss this event at the Nationals.
There are two 8 oz comps already planned - one on Croydon Wakefield day at Easter & the other on 11th August SAM Champs weekend. However, we could add one more - on 22nd September where we presently have a contest free day (kept in reserve in case of prior cancellations during the year) if there is sufficient support. Your input is requested.

Howard Boys designs from time gone by

Derick Scott asks if anyone has a copy of plans by Howard Boys for Cri-key and Wagtail or indeed any information. If so, he would love to take a scan of them & return originals to the Owner. I should have put this in last month but it got overlooked – apologies to Derick. We have plans by Howard Boys in the DBHL but neither of these. Get in touch with me by email (rogerknewman@yahoo.com) & I'll sort out the logistics.

More Other Things!

Gianni Lofredo sent me this photo of "proper" gliders from 1939.



Balsa must have been really inexpensive in those days!

Roger Newman

Cling Film Covering - Graham Smith

On my indoor models I have been experimenting with household cling film for some time now. It is also used on my Polikarpov.

I find it doesn't distort delicate structures as much as doped tissue or mylar and can be coaxed round compound curves like nothing else I have ever used before, by using gentle heat from a solarfilm heat iron. I am always trying to produce the lightest structure possible and cling film is a lot lighter than doped tissue and the structure needs no preparation other than sanding smooth. The 20" long painted P26 Peashooter fuselage weighs in at a mere 6.3grams and is covered completely in just one piece of cling film!. The flying weight of the 30" wingspan model is just, 1¼ ounces.

I have tried three methods of covering using cling film. The first method is to tape it onto a board, stretching it, so that there aren't any wrinkles. I then give it a series of light colour dustings until the colour is reasonably dense, using aerosol spray paint from a can.

Both Cellulose and enamel work well.

The aircraft structure is then covered as though

it is ordinary film that hasn't got an adhesive backing, such as Litespan. The reason I spray the film before covering, is because painting shrinks the film slightly and can distort delicate structures. When covering, I first coat the appropriate parts which need adhering to the film with Cover Grip film adhesive and iron the adhesive to fix the film.

The second method is to cover airframe with unpainted cling film and spray the structure afterwards.

Third method is to coat outline edges of aircraft frame with adhesive, such as canopy glue and lay the structure onto the unpainted side, of a piece of spray painted film, which has been prepared in the method described above. I then cut around the frame outline with a sharp knife. This works well with flat structures such as tailplanes and rudders.

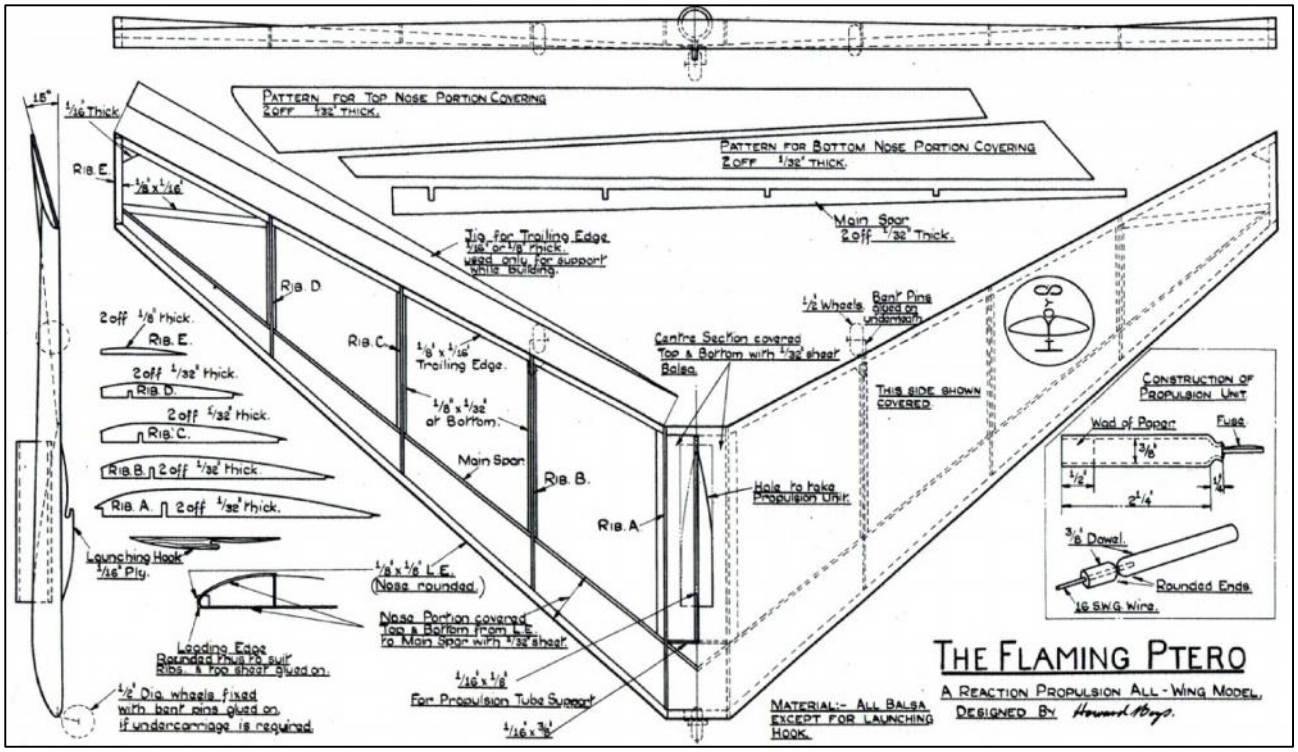
The wing roundels/stars and rudder stripes are also cut from separately sprayed pieces of cling film glued into position.

I know the P26 plane, doesnt look much like a 'Peashooter' in its present form, I havn't fitted a cowl at this stage as it would be the same diameter as the propellor, using the current gear ratios of the motor. I wanted to see if it flew first and then I will experiment with a different gear ratio and a larger propellor which would then enable a scale cowl to be fitted.
Hope all this makes sense

Graham Smith

Plans from the Archive - Roger Newman

Three choices this month – just because they appeal!



Rocket power by Howard Boys

The Wing Construction

Patterns are drawn on the plan for all parts that need cutting out. These patterns can be 'cut out' and stuck on to 1/32" sheet balsa, and all the parts cut out first.

Pin the plan on a flat board and cover it with grease proof paper. Put the bottom nose portion covering, trailing edge, spars and 1/8" x 1/32" balsa spacers on the plan, hold in place with pins, and glue together. Glue the 1/8" x 1/8" balsa leading edge spar, main spar and ribs in place. When the glue has set, sandpaper the leading edge to a rounded shape to suit the curve of the ribs.

Cut out the trailing edge jig strips and lift the trailing edge spar on to these, keeping the leading edge flat on the plan. Glue the top nose portion covering in place, first to the leading edge and then to the ribs and main spar. Thin down the rear edge of this with glass paper.

Build the centre section by gluing the bottom covering to the inner wing ribs, then adding leading edge, trailing edge and main centre section spars, and then the tube support and top covering.

Make a paper tube by wrapping four thicknesses of gummed paper round a propulsion unit, bind with thread, with the turns about 1/16" apart and cover with two more layers of paper. Cut a hole in the top centre section covering to clear the tube, and glue the tube in place. Smooth the wing structure all over with glass paper.

Cover the wing with tissue paper and dope it, bottom first. When the bottom has dried off, fix the wing to the board again with the jig strips in place while the dope dries out.

Glue on the launching hook and the undercarriage if required.

The total weight should be just under 1/2 oz.

The Propulsion Unit

The casing is made from cartridge paper about 3 1/4" wide and 8" long, wrapped round some 3/8" dowel and gummed all along. The dowel should be in two pieces with rounded ends connected together with a piece of wire as sketch.

Before the gum is dry, give a turn of string round the tube about 1/2" from one end and adjust the dowel so that the join is under the string. Attach one end of the string to something solid, and, holding the string taut rotate the tube until it has been pulled down on to the wire. Remove the dowel, leave to dry and cut to length.

The propellant is made by mixing 15 parts saltpetre, 3 parts charcoal and 2 parts sulphur, the quantities being weighed. The charcoal can be made by heating dead willow wood in a tin with a loosely fitting lid in a fire until it stops smoking. Leave it to cool without taking off the lid, then break it up into a fine powder.

Mix the charcoal, sulphur and saltpetre together and mash into a dryish paste with a little water. Put this paste into the casings, lightly press it down, gum a wad of paper on top and leave it to dry out.

Fuses are made by dipping strips of blotting paper about 11/2" wide in saltpetre solution. About a saltspoonful of saltpetre dissolved in a teaspoonful of hot water will be enough for about 6" of strip. It is then dried and pieces 1/8" wide cut off and doubled end to end. Fill the outlet hole with damp propellant, put in the ends of the fuse and stick it thoroughly with propellant, then leave to dry.

Flying

Test the model for glide and add sufficient weight to the nose to prevent stalling. Experiment a bit to get the best glide. Any tendency to keep turning in one direction should be corrected by twisting the wing. The best way to do this is to pack up the jig strip on your board and re-cover the top surface of the wing. If this is inconvenient, stick a matchstick along the top surface near the wing tip.. These trials can be carried out with the model as a towline glider. When the propulsion unit is put in place it should not make any difference to the trim.

The model can be launched as a glider, by catapult or towline igniting the fuse just before release, or by hand, in the following way. Hold the model about level with your head and to one side, as though just launching for a glide. Light the fuse with a match, lighter or cigarette end. Wait until the fuse has burnt along, and as soon as the powder begins to fizz, launch as though gliding.

The prototype has been flown mostly hand launched.

During war time, restrictions prohibit the sale of suitable propulsion units, but when restrictions are removed a well-known firework manufacturer will look into the possibilities of producing such a unit. Meanwhile small quantities of ingredients are obtainable from chemists.

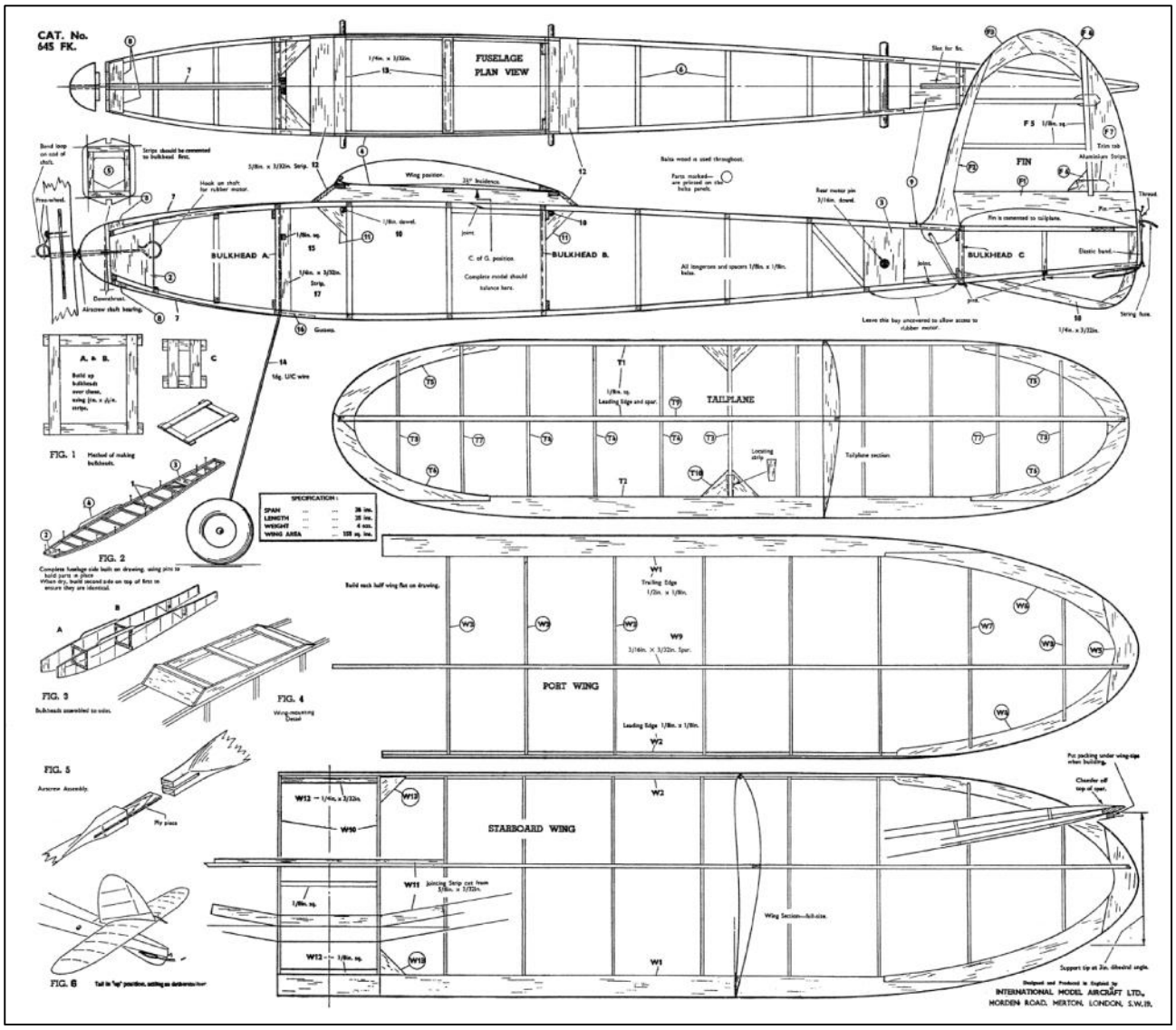
Here are a few points to note.

For a catapult launch, 11 ft. Of 1/16" sq. rubber with 26 ft. of thread stretched about 12 paces has been found to serve.

The force from the propulsion unit depends on the size of the outlet, and how much the ingredients are mixed, so if at first you do not get enough speed, mix the powder up a bit more. If you get too much looping, open out the jet outlet with 3/32" or 1/8" dowel before putting in the fuse.

If you use balsa substitute, and the model turns out a bit heavy, make the propulsion units on 1/2" dowel instead of 3/8" but keep the length the same.

A permanent flat board with jig strips fixed is very useful for storing the model, and correcting warps. Holes can be made to clear hook and wheels.



The Frog Witch II– new candidate for BMAS Club Classic Comp

Introduction.

The Witch II is a redesigned and improved version of the original model, being simpler, lighter in weight, and possessing, a better performance.

The kit incorporates the same outstanding features as previously, having all the parts cut to shape and numbered to correspond with the drawing, shaped undercarriage, moulded balsa airscrew blades, plastic wheels, strip rubber, etc.

The main components can be built over the plan. Before commencing, pin this to a flat board, and cover it with a sheet of tracing or greaseproof paper to prevent the cement sticking to it.

The cut parts only require easing from the panels with the help of a razor blade, to cut the retaining sections.

Dope and cement are not included in this kit, but can be obtained at any model shop. Use quick-drying Balsa Cement, such as Frog Universal, for the best results.

Building Instructions.

Fuselage. The Balsa Strips are supplied in knife-cut panel form, and only require separating with a razor-blade. Remove any rough edges with sandpaper, first put aside 9 strips of l/8in. square for the longerons and spars, before cutting the short pieces.

Make up the bulkheads first, over the diagrams in Fig. 1. Two large ones and one small only are required.

While these are setting, build the fuselage sides over the plan, using pins to hold the parts in place, as shown in Fig. 2. Make two sides together, one on top of the other, with strips of greaseproof paper to separate the glued joints. Note that parts *2,* 3, and 4 (sheet I) are flush with the outer surfaces, so lay pieces of 1/8 in. packing between the two sides at these points. (If the sides are built separately, the starboard side can be laid flat on the board, but parts *2. 3.* and 4 on the port side, require raising to the top surface). The longerons are built up from 2 strips jointed together with an extra strip to cover the joint, as indicated on the drawing.

When the sides are set, remove them from the plan, and assemble them together with the bulkheads A and B, as in Fig.3. Check it over the Plan View to ensure that they are square.

Cement strips to the front bulkhead 5 (keep the inner piece to fix to the noseblock) and cement it to the front of the fuselage, using elastic bands to keep the longerons in place. Then fix the bulkhead C into place. and cement the rear ends of the fuselage together. Check for straightness by sighting along it from each end.
Next cut the cross struts to length, and cement them into place where shown on the Plan and Side Views. Note the position of the front ones, to allow for the centre stringers on top and bottom. Cut these front stringers from 1/8in, square strips, and cement them into place. Add the small gussets 8 behind the bulkhead 5. bevelling the edges to make them a good fit. Cement the tail piece 9 level with the top of the fuselage. Cut the wing-fixing dowels 10 to length, and cement them in place, together with the gussets II (sheet 4}. Cut two pieces from the 5/8in. x 3/32in. strip for part 12. bevel the edges and cement them to the inside of the wing mountings 4. Cut the strips 13 from l/4in. x 3/32in., and cement these in place also. Note the extra strip for the front edge, see Fig. 4.
Undercarriage. Fix the wire undercarriage 14 in place, well cementing it against bulkhead A. Cut the cross-strut 15 to length, the full width of the fuselage, bind it with thread to the wire, and cement it against the bulkhead and struts. Add gussets 16. and the vertical strips 17, which are cut away to fit strip 15.
Cement the wheel-halves together and fit them to the undercarriage: solder washers to axles to hold them on.
Under Fin. Build up the under-fin over the plan with strips as shown, and shape it after it has set. Sandpaper-the whole fuselage smooth to obtain a good finish before covering.
Nose Block. Mark the outline from the drawing, and the front bulkhead, and cut the nose-block to shape. Cement the inner part of bulkhead 5 to the back of it. and sandpaper it to the final shape against the fuselage. The block is ready drilled for the bush bearing: continue this through the back insert, and coat the front face of the block with cement before fixing the bush into place.
Wings. Build these up over the plan in two halves. First pin down the Trailing Edge W1 with the front edge raised as shown in the wing-section diagram. The Leading Edge W2 is assembled after the main ribs W3 (sheet 2) are in place. Groove the front edge of the tip pieces W4, to take the Leading Edge, and cement these in place, together with parts W5 and W6 (sheet 3) and tip ribs W7 and W8 (sheet 2). Raise the tips with packing as shown on the drawing, and cement the spar W9 in position, tapering it at the tip.
When both halves are set. remove them from the plan, and place them together, with the tips raised 3in., and assemble the centre-section. The main spars meet at the centre, and the Leading and Trailing Edges are butt-joined to the centre-section.
Cement the ribs W1O in place. Cut the jointing-strip W11 and short strips W12, and cement these also. Then add the gussets W13 (sheet 2).
This completes the wing structure: shape the tips to blend in with the Leading and Trailing edges, and smooth the whole wing with fine sandpaper before covering.
Tailplane. Pin down the Leading and Trailing Edges T1 and T2, then cement rib T3 {sheet 3). *cut* the 6 ribs 1 4 (sheet 4). Next fix the tips T5 and T6 (sheet 3) and ribs T7 and T8. Taper the ends of the spar 32, and cement this in place, and the gussets T10 against the centre rib. When it is set, remove the tailplane from the plan, and cement the locating strip to the underside. Shape the tip pieces, and sand the whole structure to obtain a smooth finish.
Fin. Build this up on the plan, with shaped parts F1, 2. 3, and 4 (sheet 1) together with the I /8in. square strips F5, and gussets F6. Fix the trim tab F7 by means of the aluminium strips, slotted and cemented into the wood,
When it has set sandpaper the fin to shape, tapering the front and rear edges to a streamlined section.
The fin is cemented to the tailplane after the latter is covered.
Airscrew, join the two blades together with the ply piece as shown in Fig. 5. When it is set, round off the. centre part, and sandpaper the whole airscrew to obtain a good finish.
Make a hole in the centre for the bush, and cement this into place from the rear. (The curved outer-surface of the blades should face forward). Check that the airscrew runs true, by spinning it on the shaft before the cement sets, if the airscrew appears to be out of balance, sand the surface of the heavier blade (not the edges) until they are equal.
Give the finished airscrew 2 or 3 coats of dope or lacquer, sanding lightly between each coat, small errors of balance can be corrected with an extra coat on the lighter blade. To strengthen the centre of the airscrew, bind it with a strip of tissue, doped on.
Assemble the airscrew to nose-block and shaft, bend the hook on the front end. This is used to wind the motor.
The free-wheel device is a length of wire with a loop at one end, screwed loosely to the airscrew, so that it engages with the loop on the front end of the shaft, as shown in the Side View.
Covering. The fuselage, wings and tail unit are covered with tissue-paper. Use paste or dope, for fixing it to the framework. Cover each panel separately, cutting the paper to allow 1in. overlap all round. Do not pull the covering tight, but aim at getting a uniform surface with no deep wrinkles. The under-surface of the wings being Cambered, the paper must be stuck to each rib, using dope or cement.
After covering, spray the paper with water to shrink it, and pin the wings and tailplane down in such a way as to prevent warping whilst they are drying. The tailplane and fin should be quite flat; the wings being given a slight 'wash-out' towards the tips. When thoroughly dry, give one coat of dope to the wings, tailplane and fin, again pinning them down to prevent warping as soon as the dope begins to dry.
The fuselage should be given two coats of dope, and a coat of thin lacquer over the whole model is beneficial.
Painting should be restricted to lining on the fuselage only, to save weight.
Rubber Motor. Make up the motor into a skein of 8 strands of 1/4in. x 1/30in. x 25in. long. A longer motor can be used for competition flying, allowing more turns to be obtained. It is essential to apply a lubricant on the rubber, using soft soap, glycerine or castor oil.
Loop one end on to the airscrew shaft, tying it in place with thread, then drop the other end down the fuselage and secure it with the dowel.

Rubber Tension. The purpose. of this is to prevent the rubber motor bunching unevenly when it is. unwound, and so upsetting the glide. A tensioned motor also helps to keep the nose block in place.

Form the elastic into a skein of double normal length and half the number of strands. Hook one end on to something solid, or get another person to hold it. and wind about 60 turns backwards. Bring the two ends together, allowing the skein to twist together. Smooth out with the fingers, then fit it into the fuselage. It should now be short enough to keep the nose-block in place. If it is still too long, take the motor out again and increase the number of turns as above.

Dethermaliser, -This device is used to restrict the length of flight, and prevent it going too far and being lost. It is essential to have it operating on a warm, sunny day, and on this model, the 'flip-up tail' type is used. This is operated by a slow-burning fuse attached to the loop of thread holding the back of the tail down as shown clearly in the Side View drawing. When this has burned through the action of the elastic band at the front tilts the tail up at an angle as shown in Fig. 6. slowing down forward travel, and causing the model-to descend vertically on an even keel. The fuse is made 'by soaking some string in a solution of saltpetre, and drying. Cut off a length to suit, and insert it in the loop of thread as shown.

Flying

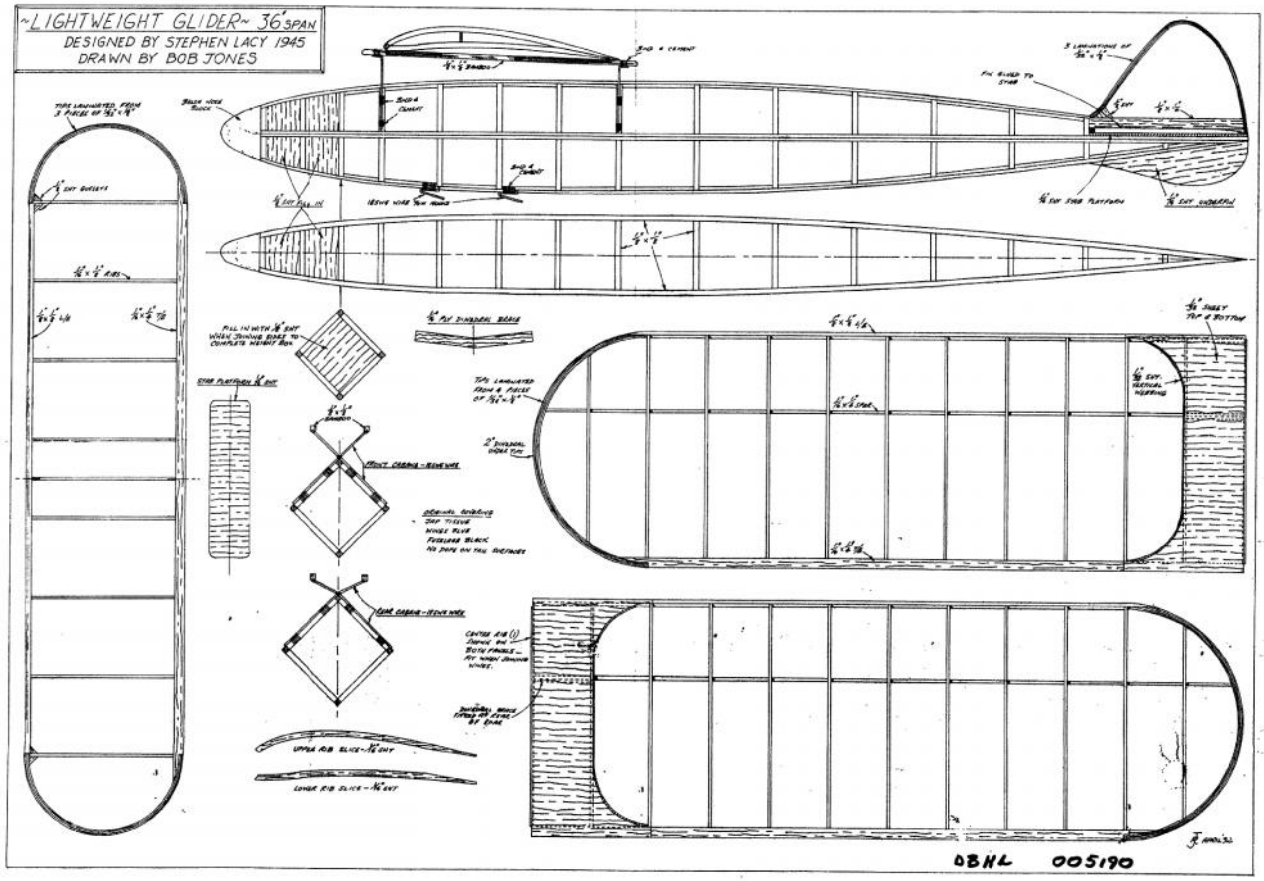
Assemble the model completely, and look for any warps, or wings and tail out of alignment. Correct these, if present, before testing.

First, (with the motor tensioned as described above), check the centre of gravity of the model. This should be close to the point indicated on the plan, but a slight variation can be corrected by the taiiplane, i.e., nose-heaviness can be overcome by raising the rear edge of the tailplane with a piece of card, and vice-versa. In extreme cases, a small amount of ballast may be added to the nose or tail end.

Choose a calm day if possible for the first tests, and glide the model, (into the wind, if any). If the model has a tendency to nose-up and stall, adjust the tailplane by slipping a piece of card under the leading edge, whilst nose-heaviness is corrected as before.

Put a few turns on the motor and launch into the wind. The model should make a straight flight to start with. Adjust it to make a wide turn to the right with the trim tab or side-thrust on the nose. When the trim is satisfactory, the turns may be gradually increased. To obtain the maximum turns, the motor should be stretch-wound, using a wheel brace with a hook fixed in the chuck. An assistant is required for this operation, to hold the model, one hand holding the fuselage at the rear motor hook, taking most of the strain, the other steadying the front end. Hook the wheel-brace to the airscrew shaft, and start winding whilst stretching the motor 5—6 times its length. Then gradually shorten it until the nose-piece is back in place.

It is advisable to have your name and address affixed in a prominent place on the model if long flights are attempted.



Lightweight Glider from the late Stephen Lacey

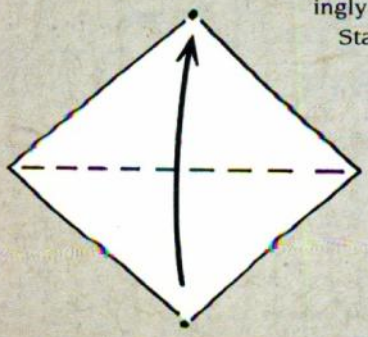
Roger Newman

Paper Airplane No3 - Nick Robinson

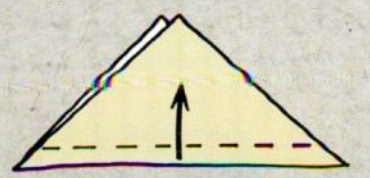
GLIDING TOY

This toy was first published in the 1970s, but nobody knows how old it is, or who invented it. Its beauty is in the simplicity of the design. You can fold it in a matter of seconds and it glides surprisingly well.

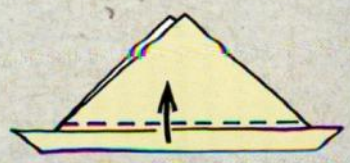
Start with a small square of light paper.



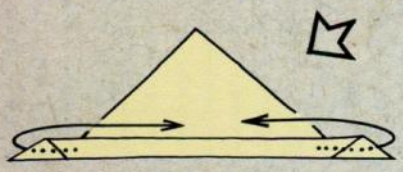
1 Fold in half from corner to corner.



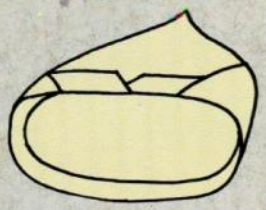
2 Fold a small strip over, try to make the crease parallel to the folded edge.



3 Fold the doubled strip over again.

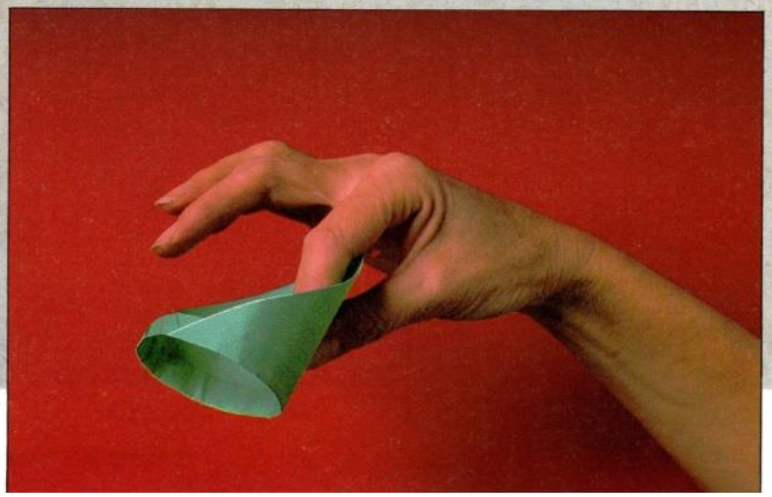


4 Bring the two strips around to meet each other . . .



5 . . . and tuck one inside the other. The further you can slide the strips into each other, the better the "lock" will be. Shape the ring with your fingers to make it as circular as possible.

6 Complete.



FLYING HINTS

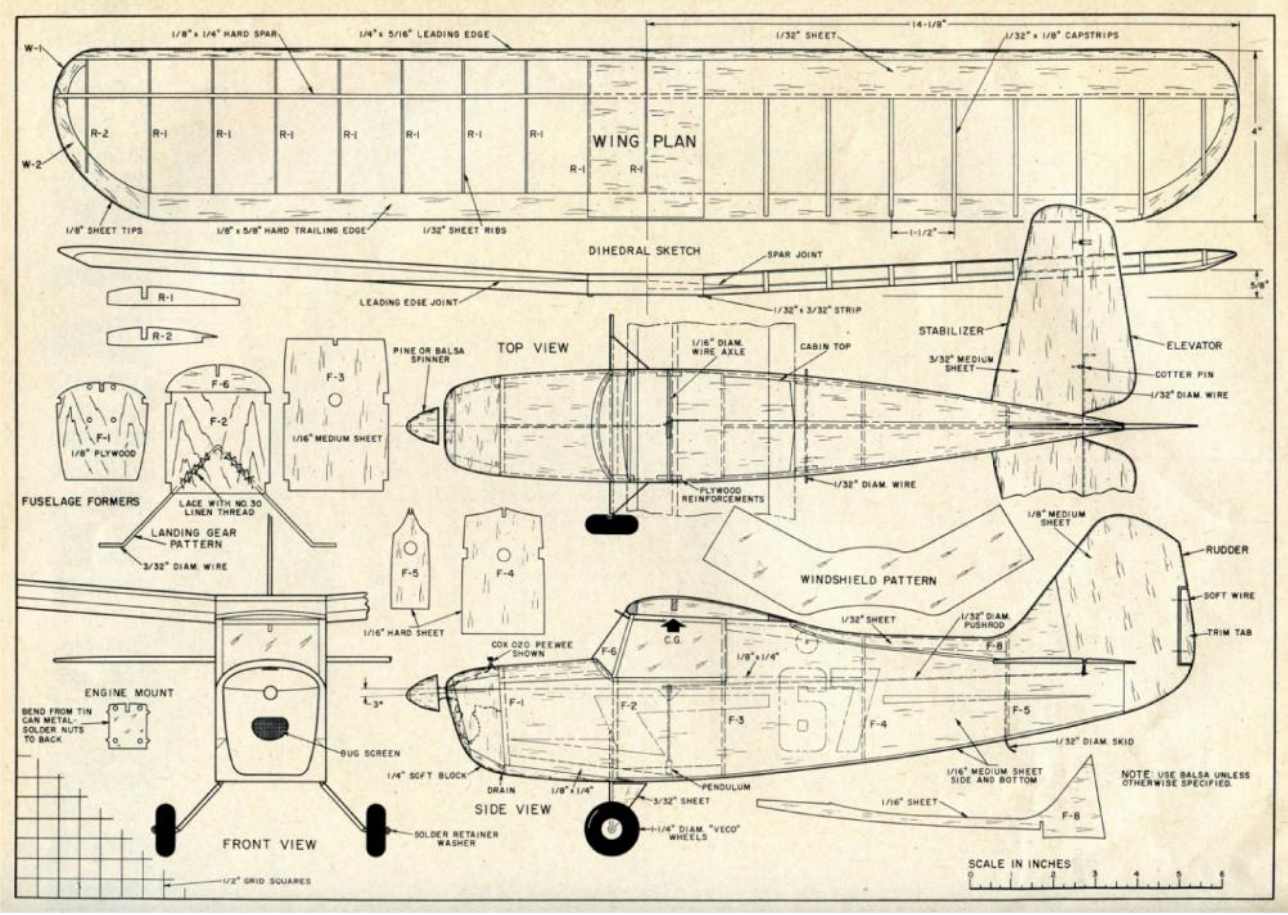
Hold the tip of the tail with the first finger and thumb so that the loop is on top. Launch with a gentle push forwards. The higher you are, the further it will travel.

Airplane from America - Editor

From the American magazine 'Flying Models ' February 1960

By Keith Laumer

With 1 cc of fuel in the tank and 40 seconds counted off, I trotted forward and eased the model cautiously on its way. It buzzed down to one inch above sea level, skimmed above the runway for twenty feet, then started a slow climb to the left. The engine leaned itself out a trifle and the climb steepened; then the ship topped an invisible rise, flew level for a way, then tried to go up again. Once again something pulled the nose down, and the ship completed its first turn howling along at an altitude of ten feet. From where I stood I could clearly see the action of the elevator. As the nose went up again in another bid for altitude, down went the flippers and levelled her off. At the end of the twenty second motor run Yard Bird had made it to twenty feet on sheer wing lift. The engine cut and the job slid off in a right turn, starting down a little too abruptly for comfort. But the pendulum kicked into action and she flattened out, glided along dead level a few feet, then with speed reduced dropped her nose again. She made it down to within two feet of the ground before the pendulum levelled her out moving fast, so naturally she started climbing, rode up to five feet, eased over the top and glided the rest of the way in uneventfully. This was the initial test flight and Yard Bird had come through in good style.



After a few more flights, and the addition of a couple of BB shot in the front end, the kinks were ironed out of the roller-coaster flight pattern, and Yard Bird was cruising around the yard as smooth as silk; no stalls, no dives, no spiral-ins—not even any interference from gusty wind. Yard Bird was designed to stay in the yard, and she did it to perfection.

If you have a yen to listen to a motor buzzing for a few minutes before dinner and don't feel like chasing anything, you don't have to resort to control line. A solidly built slab-sided little semi-scale job, under pendulum control will fill the bill nicely. Yard Bird is easy to build, featuring sheet balsa sides and tail assembly and a simple dihedral constant chord wing. The original model was built in eight hours, including some last minute engineering, so clear off a space on the work table, get out a couple of sheets of medium 1/8" balsa wood, a fresh razor blade and let's go.

(Editor: I have omitted the building instructions and just give the relevant pendulum control details.)

The pendulum

The pendulum is made from soft wire, such as a paper clip and is formed by wrapping the wire half a dozen turns around a 1/16" rod. One end is then bent to form a small loop while the other is cut to a length of 2 1/4" and the last 1/8" bent at right angles. A piece of lead 1/16" x 1/2" x 1" is now wrapped around the pendulum above the bend and soldered in place. The loop at the upper end may be formed very precisely to accommodate the pushrod by tapping it with a hammer to flatten the loop, then drilling out the hole with a 1/32" bit.

Two triangular gussets are cut from 1/8" plywood and a 1/16" hole drilled through them to receive the pendulum axle. The axle is cut to length from 1/16" piano wire and the pendulum assembly slipped over it. Washers are soldered to the axle to retain the pendulum in position, after which the gussets are slipped over the ends of the axle, and the pendulum assembly laid aside for later installation.

Flying:

Check all flying surfaces for warps and alignment, and add weight if necessary to balance the ship as indicated. Yard Bird, being a pendulum job, has unusual flight characteristics and the testing requirements are somewhat different from the normal fixed-surface model. Since tossing the model will cause the pendulum to swing back and dive the model in, it is necessary to run with the model to build up flying speed and then let it slide gently out of your hand, aimed slightly downward. The first test flight can be simplified by inserting a straight pin through the fuselage side just in front of the elevator horn to prevent the elevator from going down.

Add weight to the nose if necessary to correct stalls with the elevator pinned. Then pull the pin and try an easy launch over grass. You should get nice smooth glides even if the model is slightly out of trim, due to the action of the pendulum.

Test gliding is of limited value in a pendulum job, so as soon as you're satisfied that the ship is approximately balanced, start the engine, lean it out, and give the plane a running launch very gently with no more than 15 seconds fuel in the tank.

If the model banks too steeply (Yard Bird is capable of flying round and round in a perfectly vertical bank without ever coming in) correct with the rudder tab. If more than 1/16" offset to the right is required, add more washers under the engine.

Excessive tail heaviness will cause the model to roller-coaster in a long series of undulating not-quite-stalls. Correct this by adding weight to the nose. Nose heaviness, unless excessive, will only show up in the glide, which will be steep and heavy although the pendulum will prevent a dive. This should be corrected by weight in the tail.

However, if the model starts out under power and dives itself into the ground or jumps off from a take-off, only to dive in, this is an indication that the pendulum weight is too light. Add another chunk of lead. It will be necessary to cut an access hatch in the bottom of the model to do this, but it can easily be cemented back in place.

20-30 second motor runs are sufficient to take Yard Bird around 3 or 4 turns in the back yard. However, if you have a wide-open flying field and a calm day, you can fuel Yard Bird up for a long motor run and then lie on your back on the grass and watch it buzzing around above you like an air-borne trolley car.

The 'Yard Bird' cruises by

Editor

The David Baker Heritage Library
MAGAZINES FOR SALE

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&
MODEL AIRCRAFT

e-mail YOUR WANTS LIST
collect at Middle Wallop.

Roy Tiller Tel. No. 01202 511309
e-mail:- roy.tiller@ntlworld.com

2013 BMFA FREE FLIGHT FORUM

The twenty-ninth BMFA Free-Flight Forum will be held on

Sunday, Dec. 1st,

the day after the BMFA AGM;
please note that the AGM date has been changed
from that announced late last year, though the venue remains the same
Puma Island Hotel, Hinckley LE10 3JA.
Please up-date your diaries, book that weekend and contact Martin Dilly at
martindilly@compuserve.com or on 020 87775533
with your offers of papers to present on any free-flight topic
from FAI to Vintage, Indoor to Scale.

F1G at STONEHENGE
Sunday 13th May

To be held again this year on Salisbury Plain
On the second day of the Stonehenge Cup.
The competition will be in five rounds flown from a line.
Entry on the field, competitors will be responsible for timekeeping.
The competition will attract points in the Southern Coupe League
www.southerncoupeleague.org.uk and the F1G Euro Challenge.

Contacts: Peter Hall 01483 898288
Roy Vaughn roy.vaughn@btinternet.com.

65th Southern Area Rally
RAF Odiham 21st July 2013

Provisional

RAF Odiham have given permission for the 65th annual Free Flight Rally
To be held on July 21st 2013
This is a change to the date in June previously asked for
which is not available due to operational requirements.

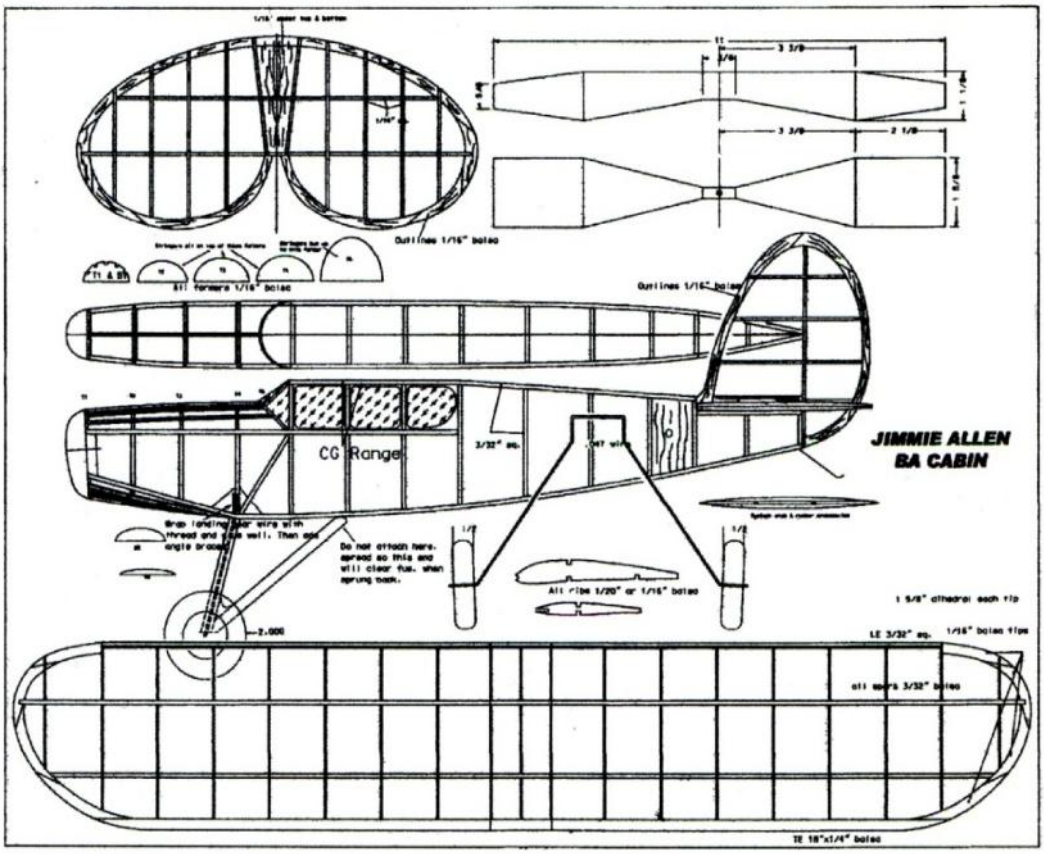
Once the Licence arrangements are in place
I will give full information of Events to be held and cost etc.
John Thompson CD.

JIMMIE ALLEN 2013

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

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

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 man (or woman) down wins. Any queries or should you need printed paper plans please contact the C.D.

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

SALISBURY PLAIN
Free Flight on Area 8 For 2013

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

Jan. 5/6, - Jan12/13, - Jan.19/20, - Jan. 26/27,
Feb. 2/3,
March 9/10,
April 6/7, - April 13/14, - April 20/21,
May 4/5, - May 18/19, - May 25/26,
June 1/2, - June 8/9, - June 15/16, - June 22/23, - June 29/30,
July 6/7, - July 13/14, - July 20/21, - July 28,
Aug. 3/4, - Aug. 10/11, - Aug. 31
Sept. 1, - Sept. 7/8, - Sept. 14/15, - Sept. 21/22,
Oct. 5/6, - Oct. 12/13, - Oct. 19/20, - Oct. 26/27,
Nov. 2/3, - Nov. 9/10, - Nov. 16/17, - Nov. 23/24, - Nov. 31
Dec.1, - Dec. 7/8, - Dec.14/15.

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

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

VINTAGE RADIO & CONTROL LINE

[to Dec. 1969]*

MIDDLE WALLOP, 2013

Courtesy of the Army Air Corp Centre, MAC

SUNDAY March 31st ***SAM 35 Gala***

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

SUNDAY MAY 5TH ***SAM 1066 Wakefield Day***

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

SUNDAY SEPT 22rd ***SAM1066 Fun Fly + Trimming Day***

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

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

For further information contact:
[C/L] James Parry, 01202625825, JamesIParry@talktalk.net
[R/C Vintage & Tomboy] Tony Tomlin, 02086413505, pjt2.alt2@btinternet.com
[R/C VPD+Bowden+ George Fuller comp]
Bill Longley, 01258488833, tasuma@btconnect.com

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

Michael Woodhouse
mike@freeflightsupplies.co.uk & http://www.freeflightsupplies.co.uk

Plans of models designed by Geoff Lefever

47.	OTTAIR 80gram Wakefield flown in the 1956 Championships	£5.00
48.	FEVAIR 50gram Wakefield flown in the 1958 Championships	£5.00
49.	1963 Wakefield Team place 1965	£5.00
50.	1967 Wakefield first of the "long" models	£5.00
51.	ALTAIR 1955 A/2 team qualifying glider	£5.00
52.	MANTIS A 9 foot span vintage glider	£5.00
53.	OPEN RUBBER MODEL Mid 1960's model, a simplified Wakefield	£5.00

DBHL Plan Service: IMPORTANT:

The rules for obtaining plans have changed.

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

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

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

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

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

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

This service is provided at no charge.

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

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

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

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

MSP PLANS PRESENTS

Vintage, Classic, Sport and other Duration Designs

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

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

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

MICK FARTHING 1942	The 40 in span Lightweight Contest rubber model with a diamond fuselage.
MICK FARTHING'S THE PAPER BAG'	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

Indoor Flying with the South Birmingham MAC

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2013

5th Jan. – 9th Feb. – 9th Mar.

6th Apl. – 11th May

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For further information phone Colin Shepherd 0121 5506132

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

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Just off the A5

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Dec 8th

Jan 12th – Feb 2nd – Mar 2nd

Apl 13th – May 4th – Jun 1st

Contact:- Allan Price

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

BMFA South West Area

Indoor Flying

organised by

Cornwall Vintage Aeromodellers

at

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St Austell Rugby Club
Tregorrick Park, St Austell
Cornwall, PL26 7AG

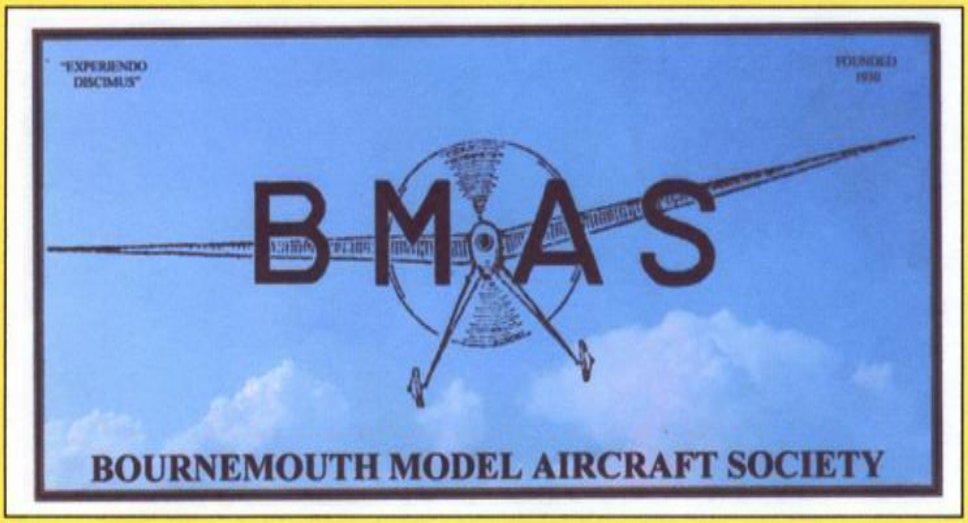
Flying from 1200 to 1600 on the following dates,

Sun. 16th Dec. 2012
Saturday. 19th Jan. 2013
Sun. 10th Feb. 2013 - Sun. 17th Mar. 2013

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

Admission: Flyers £7 Spectators £3

Contact:
Cornwall - David Powis on 01579 362951
(dave_powis@hotmail.com)
Devon - Roger Bellamy on 01752 311786
(rogerbellamy9@hotmail.co.uk)



INDOOR FLYING

TUESDAY 25TH SEPTEMBER 2012

TUESDAY 23RD OCTOBER 2012

TUESDAY 27TH NOVEMBER 2012

TUESDAY 22ND JANUARY 2013

TUESDAY 26TH FEBRUARY 2013

TUESDAY 26TH MARCH 2013

7pm to 10pm

ALLENDALE CENTRE

HANHAM RD. WIMBORNE BH21 1AS

FREE CAR PARKING IN PUBLIC CAR PARK IN ALLENDALE RD

FREE FLIGHT ONLY

COMPETITIONS incl GYMINNIE CRICKET LEAGUE

ALL FLYERS MUST HAVE BMFA INSURANCE

FLITEHOOK NORMALLY IN ATTENDANCE

Adult Flyers £4 Accompanied Juniors & Spectators £1.50

CONTACTS:JOHN TAYLOR TEL.No 01202 511502
ROY TILLER e-mail roy.tiller@ntlworld.com

Provisional Events Calendar 2013
With competitions for Vintage and/or Classic models

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

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

For up-to-date details of SAM 1066 events at Middle Wallop check the Website – **www.SAM1066.org**
For up-to-date details of all BMFA Free Flight events check the websites **www.freeflightuk.org** or **www.BMFA.org**
For up-to-date details of SAM 35 events refer to SAM SPEAKS or check the website **www.SAM35.org**

Useful Websites

SAM 1066 - www.sam1066.com
Flitehook, John & Pauline - www.flitehook.net
Mike Woodhouse - www.freeflightsupplies.co.uk
GAD - www.greenairdesigns.com
BMFA Free Flight Technical Committee - www.freeflightUK.org
BMFA - www.BMFA.org
BMFA Southern Area - www.southerarea.hamshire.org.uk
SAM 35 - www.sam35.org
MSP Plans - www.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).

That's all folks! *John Andrews*

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

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