NEW Clarion

SAM 1066 Newsletter

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Editorial

The Easter meeting at Middle Wallop was a mixed affair, two excellent days for flying on the Saturday and the Sunday but a diabolical Monday. The weather was so wet and miserable on the Monday that no one had turned up by 10-30am or so, so in view of the weather forecast being also vile, it was agreed to abandon the meeting.
The final episode of Martyn Cowley's thesis on RDT is published below, we owe a big vote of thanks to him for the effort he has put in to produce this definative article on the subject.
Sadly I have to report the passing of John Pond, it was only recently that we heard of the death last year of this champion of flying wing designs and I record it here for those of us who may not have heard.

For the May 6th meeting at MW & with welcome co-operation of Martin Dilly & David Beales of the Croydon Club, we plan to put on two additional comps –
for **Open Combined Glider & Open Combined Power** – run to Crookham Gala rules, as per those held in March. These are added to the published Croydon Wakefield Day program for this meeting. Anyone who desires to get a bit of trimming finalised before the August meeting can use these as opportunities. Liquid prizes will be up for grabs as usual. The Croydon Wakefield Day also includes;

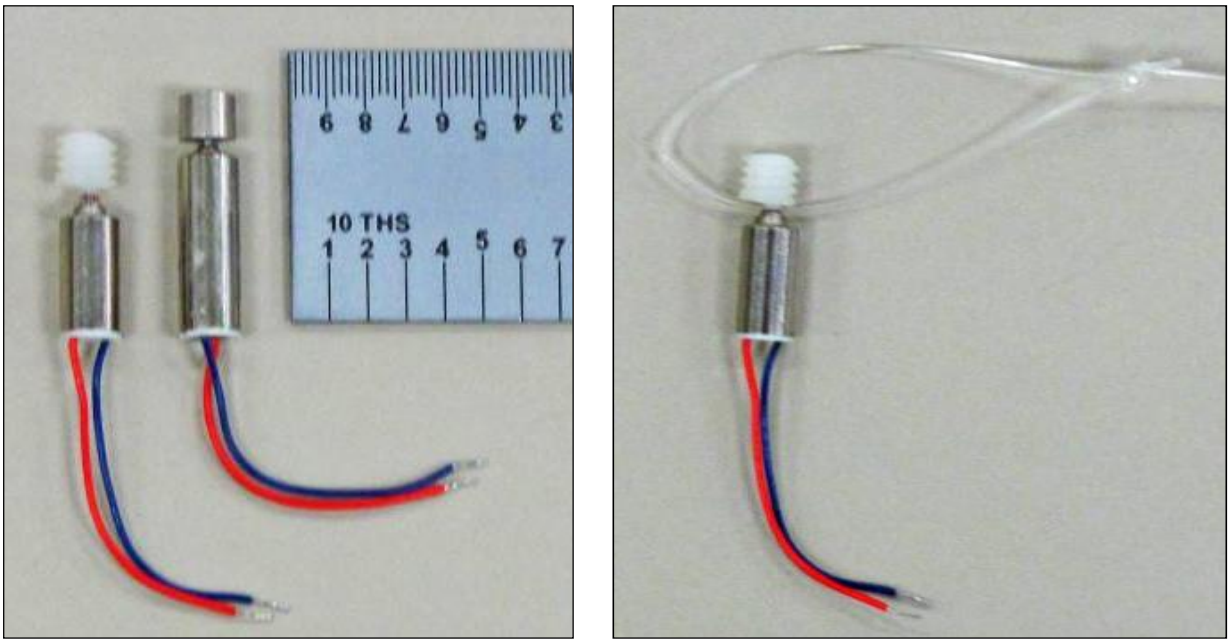
The Norman Marcus Lightweight Challenge

For the four Marcus lightweight designs, - Raff V, Supa Dupa, Dynamite and Bazooka.

For the August meeting, we are adding a **"Tailless"** Comp on the Monday. As Odiham has been cancelled for this year, this comp will now form part of Spencer Willis's Tailless League. Follow the example of John & Bob Taylor who flew their Penumbra gliders at Easter & build something for the SAM Champs & to support Spencer's league. John's Penumbra is a well established veteran & Bob was inspired by this model to build a "twin" which looks to be just as good as John's once fully trimmed. The plan is available from the Library.

RDT – Final Chapter - Martyn Cowley

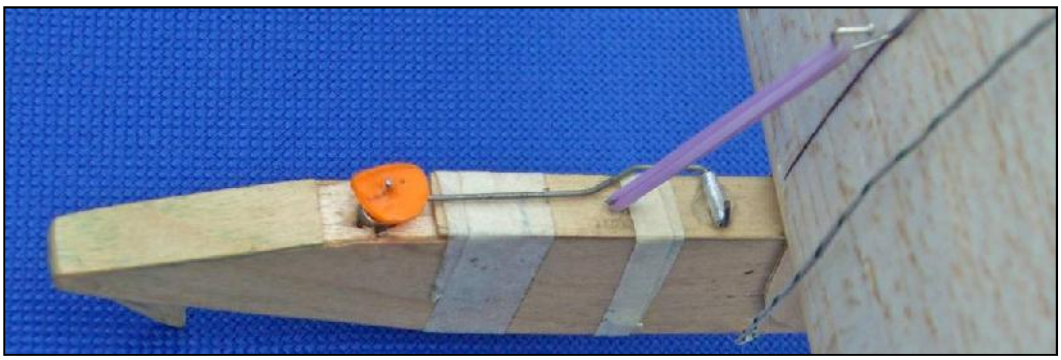
Pager Motors:



Pager Motors from electronic stores offer lowest weight actuator,
available as plain shaft on left 0.158 in dia., weight 0.48g (fitted with nylon screw)
and with silent-mode vibrator weight on right 0.161 in dia., weight 1.02g
Nylon screw segment push fitted to plain shaft to release DT line

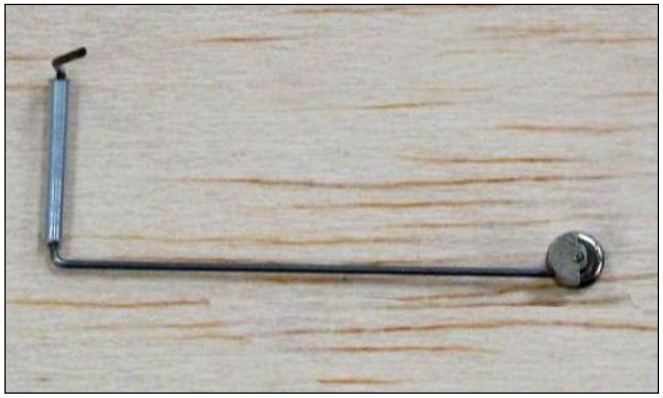
Perhaps the simplest method devised is to use a small length cut from a nylon machine screw, of a suitable size (ie 8-32 in US) drilled undersize axially, to push-fit onto the pager motor shaft. A thin DT release line, ideally Spectra (Dyneema) or nylon monofilament, is then tied into a small loop, which is simply hooked over the protruding screw threads with just sufficient tension to hold the DT surface down flat during flight.
(Tension in the DT line should be reduced, by first running the line through a 90° bend around a post or similar, directly under the Pop-up DT surface, so that line friction around the bend will thereby help significantly reduce the force on the screw thread and motor shaft side force). When the RDT signal is received by the Rx, the motor spins the threaded rod and the DT line quickly runs up the threads and pops of the end to release the line. Of course, you must make sure that the polarity of the wires is such as to result in motor rotation in the desired direction to release the line !

Another simple release mechanism is to fabricate a small D-shaped nylon disc, again drilled undersize to the pager motor shaft and push fitted so that it rotates perpendicular to the shaft. A standard DT release lever is then mounted to hook under the widest part of the disc at launch, and then when the Rx receives the signal to DT, the disc rapidly rotates and the DT arm is released.

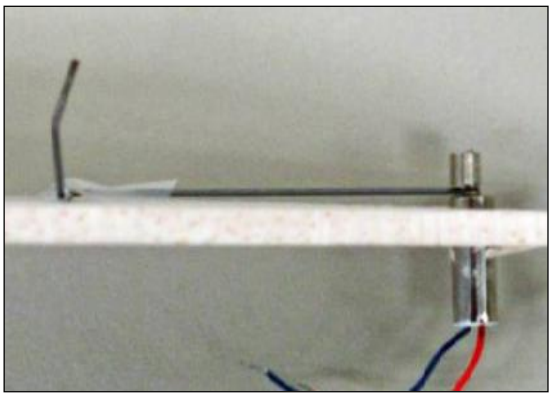


Even smaller and lighter,
Paul Love's Catapult Glider uses small D-shaped disc of plastic push fitted to shaft of Pager Motor
Note use of Ralph Ray's negative Pop-Up wing DT
same as on Bruce Kimball's plan in NC March 2012 page 25)

An even simpler, but slightly heavier version below, of this design utilizes the type of Pager Motor already fitted with a D-shaped weight on the shaft, for use in silent-mode vibrating pagers. The DT release arm is mounted in the same fashion, to hook under the widest part of the weight (facing backwards at launch to avoid any rotary motion from acceleration at launch) and then when the RDT signal is received, the weight both rotates to release the arm and also vibrates vigorously to help ensure that the DT arm is shaken free from its capture.



D shaped vibrator weight (facing rearward)
Used to trap release arm



Side view of Pager Motor release arm
trapped under D weight

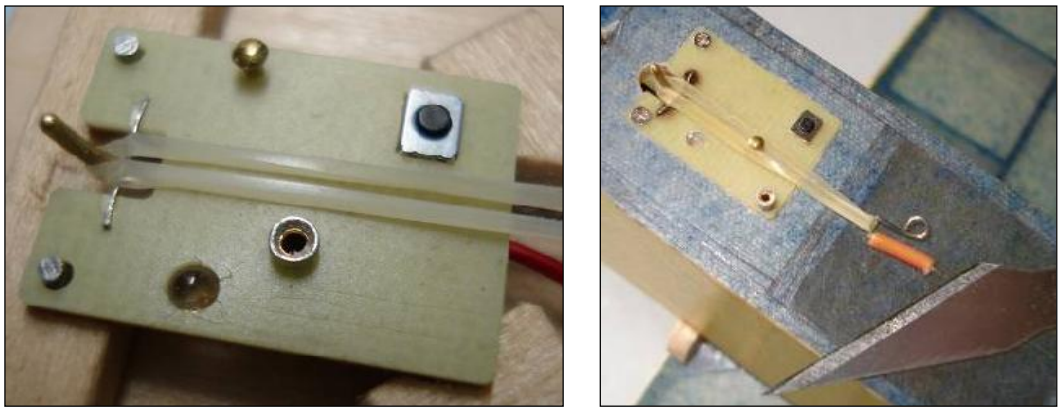
Electronic DT Timers:

The third type of RDT Rx is dedicated to actuating electronic timers to over-ride the pre-set DT time and trigger immedia.te DT. Of all the electronic DT timers currently available Dave Burley's "Band-Burner" style is surely the lightest at only 1.2g for a single function electronic timer (plus a gram for a single LiPo cell and another gram for an RDT Rx) with up to 4 function timers being almost as light. As electronic timers already carry a small LiPo cell, all that is needed extra is to plug in the RDT Rx to be able to actuate the DT at will, at any time during the flight. Several manufacturers have produced this type of electronic timer, but the most popular brand in the US is Dave Burley's Band-Burners, available from Mike Pykelny at:

StarLink FliteTech in San Diego: www.starlink-flitetech.com

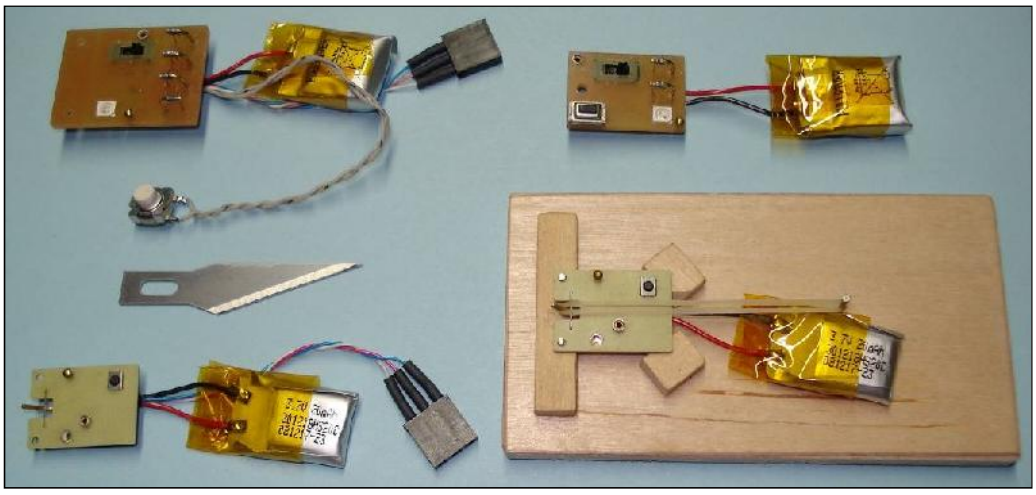
Dave Burley's Band-Burner RDT Timers

The lightest electronic timer, suitable for even the smallest F/F models, is Dave Burley's Band-Burner timers. It's hard to imagine the size of these timers without thinking of a clockwork KSB or the like. However, Dave's timers are minute by comparison, the single function PST timer is only 0.75 inch x 0.5 inch and weighs an amazing 1.2g ! The 20 mAh battery adds only another 1g. However, Dave also sells a Band-Burner version compatible with Ken Bauer's AirTek RDT Rx, which only adds another 1g, plus a tiny amount for wires and connector.



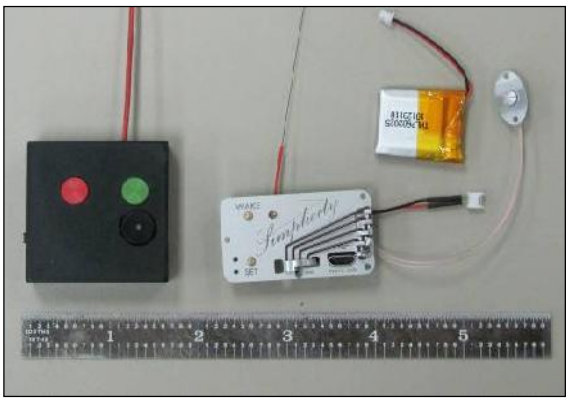
Burley Band-Burner electronic timer, available with connector for RDT release
Total installation weight under 3.5gm

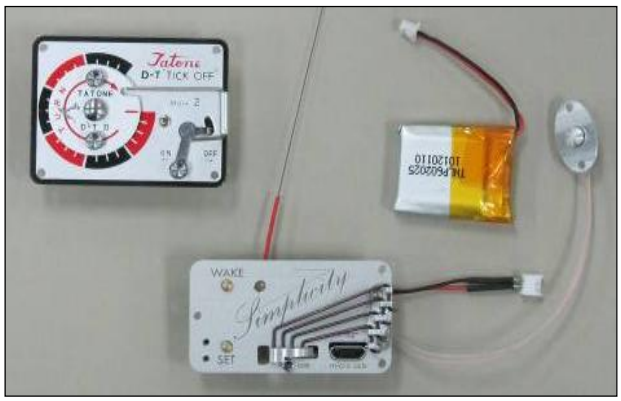
The Band Burner works on a similar principle to a fuse DT, except in this case the DT band is burned through by an electric hot-wire. The DT band is hooked around a springy peg, which senses the tension and switches the power on, signalled by a solid green LED. This LED stays lit for a 10 second launch readiness period, before signalling the start of the set DT run time as the LED starts blinking rapidly. When the set time expires (up to 20 minutes in 5 sec increments), a current passes through the hot-wire, to instantly burn through the DT band.



Variety of Dave Burley's Band-Burner electronic timers,
extra R/C-type connector is used to plug in AirTek RDT Rx:
4-function RDT top left; ; 2-function top right; single function at bottom,
with RDT connection on left and without on right

The real advantage of a combined electronic DT timer / RDT is that such equipment can be much lighter than comparable R/C systems. However, unlike an R/C-based RDT, the dedicated RDT units do not have a built-in failsafe system. But, when used in conjunction with an electronic DT timer, which can be set to a slightly generous flight time (to over-fly potential obstacles as necessary) in the event the RDT flies beyond radio range (very unlikely) then the electronic timer is still going to function anyway and thereby acts as a back-up to prevent a fly-away (provided that the reason in the first place, is not a flat battery !).





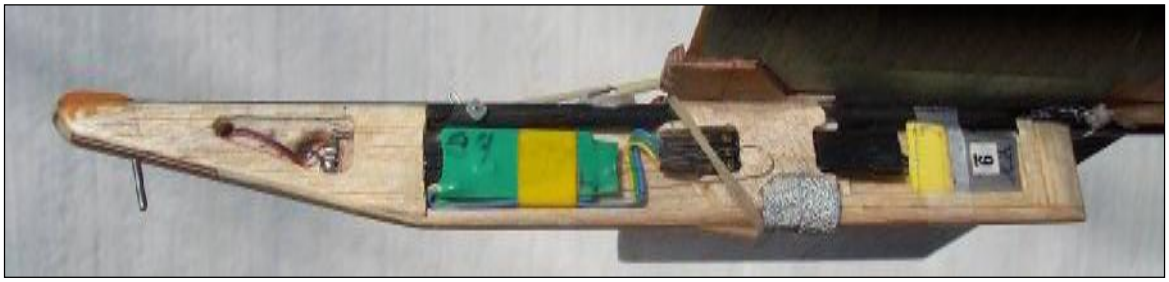
Above right: - Integrated RDT capability included on Andriukov's Simplicity 4-function electronic timer: RDT Tx on left; timer center with Rx antenna, battery connector and start button; and LiPo battery

Above left: - Simplicity electronic timer at 10.2g is only half the weight (plus small battery) compared to 20.4g for traditional clockwork DT timer by John Tatone.

Ralph Ray's Axial Release Pager Motor Mechanism:

The most ingenious RDT design comes from Ralph Ray, noted Indoor Catapult Glider World Record holder in Tustin Blimp Hanger, manufacturing engineer, creative inventor, industrial designer and patent holder, who has focused his talents on possibly the best pager motor RDT actuator yet seen. Ralph's Pager Motor RDT mechanism utilizes a half-round tube socket, which both traps and then releases DT arm, which rotates co-axially with the motor. The DT release arm is cleverly fashioned from a commercial T-pin, pivoted through the fuselage tube. The whole device offers minimum resistance to the start-up torque of the motor, for high reliability operation.

Ralph Ray's minimalist axial release mechanism
Inset shows tubular cavity detail which restrains DT arm



Clear plastic sheet side cover (taped on) removed to reveal: power wires to Pager Motor;
AirTek Rx (green) with connector to LiPo battery
(Note thin antenna folded back inside pod, still works beyond line-of-sight)

Top View shows T-Pin DT release arm engaged in Pager Motor cavity
and pivot through fuselage boom with push fit Nylon keeper

But the real magic is in the details of the implementation of Ralph's RDT mechanical design. Such Pager Motors typically have a steel shaft, which is difficult to bond to or solder, and Ralph didn't want to trust CA or epoxy, and which could easily wick into the motor rendering it useless. So he first crafted a tight fit between .028 in dia.. shaft and the .032 inch internal dia.meter aluminium tube sleeve, by cutting a lengthways slit along a short length of tube with a razor saw. This open tube was then crimped tightly shut around the shaft, using an old pair of pliers in which a suitable small hole had been drilled between the jaws using say, an 0.055 in dia. drill (US #54)

A short length of this tube projects beyond the pager motor shaft to create a hollow cavity, which is then filed away to create a half-round section which can rotate with the shaft. To mechanically fasten the tube to the shaft, a flat groove is cut away (using a Dremel tool) through both the tube and the shaft to form a D-shape cross-section. Fine copper wire was then wrapped tightly around this D-shaped groove, to mechanically lock the two parts together and prevent them rotating relative to each other. The final touch is to flow solder into this copper wire band to strengthen and lock the parts permanently together, and which of course won't bond to the aluminium or the steel shaft and hence forms a very neat job.

The .025 inch dia.. T-pin is simply bent to shape to form: the pivot axis; the trigger release arm; and the DT line release; all in one piece, and mounted in a similar size hole through the width of the fuselage. In this case, the pivot is held in place on the opposite side of the fuselage with a push-fit nylon washer. Ralph uses a tiny piece of 1/32 inch thick nylon sheet drilled through with an

.020 in dia.. hole, which push-fits securely over the .025 in dia.. pin. The tip of this pivot wire is first de-burred with a slight taper, and then the pin push-fits through the nylon washer and any excess is snipped off almost flush. Ralph says this method has proven very secure, especially as there is essentially no load on the joint in this cross-wise direction.

Conclusion:

The real convenience of any RDT system is that for all intents and purposes, one no longer needs a DT timer at all ! Hence the cost and weight of installation is offset, one for the other, quite possibly at an overall weight saving compared to the previous clockwork installation. Instead, the flyer can now simply sit back and enjoy the ongoing flight for as long, or as short a time as desired, and yet immediately avoid any unwanted obstacles or impending safety concerns, if the wind suddenly changes and takes the model towards the woods, parked cars or other potentially unforeseen dangerous situations. The ability to terminate an otherwise out of trim, or out of control flight is another obvious safety advantage, with the prospect of a happier outcome than was ever previous available. Certainly talking to, or shouting at the model in question never really worked on such occasions in the past.

THE END

Martyn Cowley

A Birthday Cake - Anonimouse

John Hook, aged 14

A birthday cake was seen
With portrait of a younger man
Today he fills our every need
With contents from his well stocked van

<>

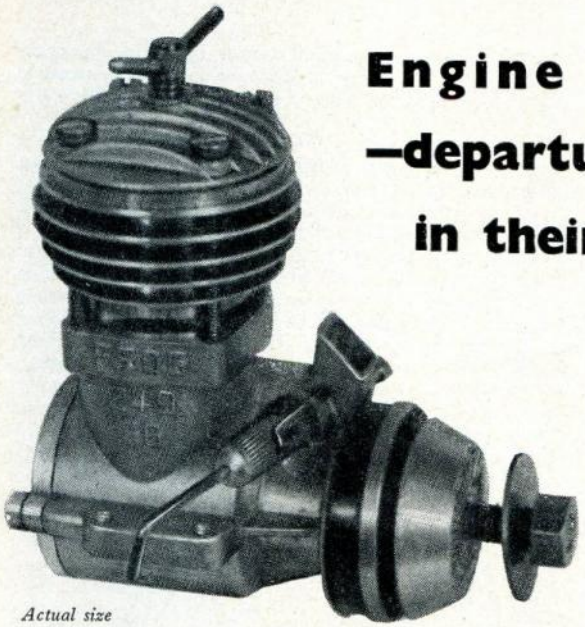
Modelling goodies he collects
From countries very many
Then he flogs them all to us
And it costs us a pretty penny

<>

But without John's bits and bobs
Our modelling would be a farce
However where would John be
without Pauline's foot up his kyber pass

Anonimouse

January, 1956 33 AERO MODELLER



Actual size

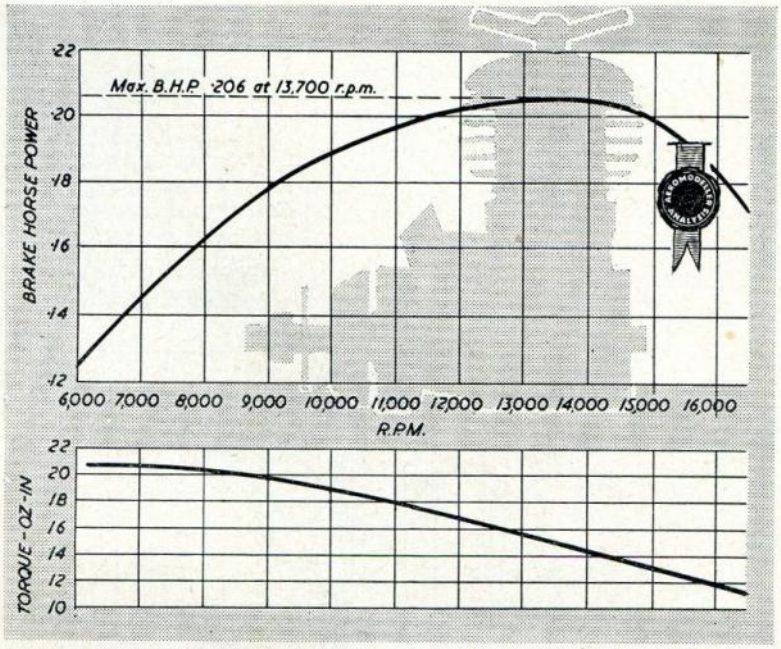
Engine Analysis No. 17 —departure in FROG design in their new . . .

249 BB

reviewed by **R. H. WARRING**

THIS NEW *Frog* motor is a completely original design (as far as any engine design can be "original" these days) intended to be put on the market in quantity at a reasonably low price and be at least comparable in performance with all but the out and out racing engines of similar capacity. It is the first of the "new from the start" *Frog* engines to be brought to the production stage by their new designer George Fletcher.

On test the 249 BB behaved so well that we took the opportunity offered to check out a further two or three engines straight from the production line. The consistency of these was quite remarkable, all reproducing similar performances after a minimum of running in time. After "passing out", each new engine has probably accumulated only a few minutes actual running. Still stiff, the 2.49 BB could be started and run on a small propeller equivalent to an r.p.m. level of around 13,000 without any trouble, excess friction—as shown by the hesitancy or reluctance to hold a constant running speed—disappearing in a matter of a few minutes. After that there is a slight, but only slight, increase in performance with further running in time, up to about half an hour. The tests were conducted on a well run-in specimen which, as a matter of interest, had actually been taken up to nearly 21,000 r.p.m. with a propeller load, hand started without difficulty with such a propeller.



FROG 2.49 BB Specification

Bore: .581 in.
Stroke: .574 in.
Displacement: 2.494 c.c. (.152 cu. in.)
Bore/Stroke ration: 1.01
Bare weight: 5.7 oz.
Max B.H.P.: .206 at 13,700
Max torque: 20.8 oz.-in. at 7,000 r.p.m.
Power rating: .083 B.H.P. per c.c.
Power/weight ratio: .036 B.H.P. per oz.

Material Specification

Cylinder liner: heat treated fine grain mild steel ground internally and externally, wet honed bore.
Piston: "Brico" cast iron (ground and lapped).
Contra-piston: cast iron (ground and lapped).
Gudgeon pin: silver steel.
Connecting rod: RR.56 light alloy forging.
Crankcase unit: LAC 112A light alloy, die cast.
Cylinder head: LAC 112A light alloy, die cast.
Crankshaft: 3 per cent. nickel steel. (Heat treated and ground)
Manufacturers: International Model Aircraft Ltd., Morden Road, Merton, Surrey.
Retail Price: £3 19 3d. inc. P.T.

PROPELLER-R.P.M. TEST DATA (Mercury No.8 Fuel)	
Propeller dia. x pitch	r.p.m.
11 x 5 (Stant)	6,500
9 x 8 (Stant)	7,750
9 x 4 (Stant)	9,800
8 x 5 (Stant)	11,200
8 x 4 (Stant)	12,600
7 x 6 (Stant)	13,300
7 x 5 (Stant)	14,400
6 x 4 (Stant)	17,000

Frog nylon propellers (Frog Powamix fuel)

8 x 8	8,300
9 x 6	9,500
8 x 6	10,000
8 x 5	11,900
8 x 5 trimmed to 6¾ in. dia.)	13,300
6 x 4	20,000

NOTES: Running characteristics exceptionally good and consistent at all speeds up to 20,000 r.p.m. At higher speeds (e.g. above 12,000 r.p.m.) Mercury No. 8 proved a superior fuel to Powamix, presumably due to the nitrate content. Powamix used for high speed running could be improved by the addition of 3 per cent. amyl nitrate. (The latest Powamix fuel contains 2 per cent nitrite.)

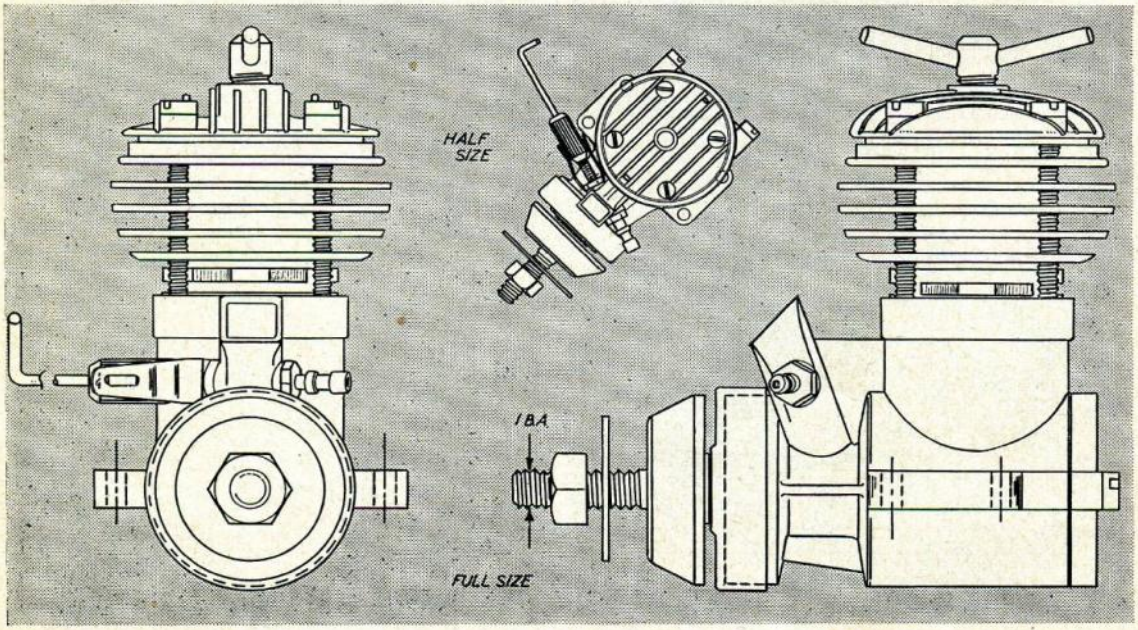
Propeller-r.p.m. figures obtained during the initial running period indicated that performance was pretty "hot" and subsequent torque-measurement tests confirmed this. Power output is that little bit higher than most of its contemporaries in the two-and-a-half size, except for the purely racing types which peak at higher speeds. The 2.49 BB peaks at just under 14,000 r.p.m. with an equivalent maximum brake horse power of .206, the horse power peak being substantially flat and above .2 for a range of speed of nearly 4,000 r.p.m. —e.g. just over 11,000 to just under 15,000 r.p.m. The rate of decrease of torque over the upper end of the speed range is almost linear and on this basis the "all out" speed of the engine (no load) would appear to be in the region of 24,000 r.p.m. What the life of the engine would be under such conditions is, however, a matter of conjecture. We rather suspect that the crankcase would pack up rather rapidly! In fact, in its present form we would not regard it as suitable for driving a flywheel.

Essentially the *Frog* 249 BB has been produced as a competitive general purpose 2.5 c.c. engine, both in price and performance, with power characteristics, confirmed by test, making it suitable for contest work in both the free flight and control line fields. The free flight designer may be a little put off by the relatively high weight—nearly 5¾ ounces—but this is the price paid for the general ruggedness and a ball bearing crankshaft (and one which most people seem willing to accept). In control line work, where engine weight is largely ignored, it should be most acceptable because of its ability to swing high pitch propellers at really high speeds. Fuel consumption does not appear to be excessively high, but an interesting running characteristic is that as the speed is pushed up (e.g. with progressively smaller propeller loads) the mixture requires richening for smooth running, i.e. the needle valve opened up rather than closed down. On the whole, in fact, the 249 BB prefers to run slightly rich at any speed.

Easy to start

Starting characteristics are excellent. Finger choking produces adequate priming with two or three turns of the propeller, after which starting should be instantaneous on the next flick or so. The compression control has quite positive "feel" and the needle valve non-critical, once it is opened up far enough. For starting with tiny propellers, a very rich mixture, a generous prime and compression slackened off half a turn produces quite "safe" starting characteristics, with plenty of time to re-adjust the controls to the optimum running setting.

The needle valve is angled back and nicely placed for handling. The compression control is of adequate size—perhaps it could have been slightly larger for comfort, since the cylinder head gets quite hot—and the relatively deep contra-piston gives a firm seating without making the control too stiff to operate.



Principal departures in FROG design are seen in the crankcase with two ballraces, thick walled cylinder with angled transfer ports and four stud system of cylinder retention. The square section intake blends to a circular hole at the needle valve position

Externally the 249 BB incorporates a number of unusual features—the most noticeable of which are the synthetic rubber oil seal over the front bearing housing (to keep foreign matter out of the bearing) and the square section choke tube. There appears to be no reason at all for the latter, except to make that part of the engine look a little different, particularly as the square section merges into a conventional circle at the spray bar position. The spray bar is drilled with two holes, incidentally, which makes it non-critical as regards positioning if withdrawn and re-assembled (a feature now common on many modern engines). The needle valve has a spring lock which gives one more confidence than the usual split sleeve and the needle itself is nicely tapered.

The oil seal

Without the rubber oil seal there is an appreciable leakage of oil through the front bearing, due to the generous tolerances employed. This has no effect on performance and the second duty of the seal would appear to be a psychological one as many people are apt, erroneously, to judge an engine on such points (another common fallacy is to assess the merit of an engine on its compression seal, which normally has the sole effect of governing starting characteristics). The rubber seal could, we feel, be something of a nuisance if slightly displaced and binding on the shaft and it has, in fact, been found necessary to fit it with an external locking ring.

We are told that although the seal rubs on the shaft when new and tends to slow the engine, one should not disturb the fit as it will bed down to perfection after 10 minutes running-in time.

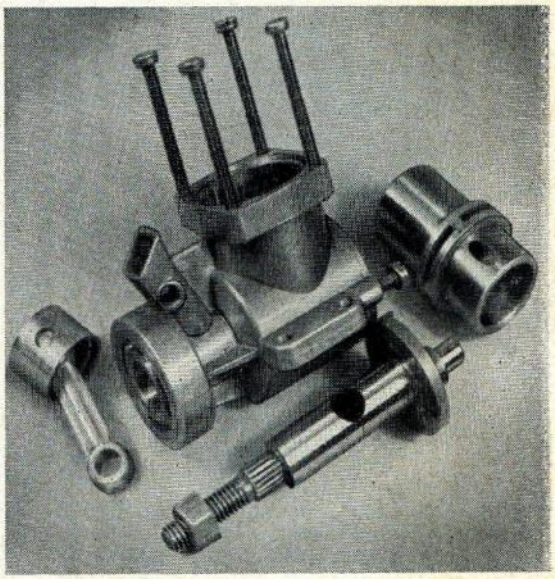
Construction

The propeller backplate is quite thick, conical in section and broached to lock onto a splined section of the crankshaft. The crankshaft thread is 1 BA size and a number 3 drill is correct for a clearance hole in the propeller. A standard nut backed by a $\frac{3}{4}$ in. diameter thin washer locks the propeller in place.

The crankcase casting appears quite massive but is actually reduced to about minimum section throughout with quite thin walls. The bulk of the weight, in fact, comes from the $\frac{3}{8}$ in. diameter crankshaft ($\frac{7}{8}$ ounce) and steel cylinder (1 ounce). The former, incidently, is almost exactly balanced by machining the web to produce a crescent shaped counter-weight opposite the crank pin, but not counter-balanced against the weight of the piston and connecting rod.

The cylinder has a wall thickness of $\frac{1}{16}$ in. and is turned with a $\frac{3}{16}$ in. flange accomodating the four exhaust ports. The actual ports are of relatively small area and open quite early (about 100 degrees after top dead centre) Four by-pass ports are drilled upwards at an angle through the cylinder walls under the "solid" portions of the flange and open on a level with the bottom of the exhaust ports. Again the actual port area is fairly small.

The flange of the cylinder rests in a groove machined in the square top of the crankcase casting and is not positioned angularly in any way. It would seem good practice, therefore, having run the engine in to leave well alone and not remove the cylinder unless strictly necessary (and then mark the original position carefully before removing). The cylinder jacket is a dural turning topped by a separate cast light alloy head, the whole unit (cylinder, jacket and head) being held down by four 6 BA screws extending into the crankcase unit.



Crankcase volume is quite small, the backplate projecting almost $\frac{3}{8}$ inch into the crankcase. The mounting lugs on the crankcase are located forward and faired off into lugs to take the two screws holding the backplate in position. Both the cylinder and the backplate joints incorporate gaskets. The arrangement of the lugs and crankcase backplate would appear to be deliberate to discourage radial mounting which, even with a special backplate, would still have to rely on two small holding screws.

Summarising: the 249 BB would appear to be something of a new era in *Frog* engines. Frankly, the chief attraction of *Frog* engines in the past has been their relatively low price and they have seldom, if ever, been regarded as a threat on the contest field. This new *Frog*, on the other hand, should hold its own against them all as well as retaining pleasant starting and handling characteristics.

"Old Jones hasn't been the same since he took up PAAload."

RDT - David Parker

I have recently returned to model flying after a break of some 30+ years and although I did radio mainly I had begun to get more involved in the SAM side of things before my departure, and used to spend many a happy hour with David Baker.

Like many I wonder what David Baker would make of RDT, and maybe he commented but I lost contact with him as well.

Being a radio flyer I can see the merits of remote control of most things but RDT for vintage models does not seem right!

One revelation that really rather horrified me was the abolition of the builder of the model rule by BMFA. I am not surprised of course because there were campaigners for this when I was involved with SMAE. Obviously you will have heard all the arguments so I summarise mine by "levelling down" and the hand of commercialism etc.

I then do have to concur with Dick Twomey in his well presented paper - it could be the thin end of the wedge and all that?

Quite possibly the installation of RDT may not have any influence on the performance of the model one way or the other and will simply enhance the opportunity for its recovery. But it will have something on board that is clearly not vintage, nor, as in the case of materials for example, even remotely related to anything that might have been used. It short it surely will no longer be a credible rendering of a vintage model aeroplane. It has a "gadget" that is not necessary you see, which otherwise might be the argument to permit say a change in materials or the power source.

I am by no means a purist and would plead guilty to considering putting ailerons in a vintage model that I might fly radio assist. Blasphemous I agree and I would never attempt to enter it in a contest, nor would I be aggrieved at not being permitted to do so. It would be purely on practical grounds for my own personal purposes. Thus if those who wish to use RDT in non competitive flying then so be it. Even an electric motor for independence rather than a tow line would be OK if that is what they wanted to do.

Finally if only 2.4 Tx are allowed then I think this might be provocative - they are expensive and very much over specified for what I presume amounts to be no more than the single channel use required for RDT. Many might consider that the expense cannot be justified and thus disadvantaged and lose heart?

I admit to flying radio assist because this enables me to fly locally and almost when I choose in a field rather smaller than Sculthorpe - my local free flight venue which although only twenty minutes or so away is limited in its availability etc. And of course I am no where as near nimble and energetic as I was 30+ years ago. Maybe there could be a case for permitting RDT for "Blue badge" holders but I suspect that would be considered undignified and a slight? I am hoping (when I can complete the model) to participate in Vintage Glider events which I really do find as enthralling as radio flying. But that I suspect is a generation thing. If nothing else the exercise will do me good!

Finally spare a thought for those who have purchased 10m of DT fuse.

David Parker

Post script: Further thoughts during discussion – Dick Twomey.

I hadn't thought of the "Abort DT" option with RDT, there is a point!
It highlights the conclusion I was trying to put over:
Simply that, as the accuracy of the MOMENT OF OPERATION OF THE DT is important in the case of DT Flyoffs, it is unfair to have:
(a) us traditional modellers estimating the time of the set-on-the-ground DT and hoping it "pings" at the right second; competing with
(b) our friends equipped with RDT who can confidently press the DT button with stopwatch in the other hand!

Ref the Dick Twomey "Longest Flight Trophy", it would seem to me that either the decision to try for a flyaway is taken before flight commences, or the flyaway is the result of a genuine DT malfunction. But couldn't a bloke just smile and say that it WAS a malfunction?

(Editor's note: I think Dicks 'Longest Flight Trophy' is currently awarded for the longest flight irrespective of the circumstances leading to it, although its aim was compensation for the probability of a lost model.)

Summary:

A 'Level playing field' is that either:

i) ALL models in a DT Flyoff are fitted with RDT, or NONE of them.
Requiring competitors to declare their use of an RDT (as I see mentioned by Roger in SAM RULES, NC April 2012) is interesting, but is NOT A SOLUTION.

ii) Or we don't have any more DT Flyoffs? (Farmers, beware!)

I don't imagine that "DT FLYOFFS" were in the mind, when the BMFA wrote the current RDT rules, do you?

Dick Twomey

Here's my two bits worth. – John Thompson

The committee have decided that RDT may be used as defined in Roger's notes to this effect. As to supposed unfairness, take the case of the DT trophy for longest flight the CD (or trophy giver) can set out rules as they think fit, thus in the case of the longest flight trophy it can be said that any model fitted with RDT will not be accepted for this competition, if this is what is believed to be the requirement.
As to DT fly-offs, they (outside of Odiham) have not been used many times, however they have been and will continued to be used if we have crop field or indeed main road problems. This idea that in the South of England unlimited Fly-Off's can be used all the time is just not on, whether we think it a joyous thing or not. With the style of DT Fly-Off's (setting a maximum DT time) using RDT does not offer any advantage over others who set their DT's accurately, as to

those using fuses I am afraid that we shall probably have to ban them with the drought situation anyway.
Everything we at 1066 try to do is to balance things the best we can --and virtually everyone that we have spoken with, (Dick is the only person that has raised the unfairness question) is of the opinion that RDT is here to stay-- hence the committee has decided to permit the use of RDT .
What we do not want is a repeat of that situation years ago when Trackers were forbidden, in fact few did not take advantage of them as it was sensible and people pretended that they were not used, this is no way to go, hence the clarification of the use of RDT.
Many models will soon be fitted with them as probably the only means of dt, (as it allows flying at trimming sites that previously would have not been suitable) it would be incorrect to ban them flying in our competitions in which, hopefully, all are participating in for fun.

John Thompson

Easter Wallop, Club Classic Rubber - Martyn Pressnell

Saturday 7 April 2012

John Oulds with his winning Boxall model

This was the ninth year of this event, this time flown under the auspices of SAM 1066. The worthy winner was John Oulds with his trusty *Fred Boxall* Open Model. The event attracted ten entries and it is noteworthy that two *Boxall's* placed in

the first three places, although *Last Resort* continued its run as the most popular machine.
The weather was cold with a fresh wind and sporadic rain throughout the day, with poor visibility. It proved necessary at an early stage to move the control across the airfield and there were several interruptions whilst four replica First World War aircraft took-off to practice their display routines over the airfield.

The maximum was set at two minutes generally to prevent models landing in sown fields as banned by local farmers. This seemed a satisfactory arrangement under the circumstances, but leading to more than half the entrants qualifying to fly-off. The fly-off was D/T limited at just one minute when the best models were nearly vanishing in the overcast at the top of their climbs.

The Bournemouth Club Classic events are now organised and run by SAM 1066, the Bournemouth club having bowed out of its Rally day. The rules and list of approved models remain under the control of the Bournemouth MAS committee who should be contacted on any technical issues. The next Club Classic Rubber event is at Middle Wallop in August 2012 competing for a new Cup to be presented by BMAS.

Ted Tyson, 2nd place

John Minshull 3rd place

Results

Place	Competitor	Model	Time	DT Flyoff
1st	John Oulds	Boxall	6.00	+ 1.42
2nd	Ted Tyson	Last Resort	6.00	+ 1.39
3rd	John Minshull	Boxall	6.00	+ 1.34
4th	Alan Longhurst	Mentor	6.00	+ 1.20
5th	Robin Willes	Winding Boy	6.00	+ 1.12
6th	John Andrews	Last Resort	6.00	+ 1.11
7th	Peter Jackson	Marcus	5.46	
8th	John White	Last Resort	3.46	
9th	John Taylor	Last Resort	1.57	
10th	Ray Elliot	Mentor	1.40	

Martyn Pressnell

My Easter Wallop - John Andrews

Just a brief report as I have a lot more copy to get into this issue and precious little time left before publication date.
The wife and I stayed at 'The George' just down the road, very convenient. We were early on the field on Saturday which proved to be an excellent flying day, the only minus being the need to decamp from the campsite side over to the far side due to a slight shift in wind direction.
I had returned the 'Bournemouth Classic Rubber Cup' on behalf of last years winner Mike Turner and then, flying my 'Last Resort' I eventually found myself in the flyoff trying to win it myself. I made a pigs ear of the flyoff as is my want. It was a 1 min DT jobbie and I mistakenly thought I knew my Tomy timer.
DT'd at 50secs, down in short order, last place I think.
All was not lost however, as I was presented with a bottle of Champers at the prize presentation by our Chairman John Thompson in recognition of my humble efforts editing this Magazine. The real thanks are due to all our contributors.

Your Editor winds his 'Last Resort'

Editor, Champers in hand.

Sunday, early on the field again, another excellent flying day with light wind from the campsite side until about flyoff time when the wind picked up just to make things awkward. I flew a 'Korda' in 8oz and, being a little heavy due to being a kit model with a silk covered fuselage, it needs plenty of rubber to get it to climb. I have an old box of early 'Sport' rubber and, wait for it, the 'Korda' needs 18 strands of $\frac{1}{4}$ to function. I re-state 18 x $\frac{1}{4}$.
I was fortunate to make the flyoff as, not having flown the model for a couple of years, I had a test flight which DT'd under power and spun down cracking one wingtip. Leading edge, trailing edge and all six spars were broken but much cursing and even more superglue got the framework in flyable condition. Cement finally joined up the torn tissue and although the tip was a little flexible, we were ready to go. The max had been reduced to 2 minutes to ensure all flights were in the field and my three were without incident and the wingtip survived.

Fetchermite Rachel

Recoveries were easy. Fetchermite Rachel, the wife, did the necessary.

In view of my poor DT timing on the previous day I did several test runs with the 'Korda' DT before the flyoff and, mistakenly once again as in turned out, thought I was really up for the challenge in 8oz.

The wind was now blowing quite strongly and I needed Rachel and Roy Tiller steadying the wings as I piled on the turns. With the model wound I moved into the lee of my car to set the Tomy DT. I looked round and the others had already launched so I hurried out into the open and away went the 'Korda'.

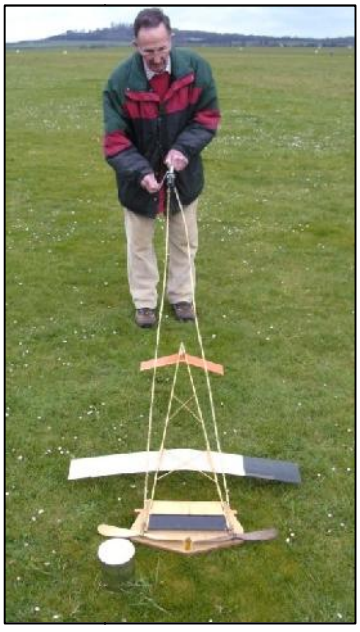
Things were looking good as the model climbed away in the ever increasing wind until, whoops! The damned DT popped at 45secs and down I came, last again. I was not alone in messing up the DT time though, Peter Jackson told me his went at 50secs.

I can only think that between setting the timer and moving out onto the field I allowed the Tomy to run down a bit. I used to have a stop pin fitted but having released the model a few times without pulling the pin I have now dispensed with it and hold the timer until launch. Not a good idea for DT flyoffs. I did pick up a bottle of wine for third place however, so all was not lost.

A typical John boy day, good fun though.

I was on hand for the 'A Frame' mass launch, which is always a classic Wallop event, when all the contestants wind their twin motored models by various devious means. How they manage to hold the two props and release the models into a reasonble flying attitude continues to elude me.

Roy Tiller using a double barreled twist drill



Tony Thorn an Egg Whisk

John Taylor winds his one at a time. Note the reminder on the jig.

2nd John Taylor; 3rd Tony Thorne; 1st Roy Tiller; 4th Ted Stevens

On the word of command – Up and Away

This was suppose to be a brief report but I got a bit carried away.

John Andrews

Wallop SAM35 Vintage R/C Events - Bill Longley

VINTAGE POWER DURATION: TASUMA SERIES

Flights were made on Sunday 8th, weather forecast for Monday was atrocious so the competition was done and dusted on the first day.

Very wisely John Strutt flew around mid-day whilst reasonable weather was prevalent and picked up the heavy tinware for 1st place from CD Bill Longley

Bill hands over the spoils to John

The winning model (note RC controls at rear)

Particular note must be made of the model he was flying, a 'RAMROD 750' with a ST 35 at the sharp end. This airframe was actually built by George French over 50 years ago, and was refurbished by John Strutt.

George French holds the model alongside John

Aeromodeller showing George in 1967

It is the same airframe, on that occasion, in 1967, the model was being flown by George in an open F/F power competition. Myself (Bill Longley) and Wes Denton did not fly until after the Tomboy finals. The weather had deteriorated and the wind had picked up considerably (that's my excuse anyway)

Bill Longley takes 2nd prize
Flying his K&B19 'Starduster 600'

Wesley Denton accepting 3rd prize
Flying his Cox TD049 'Jumping Bean'

I should say Wes's Jumping Bean was fitted with Cox TD 09, as having achieved a max on his first flight the engine mount broke, precluding further flights.
This is now the third time that Wes has been beaten by myself due to default.
John Taylor spent most of the morning trimming a CALYPSO CUB fitted with a Cox TD 049, but failed to register a competition flight.

R/C BOWDEN EVENT Towards TEXACO TROPHY

This is a brand new event with the simplest of rules.
The endeavour is to have a motor run of no more than 1 minute and then dead stick land, on the patch at exactly 2 minutes…….so simple…..yes….

To the victors the spoils:
2nd John Taylor flying an APS 'Frankenstein 'Winner Wes Denton with 'Tomboy Senior';
Centre is CD Bill Longley holding the TEXACO trophy to be awarded to the person achieving the best result through the season (that is the cumulative score from the 2 flights in the day)

The next events scheduled for these series are:
May 6 Wallop - May 13 Cashmoor (near Blandford) - June 4 Barkston - June 17 Cocklebarrow

For further information contact *Bill Longley* tasuma@btconnect.com

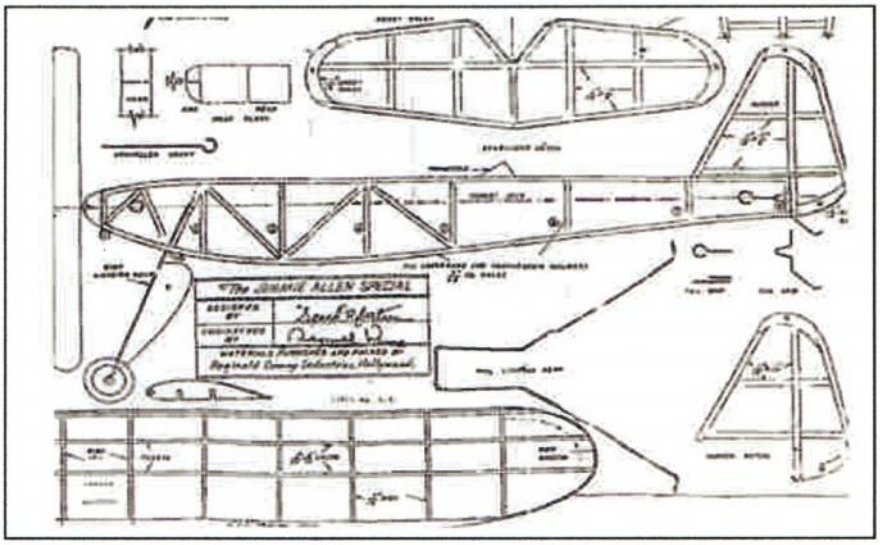
Jimmie Allen Appeal - Roy Tiller

Men of Middle Wallop

The last three Jimmie Allen competitions at Middle Wallop have been won by LADIES. In each case this was achieved whilst flying one of the smallest models, the J A Special.

Build a Jimmie Allen. Fly it in the Mass Launch at Middle Wallop on Sunday 26th August 2012. at 2.00p.m.

Choice of plans available, see SAM1066 Website



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

Roy Tiller

Easter Wallop Results - Roger Newman

The dire weather forecasts leading up to the Bank Holiday probably didn't help attendance but considering the weather, we had about 190 through the gate over the first two days with pretty good comp entries, quite a bit of sport flying and well supported RC assist events. Only control line seemed to suffer with a distinct lack of entries.
Didn't get much time to take photos or do any wandering on Saturday or Sunday, as desk duties called. Both days yielded some decent flying, contrary to a fairly gloomy forecast, however a wind shift on Saturday resulted in a quick move to the opposite side of the field causing a temporary upheaval. Unfortunately the forecast for Monday proved to be correct with high winds & rain prevailing from an early hour, so we abandoned the day at approx 11.00am. Fearing the worst on Sunday, we had the foresight to take the tent down the previous evening!

Saturday comps were put on & run by SAM 1066. Comps on Sunday were put on & run by SAM 35 (except A-Frame).

Results

Saturday:

Over 50" Classic Glider: 5 entries.

1st Rod Audley (Pelican) 6.00 & 3.06 fly-off; 2nd Dave Cox (Inch Worm) 6.00 & 2.20 fly-off;
3rd Geoff Smith (Meanderer) 5.43; 4th Vic Driscoll (Flamingo) 5.33;
5th Bob Taylor (Penumbra) 2.47.

This was the last fly-off – Rod & Dave opted for a longer DT fly-off as the wind had dropped considerably. Both moved up the field to get maximum field length & Rod came through with both models well in the field.

Over 50" Vintage Glider: 8 entries.

1st Geoff Smith (Mantis) 6.00 & 1.24 fly-off; 2nd Ron Marking (Thor) 6.00 & 1.20 fly-off;
3rd Dave Cox (Archangel) 6.00 & 1.11 fly-off. Robin Kimber maxed out but didn't fly-off.

Combined up to 50" Vintage & Classic Glider: 8 entries.

1st Rex Woodruffe (Lulu) 6.00 & 1.29 fly-off; 2nd Dave Etherton (Nord) 6.00 & 1.19 fly-off;
3rd Ron Marking (La Mouette) 5.13

Lightweight Rubber: 12 entries (not all flew).

1st Andrew Longhurst (Pinnochio) 6.00 & 1.27 f/o; 2nd Chris Redrup (Raff V) 6.00 & 1.26 f/o;
3rd Peter Hall (DynaMite) 6.00 & 0.17 fly-off.

Club Classic Rubber: Reported separately by Martyn Presnell. 10 entries.

1st John Oulds (Boxall) 6.00 & 1.42 fly-off; 2nd Ted Tyson (Last Resort) 6.00 & 1.39 fly-off;
3rd John Minshull (Boxall) 6.00 & 1.34 fly-off.

Vintage & Classic HLG/CLG: 1 entry. 1st Ted Horsey (Dingbat) 155 secs)

Sunday

A-Frame: 4 entries.

1st Roy Tiller (Burnham) 2.17; 2nd John Taylor (Burnham) 1.58;
3rd Tony Thorne Burnham) 1.52; 4th Ted Stevens (?) 0.41.

8oz Wakefield: 8 entries.

1st Dave Powis (Horry) 6.00 & 1.36 fly-off;
2nd Peter Jackson (Lim joon) 6.00 & 1.06 fly-off;
3rd John Andrews (Korda) 6.00 & 1.03 fly-off;
4th Ron Marking (Fullarton);
5th Ken Taylor (KK Gypsy);
6th Mike Gilham (Jaguar);
7th Brian Stout (Flying Minutes);
8th Rex Oldridge (Victrace).

Peter Jackson (Lim Joon)

Ron Marking (Fullarton)

Target Precision Power: 4 entries.

1st	Tom Conibear (Veron Cardinal/Mills 0.75)	32%;
2nd	Steve Harvey (Frankenstein/D.C.Sabre)	42%;
3rd	John Mayes (Super Simplex/Mills 1.3)	112%;
4th	John Mayes (Berkeley Musketeer/ED Mk11)	220%.

C/L Voetsak Racing: 1 entry. Steve Betney/Dick Roberts.

SAM 35 competitions & results have been reported separately elsewhere by Tony Tomlin & Bill Longley.

Roger Newman

Who was John Haggart - Roger Newman

Following my appeal last month, I received material from Tom Andrews, John Mayes & Geoff Smith, for which both Mike & I thank them very much. There is sufficient for Mike to now write his article & he has promised to let us have copy so it can be published in SAM Speaks & New Clarion.

John Haggart & Simplex

Another model from John Haggart

Mike Myers follow up on John Haggart

I continue to work on a John Haggard, Haggard/Dowden story. Whilst I was looking for photos to go with it, I came across this one of Brian Martin and John Maddaford--and the Kanga Kub at the 2007 SAM Champs at Boulder City. I thought you might like it for the Clarion

Brian Martin and "Fetchermite" John Maddaford
fettling the Bowden Kanga Kub at 2007 SAM Champs Las Vegas

A Bit of Britain Come to Boulder City
Brian Martin launches the Bowden Kanga Kub at 2007 SAM Champs

Unless Colonel Bowden planned to fly models in Iraq (or was it Transjordan in those days in the 1930's?) I doubt that he ever expected to see his Kanga Kub flying in conditions like this.

Mike Myers (SAM USA)

Rufford, NW 4th Area Meeting - John Andrews

The wife had an email from Kath Wingate with pictures of the NW area flying site at Rufford nr. Ormskirk. For us who have the luxury of a large airfield to fly on I thought it might be of interest to see how another area copes.

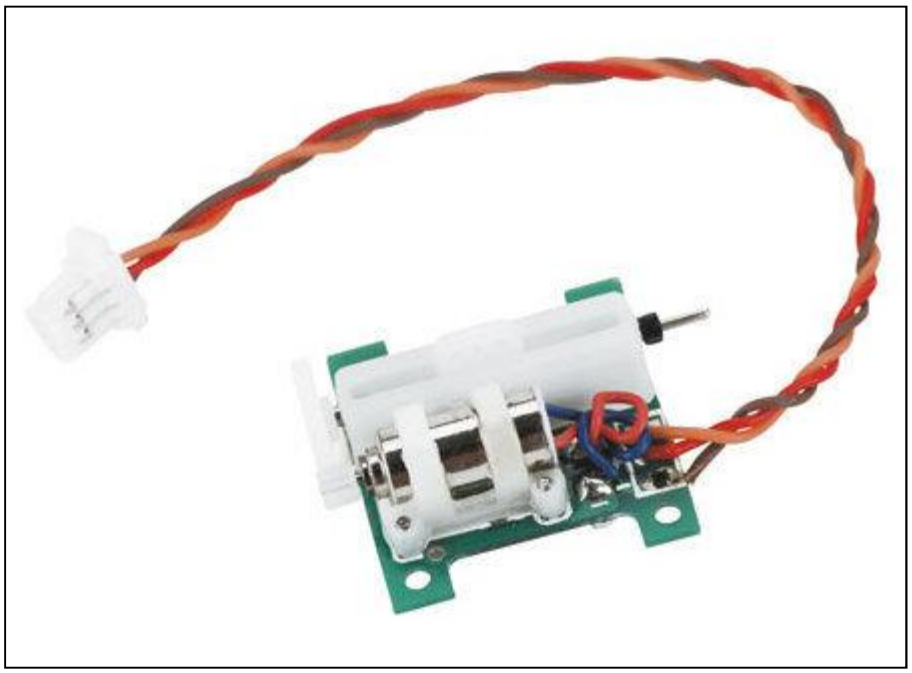
Kath's comment: What about the car park! No room for overtaking. We were at the back and as we left early we were glad. Pity the one at the front he had to wait till last to go home.
There were about 6 models flying. There was a canal you had to clear in one direction, or the paddock in the other direction. One thing in its favour, it was flat. Something against it....we were told that it is usually wet and wellies are the order of the day. The locals said it hadn't been this dry for years.

John Wingate reported that he flew his own design rubber model based on the Hermes wing, only about 34 span. He did well at Nationals with it a couple of years ago.
Unfortunately his second flight D/T'd early and finished up in ditch. The model took a long time to find, being well out of sight below ground level and, needing to leave early, John never made a third flight.

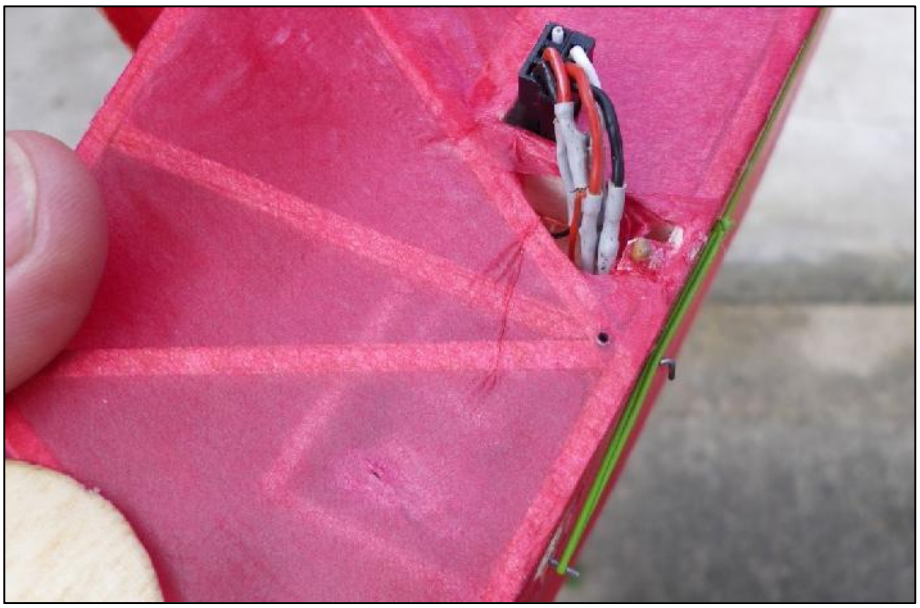
John Andrews/Kath Wingate

My RDT - Jim Paton

Just a quick note about RCDT. I have been experimenting. I have an Aeris system which is great, but I thought I would develop a system with my Spektrum equipment. I have had mixed results. However, the best working part of it is the linear sevo from Micron RC which weighs 1.7g.



I attached a 1" length of thin piano wire to the arm and pointed it down through a 1/8" long aluminium tube glued just inside a bottom longeron. The servo is within the fuselage, so all that protrudes is about 3/16th of wire. When the servo actuates the wire is withdrawn and the loop (that normally goes on the timer) falls off. The good thing is that the tension of the DT mechanism is not pulling against the servo. It has worked every time. It is possible to buy a long throw servo which would give more leeway. I have the system in a Buckeridge lightweight rubber model.



I use a cheap Park Fly 2.5g receiver and a 20mah lipo. The main problem with this, rather than the Aeris, is that the battery goes flat very quickly. If it goes out of range, (not happened yet as I have not been brave enough to allow more than a 2 minute flight) then the failsafe triggers the DT. I have tried switching off the Tx and it works. However if the Rx battery goes flat the DT does not work. After a whole day's trimming, I found that charging the Rx lipo between flights not only solves this problem, but also gives me the discipline of time to think and make adjustments to the model, if necessary. I always switch off the Rx lipo immediately the model is found. If the model is left switched on while you have lunch before retrieving, then the battery will have discharged below its minimum safe value. I think you have only got about 15 to 20 minutes. This is very unsatisfactory, but can be got round by fitting a micro-switch below the DT'ing wing or tail. This then switches off the battery at the time of DT. However it is yet more weight, but not quite so bad with a wing DT. My system in the Buckeridge weighs 10 g., which has stimulated me to trim off weight elsewhere on the model. It has been interesting to develop and try out, but I think I am better to have a linear servo in each model and the Aeris receiver and lipo set up as an interchangeable module. There also seems to be weight saving possibilities from sorting out lightweight connectors. This was my biggest headache, as each component came with a different connector. Of course the lipo charger needs the appropriate connector also.

I think using radio dt in a DT flyoff is far too much of an advantage when competing with a Tomy or fuse DT, but that is another matter!!

Jim Paton

Hints & Tips

(Editor: I thought I'd try to start a useful ideas column, so send a few in please)

Sanding sealer from Tim Mountain

I seem to remember some time ago, either in Clarion, or dare I say it, in Sam Speaks, some talk about sanding sealer. I have just finished a carved 12" prop, and finished it with a home-made sanding sealer. I simply mixed non shrink dope with West Systems 410 Microlight filler, so as to achieve a paintable consistency. I may have added a little Rustins cellulose thinner. The point of this is that 410 filler weighs 0.05kg that is 50grms per litre. When it dries, it is easily sandable, and the grain is properly filled after two coats.

410 filler is normally used as an epoxy resin filler in fibre glass/carbon fibre epoxy mouldings. It is not cheap, the kind of thing that several modellers might buy between them. (Note: it might be advisable to wear a mask using this filler)

Tim Mountain

Wakefield Cup Winner 1975 - Charles Dennis Rushing

1975 Paik Chang Sun, 22, DPR Korea

Plovdiv, Bulgaria was the location for the thirty-second reunion of the Wakefield International Cup since the first time it was held in London in 1928. This year we shall sample the hospitality of Bulgaria for the first time. All of the stops were pulled out by the hosts to make this a memorable Free Flight World Championships, including special banners, and posters heralding the events. The opening ceremonies were held in the Olympic Stadium, with 49,000 cheering Bulgarian spectators on hand. The press, and television anchors were on hand, to interview foreign aeromodellers, not just the usual aeromodelling press, who often concentrate most of their interest on the aeromodel; these reporters wanted to know who you were , why you flew in international contests, where you were from, for heavens sake! The Bulgarian people were excited! It was a big deal! It was a festive occasion, and on hand to add to the joy of this gathering were twenty- nine national teams fielding seventy- six Wakefield contestants. Three past Wakefield Cup Champions were entered this year, they were: this year's defending WC Joachim Loffler (DDR) 1963 and 1973, Albrecht Oschatz (DDR) 1969, and Josef Klima (Czechoslovakia) 1971.

Getting to Bulgaria was another matter. Take the travels of the team from Great Britain as an experience. They came on the "Orient Express"! Agatha Christie could not have written a better plot for what happened to the twenty-four team members, their aeromodel baggage, and their supporters. The journey took 55 1/2 hours, and according to Michael Woodhouse who wrote to me "I can still see the Team Manager (travel arrangements were managed by Paul Masterman, who I know will never forget his experience) explaining, arguing, in fluent German (?) our case to half a dozen Yugoslavian Railway, (and) Military Police Officers. Martyn Cowley adds "never will the Team submit to the inconsistent Yugoslavian Customs demands again. This Country has written itself out of any hope of attracting travelling modellers ever again." Well Martyn "ever" is not a very long time for you to hold a grudge, judging from your glowing refrains, following the 1985 WC at Livno. The GB Team included Bob Wells, who got sick from food poisoning on the "Orient Express", and had to be hospitalized, Ron Pollard, and Michael Woodhouse.

Meanwhile out on the flying field the USA team including Jon Davis, Willard Smitz, and Bob White had their own problems. Bob's "Twin Fins" got snagged by a long mylar ribbon on a test flight under full winds, and simply thrashed itself to pieces. The preponderance of "stuff' scattered around the field was becoming a concern to many, but how to control it? The other problem was the weather. It was just too good! Most of the complaints came from the Brits who were worried that their aeromodels' performance was too difficult to judge, due to the preponderance of lift. Oschatz and Loffler flew together. They wound-up together, discussed the meteorology together, they launched together, and then they evaluated the performance of their Wakefields, together!

The Democratic Peoples Republic of Korea waited until they had arrived in Plovdiv to hold their team selection trials! All nine entries were required to wind-up together, and on command from the "Leader" to launch en-mass. This allowed the "Judges" to determine effectiveness of the climb, and the glide of each entrant's F1B. Then after each flight, a conference was made to determine who was eligible and who was not. This went on for three days, and eventually the team was selected. Now the team test flew together, still launching on command from " The Thermister Man", all this in very disciplined military fashion, and dress, including team uniforms! Alas, I do believe that some of this had a positive influence in the minds of some, judging from the "Nationalistic" trappings that remain to this day (1995)! Colored uniforms, and matching colored Aeromodels, with bunting, flags, and bumpershoots? Indeed!
Anyway Tuesday, August 19, was Wakefield day, and the weather so far was perfect.

ROUNDS 1-7: The start signal was given promptly at 8:00am, and the perfect weather persisted. In fact by the end of the round, 56 contestants had maxed the round. At the end of round two only three Teams had perfect scores (N), (YU), and (L). The heat was suffocating by midmorning, and the Pirelli rubber was becoming gelatinous, the stuff wouldn't take full turns now. By the end of the sixth round only seventeen remained with perfect scores, a testament to picking lift, as opposed to lucking out. Round seven closed with only fourteen having survived with perfect scores.

ROUND 8: A heavy cloud layer had moved in, and rain was a possibility. This would be the 240 second round. Only seven were able to select the lift to get them into the 300 second round.

ROUND 9: All of the remaining seven wound-up, waited, and launched together. They all maxed the round. My, my, talk about piggy backing!

ROUND 10: This would be the 360 second round. Bob White was having problems getting Pirelli rubber, flying now with a knotted motor, it was all he had left! Bob also had a cheering section, who at launch had taken up the USA battle cry of" Go Baby! Go! Go! GO! So it went, but Bob got second. The 1975 Wakefield International Cup World Champion was Paik Chang Sun, of the Democratic Peoples Republic of Korea.

Place	Name	Country	Round 1-7	Round 8	Round 9	Round 10
1	P C Sun	DPRK	1260	240	300	303
2	R White	USA	1260	240	300	281
3	H Zachalmel	AUT	1260	240	300	280
4	K I Sul	DPRK	1260	240	300	243
5	A Oschatz (1969 WC)	DDR	1260	240	300	235
6	R Artioli	ITA	1260	240	300	222
7	G Vincze	ROM	1260	240	300	214
8	H Benedini	ARG	1260	224		
9	J McGillivray	CAN	1260	212		
10	R Hofsass	BRD	1260	199		
11	V Kmoch	YUG	1260	193		
12	D Pecek	YUG	1260	173		
13	M Thomas	CAN	1260	171		
14	B Kroon	NED	1260	147		

Team Placings

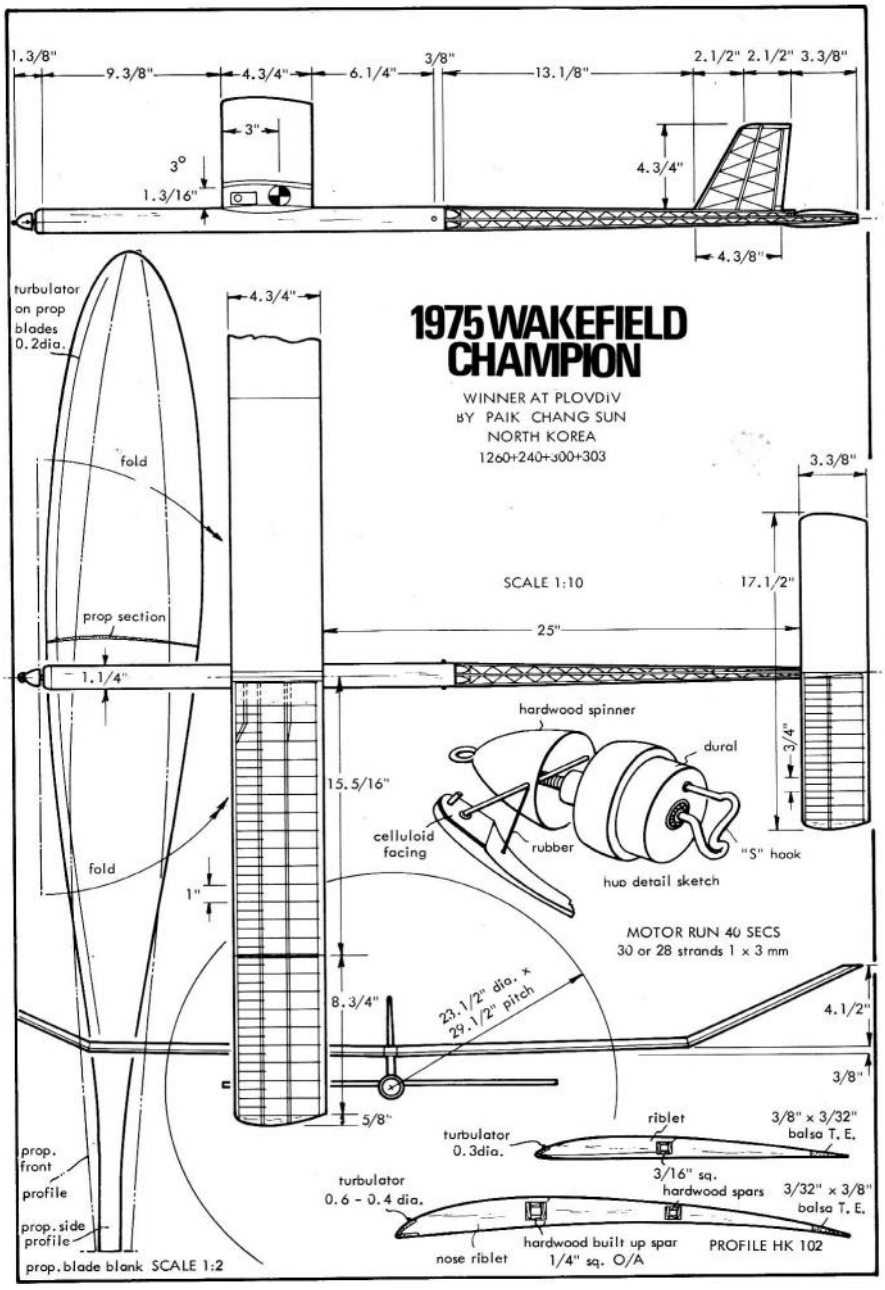
Place	Country	Abbreviation	Total	Team member places		
1	North Korea	PRK	3715	1	4	34
2	Poland	POL	3674	19	23	31
3	Canada	CAN	3667	9	13	57
4	Bulgaria	BUL	3662	16	28	34
5	Yugoslavia	YUG	3660	11	12	59
6	Dem.Rep.Germany	DDR	3628	5	39	44

Dimensions of the Winning Model

component	*inches*	*mm*
wing	48.3x4.7	1228x119
tail	16.8x3.4	427x87
fuselage	42.3	1075
propeller	23.6 dia 29.5 pitch	600 dia 750 pitch
rubber	30 strands 6x1 Filati 360 turns	

Charles Dennis Rushing

The following images are courtesy of Roy Tiller and the DBHLibrary



Paik Chang Sun (Korea) *Roy Tiller*

Easter Wallop RC Assist & Tomboys - Tony Tomlin

Sunday, 8th of April was the date of the first of four Radio Assist and Tomboy meetings to be held at Middle Wallop in 2012, [courtesy of the Army Air Corps MAC].

The day could have been considered a lucky day for the R/C fliers, as it poured with rain on the journey down, then we had the unenviable job of constructing the gazebo, used for the R/C control, in heavy drizzle, [thank you John Perry and James Parry!]. It was thought that due to the conditions very few would arrive, but within 30 minutes the rain had stopped, the wind had dropped to a light breeze and fliers were arriving. In total 29 fliers signed on with around 55 models. In the morning the visibility was good and the flight line was always busy with 2-3 models in the air and abundant lift. There were Tomboy fliers spiralling down from great heights trying for their required plus 4-minute preliminary times whilst others were standing around catching up after the long winter break. The models seen ranged from the largest, possibly the twice size Spook of Paul Netton and the Lanzio Record Breaker of Mick Butler, to the smallest, a Dakota biplane flown by Colin Hutchinson. A not often seen Vick Smeed Electra design, was flown by a flier new to Middle Wallop, Dave Bailey.

Paul Netton and 'Spook'

The Vic Smeed designed 'Electra'

An unusual model, the small Shaurouski flying boat of Mike Phillips, was powered by pylon mounted twin diesels in push pull mode and which flew well.

Mike Phillips's Twin Diesel 'Shaurouski'

Another model not often seen was the 1955, R6-B design from NZ by Alan Rowe, flown by Tony Tomlin. With its pod mounted pusher engine and its 'drawn around a dinner plate' wing section, it required a mighty heave to get away.

Tony Tomlin's R6-B

John Strutt was flying the ex George French Ramrod from 1960. John had completely refurbished the model to a high standard and its performance in climb, with its Super Tigre 29 and its glide, was very impressive. As always at these events, a number of electric models were seen, including a smart Matador and a Junior 60 flown by Stan Rose.

Stan Rose poses with his 'Matador' - Mike Phillips, Colin Hutchinson and Tony Overton enjoying their day

Tomboy 3 Competition.

There were 10 entries to this popular competition, but unfortunately only 9 made it to the mass launch fly-off having achieved 2 preliminary flights of plus 4 minutes. Tony Overton was sidelined with engine problems and recorded no times. It was good to see some new entries with Bob Young and Steve Roberts flying at this event for the first time. Nick Skyrme was the starter and at the signal to launch all models got away well. Tom Airey, last year's runner up, was in trouble with a premature engine cut and was down in under a minute, followed by Derek Collin, a minute later, also with an engine problem. James Collis, who had qualified well, floated in at a little under 5 mins followed by Steve Roberts, a few seconds later. The rest had climbed to a great height and with engines stopped were all on the glide. Shortly after 8 minutes Tony Tomlin landed, followed by John Strutt, John Taylor and Bob Young all within the same minute, leaving Paul Netton to claim first place at 9mins 34 secs.

1st	Paul Netton	9mins 34secs.	2nd	Bob Young,	8mins 42secs.
3rd	John Taylor,	8mins 36secs.	4th	John Strutt,	8mins 19secs.
5th	Tony Tomlin,	8mins 15secs.	6th	Steve Roberts,	5mins 07secs.
7th	James Collis,	4mins 43secs.	8th	Derek Collin,	2mins 18secs.
9th	Tom Airey,	00mins 58secs.			

Tomboy Senior Competition

Nine fliers made the flyoff with Wesley Denton flying for the first time in this competition. At the start signal the models climbed away into a freshening wind that had started to blow just before the launch. The models seem to settle down into what could be described as layers, with three models in each group, at different altitudes. The lowest group of three landed first with Bill Longley down at 7 minutes dead followed by Derek Collin and then Tony Tomlin all in the same minute. The second group were led by Peter Rose at a few seconds over 8 mins, with Barrie Collis and Tom Airey still within the same minute. This left the final 3 who had separated and were making use of the available lift. Wesley Denton claimed 3rd place, a few seconds under 10 mins, followed by Tony Overton at 10 mins 36secs, leaving a delighted John Strutt the clear winner at 12 minutes 17sec.

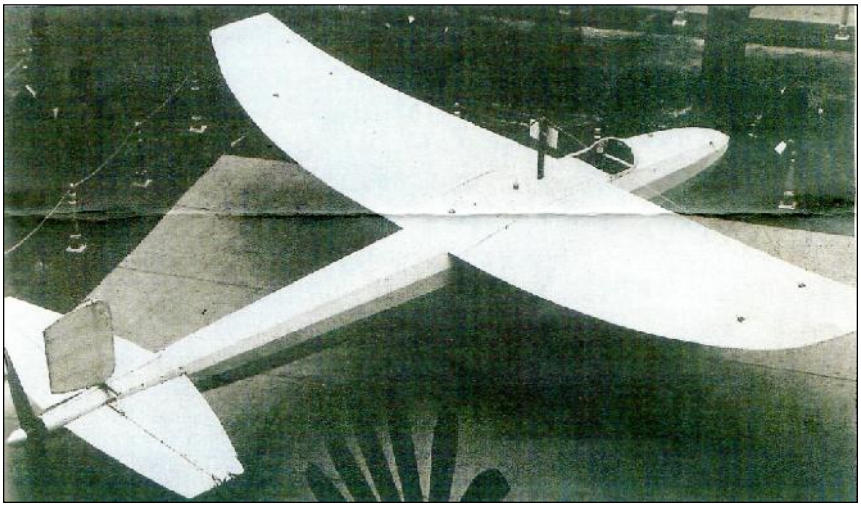
1st	John Strutt,	12mins 17secs.	2nd	Tony Overton,	10mins 36secs.
3rd	Wesley Denton,	9mins 56secs.	4th	Tom Airey,	9mins 01secs.
5th	Barrie Collis,	8mins 09secs.	6th	Peter Rose,	8mins 07secs.
7th	Tony Tomlin,	7mins 22secs.	8th	Derek Collin,	7mins 02secs.
9th	Bill Longley,	7mins 00secs.			

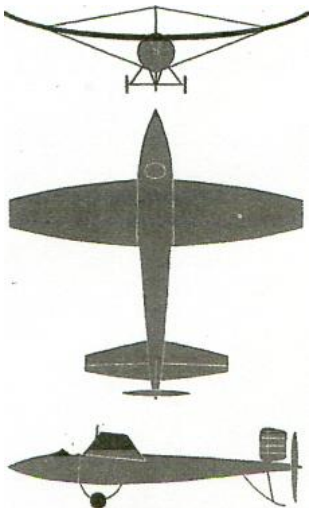
The Tomboy awards were presented by Brenda Pierce to bring to an end what had turned out to be an excellent days flying.

Tony Tomlin

The Aero-Torpille - Dick Twomey

ONE HUNDRED YEARS AGO...so *it must be Vintage!*
One hundred years ago, when the World Air Speed Record was lOOmph (by one Jules Vedrine in a Deperdussin Monocoque flown on 22 February 1912), you would have to hand it to the French as being by far the most active of the aircraft designing nations. Bleriot's famous Channel crossing in 1909 had started a spate of new designs of which the most memorable are probably the Nieuport and the Spad, later versions of which saw service during World War 1; but the aircraft whose design impresses me most in the pre-war era is one that I discovered in a book only last year.
It is the "Aero-Torpille" or air-torpedo, designed by Victor Tatin and built by the manufacturer Paulhan. Monsieur Tatin had been designing in the pre-Wright Brothers era, always with advanced ideas, but in the beginning without any R 0 G success. Then he produced this streamlined, curved-dihedral pusher, when the rest of the sky was full of biplane stringbags!





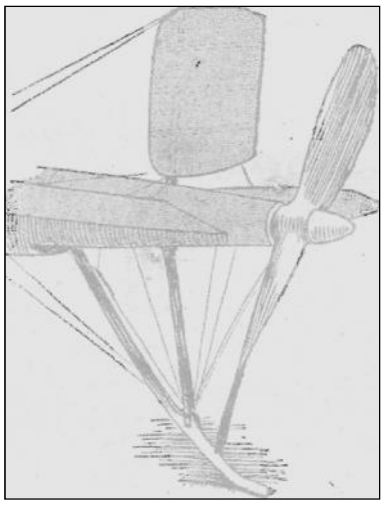
This photo, apparently taken at the 1912 Paris Aero-Exposition, comes from a book by aviation historian Philip Jarrett entitled *The Colour Encyclopedia of Incredible Aeroplanes (pub 2007), and* became the stimulus for me to build a model. I am grateful to the author for allowing me a few quotes from his book, and for wishing me well with my balsa version! First quote: *"Although sleek, fast (88mph) and ahead of its time, the Aero-Torpille monoplane was difficult to control"*...which sounds like a challenge!

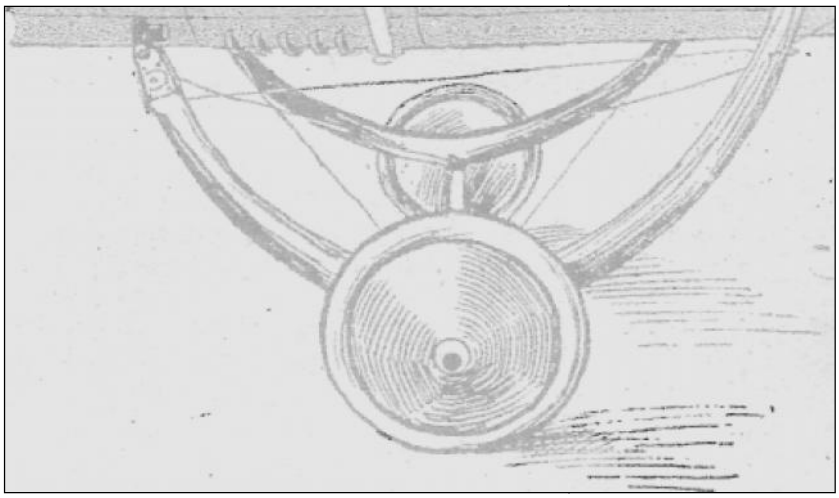
Controllability does indeed look to be a problem, there having been no ailerons in this design, and very little (if any) wing warping. The *Flight 17 February 1912* report said this: *"Two double steel ribbons on each side of the body alone support the weight of the central unit* in flight, the rear ribbon also serving to operate the wing warping."...But,* if the aforesaid wing-warping was more than just an on-the-ground trimming aid, how did the brave man in the cockpit get things to move differentially,

when both the fore and aft steel ribbons were attached (it seems) to the same centre post, (which appears to be rigid anyway) ?
I would imagine also that the all-moving fin/rudder combination must have contributed to those control difficulties. Wouldn't you say that this surface was too small? The model I am making may have to accept some cheating here, as I'm considering clear-glazing the space between the tail struts to add a bit more rear-end side area...maybe, but don't tell Lindsey! *(fuselage?)

Getting to the central theme of stability, and with all the admiration we have for Emmanuel Fillon's famous "Champion", we could agree that the curved dihedral wing would have provided good lateral *stability,* but only sufficient *controllability* if one flew with a fixed flight pattern, F/F style! But Mr Jarrett reminds me that in those early days turns were generally induced by rudder rather than by aileron, a skidding technique that a present-day pilot would not get good marks for.

The *Flight* commentator a century ago was also concerned about the buried position of the engine and its need for cooling. But M Tatin seems to have anticipated this, as evidenced by the cooling ducts in the fuselage section which encompassed the 50HP Gnome engine. Continuing the gloom, and this time with reference to the necessarily long tailskid, our journalist made this unhelpful statement: *"We should imagine that, it being impossible to lower the tail any appreciable amount, some difficulty would be met with in getting the machine to leave the ground quickly on attempting a flight..."* All this must have been pre-flight conjecture, for we are assured that the Torpedo did indeed both take-off and fly, and at 88mph! And I'd say that wasn't bad on just 50 HP of unconvention!





Summarizing the aeroplane then: It was a 28ft span streamliner, innovative in every detail and way ahead of its time: "A Concorde of its era".
Wishing to build the model, I opted for a scale of 1 inch to the foot, and persuaded my local architect's office to scale up the tiny 3-view, which was all I had.

The result was fuzzy and quite definitely lacking in pixels, but the basic shape was there to work from.

Building the Model:

Thinking it might be the hardest part, I started with the wing, building a curved mainspar as I had with an early curvohedral-wing glider called the Cobra (Aeromodeller, May 1949). With the spar pinned on the plan, you then have to fit LE, TE and ribs in the air, supported as necessary.

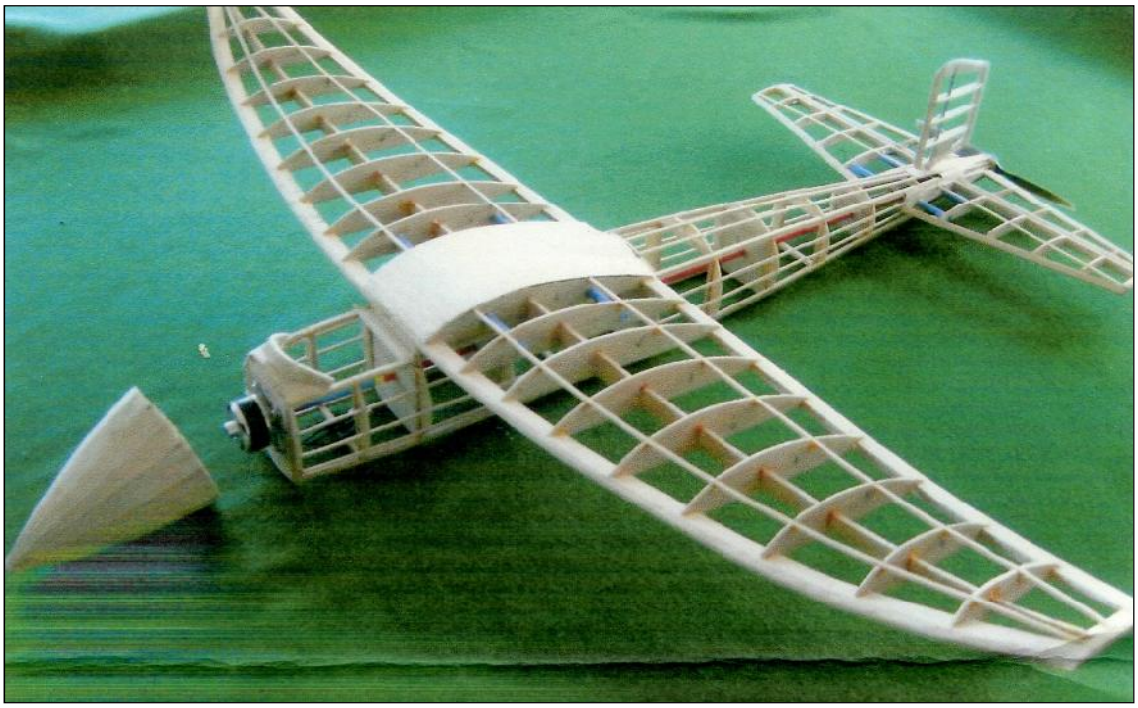
The photo explains:

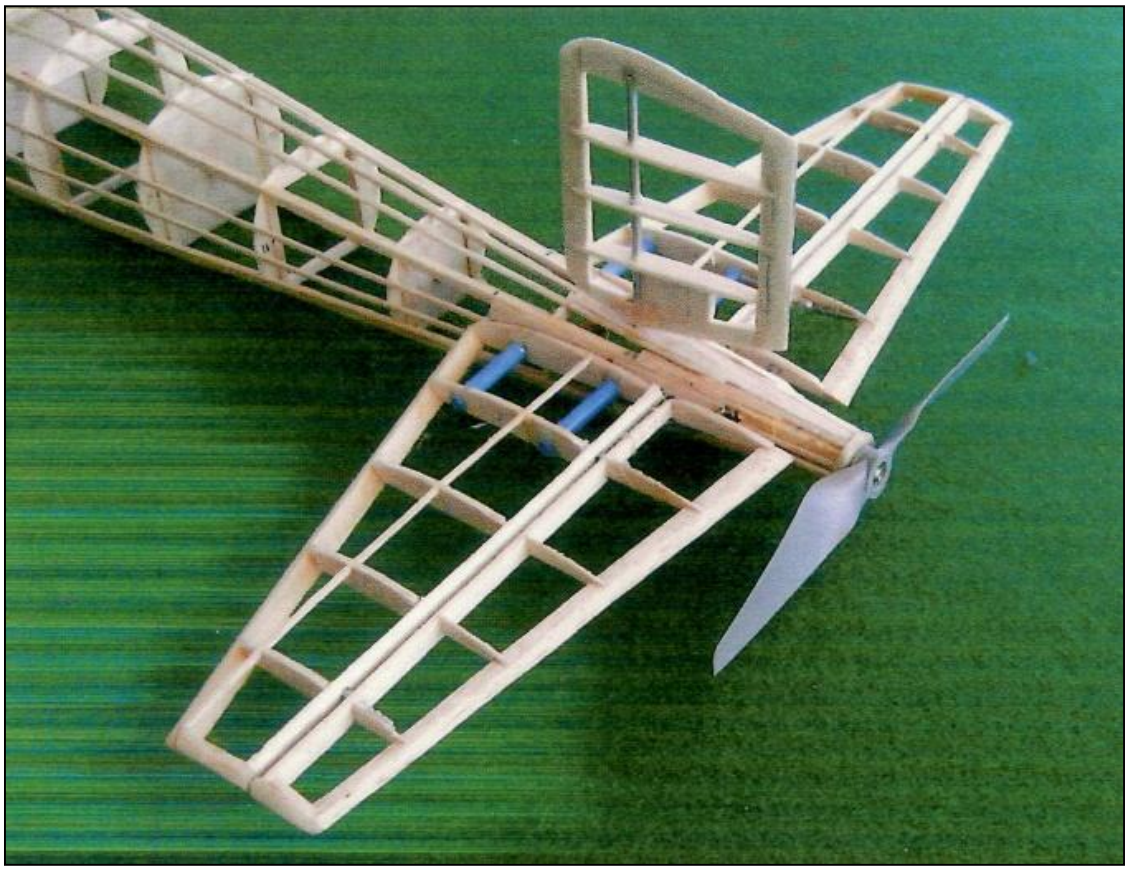
That done I tackled the streamlined fuselage, building a box first and then adding the circle segments and the stringers as the shape progressed. At the position just ahead of the open cockpit I doubled the former, so that the electric outrunner motor could be fitted there, and later accessed by having a fully detachable nose section. For the long drive shaft to the rear 8" diam prop I am trying an R/C cable, believing that fitting a wire drive-shaft would make the tail end far too heavy: (We shall see whether that works later, and reflecting on this one can imagine that at first sight I should have gone for rubber power not electric...only that would require a much larger diameter propeller, bringing other problems at the back end!)

The tailplane and elevators (I never promised this would be a F/F model, did I!) were a straightforward build; as was the all-moving fin, which simply pivots on a length of vertically-mounted 18swg piano wire.

Next job will be to fit the electronics (2.4GHz RX, ESC, servos, control runs and LiPo battery), plus of course the "landing chassis" as *Flight* called it, and that highly ugly (but necessary) tailskid.

Then cover it, test it, and perhaps convert it to Round-the Pole!

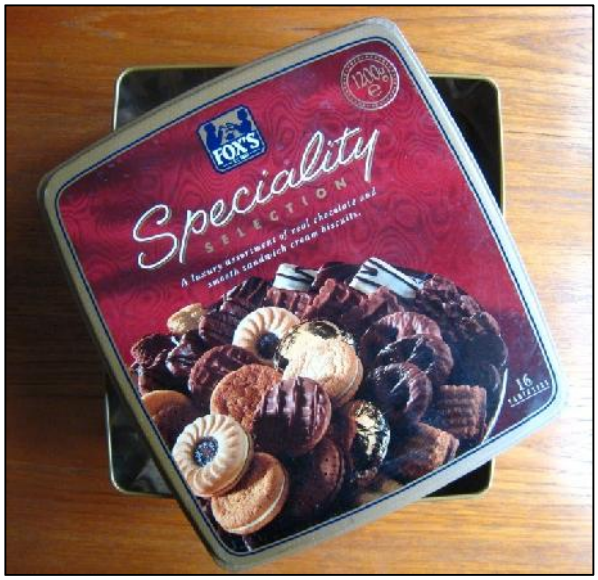


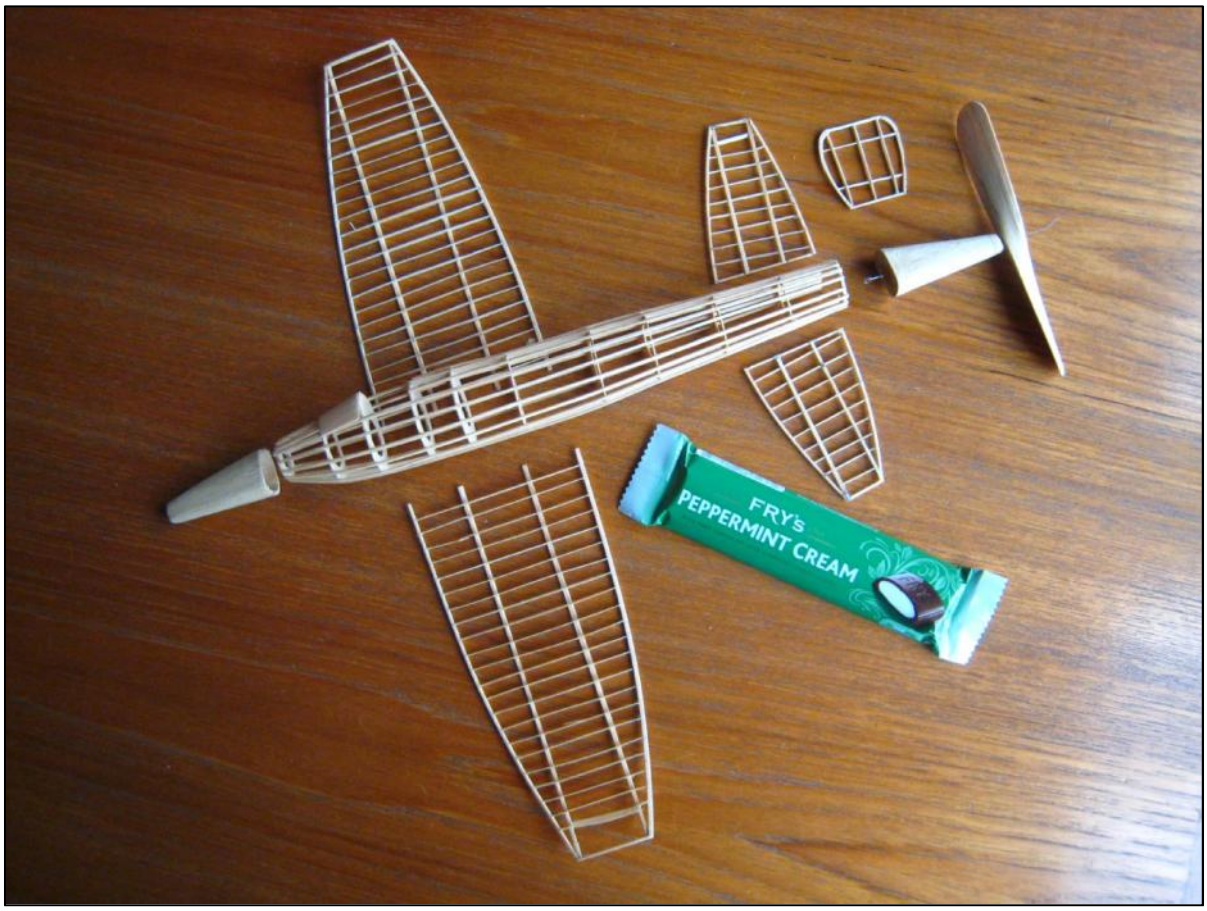


Dick Twomey

Another Torpille - John Andrews

Peter Tomlinson and I were chatting at Wallop when he told me of an interesting discovery he made whilst going through the modelling heritage of Stephen Lacy (who left us late last year). Peter came across a large biscuit tin and inside was the airframe of the same Torpille design in the form of a very small rubber powered version, obviously intended for indoor flying.





John Andrews/Peter Tomlinson

Archive Stuff - Roger Newman

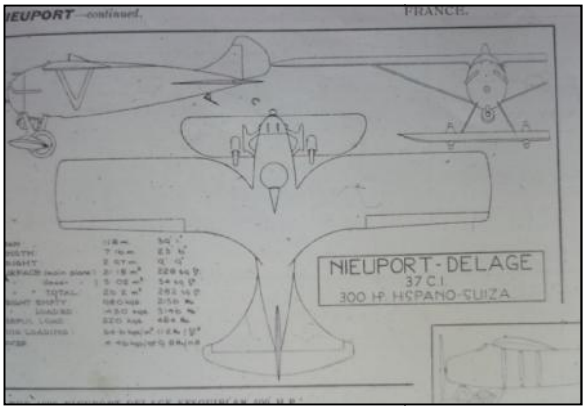
It's been slow progress on plans listing – halfway through new BMAS additions I hit rubber sport/duration which includes many many small models & peanuts. These take an awful lot of effort to sort out so have given these up until the Winter & am concentrating on "normal outdoor flying models" – of which there are still quite a few. Requests for scanned plans are still taking rather longer than expected – please have patience, they arrive in the end!

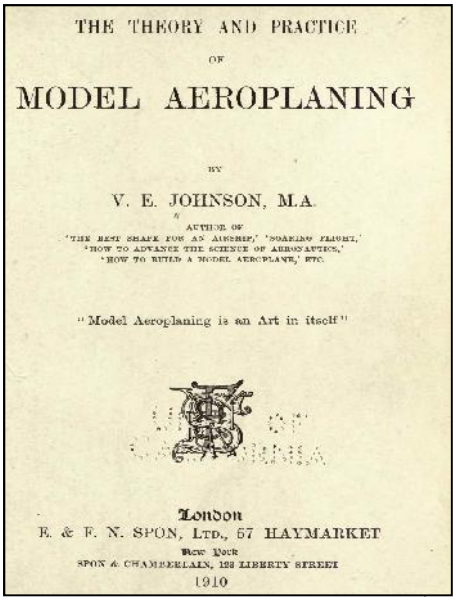
Have now received many plans back from Derick Scott after scanning, amongst them was the Harold Towner collection, donated by his daughter Pam some while ago. These look like original Indian ink masters & are to be donated to the Solent Sky Museum, where they have an active archive section. A little while back Ramon Alban contacted Roy Tiller & myself with details of Jean Parham, who had been in touch with Ray about her Father's memorabilia – Reg Parham was a noted flier back in post war days of the hobby. Having talked to Jean, she is happy to donate the material to SAM 1066 & it will be passed to Jim Wright for his BMFA Museum project. Thanks to Ramon for the contact.

Roy Tiller has taken on task of sorting out last few boxes of files of various articles from David's vast collection – very grateful for his help. Paper duplicates of scanned plans are now being sold by Roy at MW meetings – bargains at 50p!

A box of 8mm films that were found amongst all the files etc have been returned to Julie (Baker) as they all dated back to when she & Alison were younger. I met Julie at Portsmouth Ferry port recently when she & Tim were on way to France.

A box of 35 mm slides has also been unearthed. They are a mixture of 3-views of full size aircraft, shots of vintage aircraft & some modern at (I am guessing) air-shows. These may be of use to scale buffs, anyone interested can drop me an email (rogerknewman@yahoo.com) – available for a small donation to SAM 1066 funds. There are about 400 slides in various magazines & slide boxes. I can bring them to MW meeting if required. Examples shown.




THE THEORY AND PRACTICE
OF
MODEL AEROPLANING
BY
V. E. JOHNSON, M.A.
AUTHOR OF
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'HOW TO ADVANCE THE SCIENCE OF AERONAUTICS,'
'HOW TO BUILD A MODEL AEROPLANE,' ETC.
"Model Aeroplaning is an Art in itself"
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1910

For anyone interested in old time aeromodelling – and I do mean old time – like early last Century, have a look at www.craftsmanspace.com where there are several eBooks that can be downloaded. No copyright issues as the titles are mostly over 100yrs old – just download & enjoy! Some titles to look for include Boys Book of Model Aeroplanes, Second Book of Boys Model Aeroplanes & The Theory & Practice of Model Aeroplaning. There are at least a dozen titles worthy of some serious reading. To locate these go to website, click on "Free Books" then on "Engineering books" & finally on "Aeronautics books". Scroll down the list & pick one of interest, click on it & on the selected page there will be a "Download" title highlighted – just follow this link to download the book. There are other categories besides aeronautics.

I'm now getting to end of sorting out material from David's collection. The last great imponderable is the five large boxes of (mostly) colour photos. I am loath to throw them away, but big problem is that very few have been annotated & I don't have sufficient knowledge to identify people and/or models. Additionally quite a few are mounted (stuck) in albums. One possibility is – borrow a volume & identify models and/or bodies for me. Maybe an alternative is to scan some anyway, put them on the website & ask for contributions to identification. If this can be done, it would be worth the effort of scanning them & putting on the SAM 1066 website for anyone to access. Any positive suggestions of what to do with them or any help in sorting them out in terms of annotation would be appreciated.

Condor

The Keil Kraft Condor story continues…. Les Esquilant has now redrawn the wing, tailplane & fuselage, latter arriving in the post today for a check & "impartial" opinion. During the Easter MW meet Geoff Smith kindly gave me a large black & white photo of Eddie Keil holding what looks to be the same model that appeared on the front cover of the Feb 1953 Aeromodeller but nothing else has turned up. The plan – as we have it, is different to the photo as it has a non geodetic wing. Speaking to Les this week reveals he is the only member of his club who flies free flight & that his nearest flying field is a 2½ hour drive to the western side of Sydney. If he wants to fly on the Australian equivalent to MW, he has an 8 hour drive but a "field" that quote "is so flat that you can see the curvature of the earth with the occasional tree at kilometre or so interval!" As he says, "no problem with unlimited DT fly-offs!.

Roger Newman

The DBHLibrary (Magazines) - Roy Tiller

Report No. 19 Go West to BRISTOL or take the appropriate direction from your current location.

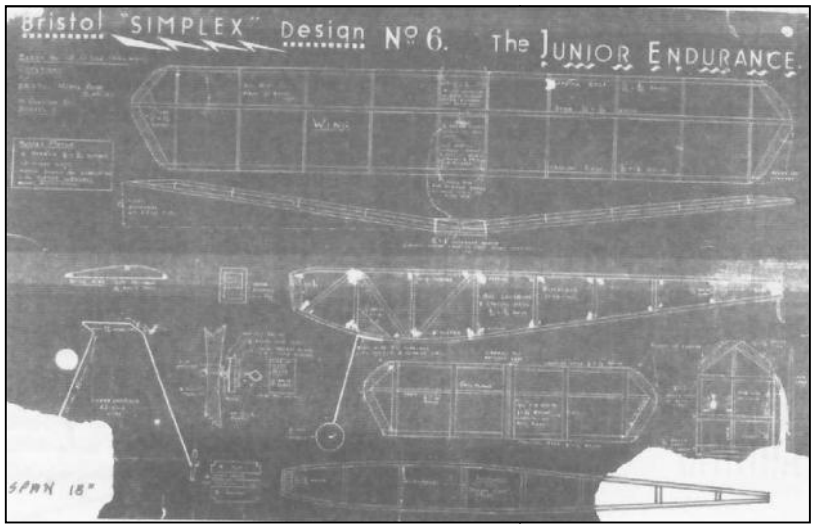
I put the Bristol Kits advertisement from Aeromodeller August 1942 in the Bournemouth MAS newsletter, to fill in an odd corner, with the request, more in hope that in expectation, that anyone with more info or plans should get in touch.

Of the six models listed in the advert the only one that I had seen any sort of plan of was featured by Andrew Longhurst in his column in SAM 35 Speaks in January 2012, it was the **"Bristol Simplex Design No. 6 Junior Endurance" by A H Lee**

Within a few days of issuing the BMAS newsletter I had a visit from Norman Rigler with a bundle of goodies in his hand which included full size plans for:-

Bristol Simplex No. 7
The "Club" Contest
by A H Lee.

Bristol Simplex No. 8
The "Setter" (above)
by A H Lee



These plans have gone off to Roger Newman for scanning and adding to the SAM1066 David Baker Heritage Library plans list.

Can anyone help with plans of any of the others:-

Bristol Pup 21" Wingspan High Wing Monoplane.

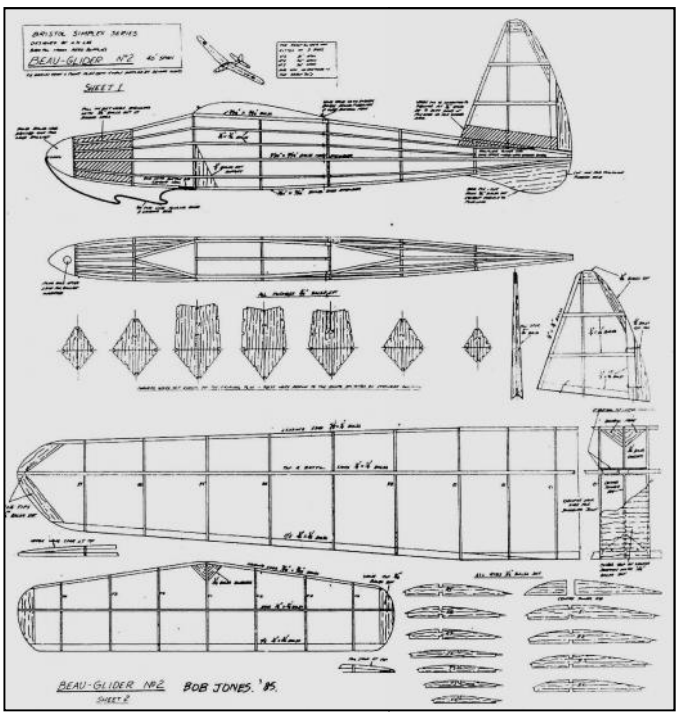
British ROG Biplane Record Holder 1937, 34" Cabin Plane

Was this also an A H Lee design?
Did he fly it to take the British ROG Biplane Record?

The Linnet 31" Wingspan High Wing Monoplane
(see picture below)

The Bristol Kits advertisment in Aeromodeller Dec. 1943 offered the Beau-glider in three sizes, No. 1 at 31" wingspan, No. 2 at 40" wingspan, and No. 3 at 50" wingspan.

A reduced plan for the 40" No. 2 Beau-glider, which can be seen below and in SAM 35 Speaks May 1985, was traced over a very faint print by Bob Jones. The 50" No. 3 Beau-glider reduced plan is in SAM 35 Speaks May 2002 with a note saying that it is available from Mike Woodhouse.



Please add the 31" No. 1 Beau-glider plan to the search list.

The Bristol Kits score so far is, two plans have been available for a while, three recently found and four to go. Or are there more?

Any information or ideas or thoughts on this, please contact.

RoyTiller
Tel. 01202 511309
e-mail roy.tiller@ntlworld.com

Roy Tiller

The David Baker Heritage Library
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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.

ITC Indoor Events Planned for 2012

15th Jan and 12th Feb at Werrington Sports Centre, Peterborough. Lightweight Indoor Duration day.
Contact mark.benns@ntlworld.com

John Shaw organises monthly Lightweight Indoor Duration days
at Bartholomew Sports Centre, Eynsham near Oxford.
21st Jan is the first date in 2012. Contact johnshaw@alvere.wanadoo.co.uk

18th Feb Manchester Velodrome, NW Area FF Gala, L/wt radio, Scale, FF classes.

25th Feb Manchester Velodrome. Normal Indoor Fly In with 30 min slots for Light and Heavy classes.

11th Mar Impington Village College, Cambridge. Contact chris.strachan@btinternet.com

25th Mar Manchester Velodrome, Normal Indoor Fly In with 30 min slots for Light and Heavy classes.

Your Velodrome contact is Dave Whitehouse at dave.whitehouse@aone.uk.com

Mid Jun (Date to be finalised) Boulby, Cleveland, Indoor Nationals Lightweight Duration. Details will be published in the BMFA magazine. Contact Allan Weighell at littleal28@btinternet.com

Early Aug (Date to be announced) Belgrade, Serbia, DORCOL Cup events.
Contact Tony Hebb for further information. Followed by F1D World Championships.

Mid Sep (Date to be finalised) Boulby. Events for Heavier classes of duration models. Details to be published later.

Indoor Flying with the South Birmingham MAC

Free Flight Only

Thorns Leisure Centre. Stockwell Ave.

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

Saturdays 1pm until 4pm

New Date 26th May 2012
(was May 19th)

Admission - Flyers £5.50 - Spectators £2.00
For further information phone Colin Shepherd 0121 5506132
or e-mail colin@colinwilliam.wanadoo.co.uk

Brownhills Indoor Flying – Free Flight

Brownhills Community Association,
Deakin Ave. Brownhills WS8 7QG
Just off the A5
Saturdays 1-15pm until 4-15pm - £6

May 12th & June 9th

Contact:- Tony Eadon-Mills
Tel: 01952 240451 - e-mail: tonyeadonmills@gmail.com

Waltham Chase Aeromodellers

2011-12 INDOOR FREE-FLIGHT MEETINGs

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

DATES are

September 29th	18:30 – 22:00	
October 27th	18:30 – 22:00	
November 24th	18:30 – 22:00	
December 29th	10:00 – 16:00	XMAS Daytime Special
January 26th	18:30 – 22:00	
February 23th	18:30 – 22:00	
March 29st	18:30 – 22:00	
April 26th	18:30 – 22:00	
May 31st	18:30 – 22:00	
June 28th	18:30 – 22:00	

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

Admission to the meetings will be £4 for adult fliers and £1 for junior fliers and spectators, whilst accompanied junior spectators will be admitted free.

Fliers MUST be insured and may be required to show proof of insurance by the organisers.

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

For further details please contact:

Ken Brown (Tel. 023 8057 8866) or Alan Wallington (Tel. 01489 895157)

or see our web site: www.wcaero.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

SAM Euro R/C champs

17th to 22nd June 2012

Slovakia

Dear antique modeller friends,

The SAM Euro Committee
(International Committee of SAM Aeromodeller Clubs in Europe)
on the 22nd June meeting held in San Marino has appointed the Club of Friends of Antique Modelers and Engines SAM 119 Slovakia, under the leadership of President Mr. Alojz Pajdlhauser, to organize the 10th SAM RC European Championship Jubilee.

The Championship will be held from on the airfield of the Dubnica nad Vahom Aeroclub, near Slavnica village.

The Rules applied will be those approved by the SAM Euro Committee including the latest additions.

If you wish to see the airfield go to Google "maps" and search Slovakia, you will see it 2 kms South-East from the Slavnica village.

More information on the airfield facilities may easily be found on internet: http://www.sam119.sk.

We would be happy to welcome all SAM members at this event.

Best regards: Domenico (Nick) Bruschi
SAM Euro Committee chairman

VINTAGE RADIO & CONTROL LINE

at MIDDLE WALLOP, 2012

Courtesy of the Army Air Corp Centre, MAC

SUNDAY APRIL 8TH SAM 35 Gala

Control Line [no combat wings] Mini Speed & Spitfire Scramble.
Tomboy 3 & Tomboy Senior Competitions
R/C Vintage Power Duration Competitions including George Fuller designs RC class

SUNDAY MAY 6TH SAM 1066 Wakefield Day

Control Line [no combat wings] Mini Speed & Spitfire Scramble.
Tomboy 3 & Tomboy Senior Competitions
R/C Vintage Power Duration Competitions including George Fuller designs RC class

SUNDAY AUGUST 26TH SAM1066 Eurochamps

Control Line [no combat wings] Mini Speed & Spitfire Scramble.
Tomboy 3 & Tomboy Senior Competitions
R/C Vintage Power Duration Competitions including George Fuller designs RC class

SUNDAY SEPT 23rd SAM1066 Fun Fly + Trimming Day

Control Line [no combat wings] Mini Speed & Spitfire Scramble.
Tomboy 3 & Tomboy Senior Competitions
R/C Vintage Power Duration Competitions including George Fuller RC designs RC class

***NB....ALL R/C MODELS, No Ailerons please!!**
Vintage Radio to December 1969

ALL 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 & George Fuller RC comp] James Parry, 01202625825, email.JamesIParry@talktalk.net
[R/C] Tony Tomlin, 02086413505, email. pjt2.alt2@btinternet.com
[VPD] Bill Longley, 01258488833, email. tasuma@btconnect.com
More details of mini speed, Spitfire Scramble and George Fuller RC class see
http://www.wessexaml.co.uk/

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

TIMPERLEY GALA

Saturday 18th August 2012

Barkston Heath, 10am-5.30pm

Contests
Comb-Rubber, Comb-Glider, Comb-Power (no electric)
Comb-HLG/CLG, Comb-Tailless. Mini-Vintage.
All to BMFA rules.
F/F Sport flyers welcome. BMFA membership required.
Airfield charge.

Contact---Gerry Ferer, 0161.928.4955, **gferer@hotmail.com**

Note: this is only a Saturday event

Salisbury Plain Trimming 2012

Changes in use for free-flight trimming on Salisbury Plain for 2012

For 2012 almost every weekend will again be available for free-flight trimming and training by BMFA members on Area 8 on Salisbury Plain, subject to the usual call to Peter Tribe on 01225-862748 on the Friday before you plan to fly to check that there is no Army activity.

However, a small number of non-season ticket holders have been using the site without paying the single day fee. Therefore in future Area 8 will be available ONLY to those holding a valid pass for the year. The good news is that a 2012 pass will cost only £15. Send an SAE and your 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 2012 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.

Those flying any free-flight classes will be welcome, as well as those practicing for FAI FF contests. This is one of the best free-flight venues in Britain, and the aim is to improve overall free-flight standards in the UK. The following dates have been agreed, but because of the current military situation short-notice changes are more likely, so don't forget to check your e-mail every Friday or call Peter Tribe on 01225-862748.

Dates

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

R/C Tomboys all set for 2012

The Tomboy events in 2011 were well supported, although three out of the nine planned events were lost to the weather. There was a new venue for the sixth round of the competition at the North Berks Club, Vintage Event in July, that went very well and following this we have been invited back in 2012. In total there are 10 events planned with certificates and small prizes for the winners at each meeting and a league award for both the Tomboy 3 [36"] and the Tomboy Senior [48"] class.

The League will as before be based on a competitors best 5 results.

Meeting Dates and Venues:

08.04.2012 Middle Wallop, 06.05.2012 Middle Wallop,
13.05.2012 Cashmore Dorset, 02.06.2012 St Albans,[a Saturday].
17.06.2012 Cocklebarrow Farm Nr Aldsworth Glos.
08.07.2012 North Berks Radio MAC A338N of Wantage,
12.08.2012 Cocklebarrow Farm, 26.08.2012 Middle Wallop,
23.09.2012 Middle Wallop, 07.10.2012 Cocklebarrow Farm.

For Further details: Please contact Tony Tomlin. Tel: 02086413505
Email pjt2.alt2@btinternet.com.

Cancellation

Jun 17th Spring Gala – Odiham – Cancelled

I have been informed that, for Operational reasons,
RAF Odiham cannot host the Spring Gala this year
I therefore, with regret announce, its cancellation
We are however welcomed back for next year
John Thompson

HOT OFF THE PRESS – THE 2012 FREE FLIGHT FORUM REPORT

The new 2012 BMFA Free-Flight Forum Report has just been published, this time with a full colour cover. It's the 28th year that these Reports have been produced and this one is packed with useful information on new developments in a wide range of free-flight activities, as the following contents list shows.

Anodizing - Simon Dixon; Playing with Pistachios - Paul Seeley; Model Aircraft Construction with an Emphasis on F1G - Neil Cliff; Experiences with Electronic Timer Design and Use - Alan Jack; F1D Indoor Topics - Mark Benns; Model Aircraft Technology – A Review of Invigorators as an Aid to Stable Flight - Neil Cliff; Model Construction Using Brown Paper Gumstrip - Ivan Taylor; Printing Tissue for Models - Paul Seeley; Indoor Rookies Abroad - A Flyer's Perspective - Tony Hebb; Indoor Rookies Abroad - A Team Supporter's View - Allan Weighell; Experiences in BMFA Electric in 2011 and the Rule Changes for 2012 - Chris Strachan; Grappling with a Slippery One (Low Drag Airfoils) - Chris Edge; Rice Pudding Skin Pullers - 2011 Rules for E30 - Peter Tolhurst; Some Notable Models from 2011, selected by Phil Ball.

The UK price is £12.00 including postage and sales of the Forum Reports provide funds to defray the heavy expenses of those representing Great Britain at World and European Free-Flight Championships. Cheques should be payable to 'BMFA F/F Team Support Fund'; you may also order by credit card.

Copies are available from :

Martin Dilly
20, Links Road,
West Wickham,
Kent,
BR4 OQW

or by fax to: (44) + (0)20-8777-5533, or by e-mail to <martindilly@compuserve.com>

Competitions May 6th Wallop Meeting

Combined Glider & Combined Power events
to Crookham rules
have been added to the
Croydon Wakefield Day Programme
and don't forget the Norman Marcus Lightweight Comp

Provisional Events Calendar 2012

With competitions for Vintage and/or Classic models

January 29th	Sunday	BMFA 1st Area Competitions
February 12th	Sunday	Middle Wallop – Crookham Gala
February 19th	Sunday	BMFA 2nd Area Competitions
March 4th	Sunday	BMFA 3rd Area Competitions
March 18th	Sunday	Middle Wallop - TBD
March 25th	Sunday	BMFA 4th Area Competitions
April 6th	Good Friday	BMFA Northern Gala – Church Fenton
April 7th	Easter Saturday	Middle Wallop – Glider Day; Club Classic
April 8th	Easter Sunday	Middle Wallop - SAM35 Gala
April 9th	Easter Monday	Middle Wallop – SAM35 Gala
April 28th/29th	Sunday/Monday	BMFA London Gala - Salisbury Plain
May 6th	Sunday	Middle Wallop–Croydon Wakefield day
Jun 2nd	Saturday	BMFA Free-flight Nationals
Jun 3rd	Sunday	BMFA Free-flight Nationals
Jun 4th	Monday	BMFA Free-flight Nationals
Jun 17th	Sunday	Spring Gala – Odiham - Cancelled
June 24th	Sunday	BMFA 5th Area Competitions
July 21st/22nd	Saturday/Sunday	BMFA East Anglian Gala - Sculthorpe
August 5th	Sunday	BMFA 6th Area Competitions
August 18th	Saturday	Timperley Gala - Barkston
August 25th	Saturday	Middle Wallop – SAM 1066 Euro Champs
August 26th	Sunday	Middle Wallop – SAM 1066 Euro Champs
August 27th	Monday	Middle Wallop – SAM 1066 Euro Champs
September 1st	Saturday	BMFA Southern Gala – Salisbury?
September 16th	Sunday	BMFA 7th Area Competitions
September 23rd	Sunday	Middle Wallop – Crookham Coupe Day
October 14th	Sunday	BMFA 8th Area Competitions
October 21st	Sunday	BMFA Midland Gala – N Luffenham
October 27th	Saturday	Middle Wallop – TBD
October 28th	Sunday	Middle Wallop – Trimming & A.G.M.
November	Sunday	BMFA 28th Free Flight Forum - Hinckley
December 2nd	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

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*