

	<h1>NEW Clarion</h1> <h2>SAM 1066 Newsletter</h2>	Issue 052013 May 2013
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Affiliated to
SAM 1066 Website



Club No. 2548
www.sam1066.org

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Editorial

The Easter meeting at Wallop, well what can I say, attendance was light, due to the prolonged bad weather forecast I assume, although in the event it remained fine all through but, bitterly cold in the fresh winds. I think the picture sums it up nicely.

It was however flyable and the competitions did take place with most attendees, hardy souls that they are, making flights. There was lift about and one or two models were lost and some damaged, the CD's reports follow.

We competitors owe a resounding vote of thanks to those Stalwart CD's who sit it out all day and in this instance getting frozen through in the process. Thanks guys.



Roger Newman

John Thompson

John Huntley

We have an invitation from 'The Swedish Aeromodeller's Oldtimer Association' To attend their Jubilee Competitions in Sweden in August, see details later.

Editor

Stop Press

The **SAM 35 VINTAGE EVENT** scheduled for **May 12th**.
is subject to a change of venue

It will now be approx 3 miles north of Blandford, near Tarrant Hinton

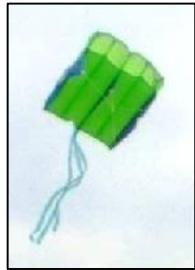
For exact details, please contact Bill Longley, 01258 488833

Note, if only mild wind prevalent, the site is possibly large enough for free - flight

Bill Longley

Wallop Easter Saturday.

Weather cold, mainly dull, with 8-10kts bitter easterly wind. Although conditions were poor, 16 competitors braved the elements and returned scores.



Results

Norman Marcus Challenge

1 st .	Peter Hall	Dinah-Mite	6:00 +3:25
2 nd .	Chris Redrup	Raff V	6:00 +2:47
3 rd .	John Lancaster	Raff V	6:00 +2:16
4 th .	Martin Stagg	Dinah-Mite	5:54
5 th .	Ray Elliott	Raff V	5:50
6 th .	Bob Taylor	Supa Dupa	3:17

F1B (Thurston Trophy)

1 st .	Ken Taylor	429 secs
2 nd .	Andy Crisp	423 secs

4 Ounce Wakefield (Fairlop Cup)

1 st .	John Minshull	Copland 36	6:00
2 nd .	John White	"	4:32
3 rd .	Jim Paton	Lanzo Duplex	3:08

8 Ounce Wakefield (Ted Evans Trophy)

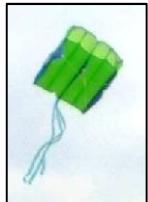
1 st .	Bob Owston	Lim Joon	6:00
2 nd .	John Andrews	Korda	5:22
3 rd .	Peter Jackson	Lim Joon	5:15
4 th .	John Wingate		3:52
5 th .	David Beales		2:00



Left: Rachel Andrews returns to base with husband John's 2nd placed 8oz 'Korda'. Right: Chris Redrup waits for the good air, Chris maxed out in the 'Norman Marcus Challenge' with his 'RAF V', but only managed 2nd place in the fly-off.

Martin Dilley

Easter Sunday Middle Wallop 31 March 2013



John Wingate receives the Club Classic Cup

SAM 1066 hosted the 2013 Bournemouth Club Classic rubber event at Middle Wallop, a beautiful airfield with mown grass, a sunny day, strong easterly wind and bitterly cold. The winner for the first time was John Wingate from Connah's Quay, Flintshire, flying his 'Late Night Special' designed by Brian Faulkner (Ref. MA5903).

The wind direction carried models along the main runway, the longest direction available and with a two minute maximum only a few models escaped from the 'drome. However there were strong thermals to be found that gave anxiety to some flyers. Two new entrants placed joint 8th and Ted Stevens starting with an untrimmed model, was unfortunate in suffering fuselage damage on his first flight. Let us all wish for a warm and perfect day for the next event later in the year.

Results

1 st	John Wingate	Late Night special	6.00
2 nd	Ron Marking	Urchin	5.53
3 rd	Bob Taylor	Yardstick	5.51
4 th	John White	Last Resort	5.31
5 th	Peter Jackson	Marcus LW	4.00
6 th	John Oulds	Boxall	3.50
7 th	J. Lancaster	Mentor	3.44
8 th .T	John Andrews	Last Resort	2.00
8 th .T	Ted Stevens	Flip Flop	2.00

John Wingate
'Late Night Special'Ron Marking
'Urchin'Bob Taylor
'Yardstick'



John Andrews
'Last Resort'



Ted Stevens
'Flip Flop'



John Oulds
'Boxall'

Martyn Presnell

Engine Analysis 'Forster G-29'

- Aeromodeller Annual 1950

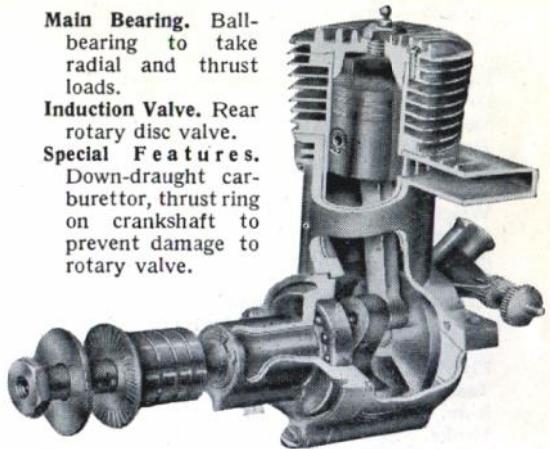
"FORSTER G-29."

Manufacturers. Forster Bros., Lanark, Illinois, U.S.A.
Retail Price. \$11.75.
Type. Glowplug.
Specified Fuel. 37½% Methanol, 37½% Nitro Methane, 25% Castor Oil.
Capacity. 4.86 c.c., .297 cu. in.
Weight (Bare). 6½ ozs.
Compression Ratio. 10 : 1.
Mounting. Beam or radial.
Recommended Airscrew. 10×6 to break in, 9×6 for stunt, 7×9 narrow blade type for speed.
Bore. .750 in.
Stroke. .6718 in.
Cylinder. One piece with fins, attached by 4 screws.
Cylinder Head. Aluminium alloy, attached by 6 screws.
Crankcase. Aluminium alloy pressure die-casting.
Piston. Aluminium, high baffle, two rings.
Connecting Rod. Aluminium alloy, Oilite big end bearing.
Crankshaft. Alloy steel, hardened and ground.

Main Bearing. Ball-bearing to take radial and thrust loads.

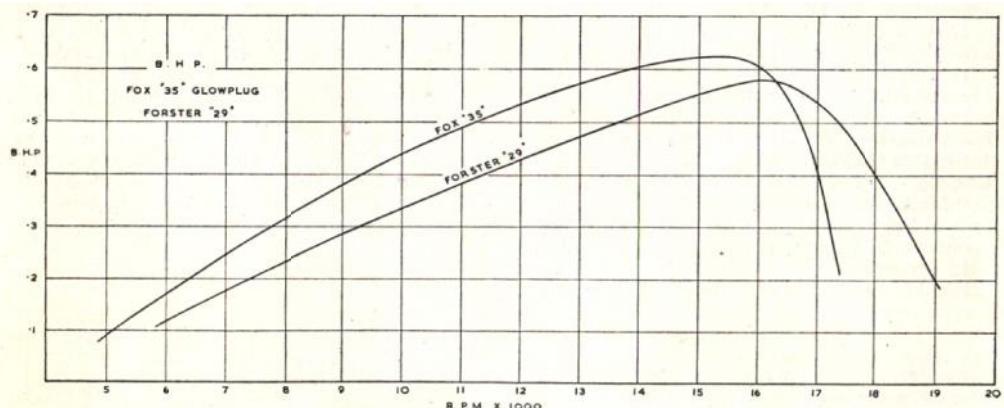
Induction Valve. Rear rotary disc valve.

Special Features. Down-draught carburettor, thrust ring on crankshaft to prevent damage to rotary valve.



TEST

Engine. Forster "29" Glowplug.
Fuel. "Mercury Super Racing Glowplug."
Starting. Remarkably good at all times.
 When used with gravity feed tank, crankcase flooding was evident; no trouble when



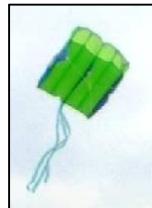
12,000 and 14,000 r.p.m.; a drop from maximum of only .020 b.h.p. is experienced between these points.

Checked Weight. 7.5 ozs. with tank.

Power/Weight Ratio. .320 b.h.p./lb.

Remarks. The engine was purchased at

random from a retail shop, and was run-in for $\frac{1}{2}$ hour at 4,000 r.p.m. No trouble or mechanical failure was experienced throughout the tests. It should be noted that the manufacturers state that the weight of the engine is 7.75 ozs.



Sunday, March 31st was the date of the first of the 3 Vintage R.C and Tomboy events held at the superb Middle Wallop site [courtesy of the Army Air Corp Centre, MAC]. This was also the second day of the SAM 35 2013 Gala. After the very wet and windy conditions we experienced in 2012, we were hoping for a respite. Sadly the respite came with blue skies but a temperature close to freezing for most of the day!

Soon after Nick Skyrme, John Perry and Tony Tomlin had set up the flight line tapes and erected the control tent, using Bill Longleys pop up gazebo [thank you Bill], the hardy fliers started to arrive. Considering the arctic conditions, within a short time 21 fliers had signed on. As this was the first event for most, after the winter break, it was good to see modellers renewing acquaintances with the normal, good natured, aero modeller type banter! Models seen were from the smallest, a Cutlass flying wing, to the largest a Lanzo Bomber. Others flown steadily throughout the day included a Majestic Major, Super Scorpion, Southerners [both 60 and 72"], a Scram, Debutant x1.5, J60, Veron Cardinal and many others. A Vic Smeed Electra flown by Dave Bailey had an ED Racer fitted with an effective, home produced, throttle which was interesting as was the very smart Southerner 60 of Mick Langford.



There were also a good number of Tomboys, in both 36" and 48", to be flown in the popular R.C Tomboy competition.

Bill Longley was hoping to run a power duration competition but due to the inclement weather, sadly, entries were not forthcoming. There was also some control line activity organised by James Parry, with Den Sax Coburg and 2 fellow fliers, [The Caulkheads], over from the Isle of Wight for the day. Den was flying his modified Fat Champ, so called because the model is wider than normal to allow the fitting of a Tom Ridley MKII Oliver Tiger Cub.





Tomboy 3s

Seven fliers qualified for the mass launch flyoff at 14.00. Unfortunately Bob Young's Tomboy had its tailplane wrecked by a sudden gust of wind that bowled over a number of models shortly before the flyoff. As an experiment it was arranged that Steve Roberts, whose Tomboy was fitted with a key fob type video camera facing rearwards, was to launch 2 seconds before the other competitors to try and get some air video of the launch. The 6 remaining Tomboys were lined up, Nick Skyrme was the starter and as the start board was lowered all got away, except [sods law] the camera plane because of a starting problem! It did get away 10 seconds late and with the rear facing camera videoing the fliers but not the models!!

As always the models quickly climbed to an eye straining height with Paul Netton and John Strutt the highest, James Collis was a little lower, with Tony Tomlin just below. John Taylor, the lowest was out of luck after achieving some good times in his qualifying flights and was first down 4 seconds short of 5minutes. Tony Tomlin winner of the last event in 2012 was also unable to find any form of lift and landed gently a minute later. James Collis who was doing well, until he hit a patch of bad air, descended rapidly leaving John Strutt the highest, with Paul Netton slightly below. Both were losing height with John Strutt holding on to claim first place by a little over half a minute from Paul.



Tomboy 3 Results

1st . John Strutt	9min 00secs.	2nd . Paul Netton	8min 26secs,
3rd . James Collis	7min 43 secs.	4th . Tony Tomlin	5min 57secs.
5th . John Taylor	4min 56secs.	not classified	Steve Roberts.

Tomboy Senior

Five fliers lined up for the TBS flyoff. There were panic stations a few minutes before the flyoff as Barrie Collis had his closed loop rudder system come apart and some deft work with pliers only just saved the day. The sky was rapidly clearing with some slightly [very slightly!] warm air coming through. Nick Skyrme who, looking like Nanook of the North [as we all were], lowered the start board and all got away. Derek Collin, who had his engine start to run rough just before the launch, was soon down after a flight of 1min 30secs.

The others all climbed well but Barrie Collis, after his last minute repair was out of luck and landed a few seconds short of 6mins. Peter Rose and John Strutt were both very high, estimated at 900ft, with Tony Tomlin a couple of hundred feet below. Tony was loosing height until at the 8 minute mark he was down to around 300 feet with the other two both still very high. Luckily at this point he flew into a small area of slope lift and managed to maintain his altitude for just under 4 minutes before floating in. John Strutt was next down at a few seconds over 13 minutes with a delighted Peter Rose landing to a ripple of gloved applause at 14 min 30secs.

Tomboy Senior Results

1st . Peter Rose	14min 30secs,	2nd . John Strutt	13min 09secs,
3rd . Tony Tomlin	11min 38secs.	4th . Barrie Collis	5min 58sec.
5th . Derek Collin	1min 30secs.		

At the end of a very cold but successful day Tony Tomlin and Nick Skyrme presented the prizes and certificates to the winners and it was tactfully suggested that if it is as cold at the next event perhaps the winners bottles could be filled with brandy and not wine!



Tony Tomlin

The Wakefield International Cup

by Charles Dennis Rushing

1999 Oleg Kulakovs^{ky}, Ukraine

Report by Ian Kaynes



In 1997 the national delegates to the CIAM Plenary meeting had voted overwhelming in favour holding the 1999 World Champs in Israel, with more than double the number of votes given to the other two contenders Romania and USA. After the decision, there were doubts cast on two grounds: the political situation and the flying conditions - a hot and sandy desert in August.

There was no change and so from August 25th to 31st the free flight world centred on Israel. Everyone was accommodated at the Shulamit Garden hotel, situated on the coast at Ashkelon and having reasonable rooms and very good food. There was, however, a drive of almost an hour to reach the flying site near Be'er-Sheba, especially noticeable in the morning with flying usually starting very soon after the 6am sunrise.

The World Champs was combined with the Junior European champs and was preceded by the Negev Open World Cup event, with F1A flown on Monday August 23rd and F1B and F1C on Tuesday 24th. This event gave a good introduction to the site and also practice for the organisation. It was another clean sweep for the Ukrainians, with the respective top spots taken by Stamov, Kulakovs^{ky}, and Verbitsky.

F1A glider was flown on the first championship day and, since the usual weather continued to be hot, windy and thermally until sunset, it had been decided to plan the competition without evening flyoffs and go straight to an early morning 10 minute round. While this was very sensible given the weather at the site, it did mean a sudden death single flight event with too many participants to be able to follow the overall picture. It also meant a nervous wait for the flyers. Thus it came about that the F1A flyoff was flown at 6.15 on Wakefield morning. In the same steady morning drift Darius Stezalski from Poland was the winner with almost five and a half minutes, followed by Pieter de Boer and Namio Takahashi who had tied on 303 sec. Almost all the flights had been seen to the ground. The F1A flyoff was followed by the flyoff of the European Junior Championships F1B (the Euro Junior were being flown concurrently with the world championships, with different classes on each day. Nine Juniors came to the flyoff from the 16 flyers. The winner was Ivan Kolic of Yugoslavia with a competent flight of his Ukrainian model which was seen to the ground in 407 sec.

After all this hectic activity all was ready to start Wakefield at 6.50. The weather pattern repeated itself exactly today, with the difference for the flying that the start had been 35 minutes later after the flyoffs. The first round 3.30 max is a formality in good conditions and 70 out of 74 duly maxed. A similar number followed in round 2, then it started to get more difficult with several dead patches and deceptive partial bubbles that did not break away until flapped vigorously. The other effect of the heat was on the rubber. The latest batches of FAI were judged to behave better at lower temperatures and several people were doing this in the old style of cool boxes for the rubber or damp towel over the model, quite a turn-around from heaters!

The drama came in **round 5**. On pole 1 (the "upwind end of the line) was defending champion Alex Andrjukov flying on his own pole, normally next to the pole of his country of residence USA but for this round the US team was at the opposite end of the line and Alex was alone. On the next pole British flyer Russell Peers had a close shave, clocked to the ground at 180 exactly. Alex had wound a few minutes into the round and waited and waited in his exposed upwind position. 30 minutes into the round he wound a fresh motor, along the way breaking at least one motor in a model. While George Batiuk, US manager, was working on the broken motor model Alex still waited and waited. With five minutes to go he broke the motor while putting on extra hand turns. Meanwhile Beales at the British pole found lift for a big max, but Alex was making a hectic dash to his pits, fitting a new motor and wind it. Then the motor broke and the shock took the fin off the model. He then had to fight to remove a broken motor from one of the other models, load a new motor, and, with one minute to go, to start winding again. He launched immediately, moments before the hooter, in what seemed like the wind after a thermal. But it wasn't. The climb confirmed that he had not got up to full turns and was not aided by the air. After folding the model was coming down steadily. It glided in 14 seconds short to spell the end of his title defence.

Round 6 was statistically easier than dramatic round 5, then **round 7** was harder again with the wind increasing further. The flyoff which was resolved to have 43 flyers. These included full team scores for four nations: Bosnia Herzegovina, China, Italy and USA.

Next morning we again had two flyoffs, no junior event but the F1A second place tie to resolve as well as Wakefield. It was decided to do the small F1A flyoff first and thus have more light for the main timekeeper challenge. All was ready for a 6.35 start but the powerful public address system, which had seemed so

good previously, was not quite enough to reach the far end of the very long line. In the confusion two flyers made abortive flights before the round had started.

There seemed to be two groups of models which held up well, but identification and real comparison was difficult with so many flyers. Most models were seen almost to the ground, but there were some problems with the wide circles the spindly small cross-section F1Bs taking them out of view prematurely against hazy backgrounds. Bob Piserchio was one to suffer this, both the US team and the helpers loosing it in the air on its very wide turn. The model I watched in detail looked to be as good as any that I could see and it's official time around 7 1/2 was a good reflection of its time to a very low altitude. I saw little evidence to support a couple of claims of models being clocked off very early and making over eight minutes to the ground.

The winner was the in-form Oleg Kulakovskiy just two seconds short of eight minutes and followed directly by Bror Eimar one second behind. Anselmo Zeri was third, half a minute down from the top two, at last a medal position after fourth in 93 and 95.

The prize-giving was held at the Shulamit Garden Hotel in the garden beside the swimming pool. Drinks and snacks were served at the entrance and while people then settled at their tables a composition of video clips of the Champs were presented. There were then brief closing speeches, the prize-giving, and the FAI flag was symbolically handed to the Australian team as hosts for 2001. The conclusion of a memorable and very well run Championships. The only fault that could be found was the dust, but even that was not as bad as expected for most of the champs.

Individual Results

Place	Competitor	Country	7 Rd Total	Fly-Off
1	Oleg Kulakovskiy	UKR	1290	478
2	Bror Eimar	SWE	1290	477
3	Anselmo Zeri	NED	1290	448
4	Mituyasu Nakata	JPN	1290	443
4	Giora Herzberg	ISR	1290	443
6	Ismet Yurtseven	TUR	1290	431
7	Vladislav Andriukov	USA	1290	426
8	Pim Ruyter	NED	1290	425
9	Mirsad Kapetanovic	BIH	1290	421
10	Kenan Jusufbasic	BIH	1290	420

Team Results for Penaud Cup

Place	Country	Abbrev.	Total	Team member places		
1	Bosnia Herzigovina	BIH	3870	9	10	17
2	China	CHN	3870	13	14	18
3	USA	USA	3870	7	12	31
4	Italy	ITA	3870	11	40	43
5	Czech Republic	CZE	3857	25	44	45
6	Netherlands	NED	3855	3	8	48

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Charles Dennis Rushing

The following image is courtesy of Roy Tiller and the DBHLibrary



Oleg Kulakovsky

The only picture I could find of Kulakovsky was in
Vol Libre Jan/Feb 2000 page 8189 taken at a competition in Israel.

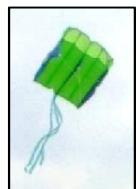
Roy Tiller

My Easter Wallop

- John Andrews



Oh Boy! Was it cold and windy.



Rachel and I went down the night before and had a decent nights sleep in the hotel and a 'Brewers Fare' breakfast before braving the elements on the Saturday. We dressed with thermal underwear, myself with longjohns tucked into thermal socks, long sleeved rugby shirt, two sweatshirts, a hoody and a topcoat, all topped off with a bright red woolly hat. Michelin Man. It was 'Croydon Wakefield Day', I had a '39 Korda' and a 'Jaguar' with me and I was not prepared to risk the 'Jag' so I prepped the 'Korda'. The model is a bit on the heavy side these days and the motors I use are not for the faint hearted. 18 strands of 1/4 , not quite as brutal as it sounds as the rubber is some original Tan Sport which is a bit on the weak side. I only fly the 'Korda' when it's windy (*when isn't it*) and the max is reduced to 2mins or less, the rubber is adequate for that,

if I don't stick the model up in funny air.

The day went really well, three flights, no damage but did get funny air, the old 'Korda' came down on one flight like stairs, in about three big steps. Not seen anything like it before but I did see another model do the same trick.

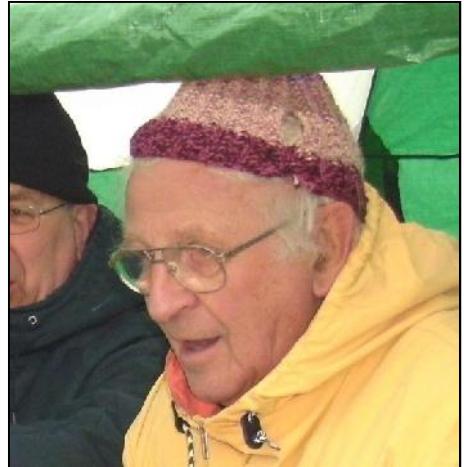
Well that's got the excuses out of the way but I did manage to take second place. I count myself lucky to get away without damage as the undercarriage on Wakes gets them tipped over on landing in windy conditions and they don't stop until they

are upside down into wind. I had the additional hazard of recovery by Rachel and she has started using the bike now which compounds the problem.

Martin Dilly, (*thanks for braving the elements*), was CD and we were quite amused by his headgear. I realise that with excess brain power you should make provision for head expansion but Martin had a woolly hat with, not one but two holes in it, I assumed for that purpose. His excuse was that he grabbed a hat at the last minute and collared a teacosy in error.

At the prize presentation I picked up a bottle of wine, a £10 note and a much sought after commemorative SAM1066 Centenary mug. All in all a good day, no model damage and we had a jolly good warm up in the 'Apache' cafe whilst waiting for presentation time.

Sunday we were up again dressed as before but we skipped breakfast at the hotel and dined at the 'Apache' cafe before moving out onto the airfield.



First order of the day was to enter 'Bournemouth Club Classic Rubber' and, as it was still blowing well, I assembled the 'Last Resort', stuck on the turns, set the DT and, with Rachel on the watch, slung it skywards. The model climbed reasonably well but not with any great alacrity but on the glide it got whisked up in really good air.

Come the 2 minute max mark the model was way up and we waited for the DT. Nothing doing. The old grey matter started working and I realised that, when setting the Tomy timer, I

had made a mistake. I make my own timers and they all work at different speeds so each of my models has a sticker alongside the timer with the time for one turn marked. The 'Last Resort' timer is a slow one and is marked 2, for two minutes a turn, but brain freeze had caused me to put 2 turns on the Tomy, which of course was 4 minutes. By the time the DT operated the model was almost out of sight and way out over the fields. We searched for quite a while but could not find it so eventually it was back to the airfield and start on Tailless.

As I reported in the last issue, I had built a small Spencer Willis tailless model and was determined to fly it in the tailless comp. Problem was, it was completely unflown and I did not have much idea how to trim it. I had enquired of Spencer about the angular deflection of the elevons and he had supplied me with a few trimming notes.

Late on the Saturday I had attempted to test glide but the strong wind had not abated much and the model just ballooned up in the air. I reduced the elevon angle a little but really there was no sign of a glide. Spencer's notes suggested that tailless models do not glide well and advised putting on turns and flying. Good enough for

Spencer, good enough for me, 150 turns on the 14 x 3/16th motor and chuck it. The model zoomed up in the air, dropped into tight circles and finally flew flat into the floor. No damage, I had got away with it. Then a few more turns coupled with 1/16th side thrust against the turn and up it went again. Zoomed up again but this time settled into a climbing turn, looking good. When the turns ran out the model just flopped about and dropped down, no sign of a glide. I decided to quit whilst ahead and resolved to wait until comp day.

It was now comp day and I opted to enter and time my trimming flights for comp flights so I would at least get one flight in, even if I crashed on the first attempt. I had thought that the rubber motor looked a little too strong the evening before, so I restrained to 12 strands before the first flight.

400 turns, fingers crossed, and launched. The model zoomed up, rolled out into a nice climbing turn and, although there was still no glide I posted a time in excess of 30 seconds. One in the bag.

I stuck a nice ball of plasticine on the nose, wound on about 600 turns and tried again. Climbed quite high, still no glide but over one minute recorded on the flight card. I doubled the plasticine on the nose, wound on 800 turns and up and away for my third flight. Good climbing turn to good altitude then appeared to have some semblance of a glide before dropping out of the sky, probably in poor air. The model had climbed much higher than the second flight but recorded a lower time. It may have been stopwatch trouble, the watch display had been fading and failing to start properly, the battery has now been replaced. All in all a more than satisfactory first foray into Tailless, although I finished up bottom of the pile I was quite pleased.

Monday started really well, I received a phone call from Chris Redrup who had found my missing 'Last Resort' that morning whilst looking for a model of his own.

Rachel with a wing and a prayer



I did not fly, I did have a Keil Kraft Achilles with me but I have not yet been able to trim it despite several attempts so I rested and watched the world go by. It was really cold and windy and the entire prize giving took place with everybody crammed into the control tent.

We still enjoyed the event despite the wind and the cold.

John Andrews



From Aeromodeller July 1956

Everything Under Control

You could say that, now a free flight model has been controlled by Radio, we have lost the last freedom. But not to worry, the only reason a free flight model is called such is to distinguish it from the various types of acrobatic specimens which thresh about the sky, either on a loop of wire or the live end of a radio pulse.

As a matter of fact, the idea of a Wakefield or glider doing its stuff within the confines of the airfield has a strong appeal to those lacking the vigour and agility to negotiate that assault course known as the English countryside. One chastening thought, though. If we do manage, by the magic of electronics, to contain ourselves in the airfield environs, what a waste of all these strategically concealed ditches and defensive barriers of barbed wire.

Bon Viveur

A few words apropos to cannibalism, inspired appropriately enough by a plasticator who wrote to the Air Britain Digest. But before you get any gory ideas about feasting out of tins of real Chappie, let me point out that the cannibalism, or rather cannibalisation, refers to the very unchewable contents of plastic kits, and the ransacking of same for those choice bits and pieces that will build your basic two bob outlay into a coveted 'special'.

A harmless enough pursuit, but one which can quickly get out of hand and become a feverish addiction, with the advanced re-creator mating up all sorts of improbable oddments. He may start off, innocently enough, boggling the unsuspecting eye with a Messerschmitt 110 empennage grafted onto a Mark I Spitfire, but as the mania takes hold he casts a deviationist eye towards the plastic 'Monster' shelf. Yippee, he says, as the full significance of a Frankenstein Bomber/Fighter begins to formulate in his plasticated pre-conscious. Or what about a Henry Mark VIII? And a Dracula Jet opens up all sorts of exciting possibilities, with a re-heat blood transfuser and inverted landing gear.

In quieter vein he could bring about some marvellous transformations with Santa Marias and Cutty Sarks coming to terms with old Farmans and Bleriot Monoplanes. Fortunately, before he gets to the plastic Adam shelf to ponder the airworthy scope offered by the assortment of human innards, he is flat broke.

Well, that's how the chap who wrote the letter to Air Britain tells us he finished up, although it would seem that his experience has given him a missionary urge. There are constant references in his letter to such Congo sounding places as Gloomsville and Crisisville. Let us hope, though, that the cannibals don't catch up with him and make him a 'Kookie'.

Pylonius



Wessex Tomboy League 2013

Scores after Round 1 held at Cashmoor on Sunday 7 April 2013

The first round of the 2013 Wessex Tomboy League was held by kind invitation of the Wimborne MAC. The weather forecast was cold and windy and unfortunately it was correct. Ten pilots turned up and seven of them qualified for the fly-off with flights of over four minutes during the morning. The blue sky had large clouds scudding across it in the strong gusty wind and they were to provide good indications of lift later in the day.

The air was buoyant in small rapidly moving patches of the sky and soon the smaller 36" span Tomboys, using only 2cc of fuel, were reaching a good height. Nearly all pilots used the increasingly popular MP Jet 040 Classic motor with its standard 2cc ali tank. One exception was John Taylor, usually a dab hand at engine tuning, who could not get a decent run from his Mills .75 fitted with a 2cc tank. Dave Ashenden was trying out a new Red Fin Mills .75 but as it still had the larger 3cc tank he flew without his scores being counted. John Myers, having flown his Tomboy for over 20 minutes in a practice flight a month ago, was unable to organise enough power from the MP Jet engine in order to master the strong winds and graciously offered to act as our official starter for the day.

In the Wessex Tomboy 36 fly-off all the planes got away cleanly. First down after 3 minutes 20 seconds was James Parry, followed 48 seconds later by Derek Collin. Teenager James Collis continues to improve his flying skills and finished in a strong second place with a time of 5 minutes 17 seconds. The winner was Chris Hague with a time of 6 minutes 35 seconds. But that was nothing compared to what was to come with the Wessex Tomboy Senior 48's in their fly-off.

Tomboy 36

1st - Chris Hague	6 min 35 sec;	2nd - James Collis	5 min 17 sec;
3rd - Derek Collin	4 min 08 sec;	4th - James Parry	3 min 20 sec;

DNS; John Myers, John Taylor, Dave Ashenden.

Wessex Tomboy 36" span league table

Place	Competitor	Rd 1	Rd 2	Rd 3	Rd 4	Rd 5	Total
1	Chris Hague	10					10
2	James Collis	9					9
3	Derek Collin	8					8
4	James Parry	7					7
=5	John Myers	1					1
=5	John Taylor	1					1
=5	Dave Ashenden	1					1

There were six entrants in the Wessex Tomboy Senior 48" competition with five qualifying for the fly-off. James was unable to persuade his Tomboy Senior flight battery to produce enough power to move his servos back and forth so he reverted to his "Master of ceremonies" role. Engine supremo Derek Collin was first to land with a time of 6 minutes 25 seconds.

Before today Peter Rose had enjoyed a run of six successive wins in Tomboy Senior events and his time of 15 minutes 12 seconds would have won most contests. But today it was only good enough for fourth place.

Rick Farrer would also have expected to win with his time of 21 minutes 55 seconds. But today it was only good enough for third place.

Barrie Collis would also have expected to win with an excellent time of 22 minutes 32 seconds. But today that was only good enough for second place.

Chris Hague would also have expected to win with an excellent time of 40 minutes 44 seconds. And he did! However, it was not that simple, as Chris got off to a very poor slow start and was still at a relatively low height when Peter, Rick and Barrie's planes were at a great height being only a mere speck in the sky up close to the clouds. After a lot of careful flying (or as some might say, a lot of luck) Chris managed to find some lift and slowly but surely overhauled the others. Slowly the rest came down and landed leaving just one model still flying.

At this point Clipboard Bill, our intrepid timekeeper, suggested to Chris a target time of 30 minutes. As this time of 30 minutes flight time approached he then reset the target time to 40 minutes (thanks Bill!) as he felt this would be longer than the previously set longest Tomboy Senior flight in an official competition, flown by Peter Rose at Cocklebarrow Farm. At this point Chris's helper and timekeeper, Keith Derbyshire thoughtfully found a much needed chair for our intrepid pilot to relax on.

It was downhill all the way after that! The final flight time was an amazing 40 minutes 44 seconds! Is this some sort of record for a Tomboy Senior flight in an official competition? If you have witnessed a longer competition flight please let us know via our own website: www.wessexaml.co.uk

Tomboy Senior

1 st - Chris Hague	40 min 44 sec;	2 nd - Barrie Collis	22 min 32 sec;
3 rd - Rick Farrer	21 min 55 sec;	4 th - Peter Rose	15 min 12 sec;
5 th - Derek Collin	6 min 25 sec;	DNS - James Parry	

Wessex Tomboy Senior 48" span league table

Place	Competitor	Rd 1	Rd 2	Rd 3	Rd 4	Rd 5	Total
1	Chris Hague	10					10
2	Barrie Collis	9					9
3	Rick Farrer	8					8
4	Peter Rose	7					7
5	Derek Collin	6					6
6	James Parry	1					1



Derek Collin's Wessex Tomboy 36



Wessex Tomboy 48's climb higher

Our thanks go to our starter for the day, John Myers and to Bill Longley for timekeeping.

Also to the host club the Wimborne MAC for allowing the use of their excellent flying field. Unfortunately, due to illness, Ian Pratt was unable to take part today. We wish him a speedy recovery in time for the next Wessex AML event the 600RES Round Robin on Sunday 21 April.

Anyone interested in taking part in Tomboy events might like to try the 36" version with a new MP Jet Classic 0.6cc diesel costing a mere £50, a Rx., two 6 gram servos, covering material and either a laser short kit at up to £30 or build from one of the plans around.

Contact James for details of plans available. You can be fully competitive for about £130 or less if you have any of the bits already.

Remember it is the best four scores to count.

The 3rd round will be on Sunday 2nd. June, at West Winterslow.

Full details available on our website: www.wessexaml.co.uk

Chris Hague

Swedish Invitation

SWEDISH AEROMODELLER'S OLDTIMER ASSOCIATION

FLY IN SWEDEN AUGUST 2013

Invitation for Old Timer Modellers

JUBILEE COMPETITIONS - Glider 60 and Wakefield 60

at 2 pm on Thursday, August 8th

Glider 60 open for gliders entitled to participate in World Championships in 1953.

Latest date of construction: Dec 31, 1953

Surface area: 32-34 dm ²	Fuselage cross-section minimum: surface area/100
-------------------------------------	--

Minimum weight: 410 g	Launching cable: max 100 m
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Wakefield 60 open for all Wakefield models, latest date of construction Dec 31, 1953.

ENTRY FEE for JUBILEE COMPETITIONS:

First model 100 SEK, additional model 50 SEK. To be paid on site.

OPEN SWEDISH CHAMPIONSHIPS - VINTAGE MODELS

Friday, August 9th – Sunday, 11th

Number of classes:

Gliders	Rubber powered	Combustion engine powered	Radio controlled
6	5	2	2

Class: Please see separate information sheet for correct class, or describe your model in an e-mail to Sven Landervik landervik@telia.com for help in finding the correct class. See also our website <http://smos.homeunix.net> for information about model classes.

ENTRY FEE for OPEN SWEDISH CHAMPIONSHIPS - VINTAGE MODELS:

First model 65 SEK, additional model 35 SEK. To be paid on site.

PLACE: RINKABY FIELD, RINKABY, situated near Kristianstad in southeast Sweden.

Latitude: N 55° 59' 28" Longitude: E 14° 17' 12" (WGS84)

LODGING AND MEALS:

Barracks B and C: Cooking facilities, bed sheets provided: 150 SEK/night

Basic barracks: No cooking facilities; bring towels+sheets (no sleeping bags): 100 SEK/night.

The number of beds is limited so please book lodging as soon as possible.

Lodging open from 12 noon on Thursday, August 8, until noon on Sunday, August 11.

Breakfast at 07.45 on Saturday and Sunday: 90 SEK per meal, paid on site at registration.

Awards banquet at 19:30 on Saturday: 200 SEK, paid on site at registration.

Breakfast and banquet will be served in the dining room near the barracks.

PAYMENT: We kindly request that all fees for participation, lodging and meals shall be paid in cash in SEK or EURO (please bring exact amount) on site at registration.

APPLICATION TO PARTICIPATE - FINAL DATE FOR APPLICATION: JULY 28, 2013

To participate please download and fill in the Official Application Form, and return your completed digital application in an e-mail to Sven Landervik at landervik@telia.com.

Contest Director – *Thomas Johansson*. Assistant Contest Director – *Tycho Andersson*.

Assistant Contest Director – *Sven Landervik* landervik@telia.com, phone +46703542401

Competition Classes

Free-Flight

Rubber-powered models

Class	Span	Designed prior to	Wing-loading minimum + other Information
A	maximum 50 cm	1960	10 g/dm ²
B	50-75 cm (30" is allowed)	1960	10 g/dm ²
C	75-100 cm (40" is allowed)	1960	10 g/dm ²
D	more than 100 cm	1951 and pre-1954 Wakefield models	15 g/dm ² or valid weight in the Wakefield class. Landing gear for take-off
G-int	Wakefield models according to current rules 1954-1965. 1954-1957 models require landing gear for take-off. 1958-1965 models: maximum 50 g rubber and hand launch.		

Gliders

Class	Span	Designed prior to	Wing-loading minimum
S1	maximum 100 cm	1951	10 g/dm ²
S2	100-150 cm	1949	15 g/dm ²
S3	more than 150 cm	1949	15 g/dm ²
Class	Year of construction	Surface area	Minimum weight
S-int	1947-1953	32-34 dm ² Fuselage cross-section minimum: surface area/100.	410 g
A1	Latest year: 1970	maximum 18 dm ²	Weight/surface area: minimum 12 g/ dm ²
A2	1954-1979	32-34 dm ²	410 g Circle tow-hook not allowed

Combustion engine powered models

Class	Designed prior to	Engine	Maximum engine run	Other information
F-Classic	1949	max 2.5 cc	30 sec	Engine of the age or replica of that and of the size recommended by the designer of the model.
F-Nostalgia	1959	max 2.5 cc	15 sec	Engine of the age or replica of that. Weight/surface area according to rules of the age.

Radio Controlled Models

OT-RC

Model	Designed for free-flight or radio control, originally powered by combustion engine.
Designed prior to	1966
Power	Powered by optional combustion engine or electric engine.
Radio	Radio equipment optional. Number of channels optional (see Bonus).
Flight	After climbing for maximum 4 minutes, the engine is cut off. The aim is then to land after exactly 4 minutes. Every second's divergence from 4 minutes reduces the points for flight by one point.
Points	Maximum 240 points.
Bonus	A bonus of 10 points per flight will be awarded to a model with no other controls than rudder and throttle.
Landing	If the model stops within a circle with a diameter of 30 meters this will yield 30 points.

OT-RC III

Model	Maximum 5 kg and 100 g/dm ² . Designed for radio control with only rudder control.
Designed prior to	1966
Power	Powered by electric engine or combustion engine max 10 cc.
Radio	Radio equipment optional. Controls: throttle, rudder and elevator (see Bonus).
Flight	The flight will be assessed by one or more judges. Each manoeuvre yields 0-10 points. The points will be multiplied by a coefficient.
Points	The point total will be the sum of the products of the points and coefficient for each manoeuvre plus any bonus earned.
Bonus	A bonus of 10% of the points for the flight will be awarded to models without elevator control.

MANOEUVRES		COEFFICIENTS		
1	Start from the ground		5	
2	Straight head-wind flight		5	
3	180° turn		5	
4	Straight tail-wind flight		5	
5	360° turn starting and ending head-wind		5	
6	360° turn starting and ending tail-wind		5	
7	Steep spiral 2 turns	Steep spiral 3 turns	7a: 5	7b: 10
Stop engine			0	
8	Rectangular landing approach		10	
9	9a: Landing outside 50 m circle	9b: Landing within 50 m circle	9c: Landing within 25 m circle	9a: 5 9b: 10 9c: 15

SWEDISH AEROMODELLER'S OLDTIMER ASSOCIATION

FLY IN SWEDEN AUGUST 2013

OFFICIAL APPLICATION

JUBILEE COMPETITIONS August 8, 2013

OPEN SWEDISH CHAMPIONSHIPS - VINTAGE MODELS August 9-11, 2013

Name of contestant:

Phone (including mobile phone):

Email:

Name of other persons in group:

Class	Name of Model	Jubilee Competitions	Open Swedish Championships

MODELS in JUBILEE COMPETITIONS

First model 100 SEK, additional model 50 SEK per model: _____ SEK

MODELS in OPEN SWEDISH CHAMPIONSHIPS - VINTAGE MODELS

First model 65 SEK, additional model 35 SEK per model: _____ SEK

LODGING AND MEALS

Barracks B and C: 150 SEK/person/night

Cooking facilities, towels and bed sheets provided.

Number of persons: *Thursday* _____. *Friday* _____. *Saturday* _____. _____ SEK

Basic barracks: 100 SEK/person/night.

No cooking facilities. Bring your own towels and sheets (no sleeping bags):

Number of persons: *Thursday* _____. *Friday* _____. *Saturday* _____. _____ SEK

Breakfast: 90 SEK per person/meal

Number of persons: *Saturday* _____. *Sunday* _____. _____ SEK

Awards banquet, at 19:30 on Saturday, August 10: 200 SEK per person

Number of persons: *Saturday* _____. _____ SEK

TOTAL AMOUNT to be paid in cash on site at registration in SEK or EURO. **TOTAL** _____ SEK

This is the OFFICIAL APPLICATION for *FLY IN SWEDEN*. FINAL DATE FOR APPLICATION: JULY 28, 2013.

Please download and fill in this Official Application, and return your completed digital application as an attachment to an e-mail to Sven Landervik at landervik@telia.com .

For further information, please contact Sven Landervik at landervik@telia.com, phone +46703542401.

OFFICIAL APPLICATION – Final date for application: July 28, 2013!

Editor: This is a letter from Bryan to our Chairman John Thompson and John congratulates him for a good PR exercise in the best place possible

MIDHURST.

22 APRIL '04

John,

Just once in a while a ray of sunshine breaks through the gloom & despondency.

You may or may not recall that last year - March - 2012 - I lost my Mercury Hunter rubber model - last seen heading down the A343 towards SALISBURY

On APRIL 11th I received a telephone call from the caretaker of WALLOP PRIMARY SCHOOL to say that he had retrieved my model from a tree adjacent to their sports field!

I went down on the FRIDAY to collect - gave him a bottle of wine and left a box (presentation) of biscuits for the headmaster and staff whose office the model was ~~still~~ stored in. It [the model] is in good condition having spent a year in a tree!

Regards

Bryan Stichbury

Bryan Stichbury

Letters to the Editor

Hi John,

Thanks for another fascinating edition of New Clarion in April.

The article on the Flaming Ptero reminded me of an incident in the mid 1970s.

Howard Boys was a member of our club, Northampton Model Aero Club, and he persuaded me to build a Flaming Ptero.

He gave me a plan, I built the model but Jetex would not fit and Rapier had not been invented...so I bought some fireworks and decided to break them up to make rocket motors.

As you probably remember it was highly illegal, probably criminal, to break the casings of fireworks. As I was doing this with powder and fuses spread all over my bench the door of my model room was opened by my wife who to my horror introduced me to a visitor...a uniformed police officer!!!

He never mentioned the fireworks but simply wanted to join our model club and had heard I was a member and wanted details. Phew!

Oh by the way the bearded chap with the rubber model in the penultimate photo from the 1970 Model Engineer Exhibition is, I believe, Ian (Noddy) Peacock.

Best wishes

Roger Brown NMAC

Hello John,

Thank you for - as usual - the great 1066 newsletter.

I was interested to see Stephen Lacey's lightweight glider featured as he sent me, many years ago, a copy of this plan from which I produced the attractive little model in the photos.

I'd like to say it was a huge success but am afraid it had its failings - it took a sizeable and ugly external lump of modelling clay to supplement the lead ballast inside the nose before it had a reasonable glide but then proved very difficult to tow. Perhaps some amendment to hook positions could have improved things but the model got put aside 'until tomorrow' which... as we know.... never comes.

Regards

Jim Moseley (Canada)

PS: The slight warp evident in the stabiliser was removed before flying was attempted, so not relevant to the towing 'performance'.



Hi Mr Andrews.

As a returnee to the hobby, I wonder if you could perhaps fill in some gaps in my knowledge?

In my teens I flew a good few C/L models, but no closing in on 40, I decided to return to the hobby. I am building a 'Jemima' from the RCM&E plan, and also getting in some 'stick-time' on a battered old 'Mamselle.' I'm also building a Tomboy with which to enter the Tomboy 3's competitions that seem to abound.

However, I am also fascinated by the free flight scene, and having purchased a recent copy of 'Aeromodeller' and visited a F/F event at RAF Church Fenton, I would like to build and compete with possibly a rubber powered model.

I also have just finished reading and digesting all the 'New Clarion' issues, but I still find aspects of classifications and competitions somewhat baffling.

To a newcomer, the world of strange and arcane dethermalizers, max's, competition classes, rubber motor types and so on are quite hard to understand! even such things as timing (does a competitor time themselves, or is someone supposed to watch you?)

I would love to read an article written for a 'Visitor from Mars' who has no prior knowledge of free flight, but is enthusiastic about joining in and learning this fascinating discipline! Maybe a series that explains what it's all about and how to get started would attract some more 'new blood'?

I'd like to start with a fairly simple model, and wonder if the 'Korda' or the 'Senator' would be suitable? Can you help?

P.S, your battle scarred Tomboy is possibly the best model I've ever seen! So worn in but all the better for it! If you ever sell her, I'd be more than happy to give her a new home!

Kind regards

Stewart Mason

Editors comment:

Stewart,

For model specs look on BMFA website, resources, publications, rule books, free-flight rules.

Time keeping, you need another modeller to time your flights and sign your flight card

A lot of people start with the 'Senator' it's rugged and a good performer if built light. An ordinary build will probably be tail heavy, mine was when I restarted and required lead in the nose-block and in addition fitting a DT is not easy due to the under-slung tail.

I would recommend you build a 'Hep-Cat' it's a little more fragile but a good performer even if built heavy. It also only needs 30gms or less of rubber.

These models are classified as 'Mini-Vintage' and most meetings have a competition for them and they can be flown in open comps also.

If you built a 'Korda' it requires about 90gms of rubber and is limited to 8oz Wakefield comps or the occasional 'Vintage' comp.

If you attend one or two comps you will soon pick up the swing of things if you poke your nose in here and there.

John A.

SAM Members: Is there anyone out there prepared to write a small article on some aspect of free-flight for beginners, DT's, Props, Trimming, Coverings etc.? Editor.

Dear John

I am sorry to bother you with a bit of trivia but having just read the latest Clarion and seen your address.....

I wonder if you can help with identifying the rubber model in the attached pic. It was a kit circa 1945. I think it was about 36 inches span.

Kind regards

John Farley



Editors comment: Forelorn hope I feel, could be some 4oz Wakefield by the look of the $\frac{1}{2}$ tail plane sized fin.

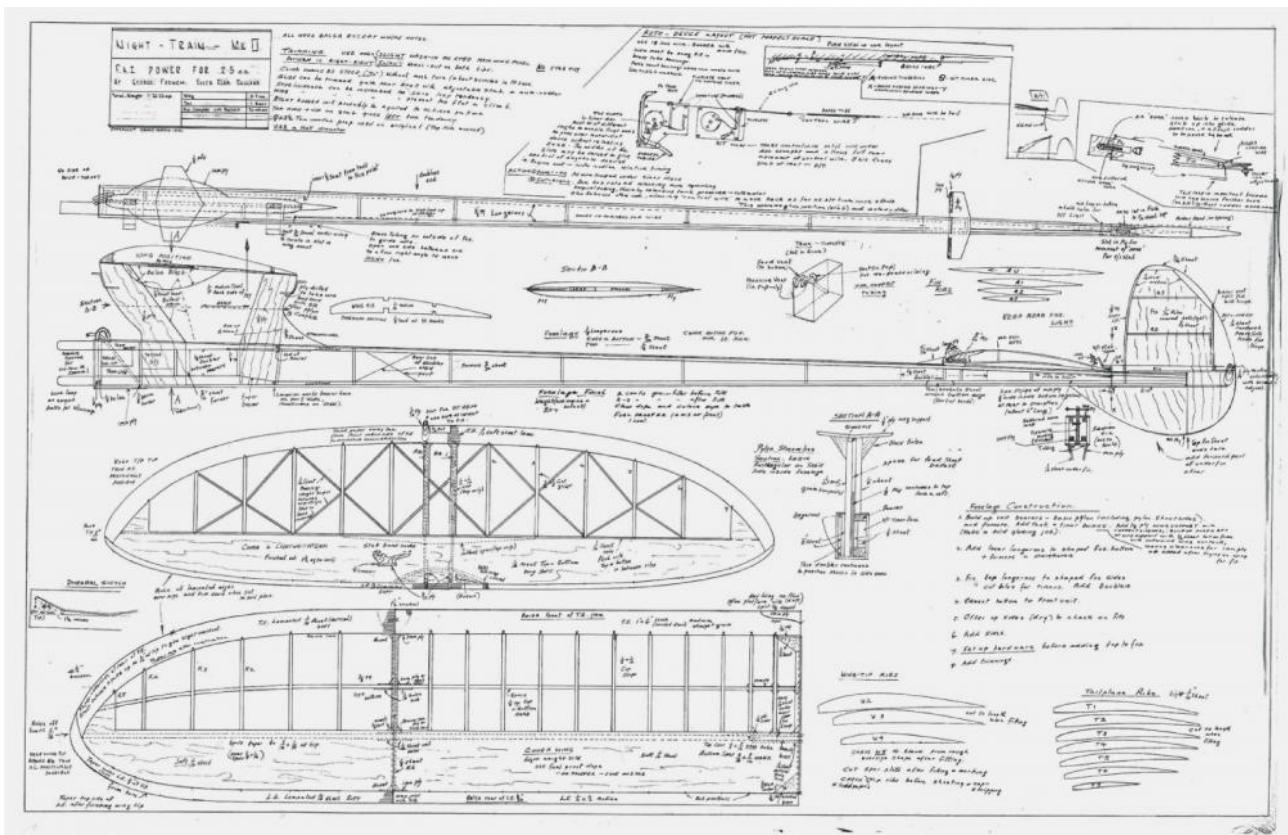
George French's 'Night Train'

Brian Yearley

I visited George with my model and took the photos last Wednesday afternoon.

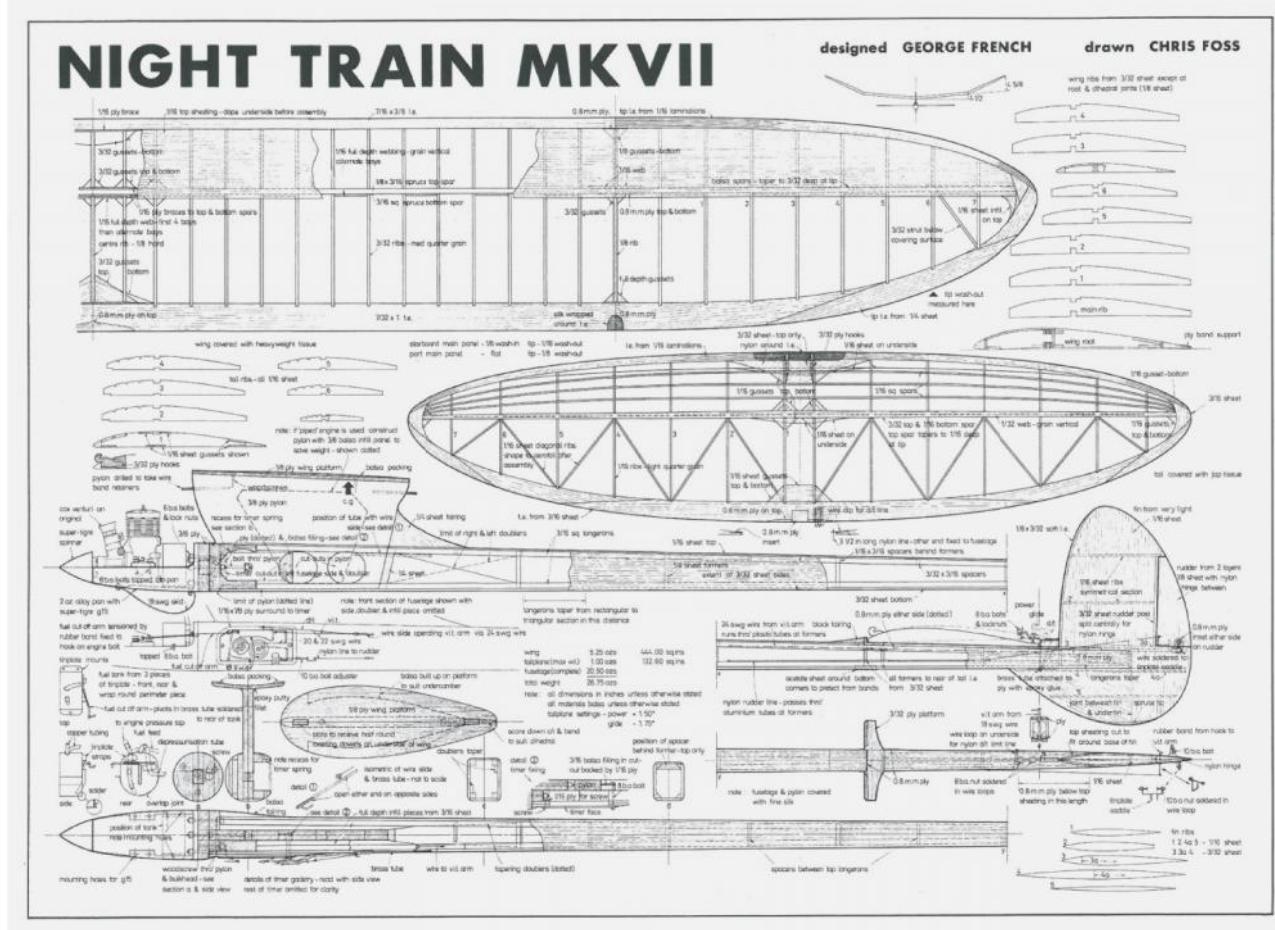
He did say that at one time he used 70% nitro in his fuel!!

Here is a scan of the original plan George drew of the Mk2 to address the number of requests he got for it and a scan of the plan for the Mk7 that was drawn up by Chris Foss.



John Thompson's comment:

Should arouse quite a bit of interest. If George used 70 % nitro he had to add some pretty carcinogenetic additives to get it to mix which nowadays would be banned! The Mk 2 had the Piminoff section which I have found to be dodgy with high power and note that on the 7 that a flatter undercambered section is used this meets my approval!



Brian Yearley



Our Malmstrom Madness in March Mass Launch went off very well, with 8 fliers here in West Aus, and also 3 fliers elsewhere, Andrew Cole in Wagga Wagga, NSW, Aus, Martin Pike in Bethesda, Wales, and of course no mass launch would be anywhere near complete without Mike Parker! Indeed, Mike, the sensible fellow (given the weather you've been having) flew indoors. Here, we had really lovely weather on the day - sunny, very still and cool (longest, hottest summer since data has been collected - a scorcher, but Malmstrom day was our first really good flying day). Such good fun, we will run it again next year.



(pictures by SAM270's Ian Dixon via Dick Twomey)

I moved from NSW to West Aus a few years ago. Here we have a small but very keen group of Old Timer model flyers (SAM 270), and most of our flying is competition based (Tomboy, 1/2A, duration and texaco events etc - pretty much follow US rules and practice). Many of the Old Timer flyers are also keen on FF power (slop, open power, vintage power).

I am trying to encourage some small FF model flying, in a light-hearted vein, at a venue close to our usual Old Timer field (which is good for RC, not so hot for FF - trees). We also do have a FF club here in WA, which uses an excellent FF field, but that is 160km from town.....the old timer field is a mere 35 km.

Apart from the Malmstrom, we recently held an Ebenezer mass launch with our free flight HLG and scramble events, I'll send a report as soon as I have the snaps.
regards

George Car (OZ)

Picture Parade

Here are a couple of pics from 2 years ago at the SE Area Indoor meeting at Crawley, West Sussex. All models are wall foam covered with tissue which has been inkjet printed. Lee Bates had to stop model building due to an allergy to Balsa dust, but found this alternative way of building flying scale models.



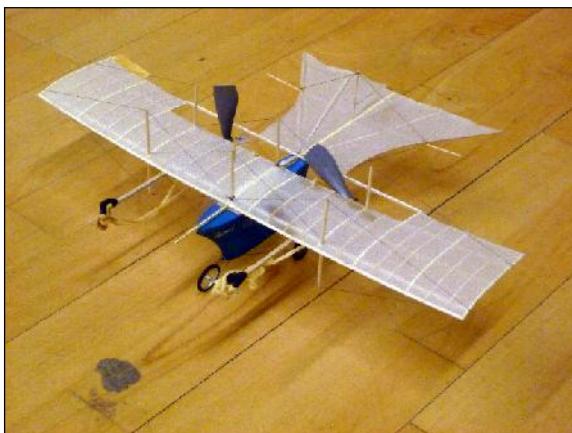
Sopwith Dolphin, Lee Bates



Fokker D VII, Lee Bates



Eight inch span RC models by Terry Adams.
All fly extremely well including his Spitfire, not shown here.)



The brilliant modeller, Peter Smart, built an indoor flying model of the Aerial Steam Carriage of William Samuel Henson and John Stringfellow, which was patented in 1842.
As can be seen, it has twin rubber power motors and was probably entered in Open Rubber

Cedric de la Nougerede

I enclose a picture my new model, Published in August 1955, TOTOTL, (Aztec for bird) An entry that year in the World Champs from Mexico. I did build one in 1957 with a Fuji 29 This time it is the Aeromodeller plan scaled to 150% giving 7 feet span, powered with 650 watt brushless electric from 4 S Lipo.

It is an R.T.M. (Radio Trimmed Model), 2 servos, elevator 5%, rudder 20%, ESC on motor



Bill Longley



Photos taken at the MW event 31.03.13 by Andrew Boddington of the Tomboy 3 launch. You can see the camera equipped model that was meant to be launched 2 seconds before the competitors, still grounded. Lets hope for better luck next time.

Tony Tomlin



Clive Metcalfe displays his mini "Eros".

(pictures by Keith Miller from Wallop possibly 2011 sometime)

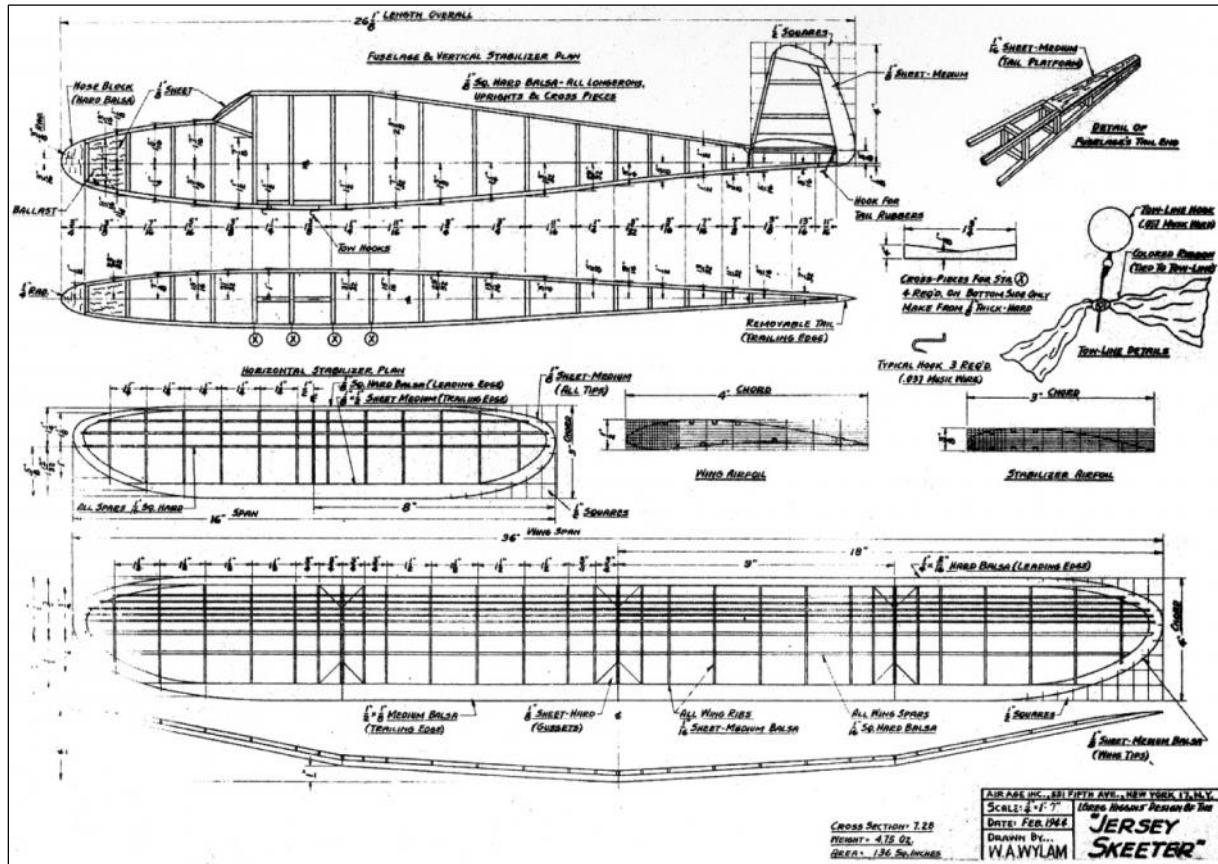


Lindsey Smith shows off "Mr Smoothie".

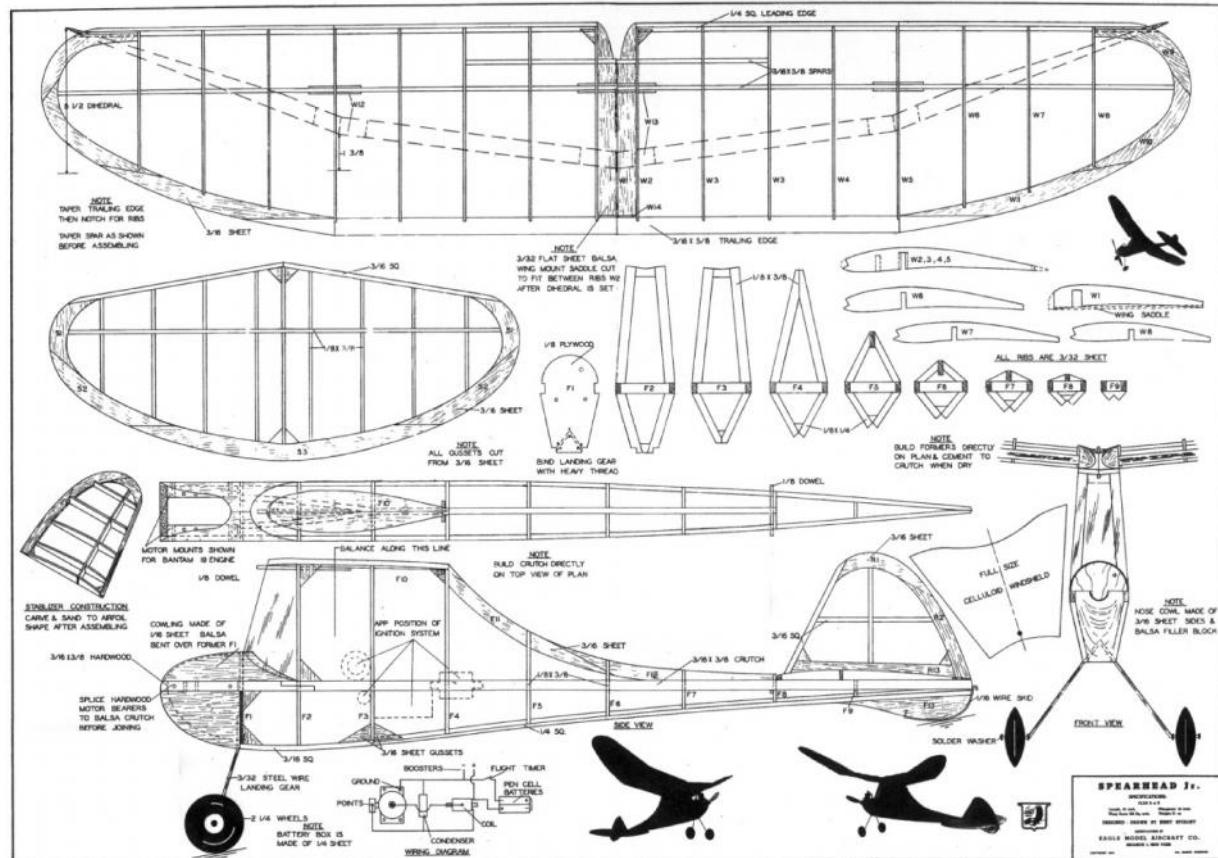
Plans from the Archive

Roger Newman

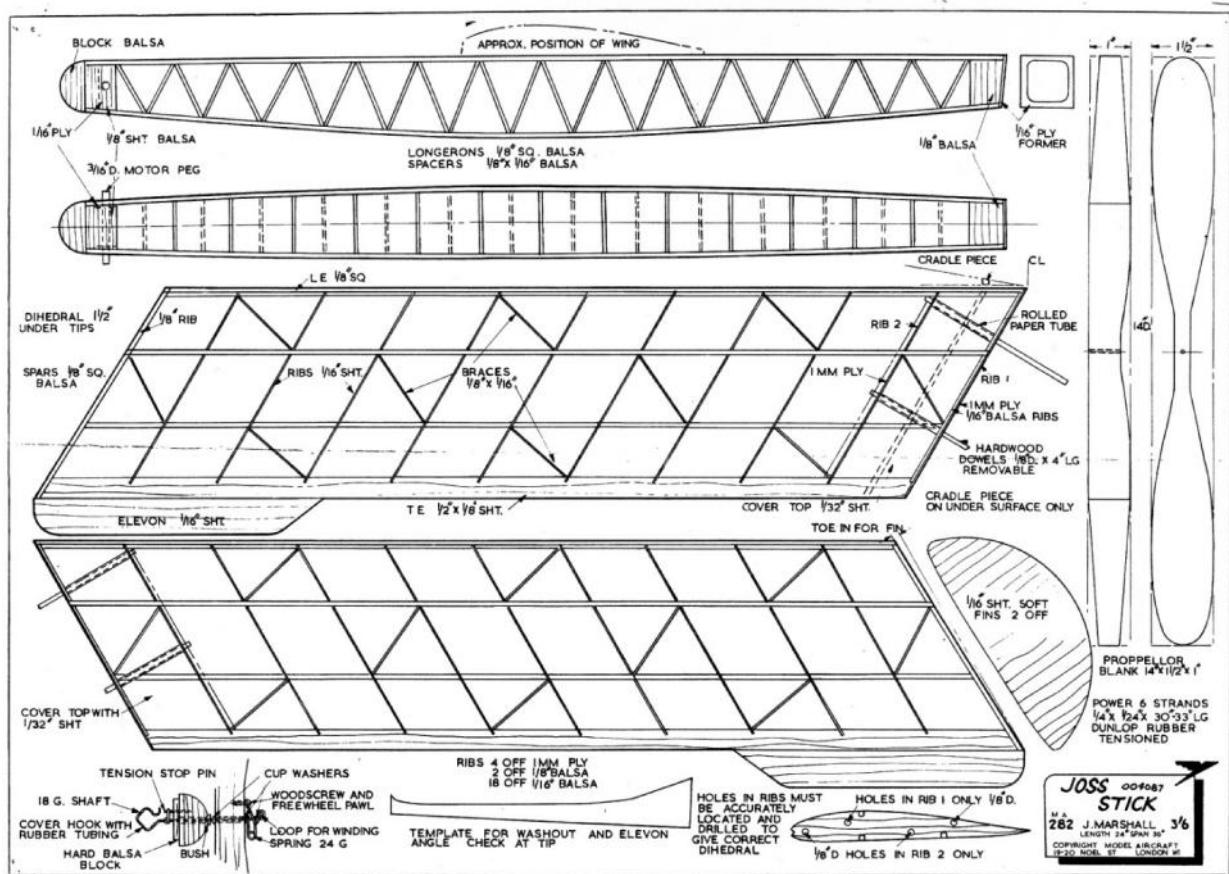
Three plan choices from the archive for this month



Glider is Jersey Skeeter – as mentioned in my notes!



Power is Spearhead Junior. A nice steady flyer for Mills 0.75 provided it's not to heavily built.



Rubber is Joss Stick by Josh (or was is Joss?) Marshall.
A venture into the world of tailless models & suitable for the Spencer Willis tailless league.

Roger Newman

Secretary's Notes

Roger Newman

Easter Gala

There will be other words about our Easter meet in this NC, so I won't dwell too much on it other than to point out we had about 50 or so folks on Saturday, about 90 or so on Sunday but - due to the dire weather forecast only 10 (including us & Flitehook) on Monday! Actually, the wind abated on Sunday afternoon to allow the luxury of an unlimited flyoff. Results are reported elsewhere - thanks to Peter Michel for typing them up. One notable flight was that of the Rapier propelled model of John Huntley, that was timed at 3.35 oos & still going up - for a model of some 6" span, pretty good!

More plans

During the meeting Ron Marking very kindly gave me three blueline plans which will be added to our DBHL. They are all from N G (Norman) Taylor's stable, going under the name of Normans Model Aircraft Stores of Wimbledon. The "Brookland" - a diamond fuselage 30" vintage rubber duration model and two control liners - "Minx" & "Minx Mk III". The former for an ED Comp Special & the latter for engines of 2 - 5cc. Unusual & I haven't come across any from this stable prior to now. Thanks Ron.

And a Gift

Also during the meeting Peter Rose very kindly donated a new Indian Mills 0.75 complete with box & instructions. After a quick confer with your Committee, we decided that it would be raffled at the August SAM Champs - probably at £1 per ticket. If anyone wishes to donate any other engine/s. it would be much appreciated & would go towards making a very worthwhile raffle. All proceeds to SAM 1066 funds. Email me with your offer of contributions!

Visit of Dick Twomey

Having completed the Twomey Minotaur as per last month's notes, it was very nice to have a visit from Dick Twomey & his son Owen this week. Dick & his family came over to the UK for a two week visit, but due to school holidays couldn't get here in time for the Easter meeting. However, he has now made up for that as he brought copies of his plans that are not yet in the DBHL. These will now be added - there is now something approaching another 300 newly catalogued plans ready for scanning. A visit to Derick Scott is "sort of planned" for late May/early June as it's the easiest way of getting a



Dick and the 'Kittywake'

large quantity to him. To give an idea of costs for "non-standard" parcels - a tube of about 14 plans was quoted by DHL door to door delivery at around £35 for a one way trip - I can very nearly drive to Derick (who lives in Lancaster) for that cost, so the DHL offer was declined! Dick also carried over a full model box, containing an 8oz Wakefield that he designed in 1949 but remains unpublished - "Kittywake" - with a request that it can be flown & trimmed over here as he has nowhere to fly it in Mauritius. It will be taken to the next Bournemouth Club meeting for expert advice & guidance! Hopefully to be seen flying at the SAM Champs in August - a possible entry in the 8oz Wake comp?

Third Area Meet

I did make an effort to visit Beaulieu for the third area day last Sunday, but again the weather conspired to defeat most people, as there wasn't a great turn out. Results as follows (courtesy of our Chairman):

Combined Rubber				SLOP			
1 st	R Elliot	Croydon	4.54	1 st	D Cox	Crookham	7.11
2 nd	J White	Croydon	4.38			F1Q	
	P Jellis	Croydon	Did not Fly	1 st	A Shepherd	Crookham	7.59
F1C				No Entries			

F1H

1 st	D Cox	Crookham	8.37
2 nd	D Etherton	Chichester	6.03
	P Tolhurst	Crookham	Did not Fly

(Dave Etherton for the second time this year had a walker pick the model up during the contest and take it home and then telephone Dave when collecting the model found he knew the person from when he was in business. GRRRRRRRRRR).

May Meeting at Middle Wallop

Don't forget our 5th May one day event. Details of comps were published last month but as a reminder, here they are again.

However - first an apology ! One of the comps is wrongly entitled "Vintage Wakefield (Flight Cup)"

Mike Turner was kind enough to rightly query my wording - indeed the Flight Cup is not specifically for Wakefields but is an "in between class" for "Vintage Middleweights".

Having probably confused a few potential competitors & consulted Andrew Longhurst, Andrew suggested a good solution of having this comp as a combined class for Vintage Wakefields (4oz & 8oz) & Flight Cup Vintage Middleweights.

So this is what the comp will be on 5th May. I put it down to my relative ignorance of things rubber, preferring those oily machines or true silent flight via a towline!

Free Flight Competitions

Bungee Glider (SAM Rules) for Reg Roles Trophy
Rybak A2

Vintage Wakefields (4oz & 8oz) & Flight Cup models (Combined Comp)
Pre-4oz Wakefields
Combined Open Power
E36 Electric Power.

Jimmy Allen Mass Launch at 2.00pm for any Jimmy Allen Rubber Powered design.

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

Control Line (no combat wings; Mini-Speed & Spitfire Scramble
RC Sports flying & Tomboy 3 & Tomboy Senior Comps
RC Vintage Power comps incl. George Fuller designs
RC Bowden

Having reported my Doofa as ineligible for the bungee glider event, I'm desperately trying to complete a Jersey Skeeter. This is a 36" design from the USA, published in 1944 - details elsewhere in plan choices for this month. There are a few noticeable errors on the drawing, which is a bit surprising as I normally find the older plans are usually pretty accurate & the more modern ones less so."

Roger Newman

SAM Easter meeting, Middle Wallop, 2013**Saturday, March 30.** Cold and breezy**Over 50in. Classic Open Glider. BMAS Glass Vase trophy:**

- 1.- D.Etherton (Caprice), $2.00+2.00+2.00 = 6.00$;
- 2.- D.Cox, Crookham (Inch Worm), $1.01+2.00+1.27 = 4.28$.

Over 50in. Vintage Open Glider, Jim Baguley trophy:

- 1.- D.Cox, Crookham (Arch Angel), $2.00+1.57+2.00 = 5.57$;
- 2.- R.Marking (Thor), $1.46+2.00+2.00 = 5.46$;
- 3.- R.Kimber (Oja), $2.00+1.48 = 3.48$.

Combined up to 50in. Vintage and Classic Open Glider.**BMAS winged figure trophy:**

1.- R.Marking (La Mouette), $6.00 + 5.34$.	2.- R.Woodruffe (Lulu), $6.00+2.50$.
3.- A.Thorn (Lulu), $6.00+1.32$.	4.- P.Michel (Nord), $2.00+2.00+1.47 = 5.57$.
5.- K.Taylor (Lulu), $1.58+2.00+1.19 = 5.17$.	6.- D.Etherton (Nord), $1.32+1.32+2.00 = 5.04$.
7.- D.Powis (Lulu), $1.16+0.40+2.00 = 3.56$.	8.- R.Taylor (La Mouette), 0.38 .

Jetex/Rapier Duration:

- 1.- J.Huntley (Sabre), 2.00.

Sunday, March 31. Cold and breezy**Tailless. (Spencer Willis League):**

- 1.- R.Tiller (Senator), $1.05+2.00 = 3.05$.
- 2.- S.Firth (Mini-Manx), $1.05+1.32+0.19 = 2.56$.
- 3.- J.Andrews, $0.35+1.12+1.03 = 2.50$.

Jimmy7 Allen Mass Launch:

- 1.- R.Tiller (Smokie), 1.10.
- 2.- Barbara Tiller (JA Special), 0.57.
- 3.- E.Stevens (JA Special), 0.04.

BMAS Club Classic Rubber:

- 1.- J.Wingate (Late Night Final), $2.00+2.00+2.00 = 6.00$.
- 2.- R.Marking (Urchin), $2.00+1.53+2.00 = 5.53$.
- 3.- B.Taylor (Yardstick), $2.00+2.00+1.41 = 5.41$.
- 4.- J.White (Last Resort), $1.31+2.0+2.00 = 5.31$.
- 5.- P.Jackson (Marcus It/wt), $2.00+2.00 = 4.00$.
- 6.- J.Oulds (Boxall), $1.50+2.00 = 3.50$.
- 7.- J.Lancaster (Mentor), $1.25+1.15+1.04 = 3.44$.
- 8.- J.Andrews (Last Resort), 2.00
- =8 E.Stevens (Flip Flop), 2.00.

Bungee Glider (SAM rules):

- 1.- D.Etherton (Corsair), $0.31+2.00 = 2.31$.
- 2.- A.Thorn (Mick Farthing), $0.16+0.20+1.08 = 1.44$.

Small Vintage Rubber, up to 34in:

- 1.- E.Tyson (Buckeridge), $6.00 + 2.33$.
- 2.- C.Redrup (RAFF V), $6.00+2.02$.
- 3.- K.Taylor (Senator), 6.00.
- 4.- J.Minishull (Buckeridge), $2.00+1.53+2.00 = 5.53$.
- 5.- R.Taylor (Senator), $2.00+2.00+1.26 = 5.26$.
- 6.- J.Paton (Buckeridge), $2.00+1.50+1.07 = 4.57$.

Hand-launch glider/Catapult-launch glider:

- 1, E Horsey.
- 2, B.Firth.
- 3, K.Taylor.

Monday, April 1. Cold and breezy**Rybak A2:**

- 1.- D.Etherton (Seraph), 1.30.

Under 25in. Rubber:

- 1.- P.Jackson (Fledgling), $1.13+1.30 = 2.43$.

Vintage Coupe d'Hiver:

- 1.- P.Tolhurst (Etienvre), $0.36+1.14+1.30 = 3.20$.
- 2.- P.Jackson (Jump Bis), $0.54+0.49+1.30 = 3.13$.
- 3.- R.Oldridge (Machaon), 1.03.
- 4.- B.Stichbury (Machaon), $0.26+0.24 = 0.50$.

Peter Michel

Report No. 30, Missing Plans, continued.

Thanks chaps, four more plans, as below, arrived in the post.

ARROW 100, plan no J511, 24" Jetex powered by Ian Dowsett.

The plan arrived complete with designer's signature, thanks Ian.

TIPSEY JUNIOR, plan no CL322, 34" C/L by Harry Hundleby.

The plan CL322 is the version for a 2.5cc engine, we still need CL323 the 40" span version for a 5cc engine.

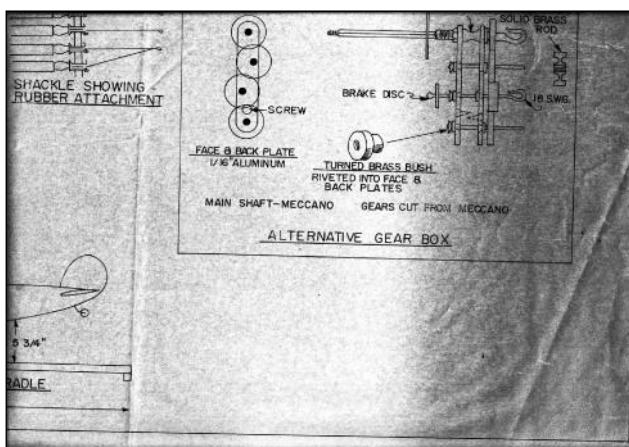
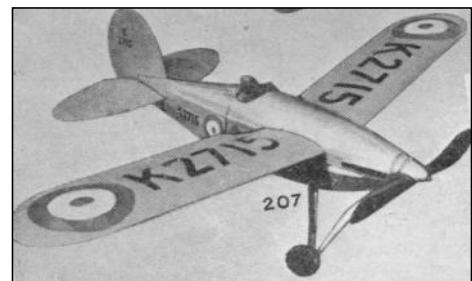
GOLIATH, plan no RC312, 108" RC by G. W. W. Harris.

Aeromodeller February 1949 offered "To order" a plan which in the article was variously called "A semi-scale power model of 9ft span for radio control" and "Impressive model designed after the Auster Mk1" and "Quarter size Mark 1 Auster". The quoted plan no was PET312. The plan received is of the model in the article but gives the model the name Goliath and plan no RC312, so Goliath and RC312 it is. Produced as a huge 2 sheet plan, let's hope that it will fit in the scanner.

VIPER, no name on the plan, is it the original Viper, plan no D207?

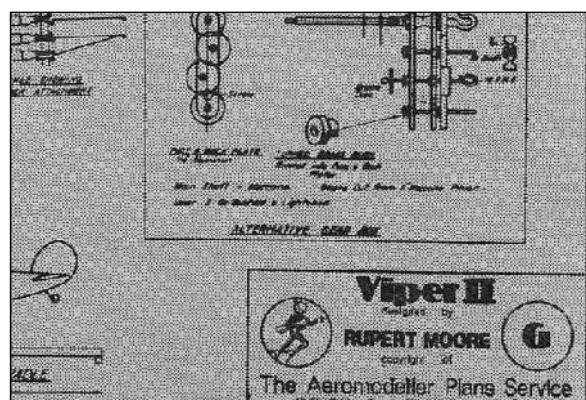
The Viper story is a bit of a mystery. Aeromodeller October 1937 states on page 353 "Viper I, many times altered until Viper II evolved (free of all bugs - the under carriage being the fourth design)". Then on page 355 "Viper II only differs in very minor details from Viper I".

Aviation in Miniature, a circa 1944 booklet edited by D.A.Russell, offers in its plan list the Viper by C. R. Moore, plan number D207, at 4/9 post free. No plan was shown, just a photo.



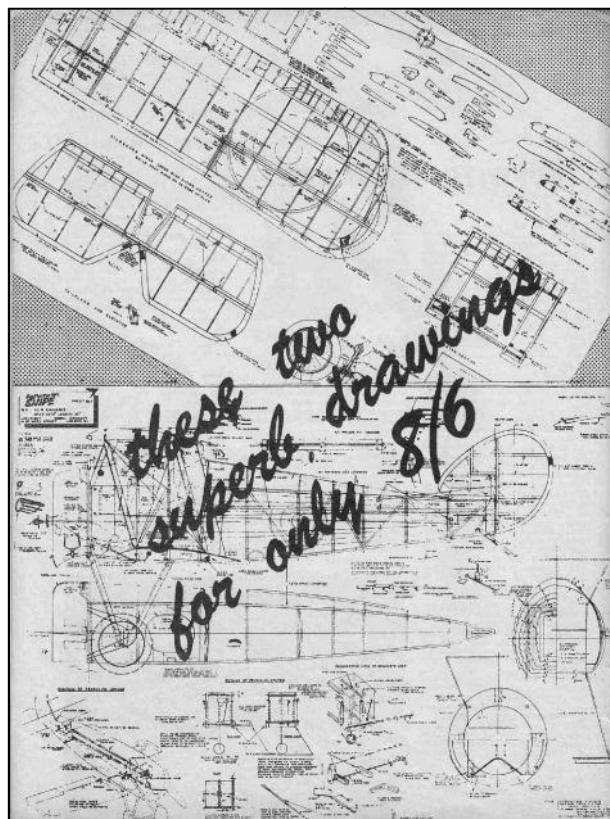
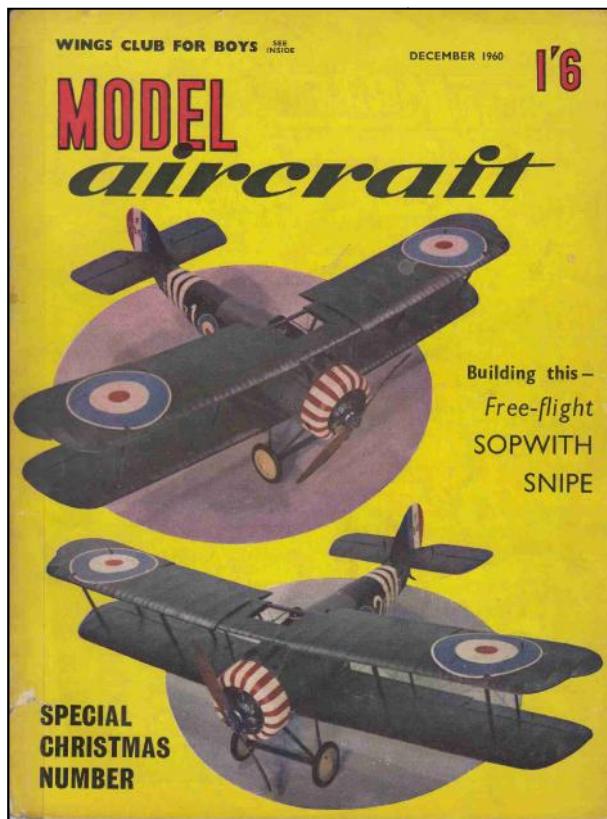
The drawing received, thought to be Viper I, carries no indication of model name, plan number or designer. This plan looks very much like the Viper II, same under carriage, same tail area, so is it Viper I or a Viper II with a convenient blank space left for Aeromodeller to add their title box. Is plan D207 out there anywhere?

Aeromodeller December 1979 advises "Viper II flew in June 1936--- in retrospect named Viper I. During 1938 a number of improvements were incorporated-----improved under carriage and greatly reduced tail area, she became Viper II".



A mixed wants list this time

The Sopwith Snipe, a 1/8th scale, 45" span model for free flight with automatic pendulum stabilizing featured in Model Aircraft December 1960. This time we are shown parts only of the two sheets of the plan which are available for 8/6d



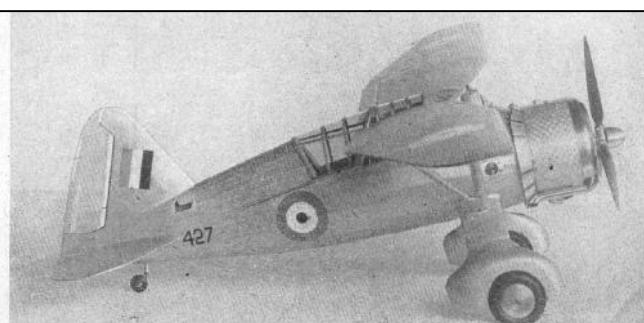
The Westland Lysander, a 60" power model by A. Welsberg from Czechoslovakia was described with photographs in Aeromodeller April 1942, but no plan was shown. The Buzzard an 88" power model by Pleydel has appeared in Aeromodeller plans lists but I

have not seen a mention of it in any Aeromodeller magazine. Keith Harris published a

photo of the model in AVA Echo and advised that the real name of the designer is Horejsi.

Finally three from the plan list in Eaton Bray Gazette Vol 3 No. 2 1948, which had no reduced plans, no pictures, just the list, but then you know what the DH Vampire and Mosquito look like.

Sorry, but I can give no clues as to the appearance of Toots II a 34" rubber model by R. A. Cherry.



Plans that we seek.

MODEL NAME	PLAN NO		DESIGNER	SPA N	TYPE	Mag & date
SOPWITH SNIPE	MA	33 9	SIMMANCE J	45	Power scale	Model Aircraft Dec 60
WESTLAND LYSANDER	FS P	16 0	WELSBERG A	60	Power scale	Aeromodeller April 42
BUZZARD	PE T	23 6	PLEYDELL J	88	Power	AM plans list, not in AM
de Havilland DH100 VAMPIRE	U	25 4	AM Staff	40	Power scale	Eaton Bray , v3n2, 1948

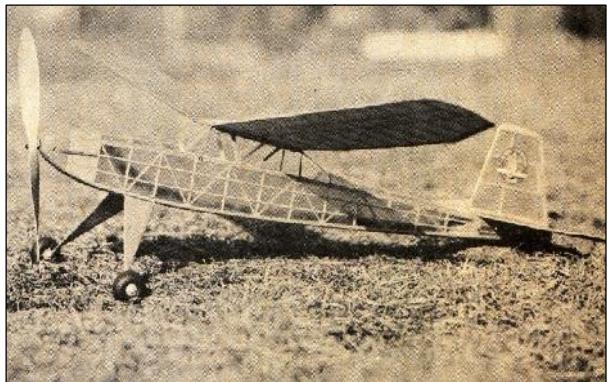
If you have any of these plans, or know where they are available, please get in touch.

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

Roy Tiller

Airplane from America

Don McGovern



Don McGovern

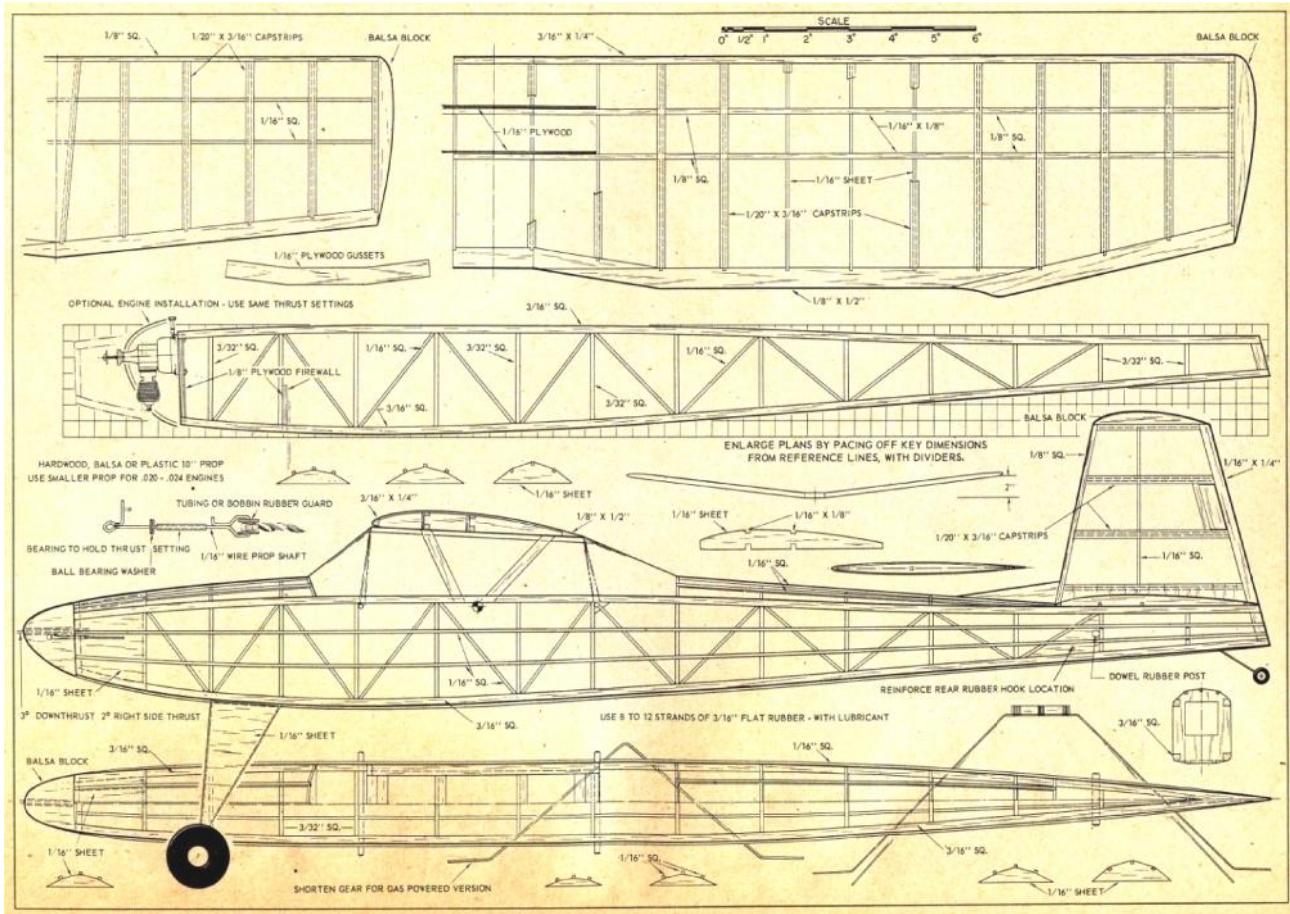
From Flying Models June/July 1960

36" rubber powered sportster — hardwood, balsa or plastic prop. Modifications are shown for .020 — .024 mills. 1/3 scale.

As its name denotes, this one met an untimely end: It is hard to imagine how a rubber job could cremate itself, but a brush with a hot soldering iron, while converting it to floats, left us staring at a bubbling batch of rubber on the front patio.

Though it was destined never to go to sea, it did do very well as a sport flying landplane. The design is quite easy to build, and presents a pleasing appearance. It may be flown from relatively small fields, and is very consistent in its flight pattern. With low power and a controlled amount of turns, it takes off smoothly, circles about and lands in almost the same spot every time, given calm air conditions. With full power, it is capable of a very fast climb, and all the performance you can hope for in this type sport craft.

The original was flown extensively, using a 10" hardwood Paulownia prop, which can come close to simulating gas powered flight conditions, and makes an excellent training craft, when so equipped. A plastic or balsa prop will do very well, as long as it is well balanced. The addition of a free-wheeling device will improve performance in the glide, and requires only a few minutes to construct. For maximum endurance, a balsa folder is recommended, though if this is your prime consideration, a Wakefield design would be a better bet for you.



The plans are drawn 1/3 scale, and show conversion to .020 and .024 gas power. The design is the perfect size for these engines, and should turn in excellent performance with them.

The enlargement of the plan is actually quite easy. With a straight edge, draw a reference line on your paper, and erect key points, pacing off dimensions three times, using an inexpensive pair of dividers.

Wing Construction: Position the 1/8" x 1/2" tapered trailing edge stock over the plan, with pins along the edges, rather than piercing the wood. The bottom spars, and ribs are now installed. Follow with the leading edge and upper wing spars. For gas power, we recommend 1/8" sq. bottom spars and 1/16" x 1/8" upper spars, laying flat. Center-section ribs should be added after the panels are joined at the proper dihedral angle and gussetted. Install the block wing tips, and trim and sand the structure, ready for covering.

Stabilizer and Rudder: These are assembled in the same basic manner as the wing, with care taken to use straight warp free balsa, to avoid trouble after covering.

Fuselage: The fuselage is constructed around two sides, with stringers and cabin structure added as it takes shape. The longerons are 3/16 sq., and are recommended for sport flying and gas power. 1/8" sq. longerons may be substituted if desired, to further increase performance, though it will make a more fragile fuselage. Uprights and cross-pieces are of 3/32" sq. stock, while the diagonals and stringers are 1/16" sq.

In assembling the fuselage sides, position the first side uprights and diagonals flush with the plan, to form the exterior surface. Construct the second side above the first, with the uprights and diagonals flush with the exterior, to form the opposite side. Make one right side and one left. Allow to dry thoroughly, before removing from the plan.

Cut the fuselage cross-pieces two at a time for uniformity. Join the sides, and add the former units as shown. The cabin area is assembled as indicated on the plan. Cement all joints well, and scrape the celluloid to roughen for a better cement bond, where it contacts the cabin. Add the wing hold-down dowels, rubber post and other necessary nose detail. The landing gear may now be bound with thread, and cemented securely to

the cross-pieces. Add the 1/16" sq. stringers, and remaining structure. Trim and sand, ready for covering.

On the gas power versions, the nose is shortened as indicated, and provision made for a timer if desired. The gear too, should be modified for the increased power, and the smaller prop clearance required.

Covering: There are no compound curvatures to deal with, and you will find it an easy model to cover. Use Silkspan, Jap Tissue or equivalent, clear doping to a glossy finish. On gas powered models, use fuel-proof dope. All dope used should contain a plasticizer, to minimize any warping tendency. If you feel your dope will be too constricting for the structure, add a drop or so of castor oil to it before applying. Should a warp appear after the model is finished, it may be removed over a steaming kettle. Twist in the opposite direction, holding till the surface cools.

Flying: The original was flown with 8 to 12 strands of 3/16" flat rubber, well lubed, wound with a winder. The nose is of course made removable, for this purpose. 1 1/2" of slack was allowed in the rubber motor, and the forward end was secured to a bobbin, to prevent the wire shaft from cutting the rubber.

After hand gliding to check the trim, try a few low power flights, hand wound. The original climbed steeply in a right spiral, and glided in a left circle. When satisfied with the trim and thrust settings, add more winds with a winder. Stretch the rubber to approximately triple its original length, and start winding. Gradually move in, as your helper holds, winding until a double row of knots appear, and so timed that you arrive at the nose at this moment. Lash the nose block in place, and launch as quickly as possible, to avoid excess rubber fatigue.

Flight trim on gas powered versions is pretty much the same, though use caution, as the greater power available will mean more damage if you wind it in. Good luck with it, and we hope it survives to a riper age than ours.

Don McGovern

**The David Baker Heritage Library
MAGAZINES FOR SALE**

AEROMODELLER & MODEL AIRCRAFT

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

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

2013 BMFA FREE FLIGHT FORUM

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

Sunday, Dec. 1st,

the day after the BMFA AGM;

please note that the AGM date has been changed
from that announced late last year, though the venue remains the same

Puma Island Hotel, Hinckley LE10 3JA.

Please up-date your diaries, book that weekend and contact Martin Dilly at

martindilly@compuserve.com or on 020 87775533

with your offers of papers to present on any free-flight topic
from FAI to Vintage, Indoor to Scale.

F1G at STONEHENGE

Sunday 13th May

To be held again this year on Salisbury Plain
On the second day of the Stonehenge Cup.

The competition will be in five rounds flown from a line.
Entry on the field, competitors will be responsible for timekeeping.
The competition will attract points in the Southern Coupe League.
www.southerncoupeleague.org.uk and the F1G Euro Challenge.

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

BMFA EAST ANGLIAN GALA,

Sculthorpe Airfield, 29, 30 June 2013.

Sculthorpe airfield offers the largest unobstructed flying site in the UK
set in the heart of the Norfolk countryside.

Accommodation information is available
from the Fakenham Tourist Information Point, 075283 00103.
Camping nearby at Fakenham Race Course, 01328 862388
and the Garden Caravan Site, Barmer Hall, Syderstone, 01485 578220.

Saturday 29 June	Sunday 30 June
BMFA Glider,	BMFA Power
BMFA Rubber	BMFA Electric
Classic Rubber /Power	Classic Glider
Tailless	Mini Vintage
SLOP	Vintage Rubber/Power
Vintage Glider	P30
HLG-CLG.	Bowden

BMFA rules and Senior Championship points for above events.

Start time each day 9.00 am, finish 6.00 pm.

Competition entry £10.00 for first class, £2.00 thereafter each day.

Bowden registration before 10.30 am on Sunday.

Location. Sculthorpe airfield, OS Map reference TF 852300.

100 Metres in a NE direction along the B1454

from its junction with the A148 road from Kings Lynn to Fakenham.

No refreshments on the field this year but there is a cafeteria close to the entrance.

BMFA membership essential. No dogs.

For further information on this event contact Michael Marshall 01223 246142

Additional Events

Fliers not taking part in BMFA events,
fun flyers and engine runners must pay £6.00 site fee at control.

Bill Longley will run SAM RTM competitions,
Saturday Vintage Power Duration, Sunday RC Sport Precision ,
please telephone him on 01258 488833 for further information.

In recognition of the growing interest in an E36 class

on Sunday Ian Middlemiss will run an investigative competition.

No BMFA points. Please telephone him on 01733 380754 for further information.

SOUTHERN AREA BMFA SPRING GALA

RAF ODIHAM

Sunday 21st July 2013

- This event is possibly the longest continuous free flight event at the same venue in the UK , this being the 65th year. We do not wish to discontinue this long tradition, and it may be difficult to get it back if we failed to use it for one year . However if we can't cover the costs this year, next year may not be a possibility.
- I would be grateful if you would act now, and return your registration to allow me to calculate well in advance of how to cover the costs incurred.

Sports flying for glider, rubber & small power models.

Completions

- A) Vintage Wakefield (4 & 8 oz combined).
- B) Vint lightweight Rubber.
- C) Tailless.
- D) Vint & Classic Glider Combined.
- E) Vint HLG (hand & catapult launch combined).
- F) CdH.
- G) A1 glider.
- H) E36

A DT fly off may be used dependant on conditions

Events A, B, D, H:	SAM35/SAM1066 rules.
Event C, E, F & G:	BMFA rules.
Event A:	SAM Wakefield Leagues.

Please note:

- All those flying model aircraft or operating associated equipment on this site you must be a current member of the BMFA.
- Model flying may be interrupted during the day by aircraft movements. When the red runway lights are showing no one may cross the runway.
- The only entry and exit is via the airfield main gate. No other airfield boundary is to be crossed either on foot or by motorised transport.
- Pre- registration is necessary for this event and must be received by Sunday the 7th of July.
- All registrations are subject to approval by the RAF authorities.
- We will have access to the toilets.

To register please send:

- Your vehicle registration number, the vehicle occupants names, addresses together with their BMFA numbers (if applicable) and the non-returnable registration fee of £9 per flyer (sport or contest) **with a self addressed and stamped envelope**. (Please make cheques payable to Southern Area BMFA*). Please include email and telephone number to enable us to contact you in the event of last minute changes or cancellation.

***NOTE:** In the event that the event is cancelled all proceeds less incurred expenses will be donated to the RAF benevolent fund.

To:

John D Thompson. Beechmede, Meadow Lane, Hartley Wintney, Hants, RG27 8RF.
Tel: 01252 842471 Email: johnd.thompson@btinternet.com

- Could all those who received trophies last year please bring them along on the day (hopefully inscribed with their names), or make alternative arrangements for their return in time for the event. (Please note that we have no administrative mechanism for reimbursement of the costs incurred).
- Full details including the entry registration number will be sent to registrants prior to the event.

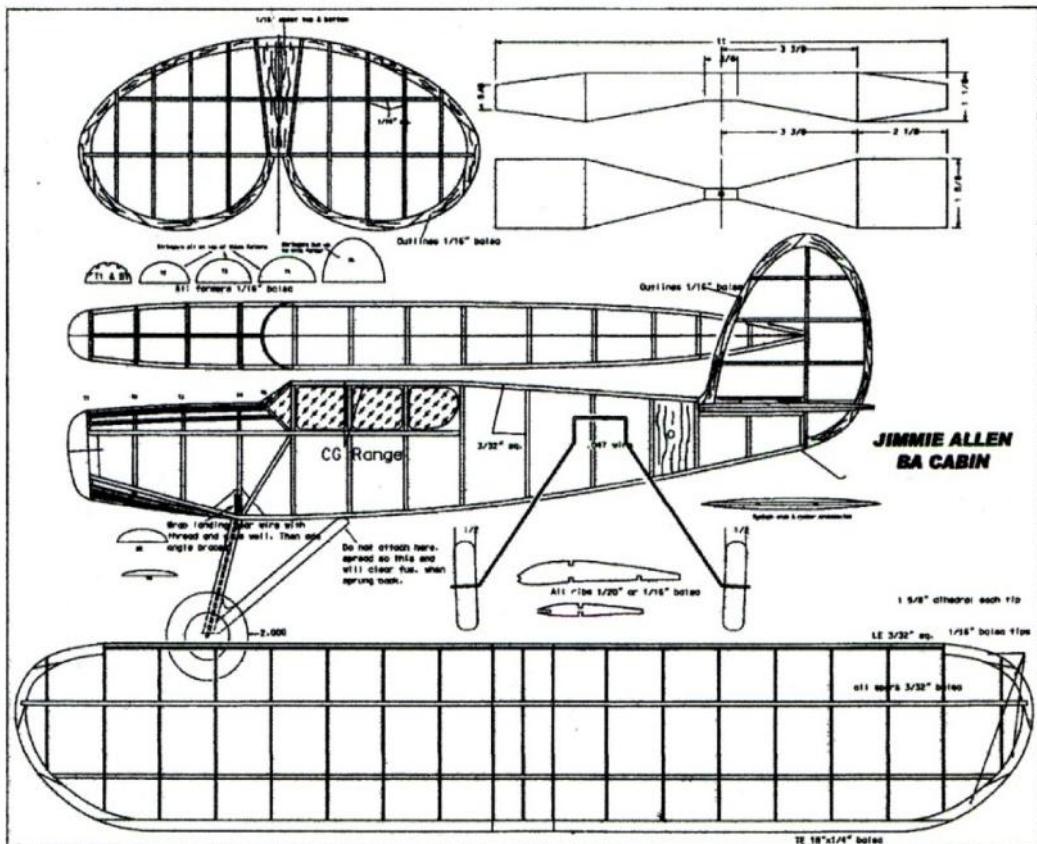
NOTE: The CD reserves the right to amend the above should circumstances on the day warrant it.

JIMMIE ALLEN 2013

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

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

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



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

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

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

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

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

SALISBURY PLAIN

Free Flight on Area 8 For 2013

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

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

For those using satnav the coordinates of the only permitted access points are:

51°11'31.36"N, 1°57'20.10"W - (Point Oscar)
 51°11'29.53"N, 1°57'32.59"W - (Point Papa).

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

VINTAGE RADIO & CONTROL LINE

*[to Dec. 1969]**

MIDDLE WALLOP, 2013

Courtesy of the Army Air Corp Centre, MAC

SUNDAY March 31st SAM 35 Gala

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

SUNDAY MAY 5TH SAM 1066 Wakefield Day

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

SUNDAY SEPT 22nd SAM1066 Fun Fly + Trimming Day

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

FLIERS MUST BE COVERED BY BMFA INSURANCE

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

For further information contact:

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

[R/C Vintage & Tomboy] Tony Tomlin, 02086413505, pit2.alt2@btinternet.com

[R/C VPD+Bowden+ George Fuller comp]
 Bill Longley, 01258488833, tasuma@btconnect.com

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

2013 WESSEX AERO LG. COMPETITION DATES

April 2013				
Sunday 7	Wessex Aero Lg.	Tomboy R 1	WMAC	Cashmoor
Sunday 14	C/L Open day	Wessex AML Speed & Spitfire Scramble	WMAC	CASHMOOR
Sunday 21	Wessex Aero Lg.	600RES R 1	WMAC	Cashmoor
Sunday 28	Wessex Aero Lg.	Tomboy R 2	Wincanton Falcons	Templecombe
May 2013				
Saturday 25 or if wet Sun 26	Wessex Aero Lg.	600RES R 2	Wincanton Falcons	Templecombe
June 2013				
Sunday 2	Wessex Aero Lg.	Tomboy R3	Peter Rose	West Winterslow
Sunday 9	Wessex Aero Lg.	600RES R3	SMFC	Flamstone Farm
Sunday 16	Fly -in demo	Tomboy & 600RES	Stan Yeo Rick Farrer	South Devon
July 2013				
Sunday 21 NEW DATE	Wessex Aero Lg.	Tomboy R4	SMFC	Flamstone Farm
Sunday 28 double event	Wessex Aero Lg.	600RES R4 Tomboy R5	Marlborough MFC	Collingbourne Kingston
August 2013				
Sunday 18 reserve date	Wessex Aero Lg.	600RES R4 Tomboy R5 reserve date	Marlborough MFC	Collingbourne Kingston
Sept 2013				
Sunday 8	Wessex Aero Lg.	600RES R5	Wincanton Falcons	Templecombe
Sunday 29 reserve date	Wessex Aero Lg.	600RES or Tomboy reserve date		TBA
October 2013				
Sunday 6 reserve date	Wessex Aero Lg.	600RES or Tomboy reserve date		TBA
Sunday 13	C/L Open day - the final	Wessex AML Speed & Spitfire Scramble		TBA
Nov 2013				
Dec 2013				
Friday 6 or 13 proposed	Wessex end of season practice & Pub food day	Tomboy and 600 RES	Trophy presentation day	TBA

Dates subject to change, always check events before travelling.

Full details from our own website: www.wessexaml.co.uk

Michael Woodhouse

mike@freeflightsupplies.co.uk & <http://www.freeflightsupplies.co.uk>

Plans of models designed by Geoff Lefever

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

DBHL Plan Service: IMPORTANT:
The rules for obtaining plans have changed.

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

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

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

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

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

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

This service is provided at no charge.

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



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

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

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

MSP PLANS PRESENTS

Vintage, Classic, Sport and other Duration Designs

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

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

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

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

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

JUDGE 1945 WAKEFIELD	by Bert Judge to the 1945 rules as a direct descendant of his 1936 Wakefield Cup winner,
HERMES MAJOR	A 150% enlargement to 61% in span, of the 1949 HALFAX HERMES
FRANK LOATES' 1949 WAKEFIELD	Canadian Wakefield 5 th in the World Championships at Cranfield, England, in 1949.
BORJE BORJESSON'S 1949 WAKEFIELD	Swedish Wakefield 6 th in the World Championships at Cranfield, in 1949.
HOST WAKEFIELD 1951	John Gorham's 1951 Wakefield, a successful rubber model from the early 1950's.
RON WARRING'S 1952 WAKEFIELD	The geared geodetic model, developed by Ron Warring for twin motors,
NIGHT TRAIN Mk I 1960	George French's Night Train which pioneered the use of VIT systems in the UK

To order plans for UK delivery please write with cheque (£ sterling) made payable to

Martyn Pressnell, 1 Vitre Gardens, Lymington, Hants, SO41 SNA.

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

Enquiries: please write or email martvn.pressnell@btintemetcom

MSP-PLANS ARE PLEASED TO PRESENT A NEW BLOGSPOT

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

Indoor Flying with the South Birmingham MAC

Free Flight Only

Thorns Leisure Centre.
Stockwell Ave.

Off Thorns Road - Quarry Bank - West Midlands - DY5 2NU
Saturdays 1pm until 4pm

15th Dec. 2012

2013

5th Jan. - 9th Feb. - 9th Mar.
6th Apr. - 11th May

Admission - Flyers £5.50 - Spectators £2.00

For further information phone Colin Shepherd 0121 5506132
or e-mail colin@colinwilliam.wanadoo.co.uk

Brownhills Indoor Flying – Free Flight

Brownhills Community Association,

Deakin Ave. Brownhills WS8 7QG

Just off the A5

Saturdays 1-15pm until 4-15pm - £6

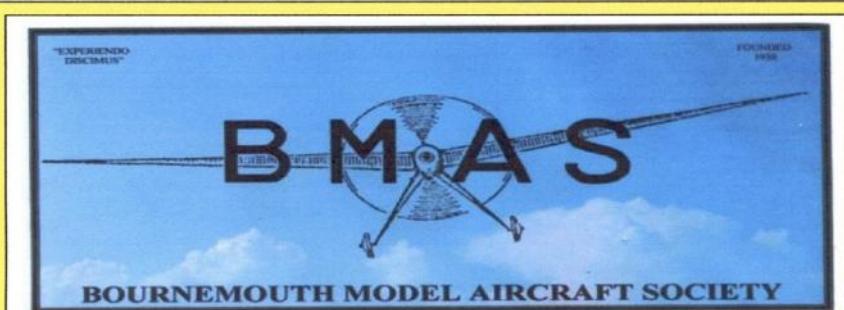
Dec 8th

Jan 12th – Feb 2nd – Mar 2nd

Apl 13th – May 4th – Jun 1st

Contact:- Allan Price

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



INDOOR FLYING

TUESDAY 24TH SEPTEMBER 2013

TUESDAY 22ND OCTOBER 2013

TUESDAY 26TH NOVEMBER 2013

TUESDAY 28TH JANUARY 2014

TUESDAY 25TH FEBRUARY 2014

TUESDAY 25TH MARCH 2014

7pm to 10pm

ALLENDALE CENTRE

HANHAM RD. WIMBORNE BH21 1AS

FREE CAR PARKING IN PUBLIC CAR PARK IN ALLENDALE RD

FREE FLIGHT ONLY

COMPETITIONS incl GYMINNIE CRICKET LEAGUE

ALL FLYERS MUST HAVE BMFA INSURANCE

FLITEHOOK NORMALLY IN ATTENDANCE

Adult Flyers £4 Accompanied Juniors & Spectators £1.50

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

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

January 27 th	Sunday	Middle Wallop - Crookham Gala
February 10 th	Sunday	BMFA 1 st Area Competitions
March 3 rd	Sunday	BMFA 2 nd Area Competitions
March 29 th	Good Friday	BMFA Northern Gala - TBD
March 30 th	Easter Saturday	Middle Wallop - Croydon Wakefield Day
March 31 st	Easter Sunday	Middle Wallop - SAM35 Gala
April 1 st	Easter Monday	Middle Wallop - Sam35 Gala
April 14 th	Sunday	BMFA 3 rd Area Competitions
April 28 th /29 th	Sunday/Monday	BMFA London Gala - Salisbury Plain
May 5 th	Sunday	Middle Wallop - competitions
May 25 th	Saturday	BMFA Free-flight Nats, Barkston
May 26 th	Sunday	BMFA Free-flight Nats, Barkston
May 27 th	Monday	BMFA Free-flight Nats, Barkston
June 16 th	Sunday	BMFA 4 th Area Competitions
June 29 th /30 th	Saturday/Sunday	BMFA East Anglian Gala - Sculthorpe
July 14 th	Sunday	BMFA 5 th Area Competitions
July 21 st	Sunday	65 th Southern Area Rally - Odiham
July 27 th	Saturday	BMFA Southern Gala - Salisbury Plain
August 10 th	Saturday	Middle Wallop - SAM 1066 Championships
August 11 th	Sunday	Middle Wallop - SAM 1066 Championships
August 11 th	Sunday	BMFA 6 th Area Competitions
September 15 th	Sunday	BMFA 7 th Area Competitions
September 21 st	Saturday	Middle Wallop - Competitions
September 22 nd	Sunday	Middle Wallop - Competitions
October 6 th	Sunday	BMFA 8th Area Competitions
October 20 th	Sunday	Midland Gala - Luffenham
October 26 th	Saturday	Middle Wallop - Competitions
October 27 th	Sunday	Middle Wallop - Competitions & AGM
December 1 st <i>(or 7th TBD)</i>	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.freelfightuk.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.greendairdesigns.com
BMFA Free Flight Technical Committee	-	www.freeflightUK.org
BMFA	-	www.BMFA.org
BMFA Southern Area	-	www.southerarea.hampshire.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.vintagemodelearplane.com
David Lloyd-Jones	-	www.magazinesandbooks.co.uk
Belair Kits	-	www.belairkits.com
John Andrews	-	www.freewebs.com/johnandrewsaeromodeller
Wessex Aeromodellers	-	www.wessexaml.co.uk
US SAM website	-	www.antiquemodeler.org
Peterborough MFC	-	www.peterboroughmfc.co.uk/index-old.htm
Southern Coupe League	-	www.southerncoupeleague.org.uk

Are You Getting Yours? - Membership Secretary

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

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

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

That's all folks! John Andrews

PS:

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

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