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	Contents	Page
Editorial	-	2
Malmstrom Madness	George Car (West Australia)	3
Wallop Air-Crash Conclusions	BBC News Website	5
Engine Analysis: K&B Torpedo 15	Aeromodeller Annual 1954	6
News from Italy	Roger Newman	7
Tototl Wing	Martyn Pressnell	8
Big Electric Tototl	Bill Longley	9
Tasuma Trophy 2014	Bill Longley	10
Picture Gallery	-	10
Aerial Surveillance	John Thompson	14
F1D World Championships	Tony Hebb	16
Gypsy 48	Tip Smiley	21
My Gypsy 48	John Thompson	25
Other Hobbies	Roger Newman	27
AA Rescue & Retrieve	John Andrews	30
Those Were the Days	Aeromodeller March 1954	31
DBHLibrary (Magazines)	Roy Tiller	32
For Sale, Wanted & Freebies	-	34
Secretary's Notes for May	Roger Newman	35
Plans from the Archive	Roger Newman	36
Events & Notices	-	39 - 53
Provisional Events Calendar	-	54
Useful Websites	-	55

Editorial

Hi Folks, I finally got my outdoor flying season underway with a trip to the Northern Gala, relocated to North Luffenham due to loss of Barkston. Small report on my adventures later.

As I write, the first of the few meetings at Middle Wallop is imminent, the weather forecast does not look promising but I have accomodation booked so I'll be there come what may.

It gives me great satisfaction to report that my winter building programme, which usually is non-existent, has resulted in my building a replacement tailless model for the one I lost on its first max. at last years Nationals. Thanks to Spencer Willis's superb lazer cut rib set and free-wheel prop assembly I now have 'MazeeII' ready to go. I have, after taking proper advice, fitted a drop down fuselage D/T instead of the drag flap used on



'Mayzee I'. The original model needed significant noseweight to trim out so on the current model I have fitted the Tomy D/T timer under the fuselage at the nose. I hope this one trims out as easily as the first, fingers crossed.

We have a report from George Car in Australia on their 'Malmstrom Madness in March' event. We UK modellers ought to be joining the fray, would anyone volunteer to coordinate support for next years event, contact me and I will put you in touch with George.

I have popped in a piece from the BBC News website on the fatal vintage replica crash at Wallop last year, the report seems inconclusive to me. A sad loss.

There is more on the Mexican power model 'Tototl'. Bill Longley has built an electric version and in next month's issue he tells of further trimming attempts.

Our Chairman John Thompson highlights the perils of flying camera models. He provides details of the first prosecution for overflying restricted areas. When flying with or without cameras one must be always be aware of CAA airspace restrictions. Surveillance for commercial gain requires permission. There are similar problems in the USA and I have some details for next month.

Our Secretary Roger Newman has weighed in with a piece on 'Other Hobbies', it seems he is a cacti, *(or is it cactusses)* grower and in no small way it would appear from the pictures provided.

There are a few freebies listed in the for sale column, dig in.

Editor

Malmström Madness in March, 2014

With the long, hot and baking-dry summer seeming never to end, the last Sunday of March threatened to disallow the traditional pancakes and orange juice brekkie for the Madness this year (due to fire risk) - fortunately saved by the first shower of the season the previous evening.



Watch your step! Line up of sports models on the cow paddock

Indeed, Sunday itself was the first really Free-Flight flyable day this year, with cool temperatures very light breeze, a few thermals - and even a couple of rain squalls just to remind ex-pat poms exactly why they emigrated here in the first place!

A few fliers down from last year, at least the models were trimmed at last and all (save one) put up many flights in the practice session prior to the mass launch at 10:30.



Malmstrom lineup - also Ted with a rubber job..

All flew, except for Chris Edwards' 1.5 times Step-Up powered by a lovely ED Cadet - still pristine, as Chris hadn't got the CG even remotely close.....

Choosing the winner was hard for judge Ang, as the longest flight (Jaime's Skyrida) was clearly cheating having fitted RC electric, highest flyer this year (Dicko's Mimi) was a possibility but Dicko wins everything anyway, while last year's highest flyer (George's Brigadyr) was skilfully batted out of the sky upon launch by last year's winner, Gary 'the Great' Dickens. (Gary also discovered his Sky Gypsy flies much better FF, having taken out the single channel gear).

But having to retrieve his model from the neighbouring paddock was probably what gave Mike Butcher the cup this year (*it's all speculation, as Ang won't reveal decision making....*).



Masterful Mike Butcher, winner of the Malmström Madness Cup, 2014

Here being congratulated by the incorruptible Judge Ang
(*no matter how many pancakes were offered.....*)



Special mention must be made of Ted Prince, who brought along his open rubber model, having heard of the event during the week. Bear in mind, Ted thought free flight had ceased in these parts in the 1980s, so was pleasantly surprised to be able to dust off his models - even though the black FAI rubber he has can't take more than $\frac{1}{4}$ turns without shedding strands..... Thus encouraged however, he vowed he will be back!

Great fun (and some pancakes) had by all, with a vow to do it all again next year - but in the meantime, all agreed to get ready for the Ebenezer mass launch on April 20th, and scramble on May 5th

The event also brings out a lot of FF sports models, which otherwise don't get much air time. Chris Edwards with an ED "bicycle spoke" 100 in a Madcap, and Adrian Dyson with his Mills 0.75 powered mini Simplex getting a bit of practice for the Scramble in May.

Remembering Ray Malmstrom, of course, for his delightful designs -and especially remember, it's for
"Flying Friendship and Fun"

George Car

From the BBC News website 25th march

Middle Wallop crash pilot had 'lack of experience' on plane



John Day was a "prolific aircraft builder" and his last major project was building the Fokker EIII Eindekker

A replica vintage plane crashed and killed its pilot due to his "lack of experience" flying the aircraft, a report has suggested.

John Day, 68, died after the Fokker Eindekker he had recently built crashed at Middle Wallop, Hampshire last year.

Fellow Great War Display Team members called him "among the most experienced pilots of World War I aircraft".

The [Air Accidents Investigation Branch \(AAIB\) report](#) said the absolute cause of the crash remained inconclusive.

Mr Day, a father-of-one, from Horsham, West Sussex, had been one of seven pilots practising a choreographed routine when his plane came down at the Army Aviation Centre on 27 April, 2013

'Steep nose-down turn'

The AAIB report stated an examination of the wreckage could not provide an absolute cause, but that any evidence supported witness accounts of the aircraft going in "a steep nose-down turn to the right" before crashing.

John Day had been flying his Fokker EIII Eindekker replica for its first appearance with the team

It suggested the issue could have been the operational difficulties of flying this particular type of vintage aircraft.

"The use of the control clamp... could have caused the aircraft to maintain a turn unless the pilot was able to make a deliberate movement to reduce the pitch input," it stated.

"Unless attention was paid to the slip indicator, the aircraft could easily enter sideslip without this being obvious to the pilot."

It went on to conclude: "Flying in a practice air display with other aircraft would have exerted a number of demands on the pilot's attention.

"This would have been exacerbated by the pilot's lack of recency and experience on the aircraft."

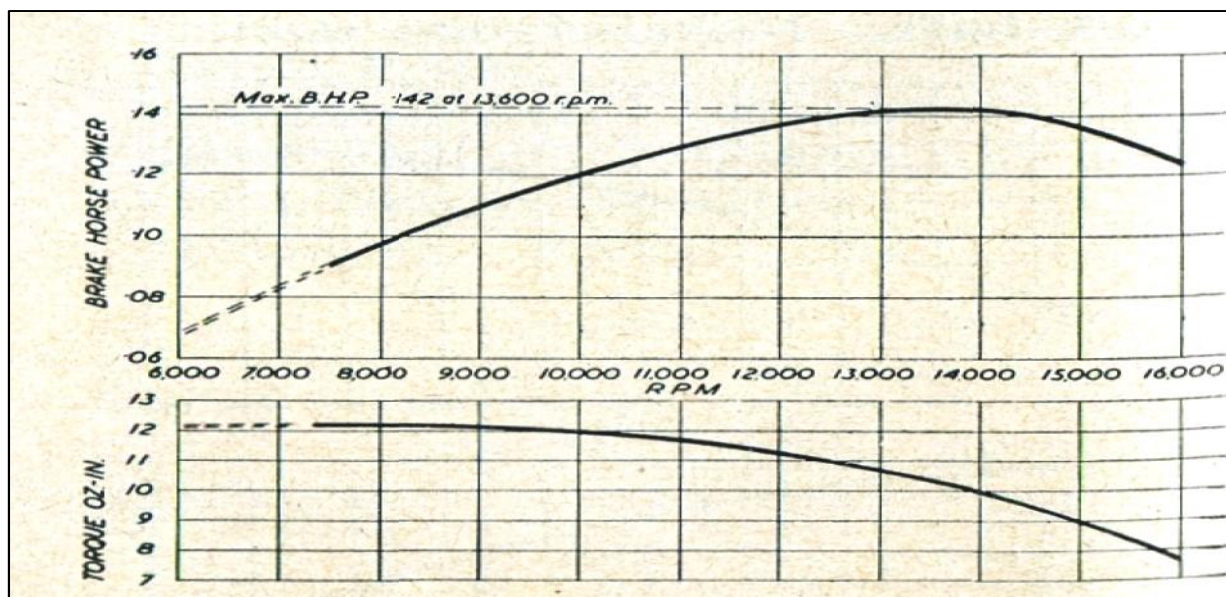
In a statement, members of his display team said: "John was a superb aircraft builder, excellent display pilot and a lovely man who will be missed by all in the team."



**Retail Price.****Displacement.** 2.43 c.c.**Bore.** 0.595 in. **Stroke.** 0.535 in.**Weight.** 3 3/4 oz.**MATERIAL SPECIFICATION****Crankcase.** Light alloy.**Crankcase Bearing.** Plain.**Cylinder.** Steel.**Cylinder Casing.** Light alloy.**Piston.** Hardened steel.**Crankshaft.** Heat treated steel.**PROPELLER TEST DATA***Rev. Check with free flight airscrews:*

ENGINE "A" 9 in. x 4 in. KK Truflo ... 9,200 rpm.
 (Run-in for 9 in. x 3 in. Tornado Plasticote as
 45 min. as advised in U.S.A. ... 10,600 rpm.
 per maker's
 advice.)

ENGINE "B" 9 in. x 4 in. KK Truflo ... 10,400 rpm.
 (Run-in and 9 in. x 3 in. Tornado Plasticote as
 subsequently used for advised in U.S.A. ... 12,200 rpm.
 several hours
 —the test
 engine.)



A few photos of a young Gianni Lofredo engaged in modelling activities rarely seen - particularly in the UK!

The first photo shows Gianni with a float plane version of the Keil Kraft Spectre during the visit of the Italian Ambassador to the aeromodelling section of the Italian Club in Tripoli around 1960. Gianni is busy explaining to the Ambassador the relationship & shape of the floats relative to the fuselage & CG, designed



from the basis of a paper written by an Italian professor of aeronautics (Dr F Gale) - who although now over 90 years old still writes technical articles & is a member of SAM in northern Italy. At that time, the aeromodelling section had members from



the Castel Benito (Tripoli Airport), RAF personnel based in Libya, including a well known control line maestro who was based there at the time - Ken Day.

The other photos show the Spectre complete with floats & ready to go & an enthusiastic Gianni preparing for a sea trip to the flying "field" at the Beach Club of Tripoli, some 6 miles from the harbour where this photo was taken.



Readers will have seen two articles about this Mexican power duration design in the April issue of New Clarion, and they were very interesting. The first article was a copy of the Aeromodeller account of the 1954 Championships, flown in New York State, with a plan of the model.

The second was an account by John Thompson of his experience flying a modern replica. Tototl is an unusual looking model by any standards with its small sharp upswept wing tips and high thrust line (so called) layout. It could clearly be made to fly as well as its contemporaries, John had to persevere to get to this conclusion. He has asked for me to comment which I will try to do, but in truth John has a much deeper understanding of power duration in general than I have.

Power duration models for me fall into about three categories, coming along as engine power increased:

Modest spiralling models which could not achieve high angles of climb, but for which polyhedral was found to be useful in providing lateral stability in the climb, with good cambered aerofoils for glide performance;

Transition models, fast in the climb but still using spiralling flight paths to control power, with less cambered aerofoils;

Faster models capable of vertical climbing with VIT and other mechanical aids, and later developed into the modern F1C with variable camber etc.

Tototl fits into the transition phase alongside a few other models of this type notably Banshee and developed into Gorham's Lil 'Aud and later Vertigo etc., all with sharp upswept wing tips.

On Tototl the tips look poor in aerodynamic design, too small to class as polyhedral, too tapered to encourage tip stall and angled at about 45 degrees doing little to aid lift. However they may have some end plate effect on the main wing to dampen the tip vortex system. The main wing has a modest taper which helps to smooth the load distribution whilst stalling centrally in a benign fashion. The wing is swept forward as measured at the $\frac{1}{4}$ chord position and this would be expected to bring the wing loading inwards in flight further assisting the stall risk. Overall I think the wing plan-form had much to do with trimming difficulties, a rather unforgiving arrangement. The tail-plane by contrast is quite conventional but set below the engine thrust line. This position is not so good for power induced nose down pitch with power on. However it is a large tail-plane in the then current trend enabling an aft location of the CG that minimises trim change from power to glide. The fin is quite large which could lead towards spiral instability but is probably OK on this short coupled model.

The fuselage shape presumably gives rise to the idea of high thrust line. The question is 'high' in relation to what. It can only be measured sensibly in relation to the CG height and this goes up with the engine position. Really the heaviest parts are the wing and the engine itself, the crank in the fuselage has little to do with it. In this respect the model rates alongside say Amazoom and others that looked good at the time.

My view is that down-thrust on a conventional polyhedral model of that era was a far more practical way of preventing the looping tendency with power on. It happens that at this time I was experimenting with a pylon-less model, wing and tail mounted in line with engine and down thrust up front. This had variable incidence elevator and auto rudder operated by an Auto-Knips timer. It was a fearsome model capable of a 300 ft diameter loop that curled over the top and made a supersonic approach from behind. It seemed to have great potential if only I could get a bit of bank and turn into the loop before the inevitable happened. It was fun whilst it lasted.

On balance my view is that Tototl was a very worthwhile experiment but with nothing special to offer aerodynamically. It could be flown successfully but its stability was always in question making it knife edge to operate. My best wishes for its future John.

On the question of the direction in which thermals rotate in the northern and southern hemisphere, I am interested to know they rotate either way? It is said that the plughole vortex rotates clockwise in the northern hemisphere and anti-clockwise in the southern hemisphere. It does, I have checked it out. However the water goes down the plughole in the north and up the plughole in the south, exactly the opposite direction to thermals? I leave you to ponder these matters.

Martyn Pressnell

Big Electric Tototl

-

Bill Longley

I was interested to see the TOTOTL last issue, I actually built one in mid ' 57, fitted with a Fuji 29. I do not recollect actually flying it, as prop disc disintegrated.

I'm now up to date, I actually built last year TOTOTL - MAX, scaled up to 150% and fitted with 650 watt electric motor. I have flown it a couple of times, but seems currently over elevated, so a sort out of incidences is required.



Bill Longley

2014 Tasuma Trophy

The proposal is to have a total of 14 qualifying events; with best 6 scores to count.
(for dates see the Events & Notices add)

We are going to endeavour to run all but 3 of these events akin to the old decentralised system, i.e. put your flights in at your local field, and therefore not incur long distance travel costs.

ie. Wes Denton can enter a Middle Wallop contest in Wiltshire, but, make his flights up near Bridlington in Yorkshire (God's own county)

The event will not be postal, instead direct communication by mobile phone on the day. Register by text with the event co-ordinator before 10 am.

Phone through your scores as accomplished.

All results by 4 pm, with an immediate fly off if required.

Comments; thoughts; suggestions; please.

Some minor rule changes have been incorporated this year in light of experience, mainly motor run times, to keep a level playing field seeking a 5 minute max.

Electric is now a serious consideration, initially having converted my Dixielander, with 250 watts, I am now trimming out my larger machines with 650 watts, the Starduster:900 and Ramrod:1000, climb out is to 600 feet and glide has to be seen to be believed. (see Picture Gallery)

Bill Longley

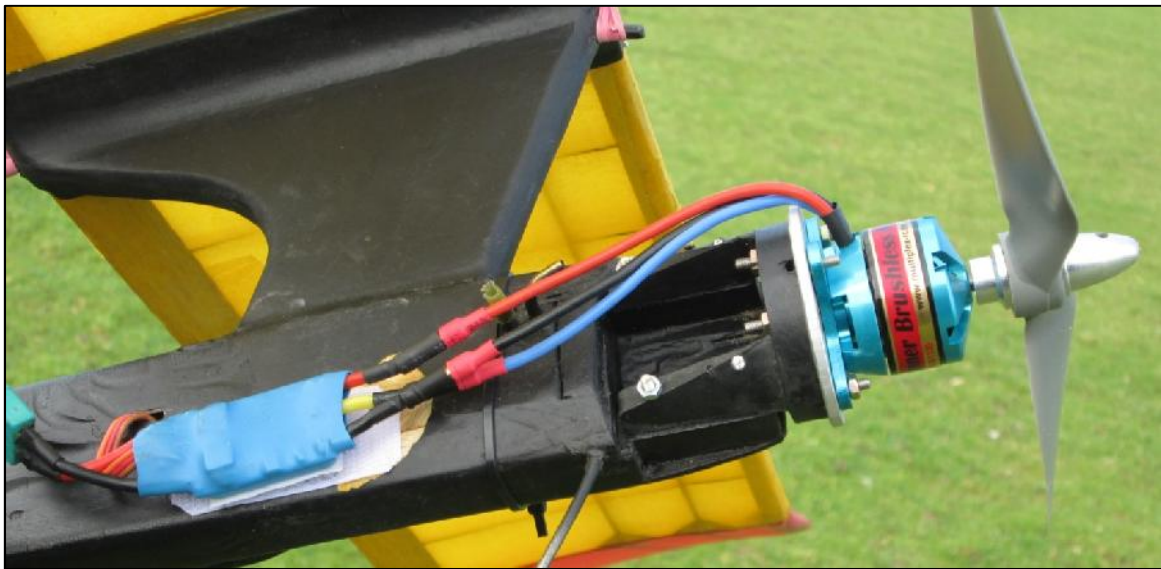
Picture Gallery



Roger Newman's 'Night Owl'



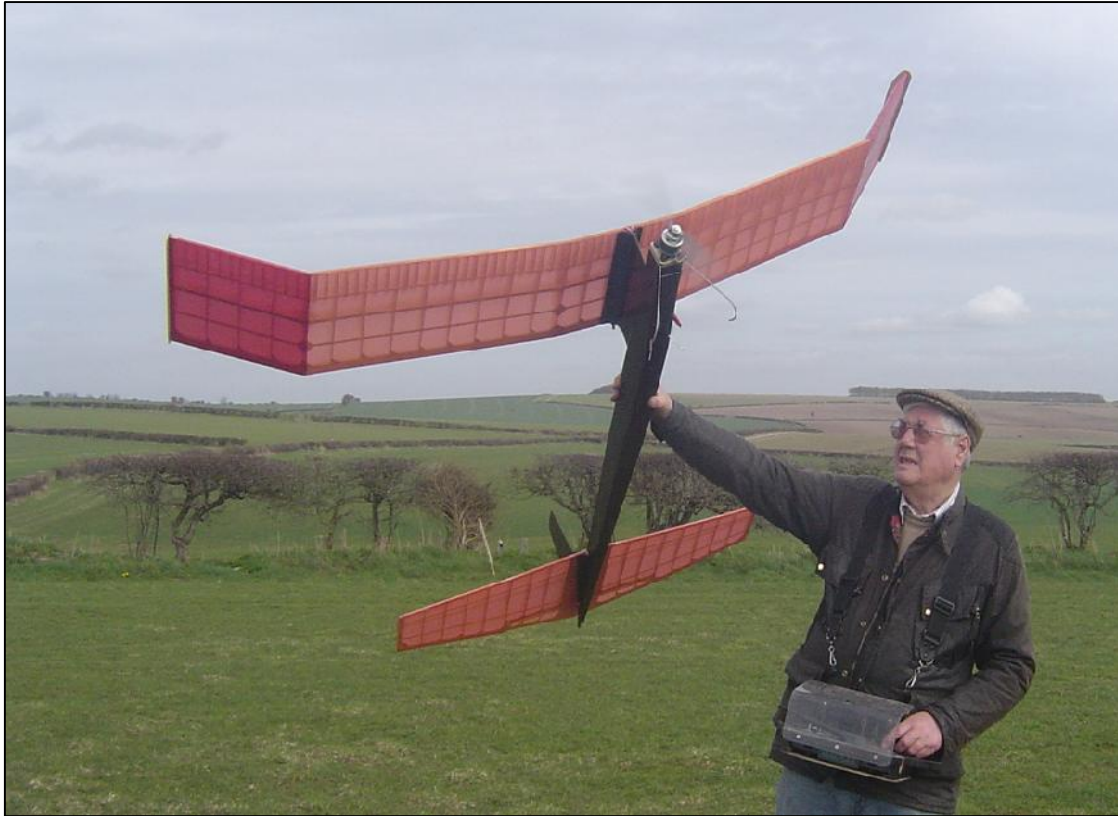
Bill Longley's 250W Electric 'Dixielander'



The Dixie Power Plant – note the reverse radial engine mount



Bill's 650W electric 'Starduster 900' ready to go



The monster 650W electric 'Ramrod 1000'



**A view of Jim Paton's workshop
in which he manufactures the magnificent Harpsichords
that he wrote of in last month's 'Other Hobbies' article**



**Two of Jim Paton's creations
just look at the decoration under the raised lid**



£4k fine for man who crashed model plane near nuclear shipyard

Daily Mail Reporter

THE owner of a remote-control plane has been ordered to pay £4,340 in fines and costs after it crashed in a no-fly zone near a BAE Systems shipyard that builds nuclear submarines.

Robert Knowles lost control of the £2,000 delta-wing plane fitted with a surveillance camera and it ended up in the sea.

It was washed up weeks later and police traced the TV repairman because the camera had recorded his car registration number as the plane took off. The aircraft also bore the name of his company, Vision TV Repairs.

Knowles, 46, was convicted in his absence of failing to comply with air regulations.

He was found to be in control of an unmanned aircraft which travelled within 50 metres of Walney Bridge in Barrow-in-Furness, Cumbria, and over the nearby BAE shipyard. The aircraft, with a 1.35m wingspan and weighing 1.86kg, crashed into Walney Channel and was recovered by a BAE employee.

It is against air regulations to fly aircraft over the BAE facility without permission from the Civil Aviation Authority.

Knowles failed to attend the hearing and his defence lawyer

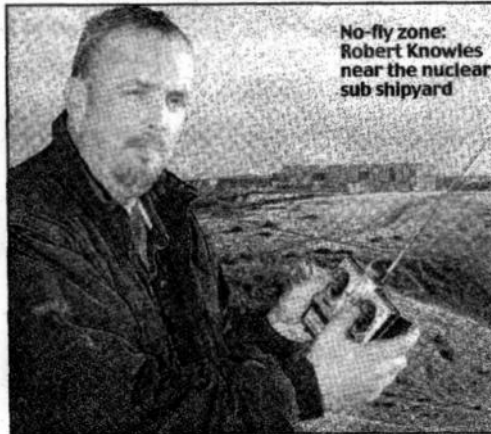
was withdrawn as a result. He had previously pleaded not guilty to two counts of failing to comply with air regulations on the basis that he was not in control of the plane.

Last October Knowles, of Dalton, Cumbria, said: 'I think it's all a bit heavy-handed. I understand safety concerns, but at the end of the day I would not

have put my name on the plane if I was a bomber or a spy.' On Tuesday he was fined £800 at Furness Magistrates' Court for being both the controller and operator of the plane.

He was also ordered to pay £3,500 in court costs and a £40 victim surcharge.

District Judge Gerald Chalk said: 'The aircraft had a camera



No-fly zone:
Robert Knowles
near the nuclear
sub shipyard

on it and the film has been shown to me. It shows the route the aircraft took over the bridge and over the nuclear facility. It shows a man operating the aircraft and a parked car.'

The court heard that Knowles had carried out seven flights from Walney on the day last August. He used a sensor from the aircraft to follow each flight on a laptop.

Alison Slater, prosecuting on behalf of the Civil Aviation

'Lost sight of the aircraft'

Authority, said that the video footage showed Knowles launching the aircraft, incriminating himself in the process.

She said: 'The footage was taken to Greater Manchester Police for analysis. The aircraft was in the charge of Mr Knowles and he was the operator of it.'

In an email to Robert Webb, standards officer from the Civil Aviation Authority, Knowles said he lost sight of the aircraft and could not locate it.

He said he didn't know how he lost control of the plane, and couldn't rule out 'outside influence'. He is said to be considering an appeal against the verdict.

Extract from the Daily Mail – 3rd April 2014

A man from Cumbria has become the first person in the UK to be successfully prosecuted for the dangerous and illegal flying of an unmanned aircraft.

Robert Knowles was found to have flown the device in restricted airspace over a nuclear submarine facility, as well as allowing the device to fly too close to a vehicle bridge. Both offences breached the UK's Air Navigation Order.

Mr Knowles, of Barrow-in-Furness, was found guilty on Tuesday 1 April 2014 and fined £800 at Furness and District Magistrate Court following the prosecution by the UK Civil Aviation Authority (CAA), who said the case raised important safety issues concerning recreational flying of unmanned aircraft. The CAA was also awarded costs of £3,500.

On 25 August 2013, the Court heard, an unmanned aircraft (UAV) was recovered from water near to a submarine testing facility in Barrow-in-Furness, operated by the defence company, BAE Systems. Analysis by the police of video footage taken from a camera fitted to the device subsequently revealed that during its flight it had skimmed over the busy Jubilee Bridge over Walney Channel, well within the legally permitted 50 metres separation distance required. The UAV had also flown through restricted airspace around the nuclear submarine facility before it inadvertently landed in the water.

The UAV was traced to Mr Knowles who admitted to building the device himself and operating it on the day in question.

He was charged with:

- Flying a small unmanned surveillance aircraft within 50 metres of a structure (Article 167 of the Air Navigation Order 2009).
- Flying over a nuclear installation (Regulation 3(2) of the Air Navigation (Restriction of Flying)(Nuclear Installations) Regulations 2007).

The CAA said the conviction sent a message to recreational users of UAVs that the devices are subject to aviation safety rules.

The conviction of Robert Knowles follows the recent case of a photographer from Lancashire accepting a caution for using a UAV for commercial gain without permission. The photographer had sold footage of a school fire taken from his quadcopter to media organisations, even though he did not have authority from the CAA to operate the device commercially. Anyone using unmanned aircraft for 'aerial work' requires a 'permission' from the CAA to ensure safety standards are being adhered to and the operator is fully covered by indemnity insurance.

Anyone using a UAV recreationally can also seek advice from established model aircraft clubs who will have detailed local knowledge of airspace restrictions.

Go to www.bmfa.org for more information.

More information on the regulation of UAVs, including a list of operators with permission to fly UAVs for commercial use, is available at www.caa.co.uk/uas

For further press information,
contact the CAA Press Office on: 0207 453 6030 press.office@caa.co.uk .

Follow the CAA on Twitter [@UK_CAA](https://twitter.com/UK_CAA)

Operating rules for UAVs:

- An unmanned aircraft must never be flown beyond the normal unaided 'line of sight' of the person operating it. This is generally measured as 500m horizontally or 400ft vertically.
- An unmanned aircraft fitted with a camera must always be flown at least 50m distance away from a person, vehicle, building or structure.
- An unmanned aircraft fitted with a camera must not be flown within 150m of a congested area or large group of people, such as a sporting event or concert.

The CAA is the UK's specialist aviation regulator. Its activities include: making sure that the aviation industry meets the highest technical and operational safety standards; preventing holidaymakers from being stranded abroad or losing money because of tour operator insolvency; planning and regulating all UK airspace; and regulating airports, air traffic services and airlines and providing advice on aviation policy.

Have you seen anything suspicious? Special Branch would like to know!

[Chief Executive Website](#), [General](#), [News Flash](#) - 27/03/2014 00:00:00

Following a recent meeting with representatives of the Special Branch Counter Terrorism Unit, it has been requested that we ask all BMFA members to increase vigilance for any signs of potential criminal or terrorist activity arising from the use of model aircraft.

This is part of regional and national initiatives introduced by the Counter Terrorism Unit aimed at gaining enhanced vigilance from those involved in all aspects of aviation.

Should any member observe anything (or anyone) suspicious and giving rise to concerns about potential criminal or terrorist activity involving model flying, the Counter Terrorism unit would like you to contact the BMFA directly in the first instance on

Tel: 011 2440028 or email: admin@bmfa.org

John Thompson

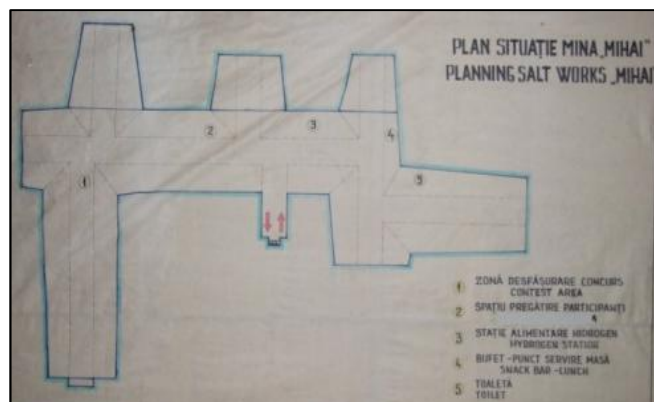
2014, Slanic. - Romania

Introduction.

The weather on our arrival in Romania was delightful - beautiful sunshine, mid 20 degrees during the day, perhaps a little frost overnight, about the same stage as Spring in the UK and it remained so for all except one day of our stay. So strange therefore to shut ourselves away in the gloom of the salt mine for 6 days....or was it?

This was my first visit to Slanic and I was simply blown away when we first walked out into the main "cavern" - nothing I had seen or heard had prepared me for this. First of all, in the morning it was often warmer in the mine than outside, the air was dry - I think someone said 50% humidity - and yes it was dark but the work spaces provided - with a little help from headlights - was enough

to work under. Seeing the models at any height was often quite hard - they were easy to temporarily lose - but we all had powerful flashlights lights that could easily pick them out.



The winding gear - the mine now directly beneath us.

I think that this place is probably the best indoor testing environment available, cool still air, little or no drift. Many high flights were non steer and when testing at half or quarter motor heights everything is slow and controllable, steering with a helper illuminating your model is the same as usual - ie. quite difficult!

Very high flights - at catwalk level or above (200' plus) are however fraught with risk as the slightest drift can cause the flying circle to overlap the catwalks and at this height unless highly skilled at steering and with eyes of a hawk steering is extremely difficult - and for me impossible - I can hardly see the model even with my new glasses!

As you can see from the photos the roof slopes inwards dramatically from about two thirds height to the ceiling, any impact with the wall sides normally ends in a hang up or propeller walk down the wall, both potentially model damaging.

The organisers were aware of the danger of heat "bubbles" from groups of people in the flying area and did their best to spread out flyers, assistants, team managers and timekeepers throughout the contest.

Practise and Day 1 of Otto Hints Memorial.

Difficult day, so much new to take in. Models are behaving differently to usual. Climb height is all important as one needs to get close to the roof to be competitive. Today TH the only GB member to record a full motor flight in the Otto Hints, disappointing at 28.47, got close to the ceiling too. This was using #4 model and prop. specifically to get used to handling the model in these new conditions, planning to use #2 model tomorrow and see how that goes. Great opportunity to set up reserve models before main event. US team have been here 2 days already and are flying really well, as of course are the Romanian team in their home venue. Can see that this is potentially a dangerous site, team strategy will be, as ever, to post a couple of decent scores before trying harder..... Great to see Derek's model set off at 45 degrees! Mark having same problems as me getting the necessary height - prop and rubber issues, Brett Sanborn (US) apparently getting 1800 turns on, so must be flying on quite thin rubber, 1.24 gm/M or less I reckon.

Day 2 of Otto Hints.

Still struggling to achieve decent safe climbs to 200' or so, much test flying on different rubber and prop pitch adjustments to get that all important height . TH eventually flies a decent 31:38.

Best flyers clearly in the 33 to 35 minute bracket as expected with high climbs and slow descents..

Tuesday WC Practise day.



"...21, 35, 42" – Derek annoys Brett



Hotel Baia Rosie a revelation

Most people flying $\frac{1}{4}$ and $\frac{1}{2}$ motors to safe heights, very few taking on the roof today. After much work TH returning around 8:40 on $\frac{1}{4}$ motor for final 2 models. Best is still an older prop on last year's European Championship model - so that will be the #1 WC model.

Derek has put in some good 8 min + flights with his very steep climbing trim.

Mark having a trying time with just one model performing as expected and real problems sorting out the others.

Ivan Treger flies 35 minutes + from about 180' - so it is possible!

US flyers also having problems sorting out their reserve models.

A couple of models hung up high on the very sticky (like very coarse sandpaper) walls requiring the blazing newspaper treatment to retrieve - Deszo did this from half way up the side wall wooden staircase!

At the end of the days flying the opening ceremony was very well done by the hosts, going all out to make this a memorable event - can you imagine we had lunch in the mine at nicely set tables with waitress service - amazing, not quite how I had imagined things.

Day 1 of competition.

Round 1 - TH away first for a nerve steadying 30:39 from about 180', landing with 330 turns left so plenty of time still potentially obtainable. DR made trademark near vertical climb, bit of a stall that limited height for a decent 28:09, MB also well away for a 29:08 after a couple of nudges near the top of the side wall.

Round 2 - TH well away again for better height only to have the motor bunch on the front O-ring, prop stop and into side wall at 100' - no damage though. DR got comfortably away this time then hit the sloping wall high up, model eventually released by Deszo's balloon and safely recovered. MB made a good climb but poor let down resulted in a 28:44. So a poor afternoon with only Mark achieving the 2 safe scores that we were relying on.

Meanwhile many others making significant scores, notably Sanborn (2 great flights), Kang, Treger, Schramm and Corneliu around the 35 min mark. Watched Brett make a fantastic steer whilst model level with the catwalk, put it back in the centre of the roof for another 35 minute flight.

At the end of the day we feel that we are making progress despite the setbacks which in all honesty were not unexpected in this very different site. Mark and TH trying reduced diameter props - down to 18.25" - to see if this yields any time improvements (tested over a couple of days but seemed to make little difference!)

Day 2

Round 3. Started well for GBR team with all 3 members returning good flights of over 30 minutes.

Kang, Treger, Corneliu and Schramm all going great guns too with many others starting to score well too, great competition. Ivan said he thought conditions were a little worse than previous day with a couple of areas of "rough" air making the models bobble around.

Round 4. With 2 respectable times posted TH went higher in this round with disastrous results - the model looked safe but clipped the corner of the wall just under the catwalk and walked down the wall to the vertical part where it hung, shame. Retrieval wrecked the wing and tailplane and removed some film from the prop which was fortunately repairable. DR got away for another very good flight of 30:15 but Mark hit the wall and walked down it to record a poor flight time.

At the end of the day the results are close and therefore the competition is very open. First and second team places are going to USA and Romania in some order. Third place is still wide open with the GB team well placed to be able to achieve it. Individual results also close with only a minute or so separating the top contestants - a big time looks possible here so all yet to play for.

Day 3

Round 5. Again flying first TH returned a straight up and down flight just below the catwalk of 32:15 - not too stressful for once! DR didn't get the height but recorded a 28:56 nevertheless and MB had a slight "stagger" at about 50' which cost the height needed to return a high time. At lunchtime there was even less time separating the top competitors, and team GB could still make third place with a couple of good scores! Exciting, much better than drying paint, honest!!

Round 6. TH ended his competition with a very good 34:02 right up to the roof; a heart stopping moment when it hit a cable that stretches between the catwalks right at the roof, but it hung for about 5 seconds (felt like an hour!) then stalled off below the catwalk and safely floated down. Phew!

DR's model launched like a rocket but couldn't quite hold the climb so no improvement. MB, after a perfect half motor test, also staggered badly which left no real height for a big score. Ah well, lots learnt - next time eh?

Meanwhile with team places determined Brett made a massive call on his last flight. At about 17:00, having landed a 36:00, but entitled to a refly following a slight mid air he decided he could improve that and elected to try again! Wow! Kang was in the air thinking he needed another big score to win, didn't quite get it (just 35:48!) so all rested on Brett's final attempt. Brett flew right at the roof, steered to centre then pecked at the roof for a long time before making a perfect descent, sadly for him not quite big enough at 36:25 but an improvement in his score; fantastic, brave effort.

So there it was on his first attempt, first International team place, Kang was World Champion and also winner of the Kopecky trophy for longest flight. A worthy winner who has put in a lot of time and effort to become a skilled builder who understands what it takes to get the best from his model, props, rubber and such a difficult high site. Congratulations from all on the GB team.

We should also extend our thanks to our Romanian hosts who did everything possible to make this a brilliant and most excitingly memorable World Championships.

My personal thanks also to the tireless GB team manager Allan Weighell who was always with us and ready to put the kettle on after another nerve jangling flight - who said F1D is not exciting? Thanks also to my team mates Mark and Derek who

were also often by my side but perhaps more importantly good humoured and generous throughout.

We shall be back I'm sure - Otto Hints next year anyone?

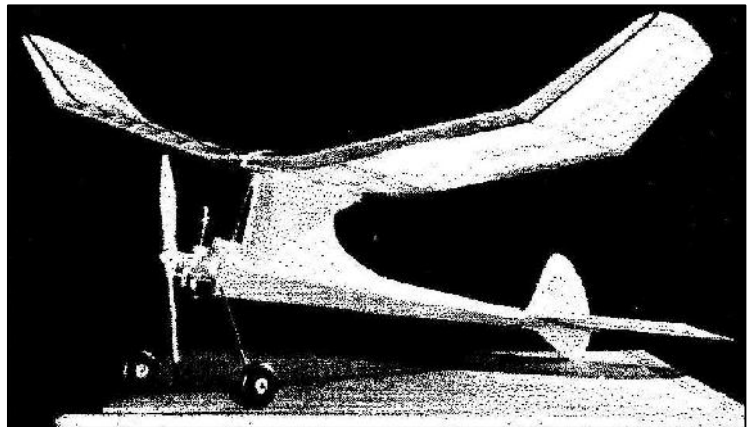
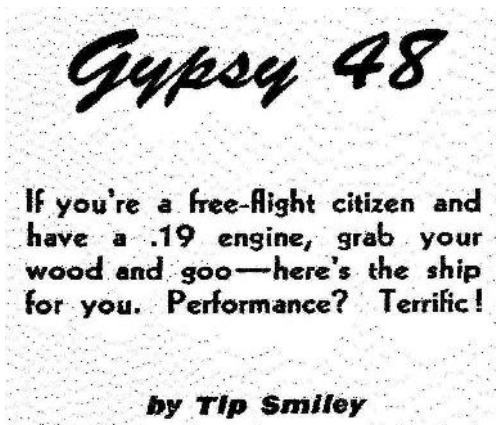
Report by Tony Hebb April 2014



Yuan Kang Lee - World Champ F1D, Longest Flight too at 37:33 on his first International appearance!

FAI WORLD CHAMPIONSHIPS FOR FREE FLIGHT INDOOR MODEL AIRCRAFT										
ROMANIA 2014										
SLANIC : 1st - 5th of April 2014										
PL	NAME, SURNAME	FAI LICENCE	COUNTRY	ROUNDS						TOTAL
				1	2	3	4	5	6	
1	LEE YUAN KANG	USA 941575	USA	34:55	34:16	34:42	36:05	37:33	35:48	73:38
2	SANBORN BRETT	USAL 486	USA	36:23	35:03	9:42	32:07	34:25	36:25	72:48
3	TREGER IVAN	SVK 1001	SLOVAKIA	33:48	35:23	35:24	37:03	32:18	29:49	72:27
4	SCHRAMM LUTZ	GER 2196	GERMANY	24:20	35:33	35:57	0:00	32:26	36:26	72:23
5	MANGALEA CORNELIU	ROU 133	ROMANIA	36:06	34:53	35:27	32:24	33:38	17:14	71:33
6	KASAN JOHN	USA 469254	USA	31:02	31:26	34:41	33:38	35:03	34:51	69:54
7	ANORARITEI DAN	ROU 136	ROMANIA	34:21	33:37	5:31	14:06	33:21	35:27	69:48
8	POPA AUREL	ROU 135	ROMANIA	32:42	16:58	31:49	32:42	33:57	33:20	67:17
9	ORSOVAI DEZSO	HUN 0030	HUNGARY	29:20	27:51	28:30	34:08	32:20	30:39	66:28
10	HEBB TONY	GBR 035650	GREAT BRITAIN	30:39	24:55	30:53	12:21	32:14	34:02	66:16
11	BARBERIS DIDIER	FRA 551	FRANCE	0:52	26:45	32:29	24:25	28:13	33:25	65:54
12	SUKOSD ZOLTAN	HUN 0321	HUNGARY	34:43	20:15	30:04	26:11	27:04	24:59	64:47
13	MARILIER THIERRY	FRA 971	FRANCE	31:10	30:35	32:24	32:03	9:45	31:03	64:27
14	KIHARA KAZUMASA	F 0011	JAPAN	26:54	30:49	29:50	31:12	29:53	29:23	62:01
15	CHAMPION ROBERT	FRA 339	FRANCE	30:04	26:24	28:41	29:22	30:48	27:31	60:52
16	RICHARDS DEREK	GBR 065309	GREAT BRITAIN	28:09	9:54	30:22	30:15	28:56	26:33	60:37
17	MENNS MARK	GBR 072513	GREAT BRITAIN	29:08	28:44	30:57	22:38	21:44	23:30	60:05
18	HAYWARD-BROWN,TIM	AUS17083	AUSTRALIA	28:48	25:10	29:22	15:41	25:04	25:12	58:10
19	LINKOSALO TAPPO	FIN 2500	FINLAND	26:22	27:03	28:34	20:36	29:23	27:37	57:57
20	BUNDESEN UWE	GER 3252	GERMANY	31:15	26:41	0:08	18:12	0:24	25:35	57:56
21	MERKT THOMAS	GER 1833	GERMANY	25:29	4:18	28:13	26:01	28:28	21:16	56:41
22	REE ANDRAS	HUN 0027	HUNGARY	25:17	10:02	9:46	26:17	29:13	27:28	56:41
23	LINARDIC VLADIMIR	F 030	CROATIA	27:35	28:59	1:29	22:14	18:47	20:28	56:34
24	KAPLAN MIKITA	CZE 1016	CZECH REPUBLIC	26:53	25:18	19:21	26:44	0:00	0:00	53:37
25	NAKAJO YOSHIHARU	F 0228	JAPAN	27:14	25:39	25:05	23:34	26:17	26:07	53:31
26	JAROSLAV STRAKA	CZE 4702	CZECH REPUBLIC	25:35	26:47	26:25	22:13	19:41	0:00	53:12
27	KANEKO SHOJI	F 0327	JAPAN	26:10	24:46	21:59	24:02	22:16	26:34	52:44
28	KAPLANOVA KLARA	CZE 1017	CZECH REPUBLIC	22:17	0:00	21:51	15:13	23:54	24:11	48:05

PL	COUNTRY	TOTAL
1	USA	215:20
2	ROMANIA	208:38
3	FRANCE	191:13
4	HUNGARY	187:55
5	GERMANY	187:00
6	GREAT BRITAIN	186:58
7	JAPAN	166:15
8	CZECH REPUBLIC	154:54
9	SLOVAKIA	72:27
10	AUSTRALIA	58:10
11	FINLAND	57:57
12	CROATIA	56:34



Following the trend toward a simple-to-build contest model, the Gypsy 48 came into being. While the construction is easy, it nevertheless is exceptionally strong.

For/contest, work, a plane should be easily repaired in the event of a crash. This one point was an important guide in the design of this plane. At the same time, however, an eye was kept open for pleasing lines, hence the attractive configuration. A removable ignition unit was incorporated to facilitate hasty field checks or repairs.

While the configuration is similar to that of the average pylon model, the actual outline is distinctively different, due to the addition of a cabin. Also a structure built up such as this is less apt to break on impact than a solid balsa pylon. The monoque fuselage has a high strength-to-weight ratio and will take a fine finish easily.

The model pictured, finished as shown, weighs slightly less than 20 ounces ready to fly, which is the minimum for its Arden .19 power plant. This means a finer finish and better efficiency, without suffering because of the added weight.

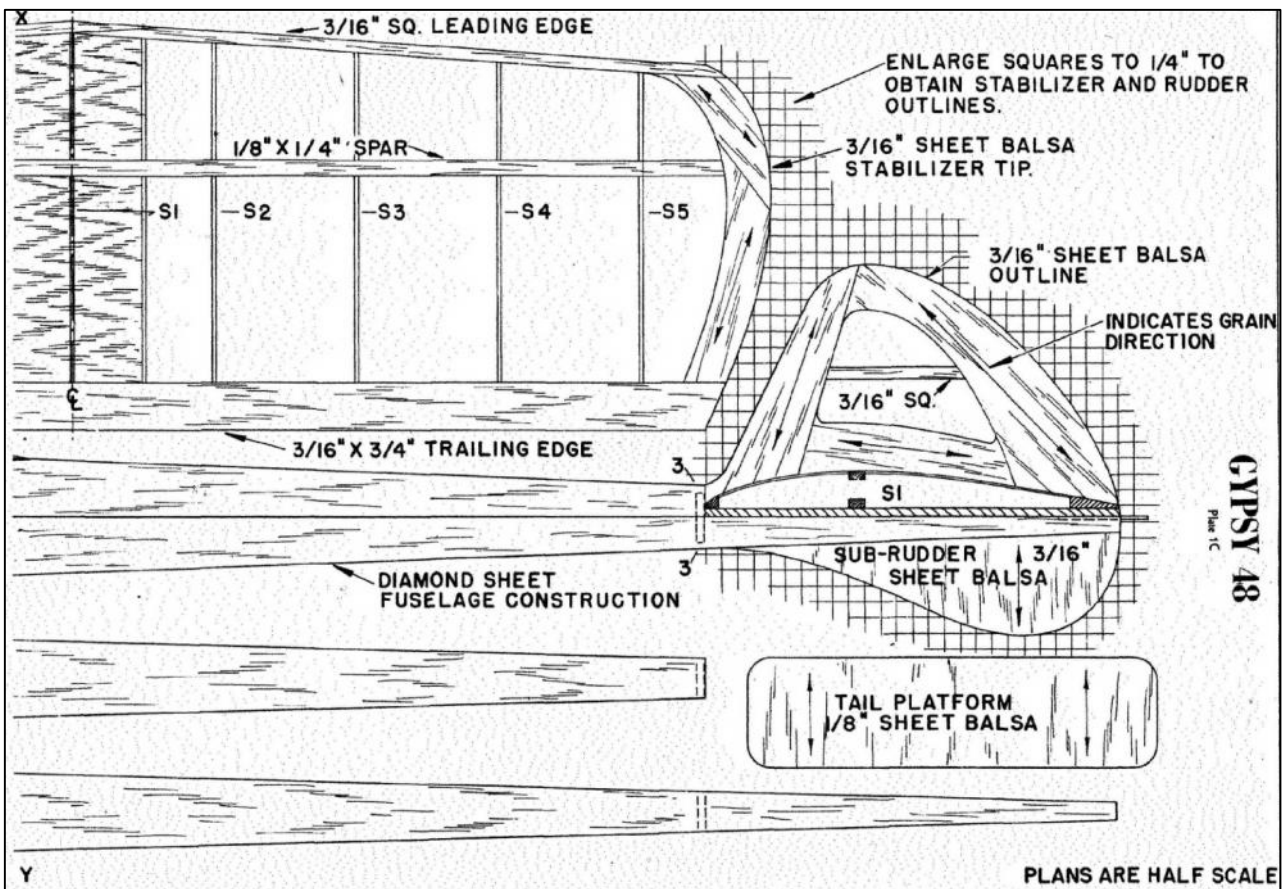
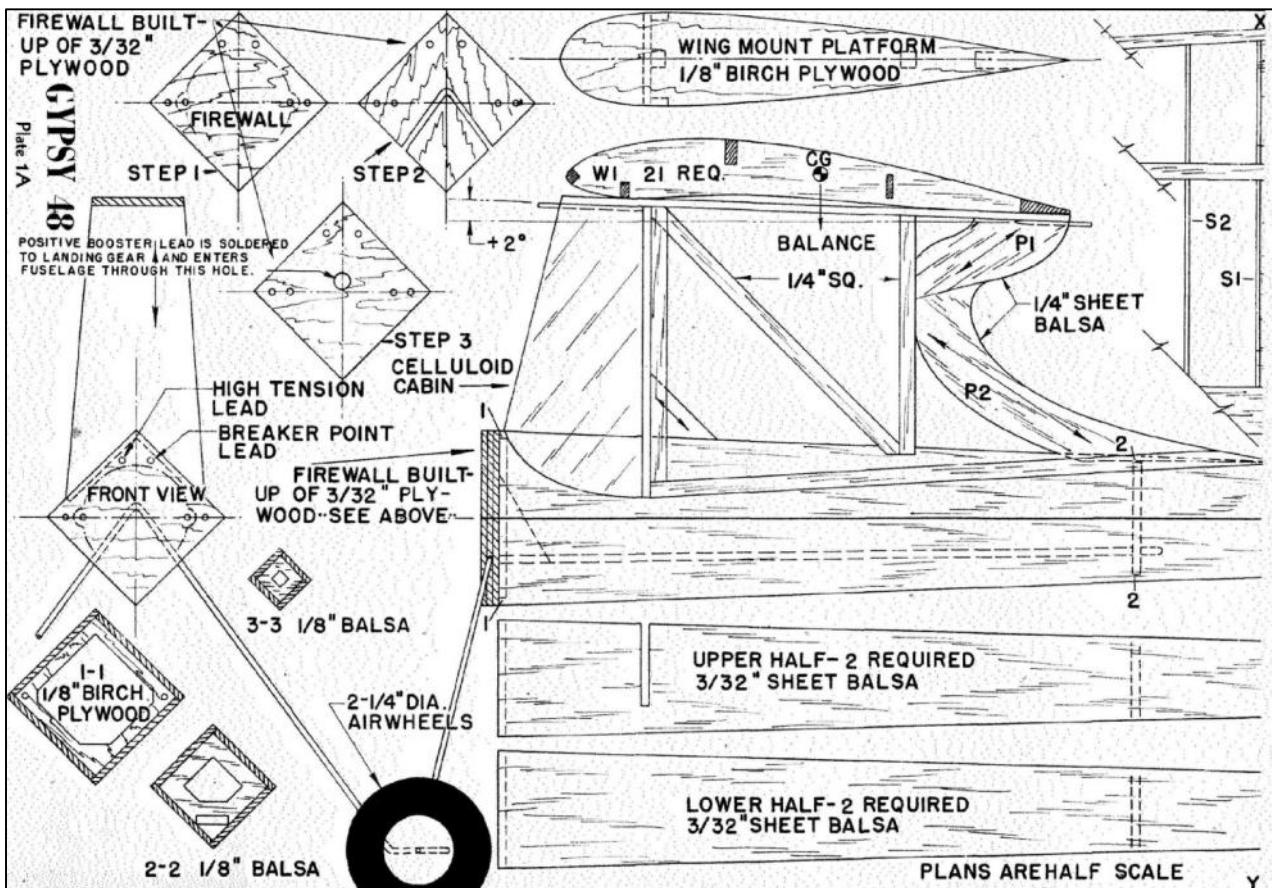
As for flying, the Gypsy 48 is strictly hot contest material! Not only is the climb spectacular, but the glide is equally as outstanding. After a vertical corkscrew climb, the plane rolls into the most beautiful, floating glide you could ask for. So far, no erratic tendencies have shown themselves, as the plane is very stable. You can be certain that this model will make a worthy addition to any collection.

Well, fellows, you've seen the model, and read of its features, so if you're interested in building a hot contest job, here's how:

FUSELAGE ASSEMBLY: Enlarge the plan, which is one-half size, with the exception of the full-size rib pattern, to full scale with the aid of a pair of dividers and begin with the fuselage. First select two 3/32" by 2" by 36" sheets of hard balsa. Using the patterns shown on plan cut two of the fuselage panels from each sheet. Now cement three of the panels together and cement the three formers in place. Positions are shown in dash lines (You will notice that former No. 1 is of 1/8" birch plywood, while the remaining formers are of 1/8" balsa). Next the final fuselage panel may be added, completing the initial "box" assembly.

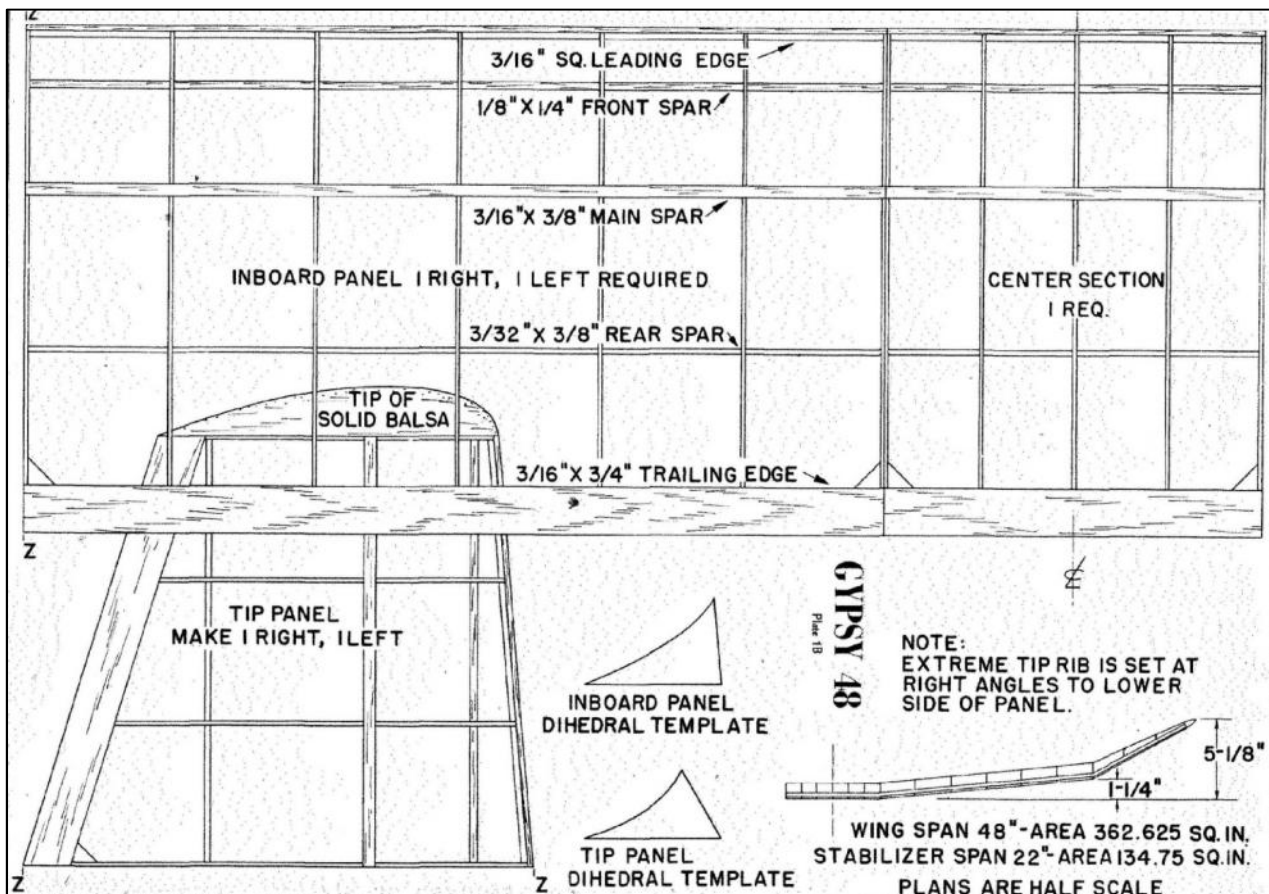
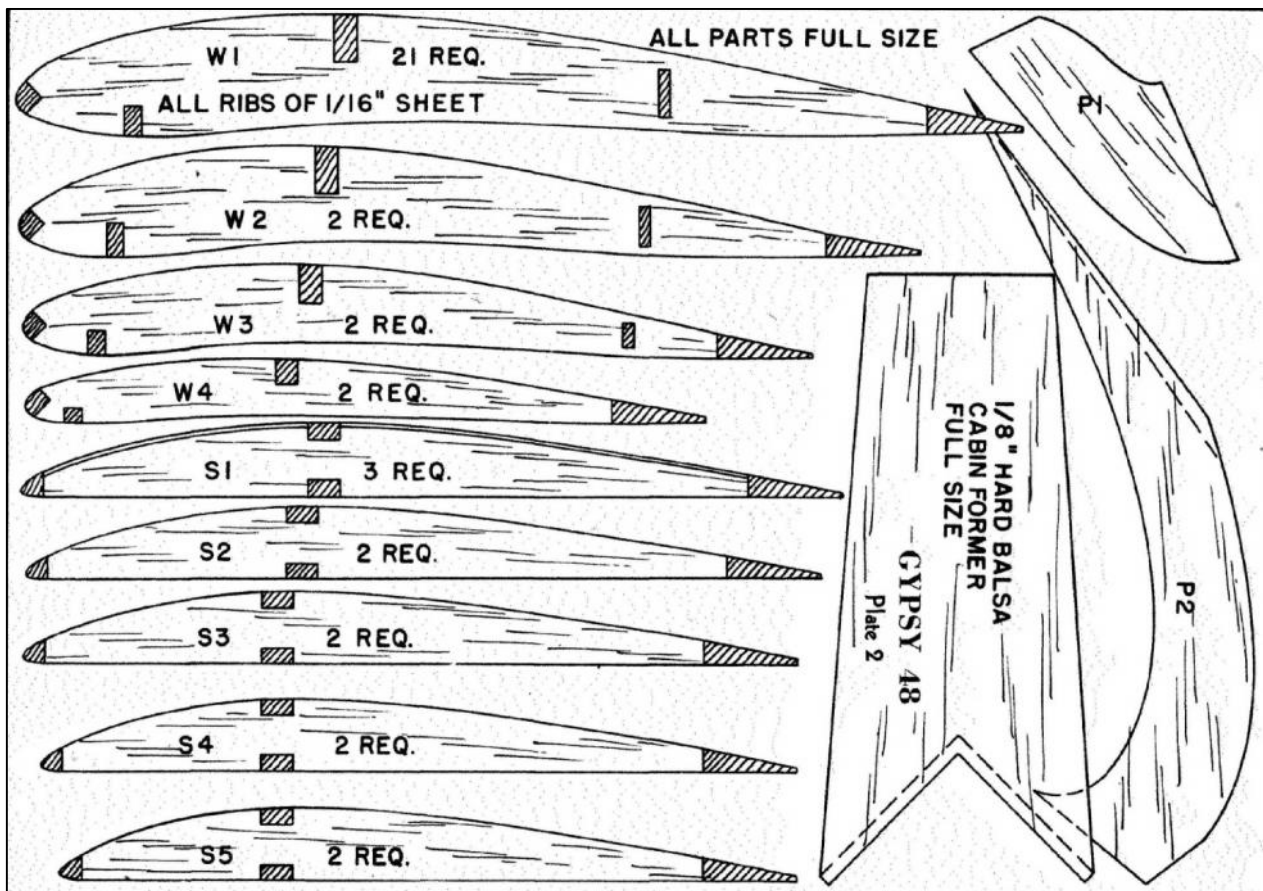
The upper half of the fuselage is slotted to receive the 1/8" sheet balsa cabin former, which is now cemented in place. Place the small balsa gusset in place at the same time, to assure correct alignment. While this is drying, assemble the "V" strut and trailing edge over the plan. Notice how the lower end of the "V" strut is notched into the fuselage. When dry, remove from plan and cement in place.

At the same time, add the 1/8" plywood wing mount platform. Finally, add the 1/8" by 1/4" balsa framing, as shown on the plan. This is to provide a surface for attaching the covering. The section of this "framing" which is cemented to the fuselage must be bevelled to fit. The cabin assembly takes considerable strain, so apply cement generously, in several coats, to all joints and at the points of contact on the fuselage.



Before sanding the fuselage, assemble the three sections of the firewall, including the landing gear, bent from 3/32" piano wire, and the ignition track, which is of 1/8" by 1/2" birch plywood. Then place the 3/32" diameter bolts in place through the two holes in former No. 1 and cement the nuts in place on the back of the former. When the cement is thoroughly dry, remove the bolts and insert them in the firewall, making a smooth

connection. With the addition of the sub-rudder and the tail platform the fuselage is complete, except for the ignition. Mount the coil, condenser and batteries on the ignition tract. Attach a string to the timer knob, and run through a slot in the fuselage.



STABILIZER AND -FIN:-The stabilizer is of conventional construction, and is built as one unit over the plan.

Pin down the 3/16" square leading edge, the 1/8" by 1/4" lower spar, and the 3/16" by 3/4" trailing edge. Use tapered stock for the trailing edge, if available. Now cement the ribs and tips in place and add the top spar, which is 1/4" by 1/4" stock. Use very hard balsa for this assembly. Finally the 1/16" sheet-balsa fill-in may be added to the center section.

The fin is constructed in a very easy manner. Merely cut the outline pieces from 3/16" sheet balsa, cement them together, and add one 3/16" square rib as shown. Incidentally, the arrows on all the sheet balsa outlines indicate the direction of the grain. Finish the fin by rounding the leading edge and tapering the trailing edge.

BUILDING THE WING: Now for the wing. This assembly is built in five separate sections, which are joined upon completion. These five sections are the two tip panels (one right, one left), two inboard panels (one right, one left), and the center section.

As an illustration of the construction, we will build the right inboard panel first. This panel, like the rest, is built right over the plan. Less chance for error this way, you know. Begin by pinning the lower spar and trailing edge in place. Now add the ribs. Cement the ribs in place, working from the left of the plan to the right. By using the dihedral template shown on the plan, all the ribs will be leaning to the right with absolute uniformity.

After installing all the ribs in the panel, add the top spar and the leading edge. Finally, add the rear spar by slowly sliding it in place. After trimming the spars flush with the end ribs, the panel is complete and may be laid aside until the remaining panels are finished and ready to join together to form the complete wing.

The left panels are made in the same manner, with the exception that the ribs lean to the left. The dihedral angle is automatically formed when the five panels are joined. As a last step, the 1/16" plywood spar joiners are cemented in position. When thoroughly sanded, the wing is ready for covering.

COVERING: For added strength, we suggest you cover the entire fuselage. This will reduce the danger of splitting to a minimum. A bad crash will sometimes render a Monoque fuselage into so many toothpicks unless some type of covering is utilized. In the case of this model, we suggest light-weight (rubber-powered) silkspan.

The pylon should be covered with wet silkspan, as it will cover compound curves without wrinkling. The remainder of the plane may be covered dry. When the covering job is complete, spray with water and allow to shrink.

Next, apply about six coats of clear dope to all parts, sanding lightly between coats. Colored dope trim now may be added, as desired. The original has clear white wings and stabilizer, with orange and black trim on the leading edges. Fuselage and fin are solid orange. Numbers on the fin are gold and black decals.

Now add the windshield, which is made of heavy celluloid. First make an accurate stiff paper pattern, before cutting the actual windshield. As a final step in finishing, go over the entire model with rubbing compound and then apply wax. Simonize was used on the original model. The wax job really cuts, down skin friction, thus enhancing performance as well as appearance.

FLYING THE MODEL: This model almost flew right off the drawing board! Incidence settings were just as shown on the plans, with the fin set neutral. The original went straight up in a corkscrew climb, with the Arden spark arm in the retarded position. After twenty seconds, the fire went out and the Gypsy rolled into the most beautiful glide you've seen.

While this model is not sensitive to adjustments, it is still best to test it thoroughly with low-power flights until you are familiar with its temperament. Just use common sense and you'll have a plane to be proud of. Lots of luck!

Tip Smiley

I found originally the plan for this model in Plans Book called 'Nostalgia Too' published by "Fly by Night Press", clearly out of the USA. I have no idea who this is, the book came my way from David Baker.

Anyway it referred to Flying Models December 1949, perfect for a vintage model.



An Email to Roy Tiller, meant that I got back a reply in less than 10 seconds, I exaggerate less than 10 minutes (This is Roy's normal super service at the Library) with scanned copies of the article and plans. The model is really a pylon model disguised as a cabin one!

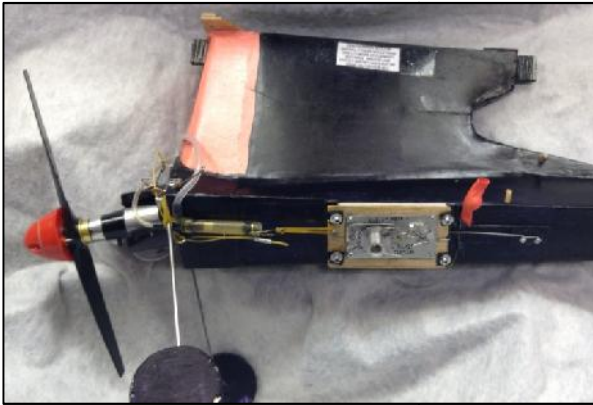
So to the building board, all was OK except I decided to use carved pink foam rather than bending plastic around the front of the pylon to form the so called cabin. I find bending transparent stuff difficult and get it all marked with balsa cement with an awful result. Not that I am fussy about the look of my models as anyone who has seen them can attest, they are straight but the finish does lack a little lustre.

The wing section is typical 1930's (not 40's), ugly but practical with good depth to allow a strong and warp free wing. The fuselage has my pet hate, a diamond shape, so difficult to build straight, fortunately the fuselage is sheeted which helps a little. The pylon however needs tissue or silk covering to handle the compound curves, not my favourite method but that's what the plan shows. I actually used polyspan covered in tissue which worked quite well.

The model weights are :

Tail/Fin 27gm; Wing 85gm; Basic Fuselage 93gm; Power pack, Timer and U/C 186gm
for a total **391g**

No warps only 2 deg washout on both tips. 60 % CG; Wing+3.4 deg; Tail 0.7 deg; (All approximate) Originally I had 5 deg down thrust but finalised at 10 deg, with 1 deg left thrust (originally 2)



Cox TD 0.9 Nelson head, 8 x 3 Master, 25% Nitro about 16 k revs. Fly's right right with drag flap for glide turn. The original 5 deg down was not sufficient, 10 fitted the bill. I found that model was very sensitive to rudder, so eventually did not use any and trimmed with side/down thrust.

Launched vertically it goes up straight for some 3 seconds and then into an excellent right spiral, the right wing maybe is a touch down but safe. It reaches 550 feet in 11 seconds, this with the permitted run of 18 seconds - would result in a height of some 900 feet, which with the not bad glide is more than sufficient to do a 2.30 max.

A nice model and I suspect one that has not been modelled for many years and it does look a bit different in the air.



John Thompson

A couple of months back our Editor asked if some of us have hobbies or activities other than aeromodelling. I must confess to a couple that have been with me for more than a few years. The first is the collection of cacti & succulents, which goes back to the 1970's. As an aside, cacti are native to the New World (the Americas), whereas succulents have a worldwide presence. We have an old cedar wood greenhouse (18' by 10') that houses the collection.



At one time, it was exceeding full with over 800 plants but as time goes by, the numbers go down - mostly due to me not replacing those that die off. However, there are still some 500 or so left, ranging from South African succulents that rarely get into pots larger than 2½" square to large agaves from central & north America - which although in pans of 15" diameter or more, are still juveniles compared to those in the wild. A singular attraction of these plants is that they are not time consumers to any great extent, with watering about once a month in the summer & very rarely in the winter. Biggest problem is keeping the cobwebs away. Quite a few have been grown from seed, but a high degree of patience is necessary as most are pretty slow growing. Growing from seed is not too difficult, albeit the germination rate is fairly erratic.

A few examples: *Aeonium tabuliforme* (flat topped aeonium) from seed some 5 years ago - probably about 80% germination, most were given away as seedlings but in this case (as I do like the plant) a few were kept. The species is native to the Canary Islands. The plant pictured is about 1' diameter - large dinner plate size, others from the same batch vary down to about 6" diameter. Watering frequency is about every

three weeks in the summer & very little in the Winter. This Spring has seen several in flower & with the judicious use of a paint brush for pollination, I'm hoping for a small seed crop as the only problem with this particular plant is that it is monocarpic i.e. it flowers & then dies.



Aeonium tabuliforme

Some species of cacti are both small & exceeding slow growing. The two photos of a *Turbinicarpus valdezianus* (again from seed) show a plant that is about $\frac{3}{4}$ " diameter with flowers that exceed the diameter of the plant - it is in a 2" square pot & is some 14 years old - it flowered this week. This species is bit like an iceberg as most of the plant is below the surface of the soil! Big benefit is that such plants take very little space. The species is native to Mexico.



Turbinicarpus valdezianus

A couple of succulents from alternative ends of the spectrum - *Conophytum minutum*, as the name infers - has small heads (typically 3 to 5mm dia) in profusion, forming a clump. This species is native to the Karoo area of South Africa & has a watering regime quite different to most other cacti & succulents - July to October, then a rest for a couple of months before two months of sparse watering. The *Conophytum* genus is native to South Africa, ranging from the Western Cape through the Karoo desert to Namibia & quite widespread with many different & coveted plants that carry superb markings in habitat - unfortunately we rarely get sufficient sun in this country to bring out these markings. Some species are so rare that they are confined to a single small area - maybe of no more than 20sq-yds. New species are still being discovered in remote parts of the Karoo & Namibia. Flowers exceed the diameter of a head by a considerable factor.



Conophytum minutum



Agave parryii

Another "baby" - *Agave parryii*, again from seed. This particular plant is in a 15" pan & needs repotting (can be quite hazardous to the nerves & fingers!). Its final size in habitat can be around 30" dia. Another native of Mexico & another monocarpic species, but this one will certainly outlive me! Other species in this genus live for up to 100 years & attain diameters in excess of three metres. Fully mature plants are not ones for the house or greenhouse or for the faint hearted. Nevertheless, some lovely plants in the genus.



Lithops from South Africa



Mexican Mammillaria



South American

Roger Newman

On Sunday 18th April I was at North Luffenham for the rescheduled Northern Gala, the loss of Barkston had brought about the relocation of the event.

It was quite a nice day but the wind was a little fresher than forecast so, not having yet ventured outdoors this year, I opted to fly my old 36-3 in BMFA Rubber as I did not want to risk losing one of my first line models before the Nationals.

36-3 is basically my original competition model made when I started free-flying again in the mid 90's, it was 36" wingspan back then

but now has been upgraded to 40" and has an increased propeller diameter. I fly it on the same 50gm 12 x $\frac{1}{4}$ motors that my bigger models use and, although really too powerful for the propeller size, the rocket like climb is good for rough conditions.

I dipped out on my first flight, the model shot up straight to a reasonable height but never settled into a stable glide for some reason, I blame turbulence, then again I always do. I then went through the motions to record two more indifferent flights.

Having failed in BMFA I entered Mini-vintage and put together my 'Pinochio', I made my first flight and had difficulty in locating the model. Rachel and I had driven round in the car and it soon became apparent that we had over run the model and whilst Rachel went one way on foot I drove the car down a track to get on line to walk the other way. Never made it, as I

drove across a seemingly firm granite track the car just bogged down and dug itself a grave, stuck firm. After much messing about, to cut a long story short, I called out the AA (first time ever for me) and on arrival he hooked me up and pulled me back onto firm ground. During the ensuing paperwork exercise I was explaining what free-flight was all about and said I would come

back later and look again for the 'Pinochio'. He said he was good at finding things so I pointed him down the line and off he went. About 100yards later he sings out "I've got it". First time I've used the AA as a fetchermite, I think I'll give Rachel the sack.



Those Were the Days

October 1929 It is an interesting point that when any type of model aeroplane has reached a certain standard of performance its place as the leading type is taken by another. Following the twin-pusher r.o.g. machine came the spar tractor, which point had been reached about the summer of 1914. There followed a gap of five years, and in 1919 many of the old hands had been swallowed up by the War, or had lost interest.

For a time the pre-war types of model aircraft were built, but soon the demand for a new field to conquer became evident, and the fuselage machine made its appearance as a successful type.

Stanger made a record flight of 51 seconds in April 1914 with a PETROL DRIVEN MODEL; then a few years later a man well known in model power boat work, Westbury, designed a petrol engine which was built into a scale model of the Cranwell light monoplane by aircraft apprentices. (See the recently published book "Jet" by Sir Frank Whittle.—Ed.)

"I have not said anything about the wireless control of models, for if I know little about engines, I know less about wireless. It does seem though that at least we have reached the size of model which justifies the use of wireless control, but what form it will take I have not the slightest idea. May we be preserved from the "scale" fiend who will not be satisfied until he has inserted his "scale" pilot with joystick grasped in one hand, and feet on the rudder bar! Whatever happens, the rubber driven model will continue to be built in increasing numbers, for the petrol plant will only be available to the prosperous few who have time and money

to devote to it." (The foregoing is extracted from an article by "R.L." in the S.M.A.E. Journal for October 1929.)

1928 Rockets In 1928 the S.M.A.E. exhibited at the School-boys' Exhibition, and early in July entertained a team of aeromodellers from America. At Croydon Aerodrome a contest for spar models was won by Ford Grant of the U.S.A. with a flight of 79.2 secs., England winning a fuselage type event with Plater's 48.4 secs. The speed competition brought forth a surprise model in the form of a rocket plane by B. K. Johnson. R. N. Bullock won with a speed of 34 m.p.h. Fuselage model records were again beaten by T. H. Newell 76 secs. h.1., and 65.2 secs. r.o.g. by Mr. Bradley.

Formulae Controversy

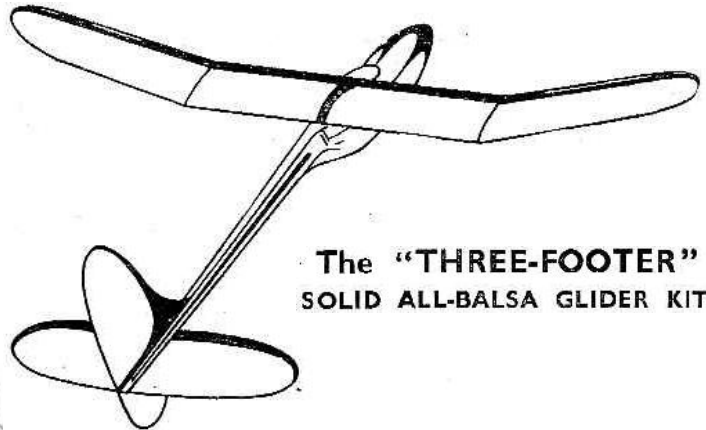
When fuselage models were first flown the fuselages varied considerably in cross-sectional area and in some instances veneer tubes of about one inch in diameter and three feet in length were deemed by their designers to be fuselages, inasmuch as they completely enclosed the rubber motor. The committee of the S.M.A.E. decided not to allow this, and thereupon agreed that the cross-sectional area of a fuselage should have a reasonable and definite relation to its length, so that a model should at least have some appearance of the full-sized machine. (The original formula of $\frac{L^2}{100}$ was later modified to the F.A.I. requirement of $\frac{St}{80}$ where St represented the total surface area of the machine. The right to limit designers to any resemblance to full-size practice is still one of hot debate wherever aeromodellers gather.—Ed.)

Report No. 42. Plans from Kits, British made, excluding scale, cont.

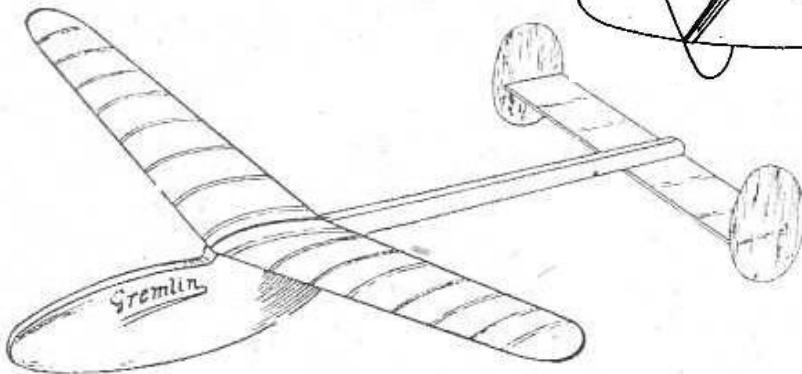
SKYLEADA continued.

I ended last month with the Falcon 20" span rubber advertised in Aeromodeller August 1942.

It looks as though no new models were advertised until the end of hostilities with the announcement of the, now well known and much loved, all balsa **THREE-FOOTER** in Aeromodeller September 1945.



The "THREE-FOOTER"
SOLID ALL-BALSA GLIDER KIT



Then in December 1945 came the Gremlin 20" wing span glider with built up wings and stabiliser.

August 1946 brought the 24" Wizard which looks like a reduced version of the Three-Footer. I wonder why they did not jump in with both feet and call it a TWO-FOOTER.

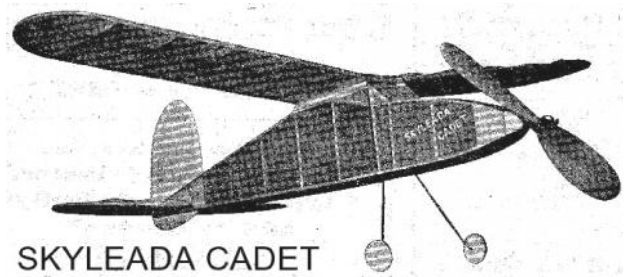
WIZARD
24" WING SPAN BUILT IN 1 HOUR 3!



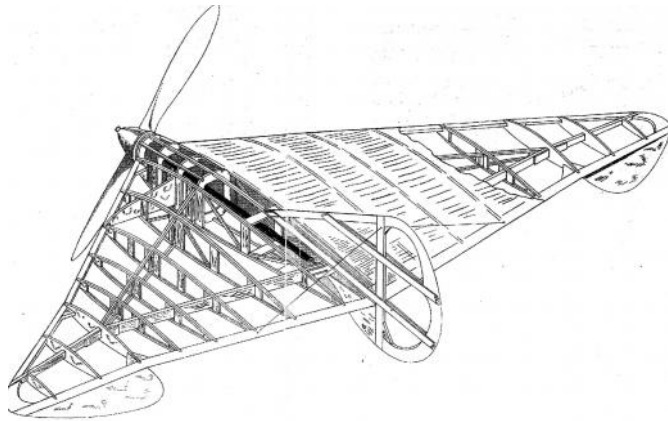
SKYLEADA BANTAM

The first Skyleada power model appeared in the advertisement placed by Caledonia Model Co., of Glasgow in Aeromodeller December 1946. This was the Bantam, a 48" wing span cabin model, designed by R.H.Warring.

The advert by A. Hunt Ltd., of Croydon in Aeromodeller February 1947 listed five new Skyleada models.



SKYLEADA CADET



The Cadet a 24" rubber model designed by Pete Kelsey.

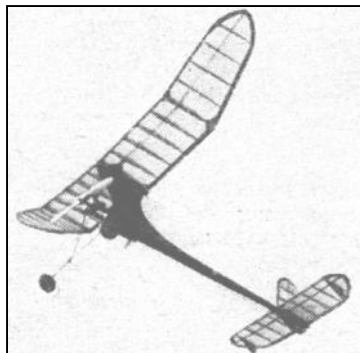
The Skyleada Flying Wing 30" rubber model also designed by Pete Kelsey.

The Jeep, a 20" glider designed by J. Patterson, sorry no picture but SAM 1066 has the plan.

Also two for which I have found no picture or plan, The Midge 14" wing span glider and the Tether Control solid glider of 12" wing span.

SKYLEADA KIT	SPAN	NOTES	DESIGNER	PLAN
THREE FOOTER	36	Glider		SAM1066
GREMLIN	20	Glider		
WIZARD	24	Glider		SAM1066
BANTAM	48	Power	WARRING Ron	SAM1066
CADET	24	Rubber	KELSEY Pete	SYB12 reduced drg
FLYING WING	32	Rubber	KELSEY Pete	SAM1066
JEEP	20	Glider	PATERSON J	SAM1066
MIDGE	14	Glider		
TETHER CONTROL SOLID GLIDER	12	Glider		

The charts shows the designer's name where found and plan source where available. If you can fill in any of the designers names or have any of the missing plans please get in touch. More Skyleada models next month.



A few months ago received an enquiry for a plan by Super Model Aircraft Equipment (S.M.A.E. ! how sneaky is that?) Their advert in Aeromodeller in Sept 1947 was for a pair of pylon models, the Midge at 34" span and the Gnat at 42" span. George Blair of Edinburgh responded to my "plan sought" in the New Clarion with the Midge plan, thank you George. A copy of the plan is on its way to Roger Newman for the SAM 1066 plans library.

Now to the embarrassing bit, who wanted the plan and which one? If you are in need of a Midge plan it is here ready for you.

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

Roy Tiller

For Sale, Wanted & Freebies

Don Thompson:

For sale: Airsail Ascender vintage rubber kit. This is a modern manufactured kit of an attractive 1940s mini-vintage model. The kit is unused, in perfect condition and has good quality materials. Price £15 excluding postage. I prefer to hand deliver at Beaulieu, Middle Wallop or the Nationals.

Please contact Don Thomson Tel 0208 9989472 or email thomson_don@hotmail.com.

Jack Reid: Free to a Good Home

What do old aeromodellers do with their lifelong accumulation of "stuff"? This is a question that has been increasingly on my mind for the past few years. I've learned, over the years, how to design, build and fly model airplanes of types that have appealed to me. Although I have gone to competitions, and competed, up to World Championship levels, my own ambitions have been to learn aeromodelling and how to improve my own abilities, but mainly, just to have fun imagining, and trying, flying like the creatures of the sky, as I did since I first became aware of what "sky", "birds" and "flying" were all about.

But, as I'm sure many of you will have observed, time takes its toll, and, while the mind may cling to the youthful goals and ambitions, the body just can't keep up. C' est la vie!

So, here I am, pondering what to do with all my "stuff". Lots of this have already been disposed of - models no longer flyable, related things that no one uses any more, and the like.

Now I'm wondering if there might be someone out there who might benefit from some of the "good stuff" that overflows my "modelling room"? I can't be bothered trying to sell it, so I've concluded that I'll try giving it away. That way, if this approach doesn't work, I'll not feel badly about disposing of it in less "humane" ways i.e., recycling or just binning the lot.

If any reader is interested in acquiring, or wishes more detail of, or just wishes to comment on my plans , please email me at: jackreid1@aol.com

First up, Aeromodelling- related publications:

- 1) Aero Modeller Annuals - all of them, from 1948 to 1979
- 2) Frank Zaic - all his publications, by or about, him from 1934 to 1991
- 3) National Free Flight Society (United States) Symposia - all of them from 1968 to 2013
- 4) Free Flight Quarterly (Australia) - all the printed copies, from issue no. 1 (Oct. 2001) to issue 48 (July 2013). More recent issues, up to the present, I have in digital format on my computer.
- 5) A selection, about 50 items, of old American model aircraft magazines from 1937 to 1966 (Air Trails, Flying Aces, Flying Models, Model Airplane News, American Modeler Annual, etc)
- 6) A selection, about 25 items, of books relating to Airfoil Design, Yearbooks, Plans of Models, etc.

If I have any success in this first offering, there may be others, such as models in good flying condition, building materials (balsa, tissue, carbon fibre items, etc) and tools (weighing equipment, etc).

Meanwhile, as our American brethren often say,
Thermals,

Jack Reid

The first meet of the year at Middle Wallop on 27th April resulted in a better than anticipated attendance, with over 50 brave souls defying (yet again) a dire forecast which in fact turned out to be a little incorrect as once the rain stopped around 11.00am, it held off right through to the Croydon 8oz & Norman Marcus fly-offs. Results for the SAM 1066 comps are reported below; Croydon comp results should appear in next issue. Quite a few sports fliers took the opportunity to get some air time & enjoy themselves.

Weather – rain until about 11.00am followed by dry reasonable bright spells until fly-off time when the heavens opened again. Wind speed variable from east – 7/10mph & gusting. Max set at 90 secs to avoid overflying the main road.

4 entries: 1st Peter Michel 3.42 (Corsair); 2nd Robin Kimber 2.52 (Nord);
3rd Ted Horne 2.48 (Corsair); 4th Dave Etherton 0.37 (Corsair)

3 entries: 1st Ted Horsey 207 secs (Dingbat); 2nd Peter Tolhurst 155 secs (model?);
3rd Ken Taylor 153 secs (Dingbat). *Ted achieved a max in his 4th flight.*

2 entries: 1st Dave Etherton 4.30 (Seraph); 2nd Bob Taylor 3.46 (Uppat)
Bob assures me that this is a genuine Scandinavian name!

4 entries: 1st Ron Marking 4.25 (Pearl); 2nd Peter Tolhurst 3.52 (O/D);
3rd Jim Paton 3.22 (Pearl); 4th Gerald Williamson 3.21 (O/D)

1 entry: 1st Andrew Longhurst 4.11 (Jimp)

1st Annie Stevens 1.59 (JA Special); 2nd Ted Stevens 1.40 (JA Special);
3rd Barbara Tiller 0.58 (JA Special); 4th Roy Tiller 0.51 (Skokie)

As noted in the previous NC, we have two days on the agenda in place of the original Sunday. All we need is the sun to shine & kind balmy breezes to waft across the field! The planned events are confirmed as below:

Saturday 31st May

Natsneez (P E Norman) – use this as useful practice for the SAM Champs event in August.

Sport flying & trimming for all

Sunday 1st June

Combined Vintage/Classic Bungee Glider: Under 50" Combined Vintage/Classic Glider;
E36 Electric Power; Vintage Lightweight Rubber; Combined 4oz/8oz Wakefield;
Tailless (Combined Glider, Rubber and i/c Power); Jimmy Allen Mass Launch

Natsneez (P E Norman) – use this as useful practice for the SAM Champs event in August.

R/C Assist (Tomboy etc); Control Line; Sport flying & trimming for all

Note: the opportunity to test & trim your nice new Natsneez before the August SAM Champs. Also get your Jimmy Allen model out & try to break the family Tiller / Stevens domination of this event!

What else?

On the home front, I missed a good day at Beaulieu last Thursday (24th April) as we had visitors, which was used as an excuse to visit the Sammy Miller Motorcycle Museum in New Milton. Brilliant display of some 350 bikes of all shapes & size, the vast majority of which are in working order & very modest entry charge - well worth a visit if you are in the local area. However, I gather our Chairman & a few others did seize the opportunity & had an excellent flying day.

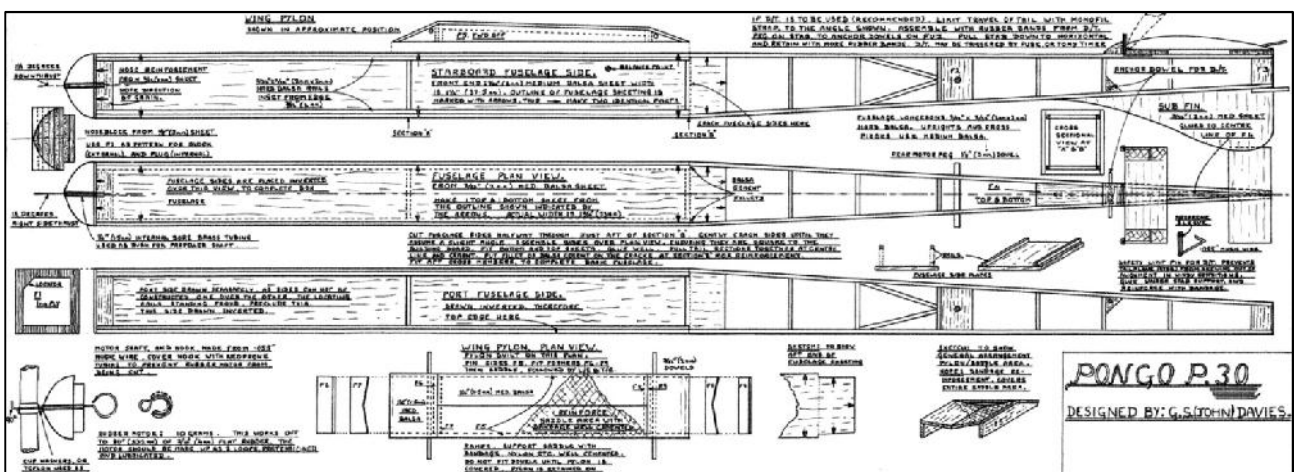
Next weekend sees the first of our local Bournemouth Club comps at Beaulieu - for CLG/HLG (up against ace Ted Horsey), P20 & P30. Somewhere in the model room lurks an ancient P20 & equally ancient P30. Can't remember the name of the former but the latter is a Pongo - years ago I built three identical, differentiated only by the covering colour for three grandsons. All flew (after a fashion) so there should be enough bits left to put one model together. Then I have to find some rubber!

In response to my little whinge last month about cataloguing plans, a phone call out of the blue from Brian Yearley volunteering to help was gratefully accepted! A sort out of the two boxes resulted in over 100 plans being bagged up & passed to Brian at MW & a further large quantity of duplicates & scanned plans given to Roy (Tiller) for sale - a lot of these coming back from Derick Scott, who has been manfully beavering away at his large scanning machine on our behalf. Most kind of all concerned.

Roger Newman

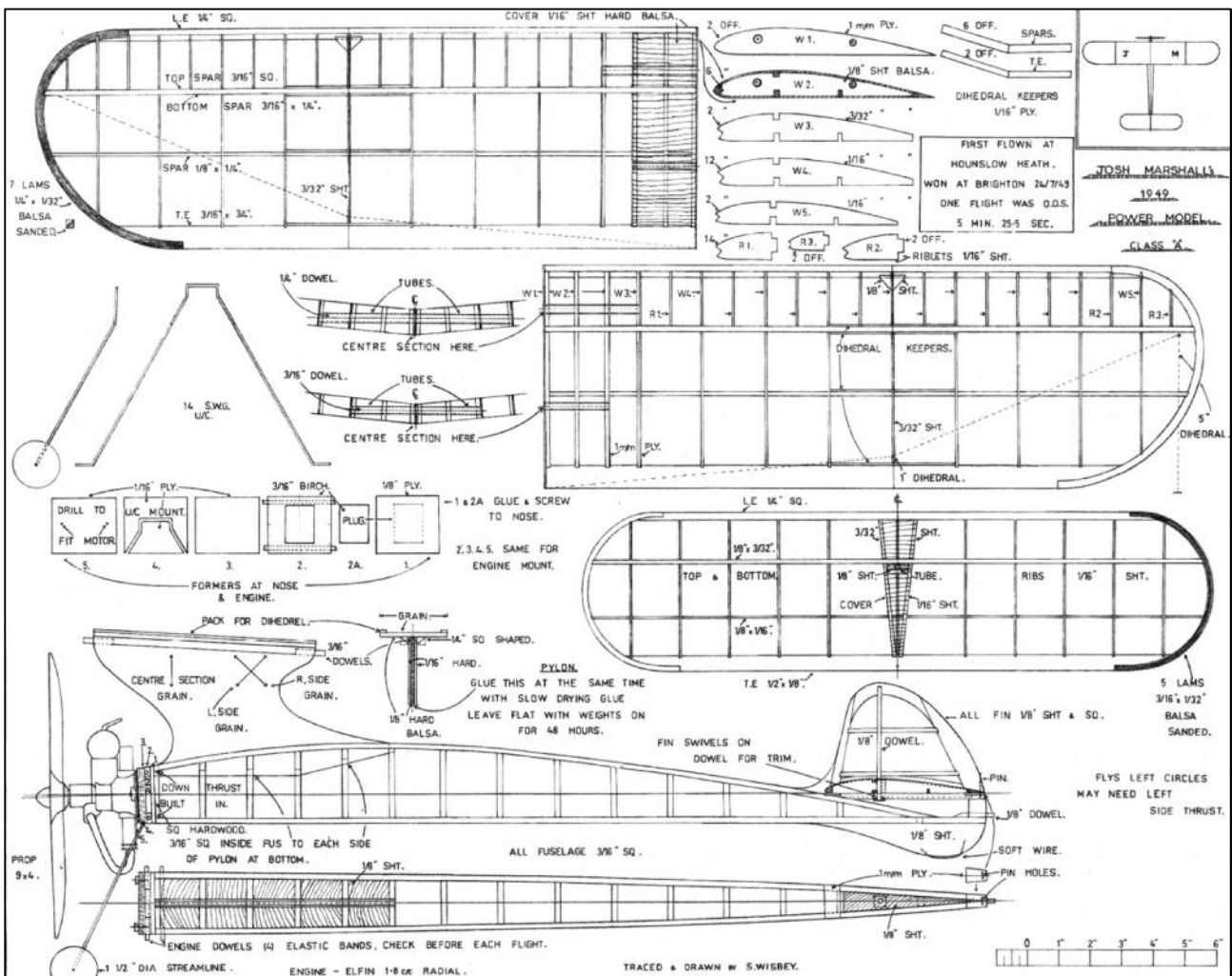
Plans from the Archive

Roger Newman

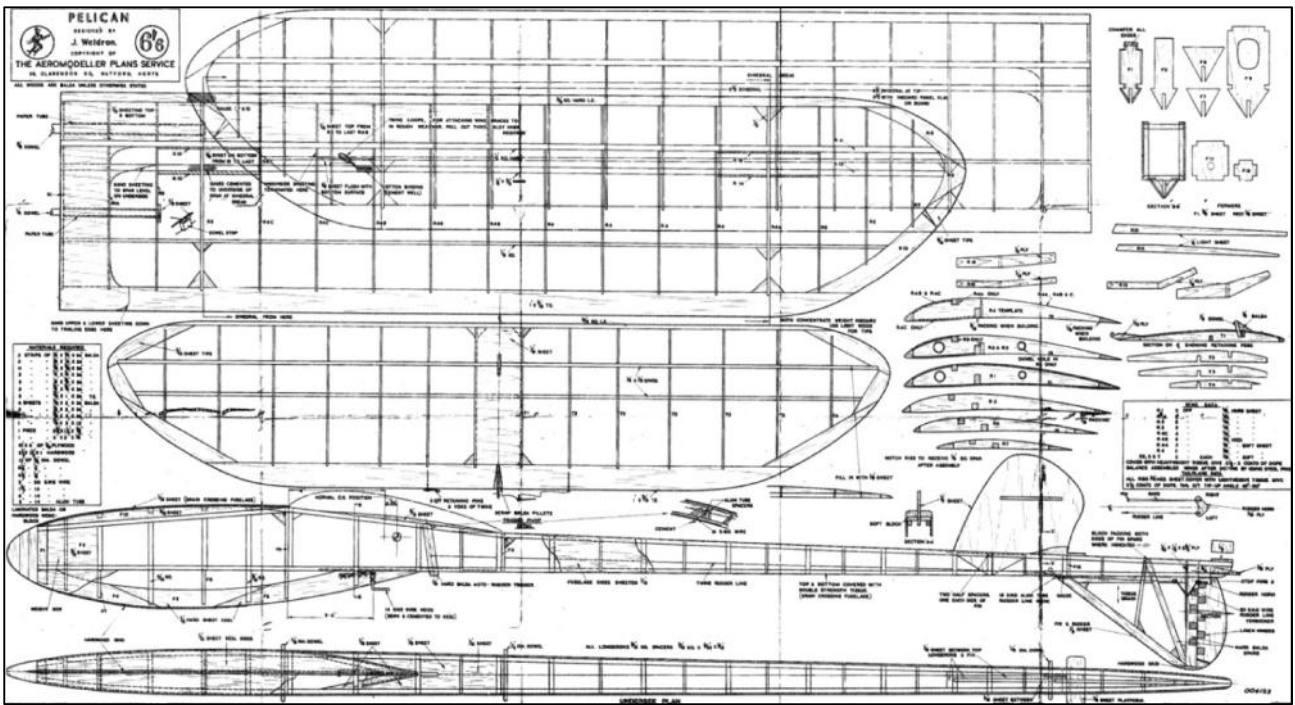


Pongo P30 - Fuselage

Rubber:- As I mentioned it earlier - how about a simple P30 - Pongo.



Power:- You could challenge Andrew Longhurst with this model



Pelican

Glider:— nice "floater" for the Over 50" Classic class.



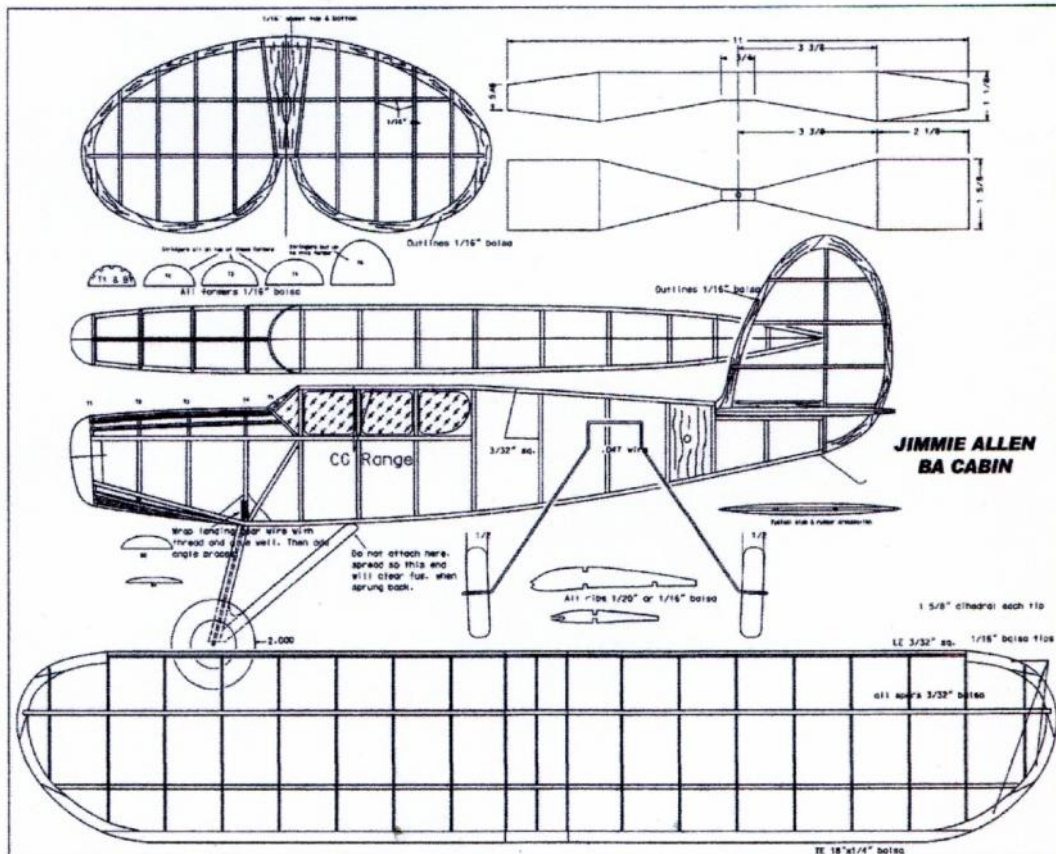
or should it be B.M.F.A.

JIMMIE ALLEN 2014

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

The dates are 27th April, 1st June, 24th August and 28th September

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



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

J.A. BA Cabin aka Skokie 25" span
J.A. BA Parasol aka Racer 28" span
J.A. Monsoon Clipper 29" span
J.A. Silver Streak 32" span
J.A. Yellow Jacket 26" span

J.A. Bluebird 38" span
J.A. Special 20" span
J.A. Sky Raider 26" span
J.A. Thunderbolt 24" span

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

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

The chart shows some qualifying models.

Plans from:-

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

The drawing includes the following details:

- Top View:** Shows a fuselage with a total length of 28 inches. The wing span is 16 inches. The wing is divided into sections labeled "Ribs 1/2 sheet", "1/2 sheet", and "1/2 slot". The tail section is labeled "1/2 sheet".
- Side View:** Shows the profile of the aircraft with a total length of 28 inches. The wing is labeled "1/2 sheet". The tail section is labeled "1/2 sheet".
- Rear View:** Shows the tail section with a width of 10 inches. The tail is labeled "1/2 sheet".
- Construction Notes:**
 - "1/2 sheet" indicates the material used for the wings and tail.
 - "1/2 slot" indicates the material used for the fuselage.
 - "Ribs 1/2 sheet" indicates the material used for the ribs.
 - "1/2 sheet" indicates the material used for the tail.
 - "1/2 slot" indicates the material used for the fuselage.



News from SAM 35



Many of you will know that Sam 35's traditional home is Old Warden. This year, as usual, we are supporting ModelAir and running competitions/events at their meetings. This is especially true for control line as a full programme of competitions are scheduled for both the Saturday and Sunday of all the meetings. New this year are competitions for Vic Smeed's Scatterbrain biplane stunter, the APS plan T Tray and Profile Thompson Trophy racers. These coupled with the vast array of control line activities and competitions make these meetings unique and a not to be missed spectacle. The dates are May 3/4, July 19/20 and September 27/28.

This year we will be running single channel spot landing competitions on all three Sundays. The Mayfly will be for the Mercury Magna, the Scale Weekend is for any model and as described below, the Festival of Flight for Vic Smeed designs. These comps are proving very popular and a great spectator sport!

The Scale weekend Sunday is where the KK Trophy is awarded to a sports free flight model that catches the eye of the judges. Low key yes, but this year it could be you! Additionally, there is emphasis on control line scale in various categories with the award of a splendid silver mounted decanter donated by Andrew Housden, SAM35 Secretary, to the entry adjudged to be the best overall in terms of scale fidelity, construction and flight performance.

The September meeting in particular is special for many reasons. We honour one of the Modelling giants, Vic Smeed, by holding a single channel spot landing competition for any of his designs that would have been powered by a Mills 75, and displaying models of his designs for all to see and select a winning model. Also at this meeting there will be a competition for models powered by any original Mills engine. 2014 marks the 50th anniversary of the ceasing of production of the famous Mills range of diesels, and to commemorate this SAM35's Andrew Housden has put up a "Mills Diesel" trophy. Basically, this is for any type of model aircraft (ie control line, FF, RTM, etc) powered by an original Mills diesel – so no Boddos, Attachports, Irvines, Hobbs, Giles, Indian et al. Marks will be awarded for originality of the engine, workmanship in the model's construction/use of period materials, and flight performance. Turning up with a Mills 2.4 and a can of Mills Blue Label fuel could well earn extra points! Again these models will be presented for all to see and someone will win this special silver trophy that can be retained in perpetuity; there are also second and third prizes!

Retro/Vintage event: Pontefract on 8th June.

This fabulous event will be running again for the third year. Sam 35 is running duration and single channel competitions at the meeting as well as flying vintage CL in two circles. See <http://www.pandasaero.co.uk/vintage.html> for all the details.

Sam 35 Indian Summer Meeting: Barkston Heath Sun 21st September

Meeting Cancelled due to loss of Barkston

Keep checking the SAM 35 web site for information
and of course the monthly SAM 35 Speaks magazine.

For more details contact Ian Lever 01706 659603 email: ian.lever@ntlworld.com

To join Sam 35 contact Kevin Richards 01609 772818

email: kevin.richards2@tiscali.co.uk



Great News!

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

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

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

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

Saturday 24th May

C/L Vintage Team Race Class A

C/L Phantom Speed

C/L Weatherman Speed

C/L Baby Biplane

FF Combined 4oz. Vintage Wakefield with midi sized rubber, i.e. span more than 34" and wing area less than 190sq. in.

RTM Practice for duration and precision events

Sunday 25th May

C/L Vintage Team Race Class A

C/L Phantom Speed

C/L Weatherman Speed

C/L Baby Biplane

RTM Precision competition and practice

FF 8oz. Vintage Wakefield

Car Boot Sale near the hanger

Monday 26th May

FF <25" span Vintage Rubber

Up to 36" span bungee launched gliders

RTM Vintage Power Duration competition and practice

All SAM activities start at 10.00 am

Andy Brough PRO Sam35

Timperley Free Flight Gala

Sunday 17 August 2014

North Luffenham Aerodrome

**Contests 10.00 to 5.30 Flyoffs later.
Max fixed on the day.**

Five events :

**Combined Rubber, Combined Glider,
Combined IC Power (no electric),
Mini Vintage, Combined HLG/CLG.**

Trophies to hold for 12 months, plus Prizes/Wine.

All fliers charged £5 to cover Airfield Fee.

Contest entry further £5 for one or more events.

No doubling up, no re-entry.

Contact : John O'Donnell Tel: 01942 211742

or email: john@odonnell3737.co.uk

Southern Coupe League Events 2014

Due to limited availability of sites
There are changes to traditional dates
leading to a truncated season.

The five best scores from seven events count

Crookham Gala	Salisbury Plain	Apl 20 th
Oxford Rally	Portmeadow	Jun 8 th
5th Area	Beaulieu, Ashdown, Merryfield, S.P	Jul 13 th
Odiham	R.A.F. Odiham (<i>pre-entry required</i>)	Jul 19 th
London Gala	Salisbury Plain	Jul 27 th
Southern Gala	Salisbury Plain	Aug 30 th
Coupe Europa	Middle Wallop	Sep 28 th

For the full story see the website at www.southerncoupeleague.org.uk

Coupe Europa Sunday September 28th

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

F1G, coupe league event
Vintage Coupe d'Hiver for AAA Cup.
Flitehook Europa Team Trophy for F1G teams

10 a.m. start. F1G in rounds.

Contacts:

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

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

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



BMFA Indoor Technical Committee

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

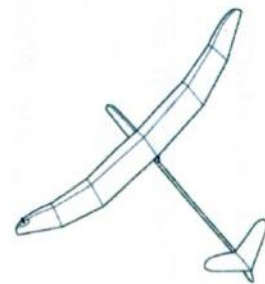
The event will run from January 2013 through to June 13th 2014 and anyone is invited to participate. Any model can be flown and in any site, indexing will be applied to the submitted times to reflect the category of ceiling. The winner will be announced at the British Indoor Nationals in June 2014. The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

<http://www.indoorduration-qbr.co.uk/>

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

mark.benns@ntlworld.com

Mark Benns
Indoor Technical Committee



Tasuma Trophy 2014 Competition dates

May 24/25/26 th	Barkston F/F Nats	SAM 35
June 1 st	Middle Wallop	SAM 1066
June 8 th	Pontefract	PANDAS
June 22 nd	Blandford	DMFG
June 29/30 th	Sculthorpe E/A Gala	SAM 35
July 13 th	Merryfield	Ilminster / SAM 35
July 20 th	Cocklebarrow	SAM 35
August 17 th	Cocklebarrow	SAM 35
August 24 th	Middle Wallop	SAM 1066
September 21 st	Barkston	SAM 35
September 28 th	Middle Wallop	SAM 1066
October 12 th	Cocklebarrow	SAM 35

Competition co-ordinator: Bill Longley
Tel: 01258 488833 e-mail: tasuma@btconnect.com

Indoor Flying with the South Birmingham MAC

Free Flight Only

Thorns Leisure Centre.

Stockwell Ave.

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

Saturdays 1pm until 4pm



2014

10th May;

6th Sep;

27th Sep;

25th Oct;

22nd Nov;

20th Dec.

Admission - Flyers £5.50 - Spectators £2.00

For further information phone Colin Shepherd 0121 5506132

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

SOUTH HANTS INDOOR FLYERS

www.wcaff.info

2013 -2014 INDOOR FREE-FLIGHT MEETINGS

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

**All events on Thursday evenings 18.30 until 22.00
excepting Xmas specials**

2013

October 31st November 28th

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

2014

January 30th.

February 27th.

March 27th

April 24th.

May 29th.

June 26th.

SUMMER BREAK

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

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

The Main Hall at Wickham Community Centre is suitable for indoor free flight models of all types, with a ceiling free of obstructions.

Tables and chairs will be available in the hall.

The organisers are always grateful for help with moving furniture.

Please note that NO remote-control models may be flown at these meetings.

Admission will still be £4 for adult fliers and £1 for junior fliers and spectators, due to continued generous support from SABMFA, accompanied junior spectators will be admitted free.

Fliers MUST be insured and proof may be required by the organisers.

Flitehook, who carry a large stock of indoor models and accessories, will attend many of the meetings.

There is also now a drinks machine on site.

For further details please contact:

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

Control-Line Stunt Competitions

Cofton Park,

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

Sunday April 27th 2014

South Birmingham MAC 3 in 1 C/L Comp

Old Warden

Saturday May 3rd 2014

**Vintage Stunt; for the Hewitt Shield
&**

Mick Taylor's Taster Stunt

Details contact Eric Hawthorne:

tel – 01384 423647 email – erichaw33@hotmail.co.uk

L'AQUILONE SAM 2001

TOMBOY RALLY INTERNATIONAL POSTAL CONTEST

01/06/2013 – 31/05/2014

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

Model

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

Engine/motors

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

36" WINGSPAN

I.C. Engines:

- ?? Any engine with 1 cc. maximum displacement;
- ?? Fuel tank : 3 cc.
- ?? R/C carburettor is admitted.

Electric Motors:

- ?? Any electric motor is admitted with direct drive
- ?? The engine cannot be stopped and started again: the motor must run continually without interruptions till the end of the battery charge or competitor's decision;
- ?? no folding prop is admitted; if a folding prop is used the blades must be held open with a rubber band;
- ?? freely assembled admitted batteries:
- ?? -450 Mah 2 cell LiPo
- ?? separated batteries pack for Rx alimentation is allowed

48" WINGSPAN

I.C. Engines:

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

Electric Motors:

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

Flights and results

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

Awards :

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

Results

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

SPECIAL PRIZE VIC SMEED

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

Good ROW and flight

SPECIAL PRIZE DAVID BECKER

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

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

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

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

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

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

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

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

email: caleyannhand@yahoo.com

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

Caley Hand

Competition Rules Below

World Wide Postal EVENTS:-

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

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

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

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

P30 Rubber - Standard P30 rules. Three flights to 120 second maximum followed by 60 second increments

thereafter. No gears or movable surfaces, other than for d/t operation.

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

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

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

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

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

Catapult/Handlaunch Glider (small) - For any glider with wingspan no greater than 12"/30.5 cm. Six flights, 60 second maximum (flights under ten seconds need not be reported). If six maximums scored, 30 second increments thereafter. Catapult - a 9" loop of 1/4" flat rubber attached to a 6" handle. Multiple entries permissible.

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

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

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

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

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

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

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

Low-wing scale build is the P-40, any version

High-wing scale build is the Pilatus Porter, any version

Biplane scale build is the Antonov AN-2

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

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

Salisbury Plain Dates 2014

Free Flight On Area 8

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

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

Peter Tribe (petertribe46@talktalk.net)

The following dates are provisionally available.

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

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

VINTAGE RADIO & CONTROL LINE

at MIDDLE WALLOP, 2014

(Courtesy of the Army Air Corp Centre. MAC)

(Vintage Radio to Dec 1959)

Radio 27MHz. 35MHz +2.4GHz

SUNDAY APRIL 27th

SAM 1066

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

SUNDAY JUNE 1st

SAM 1066

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

SUNDAY AUGUST 24th

SAM 1066

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

MONDAY AUGUST 25th

SAM 1066

Note:- only 2.4GHz to be used on Mon Aug 25th

Vintage Power + Vintage Precision

SUNDAY SEPT 28th

SAM1066

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

FLYERS MUST BE COVERED BY BMFA INSURANCE,

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

For further information contact:

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

[R/C] Tony Tomlin, 02086413505, email, pjt2.alt2@btinternet.com

[Vintage Power Duration + Vintage Precision]

Bill Longley, 01258488833, email, tasuma@btconnect.com

For more details of mini speed, Spitfire Scramble etc.

see <http://www.wessexaml.co.uk>

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

WESSEX AEROMODELLERS LEAGUE + C/LINE

2014 COMPETITIONS

website: www.wessexaml.co.uk

April 2014				
Sunday 6	Wessex AML	Tomboy Round 1	WMAC	Cashmoor
Sunday 13	Control line only	Open	WMAC	Cashmoor
Sunday 20	R/C Vintage	Open + VPD+ c/line + TT	DMFG	Blandford
Sunday 27	Wessex AML	600RES Round 1	WMAC	Cashmoor

May 2014				
Sunday 11	Scale &	Aerotow	DMFG	Blandford
Sunday 18	Wessex AML	Tomboy Round 2	Winc'n Falcons	Templecombe
Sat 24 S 25 M 26	Vintage	event	Brize	Norton
Saturday 31	Wessex AML	600RES Round 2	DMFG	Blandford

June 2014				
Sunday 1		Control line	SAM 1066	Middle Wallop
Sunday 8	Wessex AML	600RES Round 3	SMFC	T B A
Sunday 22	r/c Vintage	Open + VPD + c/l	DMFG	Blandford
Sunday 29	Wessex AML	Tomboy Round 3		West Winterslow

July 2014				
Sunday 13	Wessex AML	Tomboy Round 4	Ilmin'r SAM 35	Merryfield
Saturday 26	Scale & WW1	+ Military	DMFG	Blandford
Sunday 27	Wessex AML	600RES Round 4	DMFG	Blandford

August 2014				
Sunday 17	Wessex AML	600RES Round 5	Marlboro' MFC	Collin' Kingston
Sun 24 & Mon 25	Bank holiday	Control line	Sam 1066	Middle Wallop
Sunday 31	Wessex AML	Tomboy Round 5		West Winterslow

Sept 2014				
Sunday 7 reserv.	Wessex AML	600RES Round 5	Marlboro MFC	Collin' Kingston
Sunday 28		Control line	SAM 1066	Middle Wallop

October 2014				
Sunday 5 reserv.	Wessex AML	600RES/Tomboy	DMFG GALA	Blandford
Sunday 12	Control line only	Open	WMAC	Cashmoor
Sunday 26 reser	Wessex AML	600RES/Tomboy	DMFG GALA	Blandford

Nov 2014				
Friday 7 or Saturday 8	Wessex end of season/pub day	Tomboy & 600 RES	Fly/Feast/Freeze Prize giving	Blandford
Friday 14 or Saturday 15 res'	Wessex end of season/pub day	Tomboy & 600 RES	Fly/Feast/Freeze Prize giving	Blandford

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

Website: www.wessexaml.co.uk

Contact: Christopher.hague@ntlworld.com

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 .
JACKMcGILLIVRAY'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 .
GAUCHO1960	power duration model for 1.5 cc engines. Designed in 1959 Twin plan with CAPRICE .
VAKUSHNA1959 A2	Designed by Brian Dowling this glider won the 1960 Richer Cup

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

JUDGE 1945 WAKEFIELD	by Bert Judge to the 1945 rules as a direct descendant of his 1936 Wakefield Cup winner,
HERMES MAJOR	A 150% enlargement to 61% in span, of the 1949 HALFAX HERMES
FRANK LOATES' 1949 WAKEFIELD	Canadian Wakefield 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.
GHOST WAKEFIELD 1951	John Gorham's 1951 Wakefield, a successful rubber model from the early 1950's.
RON WARRING'S 1952 WAKEFIELD	The geared geodetic model, developed by Ron Warring for twin motors,
NIGHT TRAIN Mk I 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, S041 SNA.

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

Enquiries: please write or email martyn.pressnell@btinternet.com

MSP-PLANS ARE PLEASED TO PRESENT A NEW BLOGSPOT

This has just been produced to replace my former website which BT have declined to support and which I am now unable to maintain The new address is; www.msp-plans.blogspot.com

This identifies the collection of plans that I have produced for aeromodellers together with the rules for the Bournemouth Club Classic Rubber class. There is also a sample of the publications produced over the years with 'Rubber Motors - Maximum Turns' as the current offering.

I hope you find this a useful website which will be updated with more information from time to time. Martyn Pressnell

Provisional Events Calendar 2014

With competitions for Vintage and/or Classic models

February 23 rd	Sunday	*BMFA 1 st Area Competitions
March 16 th	Sunday	*BMFA 2 nd Area Competitions
April 6 th	Sunday	*BMFA 3 rd Area Competitions
April 18 th	Friday	Northern Gala - Barkston/Church Fenton
April 20 th	Sunday	Crookham Gala & SAM1066 - Salisbury Plain
April 27 th	Sunday	Middle Wallop - SAM1066 competitions
May 24 th	Saturday	BMFA Free-flight Nats, Barkston
May 25 th	Sunday	BMFA Free-flight Nats, Barkston
May 26 th	Monday	BMFA Free-flight Nats, Barkston
May 31 st	Saturday	Middle Wallop - SAM1066 Competitions
June 1 st	Sunday	Middle Wallop - SAM1066 Competitions
June 15 th	Sunday	*BMFA 4 th Area Competitions
June 28 th	Saturday	BMFA East Anglian Gala - Sculthorpe
June 29 th	Sunday	BMFA East Anglian Gala - Sculthorpe
July 6 th	Sunday	Brumfly - Barkston
July 13 th	Sunday	*BMFA 5 th Area Competitions
July 19 th	Saturday	BMFA Southern Area Gala - Odiham
July 26 th /27 th	Saturday/Sunday	London Gala - Salisbury Plain
August 10 th	Sunday	*BMFA 6 th Area Competitions
August 17 th	Sunday	Timperley Gala - North Luffenham
August 24 th	Sunday	Middle Wallop - SAM1066 Competitions
August 25 th	Monday	Middle Wallop - SAM1066 Competitions
August 30 th	Saturday	Southern Gala - Salisbury Plain
September 14 th	Sunday	*BMFA 7 th Area Competitions
September 28 th	Sunday	Middle Wallop - SAM1066 Competitions
October 12 th	Sunday	*BMFA 8 th Area Competitions
October 25 th	Saturday	Midland Gala - North Luffenham

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

"All F/F Classes. Essential to contact:

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

Please check before travelling to any of these events.

Access to MOD property can be withdrawn at very short notice!

For up-to-date details of SAM 1066 events at Middle Wallop check the Website -

www.SAM1066.org

For up-to-date details of all BMFA Free Flight events check the websites

www.freeflightuk.org or www.BMFA.org

For up-to-date details of SAM 35 events refer to SAM SPEAKS or check the website

www.SAM35.org

Useful Websites

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

Are You Getting Yours? - Membership Secretary

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

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

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

Tail end Charlie:

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

**If I fail to use any of your submissions it will be due to an oversight,
please feel free to advise and/or chastise
your editor John Andrews**