NEW Clarion

SAM 1066 Newsletter

Issue 062013

June 2013

Affiliated to SAM 1066 Website

Club No. 2548

www.sam1066.org

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Editorial

Wallop May 5th was a really good flying day. The good forecast brought a large number of members out of hibernation and the attendance level was high, let's hope this is an omen for the rest of the year.

Radio DT: The use of Radio DT is spreading amongst 1066'rs and this has led to some flyers, having seen R/C Tx's, mistakenly reporting radio control flying on the free-flight line. In order to alleviate this problem the committee request that any flyer intending to use RDT inform Control before flying.

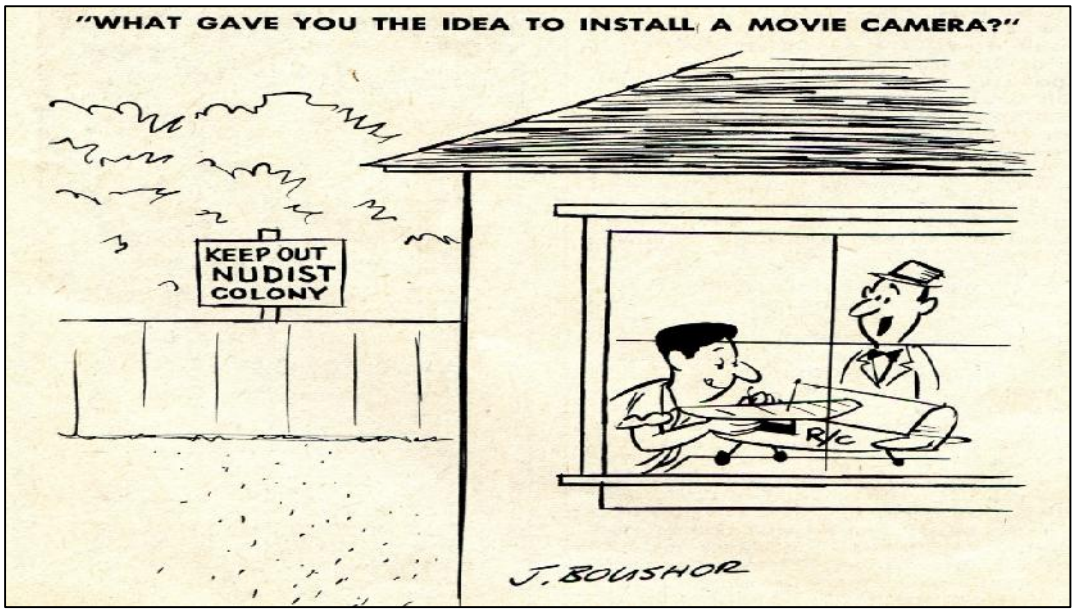
There is still some dissent amongst the membership over the £5 airfield entrance fee. This fee was imposed by the authorities and is currently non-negotiable, we have no control over its collection or distribution. There follows an article on our own financial structure.

On the 'How to Build' front I received a communication from one Marcel Lavoie in Canada who gave consent to lift his article on 'Building Stick Fuselages' from the website of the 'New England Wakefield Group'. He also advises that videos of his methods are available on You-Tube under the 3 titles 'Harrier 1934 part 1 & 2 & 3.

We have a wonderfull piece of aeromodelling history, a short autobiography hand written by the late George Fuller himself.

More aeromodeller's have departed this life:
John Shaw: international competitor and organiser of the Towcester lightweight indoor meetings. John was due to travel to the States with a team of indoor flyers to compete in a championship meeting. he will be sadly missed.
Martyn Cowley: domiciled in the US, Martyn wrote several detailed an informative articles for this magazine. His death is a loss to us all.

R.I.P.



Editor

Wallop 5th May Results - Roger Newman

SUNDAY MAY 6

Combined Vintage Wakefields (4oz and 8oz) and Flight Cup

1st	Mike Turner (Korda),	6.00 + 2.15	2nd	Jim Paton (Lanzo Duplex),	6.00 + 2.09
3rd	Bob Owston (Lim Joon),	6.00 + 1.56	4th	Bob Taylor (Copland),	6.00 + 1.09
5th	Peter Hall (Lanzo Duplex),	6.00 + 0.30	6th	Robin Kimber (Freccia),	5.53
7th	Mike Marshall (Korda),	5.48	8th	John Lancaster (Lanzo Duplex),	5.43
9th	John Andrews (Jaguar),	5.17	10th	Peter Jackson (Northern Star),	4.49

Pre-4oz Wakefield

1st	Roy Tiller (Gordon Light),	5.02	2nd	Peter Jackson (Fienberg),	4.37

Rybak A2

1st	Vic Driscoll (Flamingo),	6.00	2nd	Terry King (Aurikel/Kavka),	5.37
3rd	Geoff Smith (Hyperion),	5.23	4th	Dave Etherton (Seraph),	2.52

Bungee Glider (36in. Hi-Start; Reg Roles Trophy)

1st	Chris Redrup (Tops),	5.11	2nd	Peter Michel (Nord),	4.56
3rd	Dave Etherton (Corsair),	3.40	4th	Robin Kimber (Corsair),	3.29
5th	John Mayes (Three-Footer),	3.22	6th	Ted Horne (?),	2.13
7th	Tony Thorn (Mick Farthing),	1.25	8th	Tony Hall (Three Footer),	0.58
9th	Vic Driscoll (Nord),	0.31			

E36 Electric

1st	Jim Paton (Pearl),	6.00 + 1.12	2nd	Peter Tolhurst (O/D?),	6.00 + 1.10
3rd	Trevor Gray (O/D),	5.47	4th	Chris Redrup (Top Banana),	5.37
5th	Tony Shepherd (Top Banana),	5.18	6th	Sid Firth (Pearl),	4.22
7th	Gerald Williamson (O/D),	3.52	8th	Chris Strachan (Ramrod),	3.47

Combined Open Power

1st	Dave Cox (?)	6.00 + 2.10
2nd	Colin Shepherd (Dixielander/Gaucho),	6.00 + 0.18

Jimmy Allen Mass Launch

1st	Barbara Tiller (J A Special),	1.26	2nd	Roy Tiller (Skokie),	2.22
3rd	Nick Peppiatt (Skokie),	1.18	4th	Ken Taylor (J A Special),	1.04
5th	A Stevens (J A Special),	0.50	6th	D Pheaton (J A Special),	0.43
7th	E Stevens (J A Special),	0.38	8th	Lindsey Smith (Skokie),	0.19

Roger Newman

Wallop May 5th - John Andrews

The weather forecast was good but accomodation for the night before and after the event did not seem readily available, due to the bank holiday no doubt, so it was 115 miles there and 115 miles back on the day. I really do not like driving and the older I get the less I like it and Rachel will not drive my car. In the past I have driven each day for the three day meetings, but that was a few years back.
We managed to arrive at Wallop about 10.00am, that is really good for me as I do not normally roll out of bed until after 9.00am these days. With hazard lights flashing it was down to the flight line. I say down as the wind direction was sort of SW which meant we were all down in the dip and flights were not seen down to the ground due to the rise of the ground.
I visited control to enter the combined wakefield/middleweight event and with the conditions being good with light winds I decided to give the 'Jaguar' an airing. I had had a couple of test flights after repairs at the end of last year so I opted to just wind it up and chuck it.

Now the 'Jag' has a large built in trim tab on the rudder and I thought I had stuck it after trimming, but no as it turned out. I got away with the first flight in a spectacular manner, the model, after launch, went straight into a vertical climb for the best part of 100 feet, I did not see the recovery as I could not hold my neck back long enough as the model was immediately overhead. Next time I saw it it was climbing steadily away. The max had been set at 2mins so I managed that with a few seconds to spare as the model dropped over the skyline.

The second flight was where it all went wrong, without thinking too much I just stuck a bit of 1/32 packing on the diamond fuselage to give a bit of right and down thrust. The 'Jag shot away turning slightly right only just climbing and continued that way, racing along obviously under elevated, reaching no great altitude. John Boy had done it again finishing well short of the modest two minutes.

Now that it was too late, I started thinking, it makes my brain hurt but sometimes it's necessary. The 'Jag' has always flown with the moveable wing in its most forward position and on reflection the numerous repairs to the prop, ie. new hub, plywood keys for broken blades etc. must have finally moved the CG too far forward. It was during this thinking process that I touched the rudder trim tab and it moved.
Ignoring the rule 'only do things one at a time' I removed the side/down thrust packing, opened up the wing slots 1/8 forward and moved the rudder trim tab to give more right turn. If you are going to ignore the rules, do it properly, so without any test flight I just wound on the turns and let it go. An absolutely text book flight, wide steep sweeping turn from the launch, strong climb to good altitude, found good air, DT'd on time, solid max. The old adage 'any fool can do it second time', obviously does not apply to me, it took me three goes. The only damage sustained was from this flight, the rear underfin was broken on retrieval, Rachel took a picture to prove it was not her fault.

I was set up alongside Tony Thorn who was flying a delightful little canard 'Canardell', published in the Aeromodeller 1947/48 if his memory is correct. The foreplane was sheet balsa and the mainplane was only covered on the top surface, the model flew very well as the picture below illustrates.

John Andrews

Jimmie Allen Mass Launch - Roy Tiller

Middle Wallop Sunday 5th May 2013

This competition, the second Jimmie Allen mass launch this year, attracted the best entry for a number of years. Nine competitors, three with Skokies and six with JA Specials, assembled with models fully wound for the 2p.m. photo call. Our photographer was so overawed by the numbers that the group photo is in two parts.

The flying conditions were good and all the models got away at the mass launch. Only eight seconds separated the last three down and this time the Ladies were back on form, Barbara Tiller's JA Special winning with a time of 1.26. Next came the Skokies of Roy Tiller 1.22, and Nick Peppiatt 1.18 followe by the JA Specials of Ken Taylor 1.04. Annie Stevens 0.50, then Canadian visitor Derek Pheaton, proudly displaying the Maple Leaf on the fin of his model, 0.43 and Ted Stevens 0.38.

P.S. My spies tell me that Barbara's J A Special has a motor of 4 strands of 1/8th x 20 inch long and is wound to between 1000 and 1200 turns

Next Jimmie Allen comps are on the 11th August and 27th October, both mass launches at 2p.m.

Jimmie Allen plans available from David Baker Heritage Library, see SAM 1066 website. roy.tiller@ntlworld.com Tel. 01202 511309

Roy Tiller

Wakefield Trophy Winner 2001 - Charles Dennis Rushing

2001 Oleg Kulakovsky, Ukraine

Report on 2001 by Ian Kaynes

At the end of the last chapter, it was recorded that Australia had been awarded the 2001 World Championships. However, those plans came apart and in early 2000, the CIAM had accepted the USA offer to host these championships. For seventeen of the intervening months everything progressed towards another Californian free flight festival, then the world events of September 11 drew a shadow over this expectation. The AMA and SCAT Club determined to continue the championships and on October 8th, they were rewarded with the arrival of most of the expected competitors. China and Croatia teams did not come and some individual competitors chose not to attend, but the only clear casualty of the security clampdown was that the Bosnian team were not granted visas to enter the USA. Years ago there had been an FAI rule that if a team was prevented from entering the country then the championships were void, but the FAI General Section now just requires that the organisers make every reasonable effort to ensure admission into the country. The AMA and SCAT did everything possible to obtain admission for the Bosnians but unfortunately failed.

Twenty nine countries were represented and the number of competitors in each class was almost identical with those in Israel in 1999, which itself had been about 20% down on the preceding world champs in Europe

The Canada Cup World Cup event had been held at Lost Hills just before the champs began and, as usual for an event at such a time, there was a very large entry. It gave competitors a good chance to get used to competition on the field.

For the World Champs most competitors were accommodated in motels at Lost Hills and Buttonwillow, with the high demand forcing the price up from the typical level. A small packed lunch was provided on the field, there was the opening barbecue and final banquet, but no other food was provided and meals had to be purchased in the local restaurants - for a rather higher price than the $20 per day, which had been estimated to CIAM.

Processing took place in a large tent on the field, starting on Monday, which was the nominal arrival day, and continuing on Tuesday. It was done so efficiently that it was completed well before the end of the second day, with very little waiting time for each team. "Processing" this year involves checking that the four models of each competitor have the required markings (national abbreviation, competitor licence number and individual model identification numbers/letters) and putting stickers on the models to signify that they have been registered. The models, motors and towlines are no longer weighed or measured at this stage, but the official equipment was available for anyone to check models for themselves.

The opening ceremony was in Wasco, about 20 miles from Lost Hills, on Tuesday afternoon followed by a barbecue and team managers meeting. One specific rule explained at the meeting was the rule adopted by CIAM from 2002 but added as a special condition on this champs: the rule classing a flight as an attempt if under 20 seconds only applied if the model did not DT. The field rules included keeping spectators and motor bikes from the starting line. The bikes could be used for retrieving but it was forbidden to ride in circles to generate lift under models - compliance was periodically checked by downwind observers on bikes. Any flapping had to be on foot.

Wednesday was the first competition day for F1A gliders. 41 competitors made it to the five minute flyoff round that evening, reduced to 39 gathered trying for seven minutes in much cooler conditions. Just Per Findahl and Maarten van Dijk maxed to go into a two-man flyoff at 7.15 the following morning. Findahl took the title - the first winner from Sweden of the glider Swedish Cup - and Wakefield could start.

Round 1, only 6 of the 73 competitors failed the round 1 max of 3.30.

Round 2, also had gentle air which made the max easy, but after that the rougher air of the day brewed up.

Round 3, During round three the casualties included Gorban, Siltz, Morrell from the home team, and Ben Itzhak (1979 world champion at Taft).

Round 4, Igor Silberg, who took third place in the 1969 Champs when flying for USSR, now flies for Germany and had an interesting long run model. This had maxed comfortably in the first three rounds but managed only 154 seconds in round four. The prop had folded at 130 sec at a very low height - giving less than half a minute glide - in the manner of low powered models in bad air. The long thin motor stretched the full length of the fuselage to the tailplane trailing edge and the timer was mounted at the front of the fuselage to balance the weight of the rear fuselage and motor. A refreshing contrast to the conventional Ukrainian models and it would have been interesting to see it really compared in a flyoff.

Round 5, after the lunch break was the hardest round so far. This reduced the number of full scores from 52 to 42.

Round 6, By round 6 it was quite cloudy, but still warm and thermally and most of the entry went away in a few large bumps.

Round 7, At the start of the final round Slovenia, Sweden, UK, and Yugoslavia teams had full scores. Walt Ghio missed the lift and spoilt his full score. Chrebtov (Russia) was the only other person to suffer this fate in round 7 and 38 flyers went forward to the flyoff.

Flyoff 1st Round, At the 5pm time of the first flyoff there was a steady breeze and it looked as though 5 minutes would be nearing the limits of visibility with haze in front of the mountains. There was no rush to fly quickly, but when they did go, there was little doubt about it and 24 of the 38 maxed. This included all three of the Yugoslav team, who started a premature celebration of a team victory - but for teams tied on the seven round total the team places are decided by the minimum sum of the final places of the individual team members and this could not yet be determined.

Flyoff 2nd Round, The air had cooled and the drift reduced by the 6.15pm start time for the second round. This seven minute round was to be more difficult. While quite a few flyers cleared six minutes, only seven reached the max. Kolic and Eimar were amongst this elite, but the team prize was now determined to go to Sweden - the two other Yugoslav flyers were so low down the list that, whatever the final places in the top seven, Sweden had a margin of at least one place better than Yugoslavia. The others in the flyoff were Blake Jensen for the host country, Horak for Canada, Richard Blackam from Australia (fellow Aussie Terry Bond having dropped only 17 seconds in the second flyoff) and the two Ukrainians Stefanchuk (on the national team) and Kulakovsky defending his championship title.

The final showdown, began next day at 7.10am in the usual Lost Hills quiet morning air. One and a half minutes after the start Kolic was first to be ready to launch and a few seconds later he did so. A couple of minutes later Eimar and Horak flew while the others did not hurry to launch. Blackam, Kulakovsky and Jensen flew late in the round and Stefanchuk, having had motor problems, was left on the line when the end of the round was sounded. The last people to launch looked to have the best air with Kulakovsky's high aspect ratio model no. 32 apparently holding up best on the glide. The models were watched down by the timekeepers but the spectators couldn't really tell except that the defending champion had been most impressive. The times confirmed this with Oleg retaining his title by a margin of over 100 seconds above the closely placed second and third. Local pride was upheld by Blake Jensen's silver medal and Australia were pretty pleased with Richard's third, particularly when backed up by Terry Bond also in the top ten.

The banquet was at Stockdale Country Club in Bakersfield, an hour away by the coaches provided for the participants from Lost Hills and Buttonwillow. Some national anthems were not played fully - or at all in the case of Sweden, with the Wakefield team eventually rendering an impressive vocal version.

Thus ended a champs, which had given another opportunity to meet friends - competing, timing and helping. It will be remembered for superb field organisation and weather, and also for the different national atmosphere which made international friendship somewhat stronger.

2001 Individual Results

Place	Competitor	Country	Total	Rd1 Flyoff	Rd2 Flyoff	Final
1	Oleg Kulakovskiy	W/C	1290	300	420	525
2	Blake Jensen	USA	1290	300	420	420
3	Richard Blackam	AUS	1290	300	420	416
4	Ivan Kolic	YUG	1290	300	420	329
5	Bror Eimar	SWE	1290	300	420	308
6	Ladislav Horak	CAN	1290	300	420	224
7	Stepan Stefanchuk	UKR	1290	300	420	
8	Terry Bond	AUS	1290	300	403	
9	Ole Torgersen	NOR	1290	300	397	
10	Hakan Broberg	SWE	1290	300	392	

2001 Team Results for Penaud Cup

Place	Country	Abbreviation	Total	Team member places		
1	Sweden	SWE	3870	5	10	26
2	Yugoslavia	YUG	3870	4	21	22
3	Slovenia	SLO	3870	11	32	38
4	France	FRA	3862	16	20	43
5	Australia	AUS	3858	3	8	44
6	Canada	CAN	3853	6	24	46

Charles Dennis Rushing

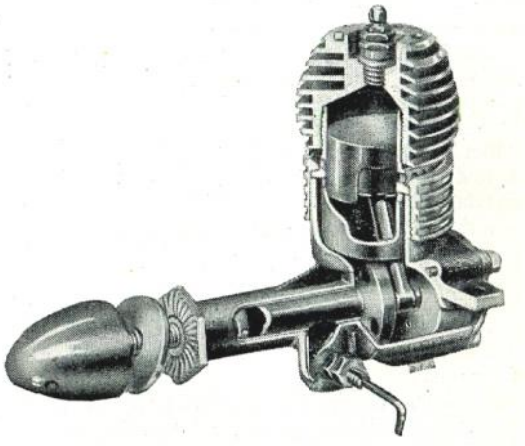
The following image is courtesy of Roy Tiller and the DBHLibrary

Wakefield World Champions at work, winding in unison.
Past multiple champion Alex Andriukov (rear) and Oleg Kulakovsky 1999/2001 Champion (front)

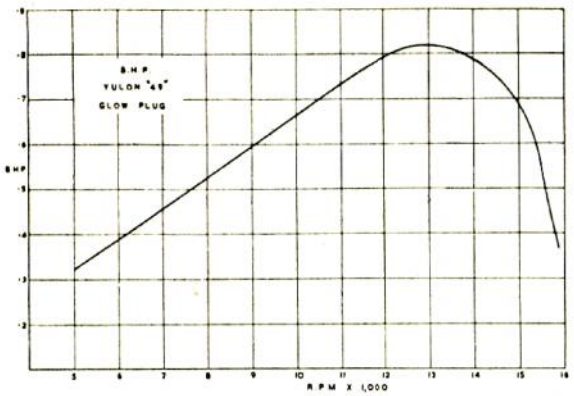
Engine Analysis Yulon 49 - Aeromodeller Annual 1950

YULON " 49."

Manufacturers. Yulon Engineering Co., 53, Woodland Road, Northfield, Birmingham 31.
Retail Price. 99s. 6d.*
Type. Glowplug.
Delivery. Ex stock.
Spares. Full spares and repair service at works.
Specified Fuel. 37½% Dry Methanol, 37½% Nitro Methane, 25% Castor oil. Mercury No. 7 or Record Powerplus.
Capacity. 8.2 c.c., .49 cu. in.
Weight (bare). 6¼ ozs.
Compression Ratio. 8 : 1.
Mounting. Beam or Radial.
Recommended Airscrews. Free Flight, 11×5 ins.; Control Line, Stunt, 10×6 ins. or 9×8 ins.; Speed, 8×12 ins. or 9×12 ins.
Bore. 0.960 in.
Stroke. 0.687 in.
Cylinder. Meehanite, Alloy retaining ring 40 T.P.I.
Cylinder Head. Low expansion alloy, screwed 40 T.P.I.
Crankcase. Die Cast, Anodised black crackle finish.



Piston. Plain Meehanite, flat top.
Con-rod. Light Alloy, no bushings.
Crankshaft. 55 ton tensile, finished with Hard Chrome deposit.
Main Bearing. Plain.
Crankshaft Valve. Rotary shaft inlet valve.
Special Features. Duralumin crankshaft extension shaft is replaceable in the event of damage, has left hand thread. Threaded needle valve gives fine adjustment. Carburettor throat insert to improve carburr.tion.



TEST

Engine. Yulon " 49 " (approx. 8 c.c.) Glowplug.

Fuel. Mercury No. 7 Glowplug.

Starting. Good under all conditions.

Running. Good at all tested speeds, especially around region of maximum b.h.p. output. Carburettor control was excellent and responsive, due to the needle valve giving a positive fuel cut-off when tightened down, and a gradual jet opening. This gradual opening made it necessary to act quickly at times when adjusting for correct running.

B.H.P. As the graph shows, a very fine performance was obtained, with a maximum of .820 b.h.p. at 12,900 r.p.m. While the top of the curve is fairly flat—between 12,100 and 13,750 r.p.m.—a rather steep drop in output is seen on each side of these figures. Maximum output lies at a reasonable and convenient speed. The lowest figure recorded was .320 b.h.p. at around 5,000 r.p.m. From the curve it would seem that this would also be about the figure at 16,000 r.p.m.

Checked Weight. 6.5 ozs. (less tank).

Power/Weight Ratio. 2.2 b.h.p./lb.

Remarks. The Yulon is a typical modern, high-performance engine, with the highest power/weight ratio yet recorded in these pages. It has been pointed out before that power/weight ratio is always in the favour of large engines and the high ratios which have been recorded for some smaller, high-efficiency units would lead one to expect very high figures for large engines of the same type. In addition, particular attention has been given in the Yulon design to weight-saving, resulting in a particularly clean and business-like appearance. The black crackle-finish enamel of the crankcase contrasts pleasingly with the polished alloy parts.

Secretary's Notes for June 2013 - Roger Newman

5th May meeting

What a difference the weather makes! It was a pleasure to see so many modellers flying during the day. Competition results are again keyed up by Peter Michel & appear elsewhere – another vote of thanks for this. I'm sure our Editor will also have words to report, particularly as he will have been pleased to have got his Jaguar out of the box & recorded some decent flights.

We can now look forward to the SAM Champs in August.

Comps

The comps selected for this years program at Middle Wallop are a mixture of the three disciplines – power, rubber & glider. E36 has the makings of being reasonably supported but oily power comps seem to attract very few entries. Rubber & glider always get a good showing – dependent on the weather of course. Hopefully bungee glider will continue to thrive & attract more entries, as towing becomes more onerous.

Thus far it has been my unilateral choice of comps, not quite knowing what modellers expect or desire. What I would like to know for next year is a better idea of what comps people would like to be put on. Peter Jackson – for example – has taken the time to contact me about the paucity of 8oz Wakefield events & we plan to put on a couple later this year in September & October. Also we will definitely have a proper Flight Cup event next year! What else would you – the members & fliers like to see on the event calendar? Any input would be much appreciated, either to your Editor or to me (rogerknewman@yahoo.com)

Plans / Hysteron Proteron

Before the plan choice for this month is presented, a few words on a design that was mentioned a couple of months ago but for which no plan is listed in our library. It is the Hysteron Proteron by Sebastian Robinson - a 48" span canard for Mills 0.75 & published in the Aeromodeller in 1977, which I have promised myself to build one day. Well, your Editor received a copy of the plan from Sebastian in the post & gave it to me at the May meet. This should be scanned within the next month or so, so it's added to the Winter build list (already!). Now – not only does Sebastian have classic handwriting, as evidenced by the little note he attached to the plan, but he must have an academic interest in the name of models! I looked up Hysteron Proteron on the web (of course) & this is what came back from Wikipedia – "The **hysteron proteron** (from the Greek: ὕστερον πρότερον, *hýsteron próteron*, "latter before") is a rhetorical device in which the first key word of the idea refers to something that happens temporally later than the second key word. The goal is to call attention to the more important idea by placing it first" What better name could one have for a canard!

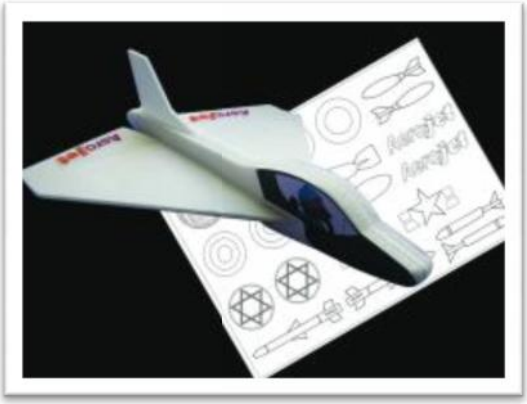
I failed to complete the Jersey Skeeter in time for the May bungee glider comp – fuselage, tailplane & fin all built but the wings not yet started. Family, garden & allotment commitments all conspired to get in the way. However, it will be finished for the SAM Champs!

December meet date change

Verbal confirmation has been received from DEA that we can change the date of our December meeting to 8th December. A formal licence endorsement follows. The SAM 1066 website has yet to be updated and Martin Dilly has things in hand to notify various journals.

Middle Wallop Army Museum of Flying: Event on 21st August

Rebecca at the Museum has asked if we (SAM 1066) would be prepared to help her put on a "model aeroplane" day aimed at children during the Summer school holidays. A rough outline has been proposed & support requested from BMFA HQ & SABMFA – both of whom have responded very positively. Broadly, there will be a static display of some 20 or so models - small to larger, in the Museum area, together with a small team helping to build & fly some BMFA Aerojets (foamy indoor gliders) in the Education Room, where there is (just about) adequate space. These have been kindly donated by BMFA HQ. Supporting this will be SABMFA Committee members – on hand to demonstrate small indoor RC models & to show off the SABMFA Flight Simulator.



Any help on the day would be appreciated
– contact me via email.

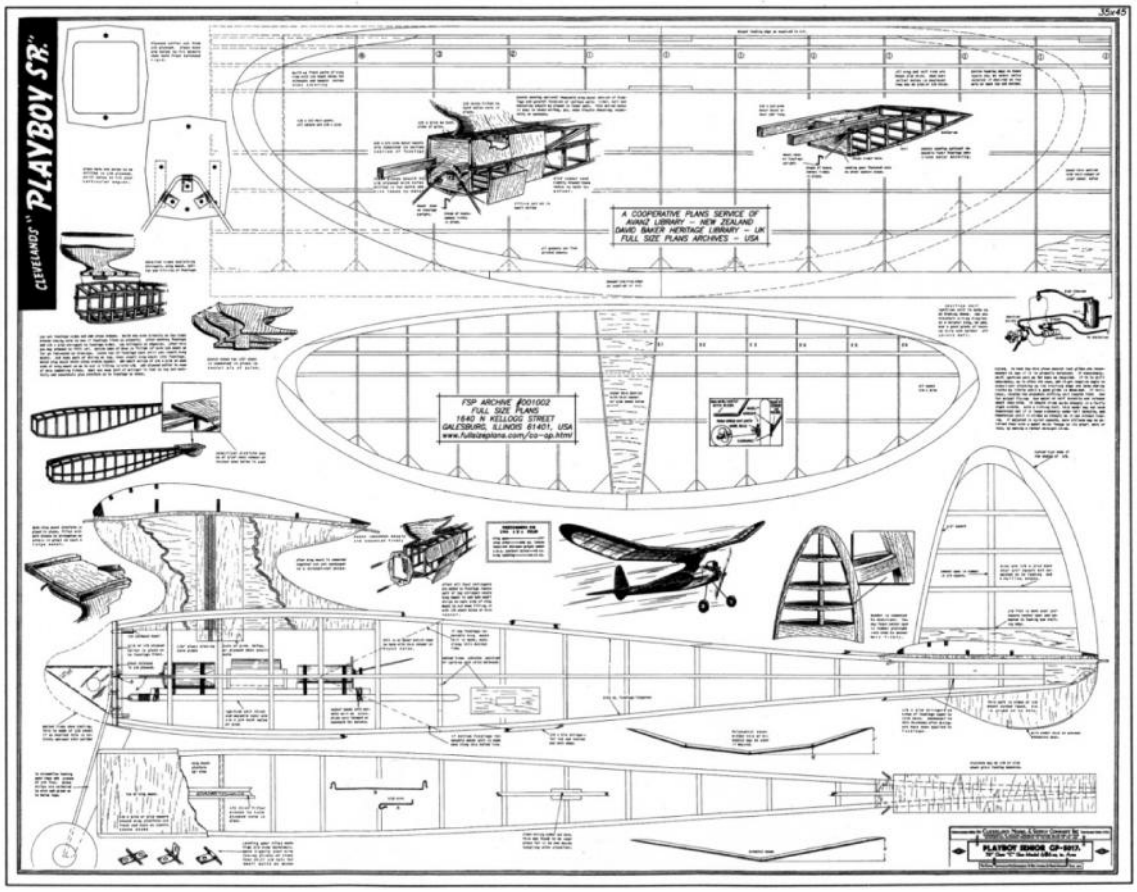
Early finish for this month – holiday beckons!

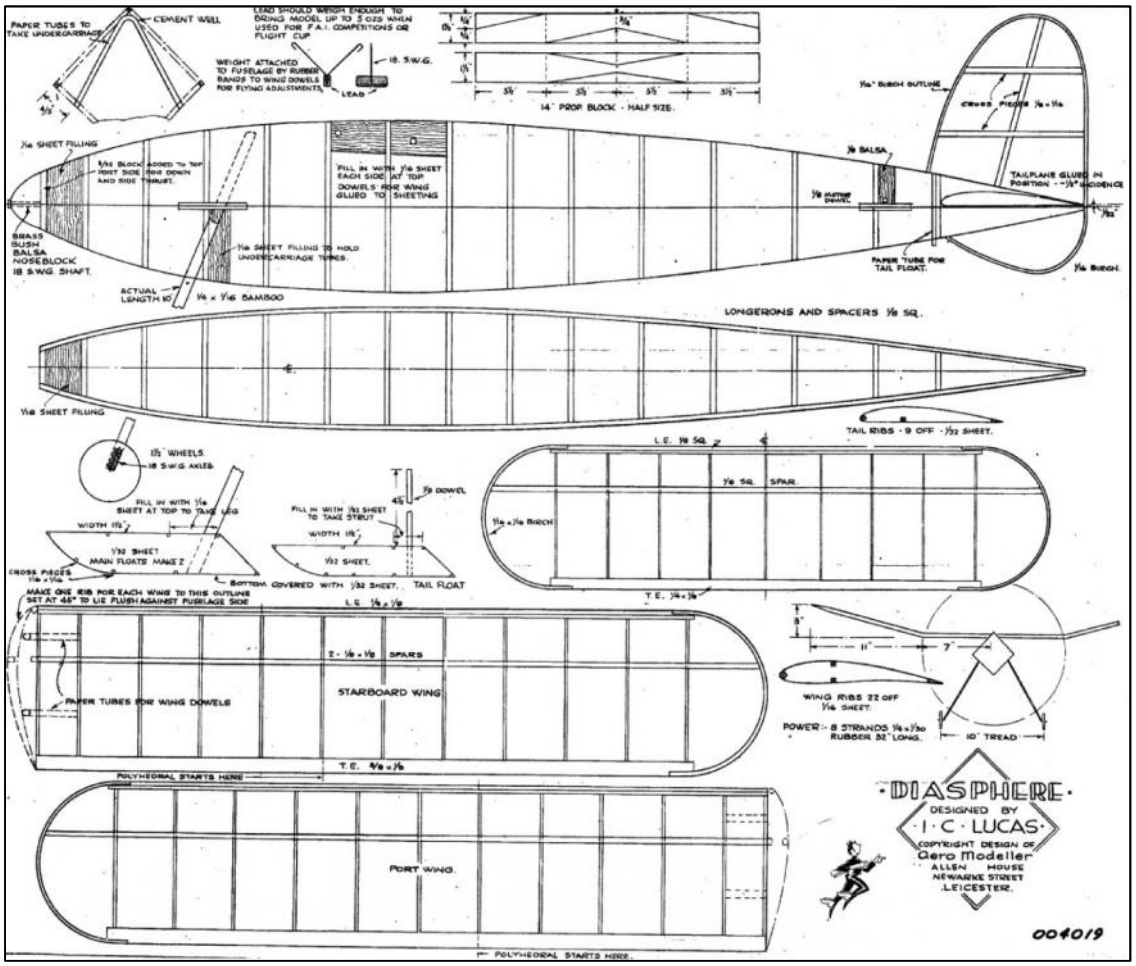
PS; "Confusion over dates at MW"

It seems that there has been a bit of confusion over dates of our last two meetings. Unfortunately Aeromodeller had our Easter Monday event as 6th April & the event on 5th May as the 6th May. Of course, once published there isn't much that can be done. Likewise the latest Sticks & Tissue had us down for three days for the May event - fortunately, this was picked up & James Parry kindly put a correction email round. These things happen! Apologies to anyone who made a fruitless journey.
My recommendation is to check the SAM 1066 website event calendar, as the dates on it have been vetted multiple times. I also try to get a posting of the next forthcoming event on the Southern Area BMFA website. Last resort is to give me a call or to email me. Contact details are within the DBHL section of the SAM 1066 website."

Roger Newman

Plans from the Archive - Roger Newman



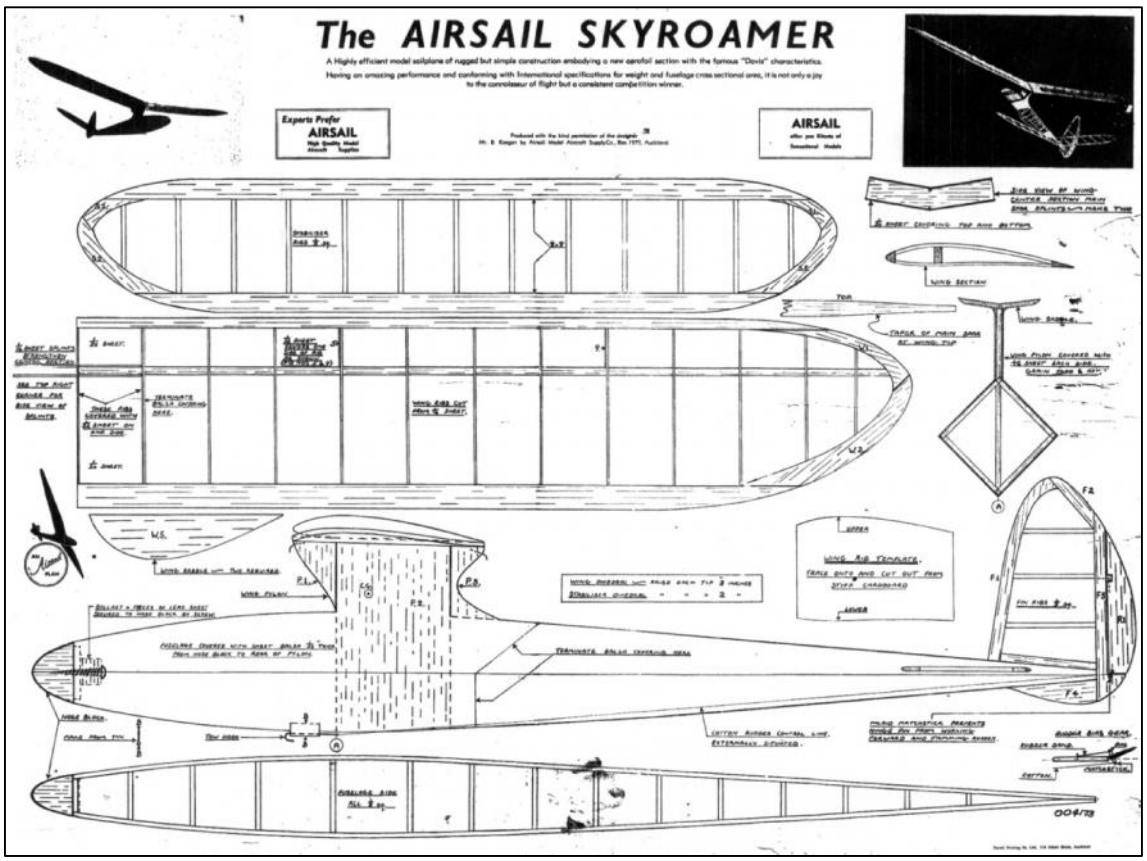


Plans Selection for June

Power: Playboy Senior. The kit of this model has sat in my work room for several years, waiting for me to get round to building it. These used to abound a decade ago at Middle Wallop – surely they can't all have bit the dust?

Rubber: Diasphere. One from the stable of Brighton stalwart, Ian Lucas.

Glider: Airsail Skyroamer. I purchased a kit of this model in Horsham quite a few years ago, when we lived in Sussex. From New Zealand & fitted with the auto-rudder, it is a nice flyer in reasonable weather. Alas, it went the way of all good models.



INSTRUCTIONS

Before starting, gather together the following essential equipment: Suitable board for building on, pins, tack hammer, pair pliers, pencil, modellers' knife or razor blade and sandpaper.

Fuselage:

Spread out the plan on to your board and pin down 1/8 sq. balsa longerons to make up two fuselage sides which are built together, one on top of the other. Butt and insert the cross members, cementing well, Leave 30 minutes to dry and then remove pins with pliers and proceed as though you were going to make a square fuselage by cementing the tail-ends of the fuselage together and cutting, fitting and cementing cross members at nose, secure until dry, with pins and then insert the remainder ot the cross members checking all the time for squareness. The length of each cross member is exactly the same as the corresponding member on the fuselage sides, already made up.

Wing Pylon and Sheet Covering of Part of

Turn the fuselage on edge to make a diamond fuselage and mark the position of the pylon on top and bottom longerons, etc. Cut away the top longeron where you have marked it and slide into position, P2 which is cut from 1/8th sheet. Cement well and add PI and P3 which are also cut from 1/8th sheet. Cut a slight 'V' in the top of the pylon take the dihedral of the wing saddle "WS" which is made in two halves from 1/8th sheet and cemented into position on the top of the pylon. Cement well, and add another coat when dry, for strength at this point is important. The next step is to lay on the fuselage 1/32 sheet balsa covering to the rear of pylon as shown. The pylon itself between the saddle and the top of the fuselage is covered with 1/16 sheet each side grain lengthwise and cut and sanded off to a streamline section. When covering with sheet balsa, use pins liberally and trim down to size after the sheet has been placed in

position and the cement is dry. Make the wire mounting hooks out of the thin wire supplied to the shape of an elongated "V". Push into Pylon where shown and cement well.

Tow Hook:

Fold the piece of tin supplied over the thicker wire in the kitset, by squeezing it up in a vice. When the wire is a free and a smooth sliding fit, form the hook one end with your pliers, insert through the tube just made and flatten out the other end by impact with a hammer on an anvil. This will ensure that when you attach your cotton, it will not slide off the wire. Mark the position of the tow hook on the bottom of the fuselage, cut a slot with a sharp knife through the bottom longeron and insert the hook assembly. Open out the tin sheet inside the fuselage to prevent the hook assembly from dragging out. Do this with the end of a screw-driver poked down the nose. Cement both inside and out.

Nose Block:

Cut to shape from the block supplied making the plug portion a neat tight fit. Cut the plug portion first and do final trimming and sanding with nose block plugged in position. Leave the lead ballasting until later.

Stabiliser:

Sort out the 1/2in. X 1/8in. strips and pin them onto the plan. Make the ribs out of a strip of 1/8in. sq. balsa and cement into position. The tips, "SI" and "S2" are printed. Cut them out and affix in place, cementing well. When construction dry, remove pins, lift from plan, and with a sharp knife shape the leading and trailing edges and tips to the section shown on the plan. Sand off with medium and fine grades of sandpaper. Next form the dihedral by scoring and cracking leading and trailing edges in the centre, recementmg liberally and placing one side flat on the board and the other tip blocked up 4ins.

Fin:

Build up on the plan in exactly the same way as the stabiliser. Note that some of the parts are printed (Fl, F2, F3, F4). Streamline off, as with the stabiliser.

Rudder:

Printed (Rl) Cut out and streamline off. Mount with two thin wire hinge pins. Form the top one right-angled and the lower one straight (see plan). As there is a tendency for thin wire to work into balsa, inlay piece of match-stick in FIN immediately forward of lower hinge pin. Immediately aft of lower hinge pin on RUDDER, insert the rudder horn (Part of match-stick with small pin pushed through each end one, one way and one the other), see plan.

Wing:

The method used is very simple but unorthodox. Commence by pinning down the leading and trailing edges, just as they are, and cement the ready cut wing tips into position. It is important to remember that the rear half of the wing tip sweeps up to meet the front half half, "making " the top flush. This gives added dihedral effect to the wing tip as well as altering the wing section of the tip to give what is known as "wash out" —a desirable feature. Next, accurately trace a rib template from the plan and cut out from stiff cardboard or something similar. Sand off smooth and then place on the 1/16th sheet provided and cut the upper rib booms shifting the template down 3/32 of an inch each time. Consequently one cut produces one rib boom. A keen, thin pointed knife or a hard-backed safety razor blade can be very handy for this. Cut out the lower rib booms in the same way but make them only 1/16 of an inch in depth. When all rib booms are cut out, cement the upper booms into position between the leading and trailing edges, omitting the centre rib. Wnen you come to the tip ribs merely cut the trailing edge only to make them tit. Make all the rib booms, a snug fit and not too tight and your wing will never warp. When all upper booms are in place and the cement dry, remove wing from plan. Take the main spar, taper off exactly as shown on plan then cement in place under the rib booms. Next add the lower rib booms, which will fit neatly across the main spar, and cement in place. Shorten from the rear only, to make the smaller tip ribs fit. Only one wing has been shown on the plan and it will be necessary to place a piece of carbon paper upside down under the plan in such a manner that when you trace over the wing with a pencil you get a carbon copy on the back of your plan which will be a true left wing. This can now be made up. When complete, pick up your sharp knife and with great care shape up the leading edge and taper off the trailing edge and wingtips. Finish with two grades of sandpaper. Now cement the wings together by laying one wing flat on the bench with a weight upon it and the other raised 6 inches at the tip to give the required dihedral. Cut out the centre splints from 1/16th sheet as shown and cement in position over the join in the main spar. Fit centre rib and cover it and the rib each side of it with 1/32 sheet for rigidity. Now cover the panels between these three ribs top and bottom with I/20th sheet to strengthen up the wing and prevent the rubber holding the wing on from cutting through the paper covering. When doing this it is advisable to cut down the centre nb and the one each side of it 1/20th in. so that the 20th sheet covering lies flush with the remainder of the tissue covering. The nose portion of No’s 5 and 9 ribs on each, wing are covered with 1/32nd sheet.

Covering and Assembly:

Before covering go over all faulty-looking joints and re-cement. Sand off all parts with fine sandpaper. Cover the whole of the model including the sheet balsa covered portions with tissue, starting with the fuselage taking each side in turn and using "Airsail" Paper Cement as an adhesive, work along and outwards with your fingers to smooth out any wrinkles. Trim the edges with a good sharp razor blade. Smooth down any slight edges left with some paper cement. Now cover stabiliser in the some way and cement onto fuselage. To do this it will be necessary to cut away one small cross member on each side of

fuselage at rear and slide stabiliser into place to rest directly on the two side longerons at 0° incidence. Cement heavily. You will now have a gap above the stabiliser. Cover this with 1 /32 sheet on each side. **Fin** is next to be covered. When finished slide over fuselage at tail and cement into position, checking accurately for verticality and longitudinal alignment. Now cover wing using four separate pieces of tissue. Stick onto centre section and pull outwards and sideways towards tip when sticking the tissue down. This will remove wrinkles. When all covering completed, "Water dope" with a fly flit gun or flick the bristles of a clean scrubbing brush saturated with water in order to dampen the paper. Allow to dry in warm dry conditions and brush on one coat of Airsail weak Dope under similar conditions in order to tauten the covering still further.

Flying Trim:

Mount wing firmly with rubber bands. Connect up automatic rudder by attaching a good strong cotton from rear of hook to left side of rudder horn. A thin rubber band lightly stretched from the pin on the other side of the rudder horn to a pin in the side of the fuselage further forward serves as the bias gear (see drawing). Actual final adjustments to fin can only be found by practice on each individual model but the amount of rudder movement shown on the plan will serve. as a basis from which to work. Emphasis is laid on the necessity for a free and easy movement of the rudder control. Oil the sliding tow hook, To balance model, screw on lead washers to back of nose block, until the balance point is reached at position marked C.G. on wing pylon. (Push a pin into pylon on each side at "C.G." and balance model on two fingers.) When correct, tighten up screw and pin nose block into place. Cement the block into place after initial flight testing.

Flying:

Choose a calm day to test the model. One hundred feet of strong cotton is used with a wire tow ring 1in. diameter attached one end and a piece of silk or tissue one foot from the ring of sufficient size to enable you to see it in the grass. A helper holds the model slightly nose up into wind above his head and you start running. When the model lifts, your helper lets go and the model climbs, steadily, the tension on the line holding the rudder straight for a straight climb. When almost directly over your head, stop running and let the model slide off the tow ring and away. Now as the tension comes off the hook the rudder bias gear operates and the model starts circling. Slight adjustments may be necessary to the rudder and this can be done by altering the position of the pin to change the tension of the rubber band on the rudder and by fitting stops. Aim for circles about 50 feet in diameter and so enlarge your chances of remaining in a "thermal" and not flying right through it. If your model stalls, add weight to the nose and conversely if it glides too steeply, reduce the nose weight. To eliminate weaving on the climb, check sliding tow hook for free operation and ensure rudder does not move past central with tension on the tow hook. Correctly trimmed, the "Skyroamer" has no tendency to weave, regardless of wind.

Roger Newman

Sam1066 Finance - Editor

I thought it might be a good idea to make a few comments on our finances, first we have the balance sheet from the 5th May meeting, courtesy John Thompson.

		£
Gate Fees	167 @ £1	167
Contest entry fees	(£2)	92
subtotal		259
Less cost of wine prizes		- 86
Surplus to Bank		**£173**

The approximate number of people who paid the £5 MOD fee was in the region of 220 or so *(we do not collect nor record these fees, they are museum controlled)* The R/C and C/L totalled some 30 or so , this results in say 137 Free Flighters being on the field . Bet there are not many places in the world where that happens ? Shows what good weather can do .

Our only source of income is the £1 gate fees and £2 competition entry fees. If we have a number of good meetings like this last one, then we do accumulate cash. We do not have many significant expenses, just MOD Licence fees, Competition prizes, Xmas presents to surrounding farmers, and donation to Wallop fire service etc.
The Society has no wish to hold a large bank balance and to that end, when excess funds accumulate through well attended meetings, we like to waive comp entries at some meetings, also provide perks like a free pig roast. We, in addition, make donations to projects which are akin to our interests.

ie: The renovation of the historic vintage C/L circles of the old Croydon Aerodrome.

Our Chairman John Thompson, having read about this in the BMFA council agenda, and with the committee's agreement, contacted the 3 kings project stating:

We at SAM1066 encourage Vintage modelling including Control line at Middle Wallop, and wish to contribute £100 to help defray the costs of renovation of the Croydon Airfield site. Any maintenance projects for such Vintage sites, to allow the continuation of vintage modelling , we believe, are worthy of our support .

Paul Eisner of the Three Kings Aeromodellers explains:

In case you were not aware of the extent of the work carried out so far I enclose a photo taken on 15th February 2013 when a small band of club members completed the re-coating of an annulus on 1 of the Croydon circles. This work took us 2 years to complete due to the need to barrow the materials and tools up from the car park about 400metres away. We have a plan to re-surface an inner annulus on the first circle and hopefully then move on to the second circle. All circle markings need to be re-applied along with regular applications of weed killer to maintain the circle in flyable condition. The SAM 1066 donation will be used to support the second phase of the project.

Note from Brian Cordwell Chairman Three Kings:

Many thanks for your donation to the Patch repair and upkeep account.

thanks again, Brian Cordwell

Editor

Pile-in Racers

Rather like those gentlemanly University scientists who tinkered with the atom splitting experiments under the dreaming spires, and landed us with the H Bomb, so those pioneer hobbyists who heaved their six skeined rubber machines into the safe and soundless air over Wimbledon Common could not have suspected that their friendly old machines were the precursors of that ultimate flying field horror, the Pylon Racer.
Now, I admit the only pylon racing I have indulged in is to get in a few flights on the local common before the Electricity Board moved in, but I do admire those intrepid modellers who can face up to these screaming missiles without turning a hair. It takes pints of courage. Come to think of it, the tensed up follicle, cringing on the twitching scalp, can possibly do a smarter job of turning than the way out Racer, which just goes to show that we still have a lot to learn about the art of course racing.
One aspect of the sport which is well up to the mark, however, concerns that Bond which unites the cult crazed masses. It's bad enough people thinking that the Quantum Theory has something to do with the short skirt craze, but to imagine that nothing is complete or fulfilled without the introduction of those mythical numbers, '007' is going too far. In a recent Pylon event, we are told, the racing numbers were given a two zero prefix in order to give one of the in-types a coveted Bond identity. It's enough to make you cry 'Uncle'.

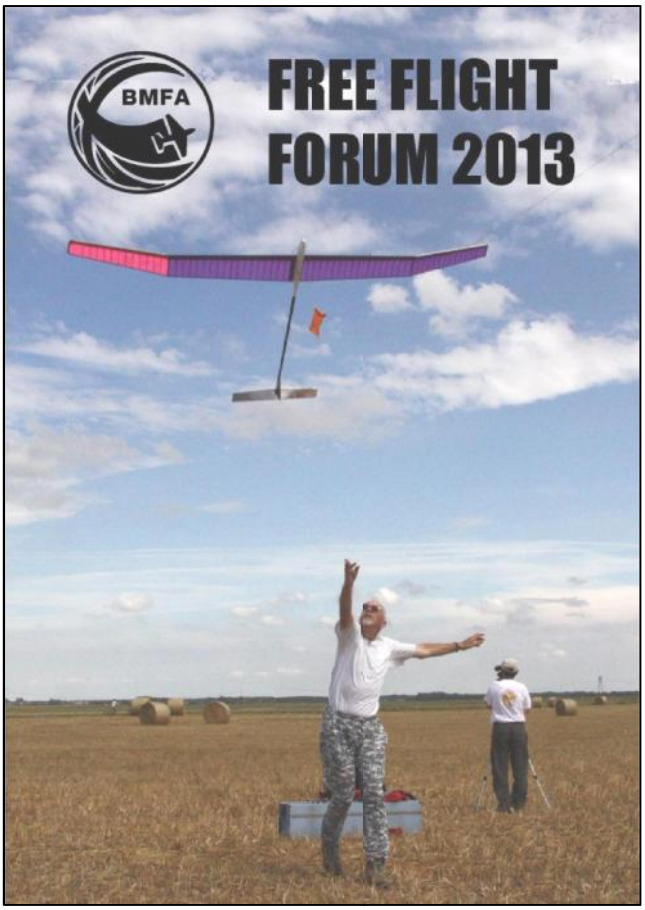
Uncultivated Types

In case you think that vandals spend all their time wrecking telephone kiosks, I am asked to remind you that the tribal versatility knows no bounds, not even the distant farmland fences, where the infiltrators, heavily disguised as model flyers, strike deep into the cabbagey heart of the countryside.
Not unnaturally, this complaint of a fifth column in our midst comes from a farming type, himself a model flyer. Apparently, he sneaks out for a quick flip or two between raids, picking his way carefully through the squashed turnips, mashed potatoes and expiring livestock, contemplating all the while the possibility of erecting a few diversionary kiosks along the hedgerows.
But, seriously, this business of model flying hooligans is something that the movement can do very little about. Before you could possibly identify and discipline the miscreants they will have gone to fresh pastures in other guises, and their next appearance on the delinquent scene might be as gun toting sportsmen or ten course picnickers.
No doubt, though, we have in our midst crop bashers of veteran experience, who have, in a long and extinguishing career, devastated huge tracts of life-giving fodder, broken countless fences and fed many a hapless ruminant a fatal dose of polythene wrapping. But, fortunately, such beings are rare, or so we like to think; usually, the farmer's enemy is a one-season man, who takes up the healthy sport of model flying as a means of recuperating from long spells of wrecking duty in cramped and stuffy kiosks.

Pylonius

2013 Free Flight Forum Report - Martin Dilly

HOT OFF THE PRESS -



The new 2013 BMFA Free-Flight Forum Report has just been published. It's the 29th year that these Reports have been produced and this one is again packed with useful information on new developments in a wide range of free-flight activities, as the following contents list shows.

John O'Donnell, an Appreciation, by Andy Crisp; A Knotty Problem (Rubber Winding), by Peter Hall; Stability of Scale Indoor Free Flight Models, by Andy Sephton; The Role of Radio Transmissions in Free Flight, by Stuart Darmon; A Propeller Copying Mill, by Peter Brown; Model Aircraft Technology with an Emphasis on F1B, by Neil Cliff; Catapult Launched Glider Technology, by Phil Ball; Electric Bikes for Free Flight Model Retrieval, by Brian Baines; Wrestling with a Slippery One (LDA Airfoils), by Chris Edge; Free Flight in Britain – What's the Future? by Phil Ball; F1A Development and Contest Success, by Stuart Darmon; Indoor Model Steering for Dummies, by Mark Benns; Around (Model Aircraft) Construction in 80 Seconds, by Neil Cliff. In addition there are plans and articles on six of the most successful free-flight models of 2012, - - Pilfered Pearl, Peter Watson's take on a classic US gas design, Skumkiller, Adam Beales's 50gram BMFA Rubber model, Dinah-Mite, Norman Marcus's highly successful Mini Vintage model, Fuithirty, Peter Tolhurst's E-30 electric design, 201, Mark Benns's Cat. 3 ceiling F1D record holder and Mr. Blue Sky, Phil Ball's advanced catapult glider with a string of successes..

The UK price is £12.00 including postage; to Europe it's £14 and everywhere else £16. Sales of the Forum Reports help to defray the heavy expenses of those representing Great Britain at World and European Free-Flight Championships. Cheques should be payable to 'BMFA F/F Team Support Fund' in pounds sterling, drawn on a bank with a UK branch; you may also order by credit card, which is a lot easier (and cheaper).

Copies are available from : Martin Dilly
20, Links Road,
West Wickham,
Kent,
BR4 OQW

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

Making Stick Fuselages - Marcel Lavoie (Canada)

Over the last several years I have devised a method of building box fuselages from stick balsa by lifting up the longerons when building a side frame, then placing a strip of balsa under them for marking and cutting the uprights, together with some tools to do the job. The usual way is to place the upright strip over the longerons, and by sighting down or eyeballing, try to obtain the correct angles and length.

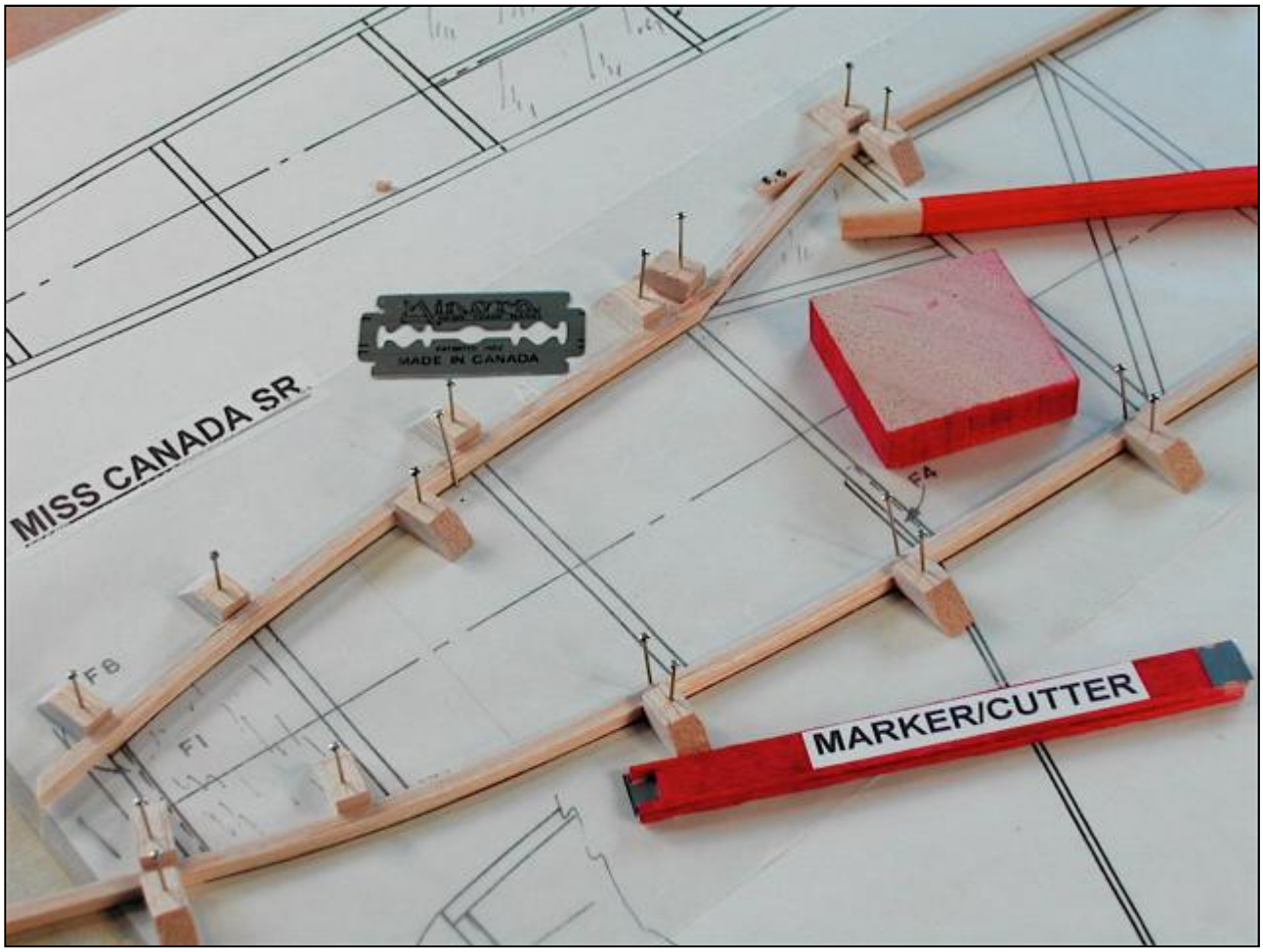
This requires quite a bit of skill and is passé with this new method. It is also great for diagonal spacers and Warren truss type of structures with all the angled cuts, as well as for cross pieces. The method described here deals with 3/32" and 1/8" square balsa strip, with some changes when using smaller and larger sizes of balsa (more on this later). A favorite model, the Miss Canada Sr. is used to illustrate the system. As a side note, the method has been found to be a great help to a fellow modeler handicapped by a stroke.

Getting ready:--- The tools for cutting spacers are very simple to make. There are two types of cutters, but at this point the discussion centers on what I call a MARKER/CUTTER because it is a double-ended tool in which one end is used to mark where the cut goes, and the other end of the tool, the cutter, finishes the job. The tool is made by sandwiching a short (3/8") length of razor blade between two popsicle sticks having both ends squared off. Cut a 5/32" deep x 1/4" wide U-shaped opening in one end and square off the inside corners, then glue a piece of blade to the other end to serve a marker. The blade should project from both ends no more than 1/32". I use popsicle sticks because they are readily available and are a convenient size (1/16' x 3/8" x 4 1/2").

Use epoxy for gluing the sticks together and contact cement for the marker blade. This arrangement gives a very rigid support for the blade, even the narrowest ones I use which are 1/4" wide. The long "handle" helps a lot in keeping the tool close to the vertical for nice square cuts. I use blades from our local Dollar Store and some double edged blades. I will leave it to the reader to work with what he has available. Better quality blades should give better results but the tool works beautifully to ensure accurate cuts on the first try thus speeding the work along greatly. A second item that is required is a set of jig/building blocks as can be seen in the photos . These are made from a strip of hard 1/4" (16 lb.) square balsa cut into blocks 1/2" long with one end sanded to 90 degrees and the other end cut to about 30

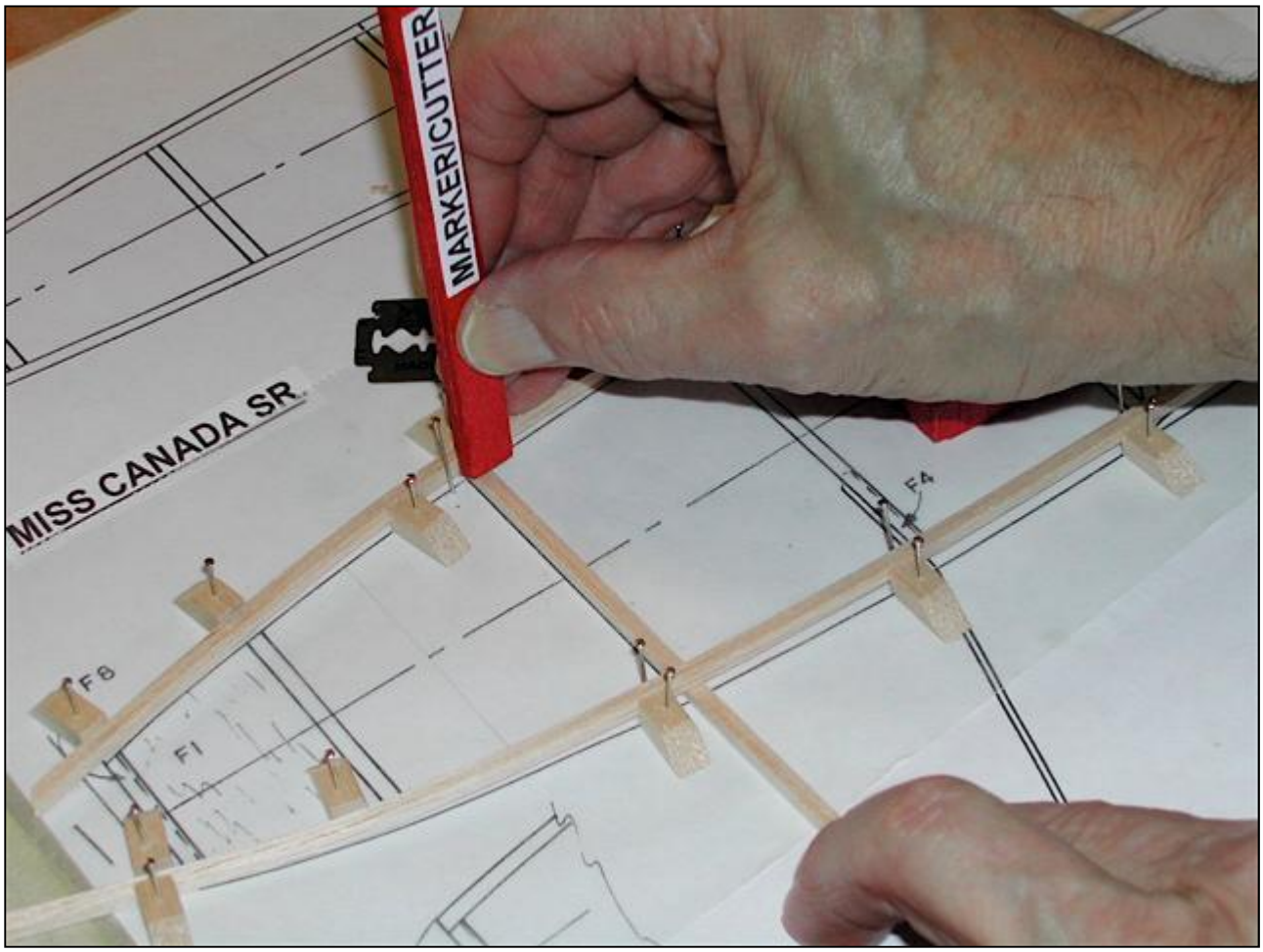
degrees. They could be made of pine or some similar wood.
Drill pilot holes about one third of the way from the square end to receive the pins which should be a tight fit in the hole. Make about 30-40 of these blocks which will be used mainly on the outside edges of the longerons. The pins remain in the blocks permanently. This size block can be used for both the 3/32" and 1/8" strips. A Pin Driver is next, make this from a 4-5 inch length of 1/4" diameter hardwood dowel with a 1/8" diameter hole drilled into each end. The depth of the holes is such that the straight pins do not penetrate my gypsum wallboard building board and ruin the kitchen table (ouch!). A last item that is needed is an end-grain chopping block, again hard balsa or pine, onto which the strip is placed for cutting after it has been marked. The two faces of the block have to be parallel of course and sanded smooth.

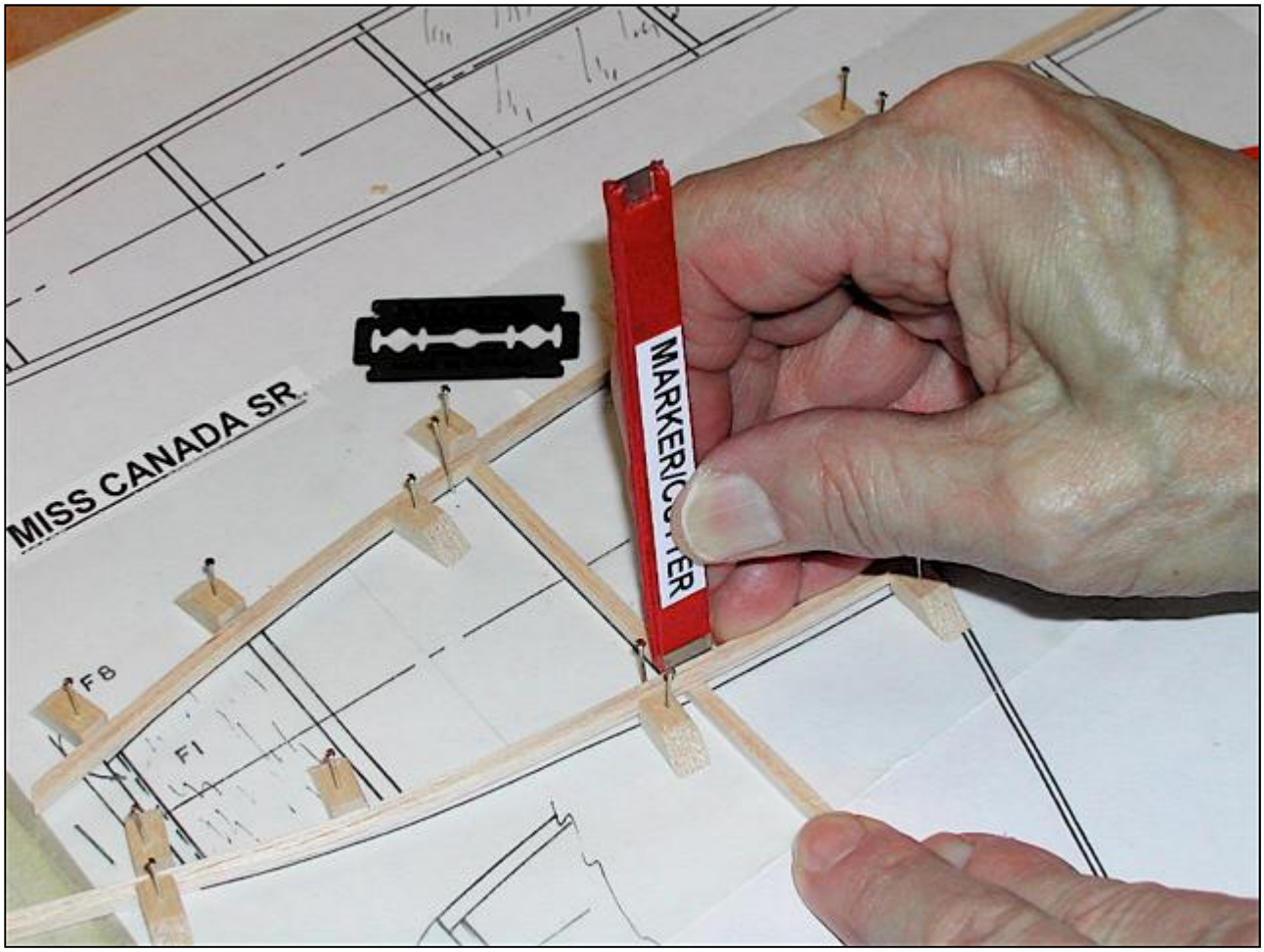
Please, always use the end-grain block as this will give a cleaner cut as well as prolong the life of the blades. Paint/colour all these tools, though not the faces of the block, with a bright colour so that they will be easy to spot among the clutter. This may seem like a long preamble but the tools just described will be available for future building jobs. It would be useful, nay, necessary, to provide for some type of container to hold the knives and blocks (mine were purchased at the same $ Store).



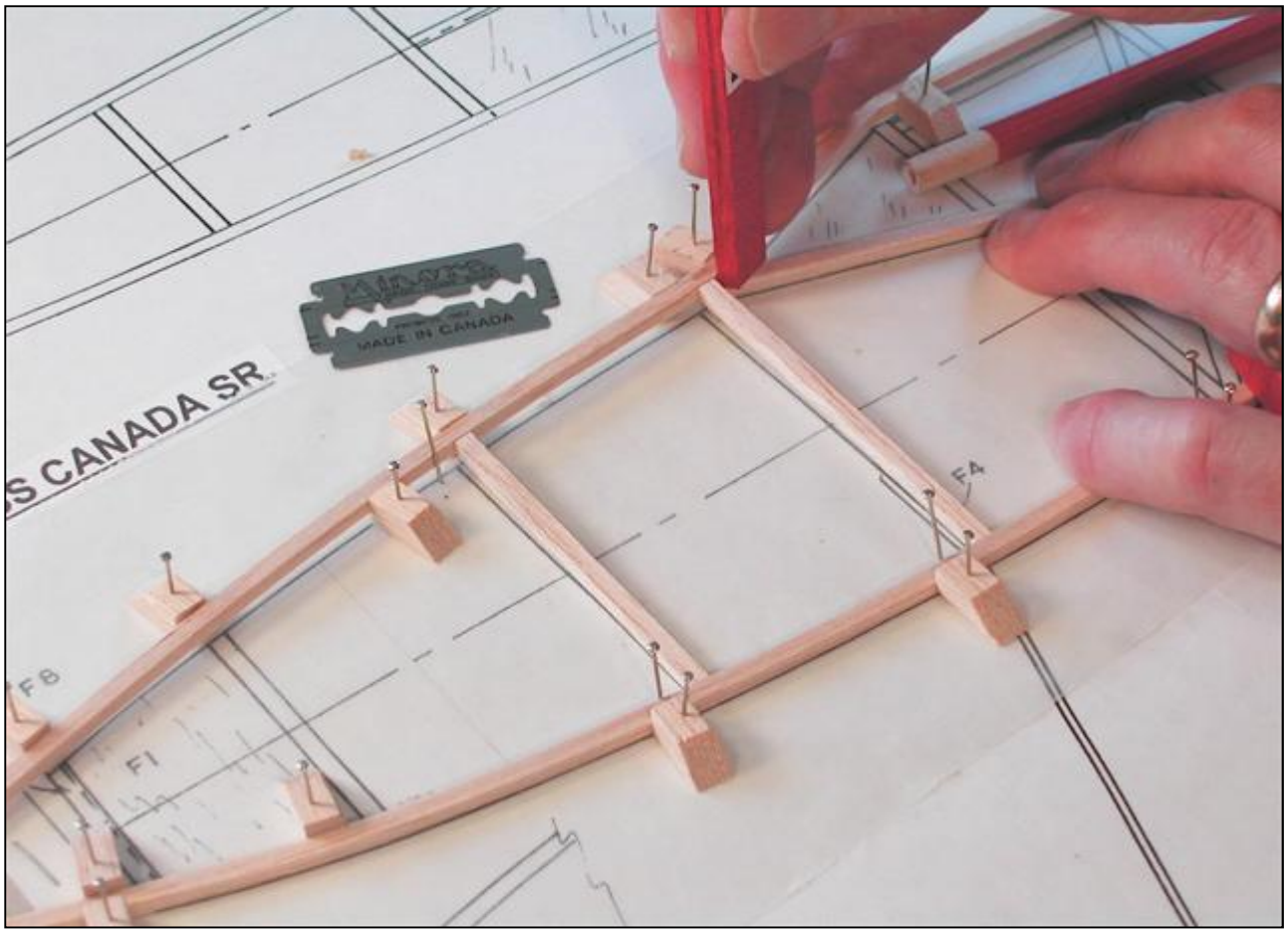
And now, for the fun part:--- because, compared to the standard way of placing the upright strip over the longerons, this new way is actually fun. Protect the plan in your usual way to prevent the structure from sticking to it. Lay down the longerons by placing the blocks for the top longeron in line with the upright positions. For the bottom longeron, place the blocks about 1/4" off to the side of the upright positions so as to allow free passage of the upright strip under the longeron and to leave room for the marker. Glue up the several pieces of the top longeron if it is made up of more than one piece such as for a cabin model. For the inside edges of the longerons a pin at every second station might suffice.

A word here on how to hold the tool....I find that holding it at a point about one third up from the bottom end gives a good control in keeping the tool vertical as well as making it easier to apply a slicing motion when needed for harder strips. OK, so we are ready to start. Insert a strip of balsa under the bottom longeron, then under the upper one. Line it up on the upright position and gently push blade side of the marker up against the top longeron to mark the angle at that end. At this point it would be a good idea to put a mark of some sort on the piece to ensure its proper orientation later, a < pointing towards the front is what I do.


MARKER/CUTTER
MISS CANADA SR.
F4
F8
F1


MISS CANADA SR.
F8
F1

Remove the strip and place it on the block for cutting with the other end of the tool. Re-insert the strip under the bottom longeron and slide it up against the top longeron which by this time has been lowered back down onto the plan. Push the strip up fairly tight against the top longeron and proceed to mark the lower end of that upright. Experience will tell you how much pressure is right. Remove, cut, and, voilà, one very neat fitting upright.
The angles and length are perfect! You really have to work hard to get a reject. The speed of this method and the high degree of accuracy is miles ahead of the old ways. After one side is built, remove it from the building board, but leave the blocks in place to build the second side. With the jig blocks in place it should not at all be difficult getting the two sides the same. A little care is necessary, but then again, we always do use a little care, don't we?



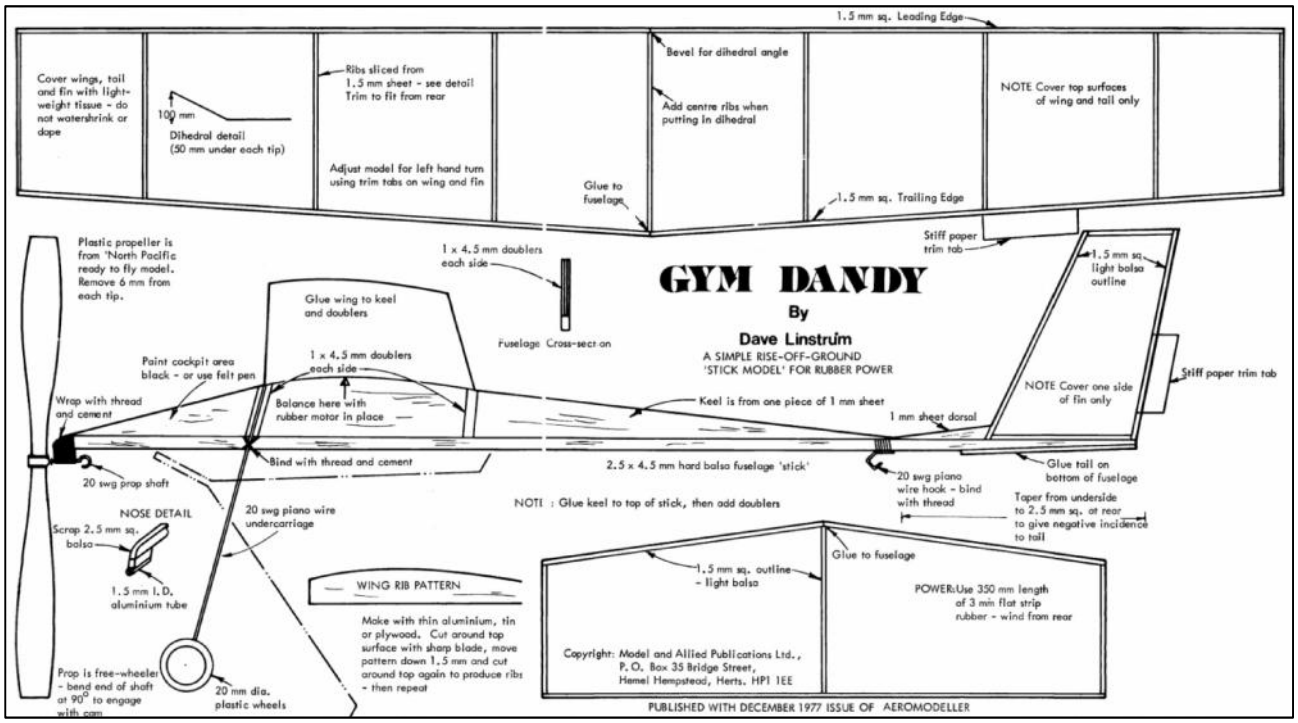
The business of cutting the cross pieces is handled in the same manner. Since we need the top view of the plan to cut the cross pieces, I draw a basic copy of that onto a strip of paper and staple it a few inches above the top view of the actual plan. The assembly of the side frames is done over this drawing using poster board triangles about 5" high x 3" at the base to keep the frames in line and square. An extension at the base is bent over to a 90 degree angle to allow stapling the triangles to the building board. For a typical model of, say, 36" span, eight to ten of these triangles are needed. As each pair of cross pieces is cut mark them with an arrow as before. When gluing in place put the arrow marks towards the in-side of the fuselage.
For smaller models using 1/16" square such as Peanuts, life is even simpler. The tool, if one can dare call it that, is simply a short length of razor blade glued onto the side of a popsicle stick. Narrow the end of this tool to 1/4" wide to accommodate tighter inside curves on small models. Leave no more than 5/64" projecting from the end and glue it on using contact cement. A neat way to measure this is to push the cutting edge of the blade through a scrap of the chosen longeron material with about 1/64" projecting. This simple device will be used to cut the uprights and cross-pieces while the strip is still under the longerons. For 3/16" and 1/4" wood on larger model the type of marker/cutter described at the outset is made bigger, eg, two strips of 1/16" ply or pine, 3/4" x 5" long, with a 1/2" wide opening, just over 1/4" deep. Jig blocks 1/2" square could do for these two sizes of strip.

So, there it is, it is not an automatic thing, but after you get the feel of using these tools, and this will come quickly, you will be surprised at the beauty of it. Anyone having questions or suggestions can reach me at harrier2@rogers.com. or at, Marcel Lavoie, 111Victoria Street, Campbellton, N.B. Canada, E3N 1J6

Marcel Lavoie (Canada)

Thorns Indoors - John Andrews

Saturday May 11th was the last indoor meeting of the South Birmingham MAC at the Thorns Leisure Centre before the summer recess. The meetings will recommence in September. I was present with my prototype version of the model that has been selected for the Xmas Prize competition. The competition prizes are awarded for the best two flights recorded over the September to December meetings. The model picked for this year's comp is a reduced size version of the 'Gym Dandy', the size reduction being to allow the plan size to be on an A3 sheet.



The plan calls for hard 3/32 balsa for the fuselage stick, I do not buy hard balsa so I used what I had to hand for mine. Mistake, the fuselage turned out to be too flexible and the turn trim could not be stabilised due to distortion by motor tension. I found I could bend the stick and sometimes it would stay put but not always. In the end I resorted to a stiffening bar cynoed along one side which cured the problem. I think I will make a new fuselage before the competition gets underway. I managed to get flights over the magic one-minute mark but I am sure there will be better to come.

I know the model would benefit from a lighter propeller but to keep performance down and level the playing field a bit, it has been decided that only commercial plastic props can be used and in addition, the 'butterfly' prop is also banned.
It must be an interesting model to fly as I used the whole three-hour meeting playing with it and non of the other three models I took with me left their boxes.

Flying alongside me was Allan Price, the current Brownhills meeting organiser, airing a scale rubber powered Fairey 'Gannet', assuming my doubtful aircraft recognition skill is up to scratch.

The model is at the trimming stage, I do not know if Allan intends to try to fit contra-rotating propellers like the full-size. I suppose a second prop freewheeling in front or behind would be adequate for scale purposes. Should the aircraft have a third cockpit for an observer, or was that a special version?

Also, the ever present scale flyer David Vaughan was demonstrating one or two of his stable. His models usually fly to about 10 or 12 feet high

then do two or three circuits before landing, but this time I saw quite a small bi-plane cirling right up high just under the lights however, I forgot to photograph it when it came down though, so I thought I'd throw in pics of one of his others.

John Andrews

My Aeromodelling Story - George Fuller

The age I grew up in was at the time when the aeroplane really started to be developed and, when a new aircraft took to the air, there were doubts whether it would fly. Test pilots were going in the unknown, not like today with computers etc., they know things are going to fly.

I have always been fascinated by aircraft. I can remember as a boy, whenever an aircraft flow over, I would look up and shout, hello Amy Johnson, who was the hero of the day. I used to make mock ups, out of orange boxes, of aircraft sit in them and act like a pilot.

As far as I can remember my very first encounter with Model Aircraft was at our local paper shop, they sold these Japanese made cardboard chuck gliders, the wings slipped though the fuselage and they were very good, costing around ½ a penny. I would spend hours and hours throwing them up, modifying them by cutting wings and adjusting to get a better performance, obviously this helped me with learning about the theory of flight and how to trim for best performance.

I was born in Islington which is in London, quite a down market area at the time. Things have changed a lot since then as our Prime Minister Tony Blair has a house there now.

Being keen and interested in aeromodelling, I paid a visit to a new Model Shop, which had just opened; in the window was an indoor model. A single surface rubber model covered in red tissue. That was it, I was hooked, I rushed home to my mother for the money to buy balsa strips and tissue, but alas at 8 years old I could not build one, and I went through a very frustrating period trying to build models.

My first nearly built model was a Megows kit of a biplane. The reason I say nearly built was that I was so eager to fly it, I tried with only the lower wing built on, and needless to say disaster and tears.

Along came the war and our house got bombed and I finished up in St. Albans which is just north of London.

Nothing really happened regarding aeromodelling until peace was declared, I then helped to restart the St. Albans model aircraft club which went on in later years to organise the all Britain Model Aircraft rally.

I was very lucky, as one of my schoolteachers was a top class Aeromodeller and he helped and gave me several models to fly which were my pride and joy.

Time went by, restrictions were lifted and model kits and engines etc., started to come into the country once again, one of the kits I built was a Frank Zaic 'Floater' which was quite a large glider to me.

A top Aeromodeller of the time was Ted Buxton and a new member of our club, who was a friend of Mick Farthing who had got the trend in this country with very light Marquart S2 wing sectioned models.

I can remember Ted, who by the way went to work in the USA in the late forty's and regretfully never seen since. He was one of my idols. I tried to copy one of his models. I shall never forget his look when he saw it; it really brought me down to size.

I gradually improved on my building, which was mainly lightweight rubber models and Wakefields (old F1B)
I worked in a model shop until I was called up for National Service into the Royal Air force in 1948, after 2 years service I came out and met up with Ron Hinks who represented GB in Wakefield and A2 teams later. I worked as his manager in his Luton Model Shop. Ron was also a partner in a company who later produced Yeoman Kits.
I got married and when my wife was expecting our son, I found that she couldn't help me with holding my models for winding or launching gliders. I decided to concentrate on power models.
I had gone for some weird designs in the early days influenced by the continental designs, pendulum rudders etc., which I saw fly at the International meetings held at our first model flying drome … Eaton Bray.
My first serious successful power model was designed as simple as possible; it was called the "Stomper" it came out in the Feb 1953 Aeromodeller Mag. It is still very popular down in Australia as it comes within their vintage class.
From the knowledge obtained from the "Stomper" came the "Zoot Suit" which got me a place in the British Team in 1953, I nearly won but was pushed into 2nd place by Dave Kneeland.
Just for interest, the following day I timed Joe Foster's winning fly off flight in Wakefield.
From the earlier designs, snags, etc., I developed the "Dixielander" which seem to make winning a lot easier.
This model worked out just right, at this time, I was working for the Yeoman Kit Company who produced the Dixielander in about 1958 and, being that is was such a simple model to build and fly it became very popular in the 1960s, this clipped my wings somewhat. I kept getting beaten by my own design.
There was a FAI version of the Dixieland built. I failed to make it into the team, but one of my club members flew one in the 1960 world champs at Cranfield the year of the stalemate, incidentally I was our team manger that year.
My FAI version was quite consistent; it jointly won one of our FAI comps when we both agreed to stop flying after 10 maxes. Needless to say, the rules were changed the following year.
The "Dixielander" seemed to carry on winning and John West one of our top flyers swept all before him with a lighter built version.
In 1965, I read that the US Nationals had been won with a standard "Dixielander". At this period, I had stretched the model in span and length and powered with a 5cc Engine on the front. I called it the E type Dixielander (e for extended) this version had gadgets on it i/e auto rudder vit etc., it was quite potent but never as good as its forerunner.
Because of the Dixielander success at the US Nationals, I decided to go over and compete in their 1966 Nationals which were held at Glenview Chicago at that period our motor runs were 10 secs. When I got there, I found the US rules were 15 secs. On my first flight the model got very high and although modellers could still see it.

The naval timekeeper said he couldn't and booked it off in the clouds after 3-53 (5min max) so I finished up in 3rd place. That's life.
A moment I will always remember from Glenview is while I was trimming I had a DT failure, and a young lad joined me in the chase, luckily, I got model back. When we were walking back he enquired if I was English and did I know his grandfather who had a shoe shops in England I said I don't think so, what was his name he replied Scholl !!!!!
I have never been too serious with the F1C class; every time I think I've cracked it, another development happens. I did get back into the British Power Team in 1969 flown in Australia. I managed to make fly offs but I overdid the glide adjustment and developed a stall which finished me in 9th place.
A happy moment in my life was when my son Chris won the open power at the 1969 Nationals. Although I have won the Nats in other events, the open power had eluded me. I had the PAA class down to a fine art and won that event 2 years in the row, then they changed the rules.
I had a rest from aeromodelling for a few years to run a business but the bug started to bite and I started aeromodelling again. I moved down to Devon in 1985 joined the Bristol & West MAC it took a few years to get back into my stride and in 1995 I finally won the open power at our Nationals, not only did I do that but became Nationals power champion for that year also.
I was now flying a shoulder wing model powered by a ST 5cc engine. The Model is called "Jazzer" in my humble opinion this is the most potent open power model I have ever flown.
One of the proudest moments of my life was when I was awarded the NFFS model of the year award in 1972 for the Dixielander, a great honour especially with the great designs over there.
I was also awarded a plaque from SAM1066 as a tribute for designing the Dixielander in 1996.
A great feeling of satisfaction to myself was when I went to our very first Nationals championships way back in 1947 and exactly 50 years later in 1997, I won the slow open power at our Nationals flying a modified Dixielander something that can never be equalled..
You can tell that I love Jazz and that's where my model names originated from.
Stomper, Zoot Suit, Dixielander, E type Dixielander, mini Dixielander, Trad Lad, Jazzer, mini Jazzer and if my new designed F1J flies to expectation, I will call it Jazzman.
My life of aeromodelling has been so interesting and even helped me in business Aero modellers are a type of person you are pleased to associate with regardless of politics & Nationalities. ????
I have found wonderful kindness and friendships though the world

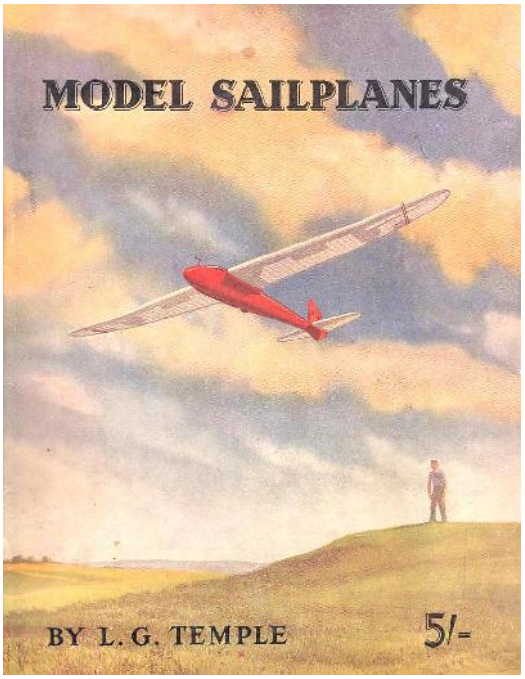
George Fuller.

The DBHLibrary (Magazines) - **Roy Tiller**

Report No. 31, Missing Plans, continued.

Well done chaps, three more "missing" plans arrived, either by hand at Middle Wallop or by post. We now have the Model Aircraft plans for Armstrong Whitworth Siskin IIIA, Martynside Buzzard and Sopwith Snipe.

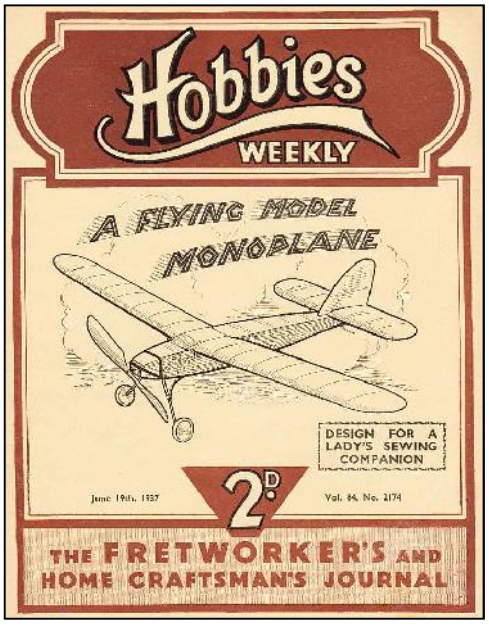
A bit of the wanted chart covering a couple of models from the Eaton Bray Gazette got itself lost last month, so the Eaton Bray entries are included below. They are the DH Vampire, U254, RTP electric by A.M.Staff: the DH Mosquito, FSR279, by Howard Boys and Toots II, D198, a 30inch rubber powered semi scale general purpose model by R.A.Cherry.



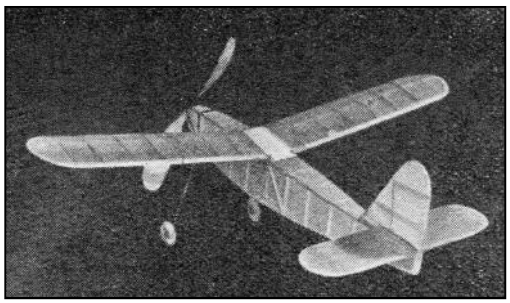
Model Sailplanes by L.G.Temple, Harborough Publishing, 1947, has a cover picture of the author's Celestial Horseman and he advises that "The fuselage is polished to a glasslike finish, which alone occupied over six hundred working hours to attain". For this report, we move quickly to the end of the book where is to be found a "Complete list of flying models plans

issued to December 1947 ". Nearly all of the plans listed are to be found in Aeromodeller but not plan E255, an Aeromodeller Staff plan to convert the Dorland and Jackdaw II, both 35" rubber powered models, to electric RTP. Anybody have a copy?

Hobbies Weekly No 2174 June 19th 1937 featured **"The Wren".**



The model looks rather nicer in the photo than on the front cover. There is no plan in the magazine but a full size blue print is offered by the editor for 10d post free.



The span of the model is not given but in the list of materials, the wing spar requires 1 off 2ft x 1/8th x ¼ medium balsa, so perhaps it is 24" wingspan. Does any young fretworker have the plan?

Flying Model Designer & Constructor No. 6 Spring 1994 carried an article by Fred Chapman on Bob Copland's Masterplane. The article explains that Premier Aeromodel Supplies of Hornsey Rise, London N19 produced a kit from which could be made a Wakefield version or, with a smaller wing and tailplane, a medium weight version. The redrawn free plan with the magazine detailed only the Wakefield version. Tim Westcott has supplied sheet 2 of the Premier blueprint which shows the Wakefield wing, the medium weight wing and the Wakefield tailplane. Does anyone have sheet 1 of the Premier blueprint with details of the fuselage (which could of course be taken from the FMDC plan) and hopefully the medium weight tailplane?

Plans that we seek

MODEL NAME	PLAN NO	DESIGNER	SPAN	TYPE	Mag & date
DH100 VAMPIRE	U 254	AM Staff	40	RTP elect	Eaton Bray ,v3n2,1948
DH98 MOSQUITO	FSR 279	BOYS H	40	Rubber	Eaton Bray ,v3n2,1948
TOOTS II	D 198	CHERRY R	30	Rubber	Eaton Bray ,v3n2,1948
WREN			24	Rubber	Hobbies Weekly 1937
Jackdaw & Dorland RTP	E 255	AM Staff	35	RTP elect	Model Sailplanes 1947
MASTERPLANE		COPLAND R	47/42	Rubber	Premier ad, AM Nov 46

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

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

Roy Tiller

Southern Coupe League - Peter Hall

Second Round Southern Coupe League 2013
London Gala Sunday 28th April Salisbury Plain

The morning air was better than expected with small but distinct bubbles coming through, but by midday a peevish and persistent breeze settled in with little temperature variation and few and very brief lulls. Death Valley, unusually dormant in the morning, was now active, and took its toll. And so, after a promising start none of the eight Coupe contenders maxed out. By mid-afternoon, it was clear that the battle for first place was between Chapman, flying locked down as usual, and Vaughn with his all systems Coupe. Chapman had four maxes and a 1-48, Vaughn had four and one flight to go, but he threw too flat for his VIT setting, lost the burst and was sucked down over Death Valley for a nail-biting 1-52. Stringer,

Brocklehurst, Moorhouse, Marshall and Stagg all had problems with the air, Paton, Marshall and Hall had systems or operator failures.
Paton's Bukin auto rudder stop failed and spiralled him down, Marshall's hub failed and killed his climb, and Hall's DT operated at four seconds with the usual embarrassing result persisting just beyond the attempt limit.

London Gala Results

Position	NAME	CLUB	MAXES	SCORE
1	R.Vaughn	Crookham	4	16
2	C.Chapman	B&W	4	13
3	G.Stringer	E.Grinstead	4	12
4	A.Brocklehurst	B&W	3	9
5	A.Moorhouse		2	7
6	J.Paton	Crookham	4	8
7	M.Marshall	Impington	3	6
8	P.Hall	Crookham	4	6
9	M.Stagg		2	3

On the whole, not a very sparkling exhibition of Coupery and no innovatory designs or techniques to report. But it is always worthwhile reviewing contest performance. Failures fall into four classes, systems, operator errors, air - picking and a minor class, call it miscellaneous, for such things as falling off fences, and mid-air collisions. Systems and finger trouble can be managed by careful preparation, practice and fierce concentration but air picking is, as is well known, far and away the most frequent and intractable cause of failure. Efforts to manage this have so far, been limited to thermal detection - thermistors (I counted thirteen poles carrying a variety of detectors) observing bird flight and other coincidental phenomena, terrain awareness, meteorology etc. Apart from 'flapping' where desperate competitors, impervious to ridicule, run around crouching and flapping their arms like a flock of chickens in order to stir up a bit of warm air, I know of no attempts to actually propagate thermals. We can dismiss crackpot suggestions like that made by a fellow Crookham member who proposed siting upwind, a large oil drum or drums, filled with combustible material (it was abandoned at the design stage when it was realised that non-Crookhamites might also benefit). However, I did spot a new possibility at the Gala.

About a hundred head of cattle had slowly munched their way through Death Valley during the morning and then drifted off, still munching, eastwards. It occurred to me that all their trampling about, all their rear and forward exhalations, all that great mass of bovine stuff must have made a difference, small maybe, but enough to mitigate the negative effects of Death Valley's morning air. (Had I been an eighteenth century naturalist I would have whipped out my leather covered notebook, counted the cows, noted their distribution, measured their length, girth, and temperature. calculated their surface area, volume, and total mass, arrived at a reasonable estimate of the heat radiated by the herd and had a paper before the Royal Society by next week.) I am not suggesting herds of cows corralled upwind as

a thermal propagation technique only that when we see them on Salisbury Plain we might be more welcoming, grateful for their contribution and forgiving of their troublesome habit of eating our aeroplanes.

Mike Marshall now leads the League after two events closely followed by Roy Vaughn and Peter Tolhurst. The next event is F1G at Stonehenge on May 12th.

Third Round Southern Coupe League 2013
Stonehenge F1G Sunday May 12 Salisbury Plain

The awful weather on Saturday clearly deterred many, and so again, only eight competitors flew from the same south west ridge as last week, but in a stronger wind with heavy overcast. By round three, the rain arrived but it was possible to dodge between the showers. After round, four it looked like Brown and Chevenard would go clear, but after a faultless display Chevenard was dumped for sixty-one seconds, dropping him to third place. As is now customary, Brown maxed out, and Allen, after using round one to trim his windy weather Coupe, galloped through to take second place. Hall had transition problems in the wind and struggled into fourth. Marshall, Tolhurst and Greaves all suffered from the deceptive air. Chapman was tree'd after maxing round one, changed to his reserve but dropped round two and withdrew.

Stonehenge F1G Results

Position	NAME	CLUB	MAXES	SCORE
1	P.Brown	CM	5	17
2	N.Allen		4	13
3	D.Chevenard	Beaujolais	4	12
4	P.Hall		3	10
5	M.Marshall		2	8
6	P.Tolhurst		2	7
7	D.Greaves	B&W	1	5
8	C.Chapman		1	4

Winner Pete Brown and second place man Neil Allen wait with a weather eye on their respective weather stations
(pictures courtesy Roy Vaughn)

So, how does Brown do it and why did Chevenard's first four flight patterns look so impeccable in these conditions? Brown's Coupe was often blown beyond the vertical in the burst and on one occasion collided with a glider towline and yet it always pulled strongly through to a positive climb. Chevenard's model flew on rails, - a fast burst, clean transition and lovely glide. Obviously both have great trimming and air-picking skills.

3rd place, our visitor from France, Didier Chevenade

Their models are very different, Chevenard's 'Gorban' is small (12dm2) and high A.R, Brown's is around 14 dm2 with a lower A.R. but both used very short motor runs - Chevenard's was timed at 32 seconds and Brown's at 35 - compared to the more usual 45 - 55 seconds. The resulting extra thrust gave a more positive climb in the windy conditions. The longer run models looked dithery and vulnerable in contrast.
It is likely that the jetstream, as last year, like some appalling giant boa constrictor, will remain coiled down over these islands for the rest of the 'summer'. We can't do much about the rain but maybe short fast motor runs are indicated to deal with the unrelenting wind.

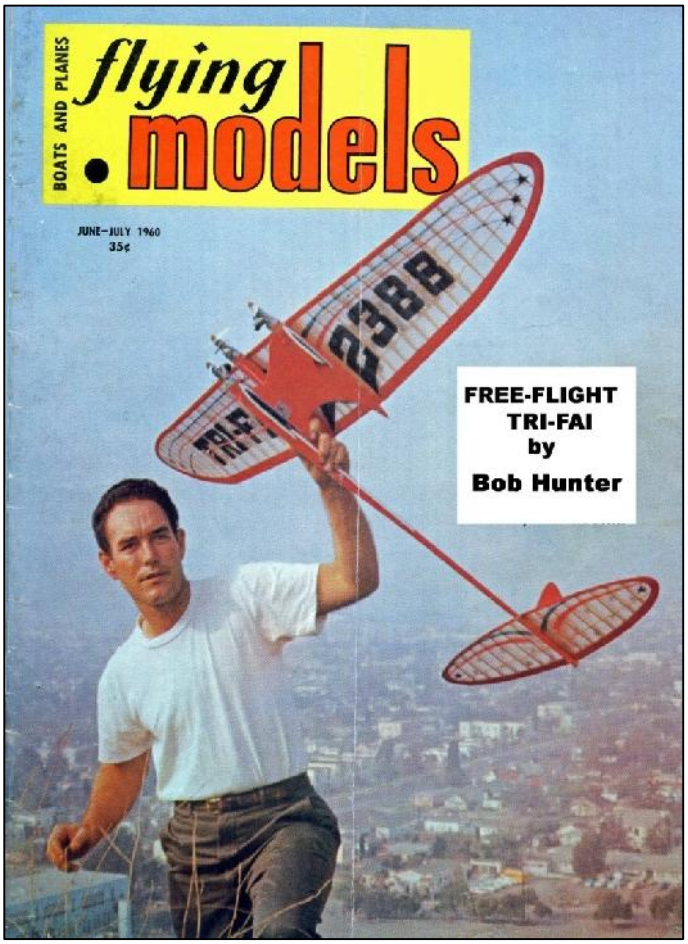
Southern Coupe League Table after Round 3.

Position	NAME	CLUB	Crook gala	Londn gala	F1G Stone'	Oxford Gala	Sixth Area	South' Gala	Coup Europ	TOT
1	M. Marshall	Impington	10	6	8					**24**
2	P. Hall	Crookham	7	6	10					**23**
3	P. Tolhurst	Crookham	13		7					**20**
4	C. Chapman	B&W		13	4					**17**
=	P. Brown	CM			17					**17**
6	R. Vaughn	Crookham		16						**16**
7	N. Allen				13					**13**
8	G. Stringer	E.Grinstead		12						**12**
=	D. Chevenard	Beaujolais			12					**12**
10	A. Brocklehurst	B&W		9						**9**
11	K. Taylor	E.Grinstead	8							**8**
=	J. Paton	Crookham		8						**8**
13	A. Moorhouse			7						**7**
14	D. Greaves	B&W			5					**5**
15	M. Stagg			3						**3**

The next league event is the Oxford Rally, June 2nd.

Peter Hall

Airplane from America - Bob Hunter



Where do we find the dividing line between a better-than-average contest job, and that model of models, the absolute "Top Contender"? Is it in high aspect ratio surfaces, super thin airfoils, or automatic incidence changes? Although all of these theories have been, and can be utilized in some fashion, to produce the "dream model", one factor is still necessary, and that is *power.*

Thus, in the rigid F.A.I, power events, with combined wing and power loading rules, the search for the "hotter" engine becomes more and more frantic, as airframes develop to the ultimate. We feel power is much more interesting than aspect ratios, etc., and what engine has the highest power per cubic inch in its class? The .049-.051 of course! In checking the F.A.I, rule book, no restrictions were found on the number of engines, only on displacement. Why not three .049 Hornets? A quick trip to Bob Holland's Hornet House, with a hot .15 in hand for comparison's sake, gave a great many startling answers. Using Bob's dynamometer and strobe light, we ran tests for various props and fuels on both the .049 Hornet and the "hot" .15 as below.

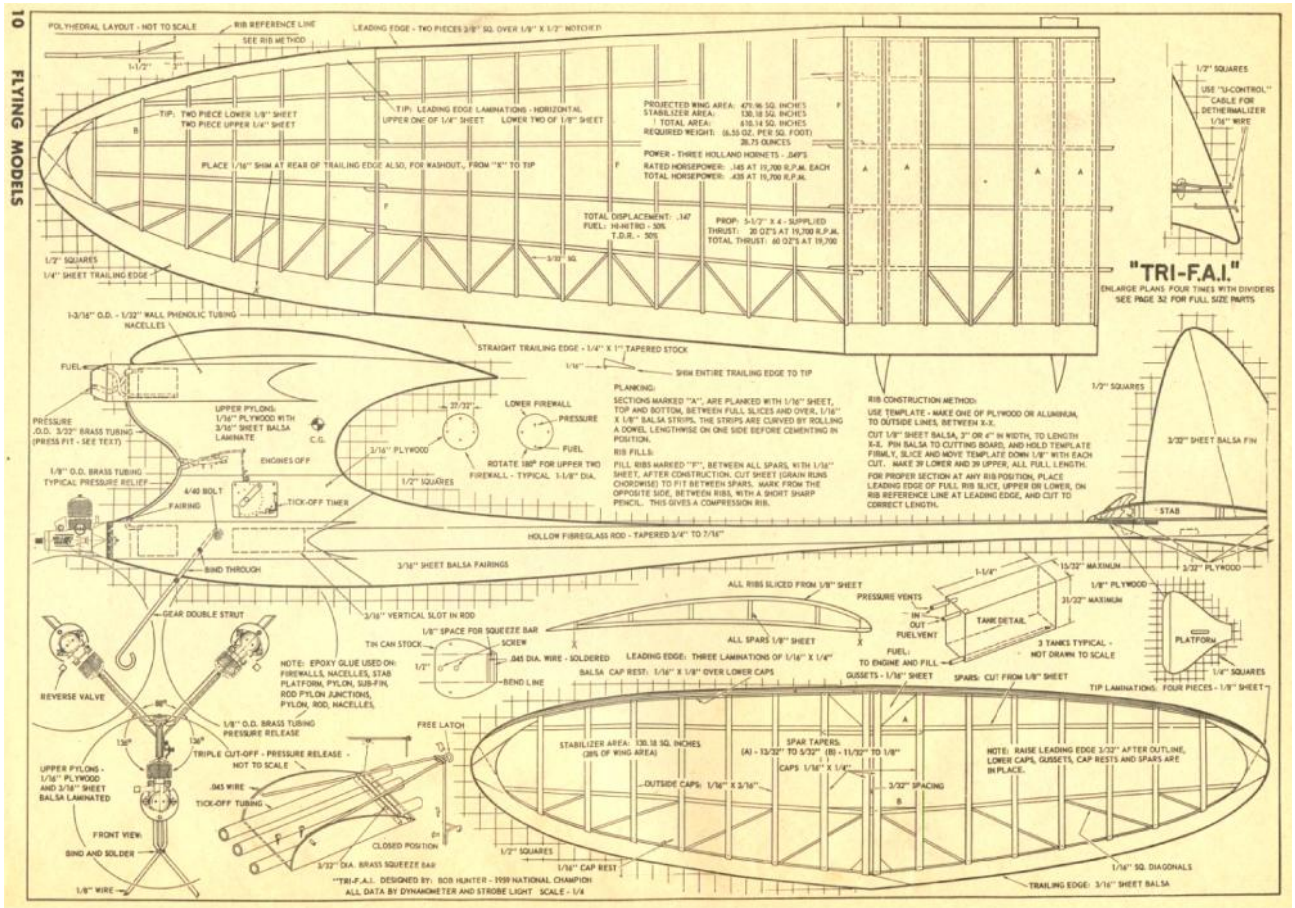
1959 Hornet. 049	Prop	Thrust-oz.	RPM	Fuel
	6/3 Top Flite	18.5	19,400	T.D.R.-F.H.N.
	$5V_2/4$ (Supplied)	20.5	19,700	" (50/50) "
	$5^J/4/4$ Top Flite	17.5	20,000	*rt i>*
	6/3 Top Flite	21.5	20,400	This Is It
"Hot" .15	8/4			Hopped Up
Best Test		39	14,400	T.D.R.-F.H.N.

Using the formula for horsepower, HP= FRn/5252 , where F=force Ibs., R=radius ft., and n=RPM, with 5252 as standard, we arrived at .145 HP for the 5½ x 4 turning 19,700 RPM. Further check revealed the 6 x 3 at 20,400 was developing .1826 HP or 3.28 HP per cu. inch, which gives it the distinction of having the greatest power per cu. in. piston displacement of any engine in the world, known to us. A multiplication by three, of any of the thrust records for the .049, gives a sizeable percentage increase over that of the .15. Calculation of area showed the 8 x 4 prop to encompass 50 sq. in., while three 5½ x 4 props totalled 71.4 sq. in. More RPM, prop disc area, plus thrust and air greater displaced, equals a higher, faster climb out! Although even more power was evident on the last test with super hot fuel, we decided to use the Thimble

Drome-Hi Nitro, 5½ x 4 combination, so that weather conditions could not affect the fuel greatly, and prop slippage could be reduced, under the decreased flight load. Experimentation with fuels and props can turn up very interesting results in different parts of our country, due to altitude and humidity differences, so these particular props and fuels are not a must.
Summing up the advantages, we find:

Three .O49's			One .15		
HP	RPM	Prop Area	HP	RPM	Prop Area
.435	19,700	71.4 sq. in.	295	14,400	50 sq. in.

On the dark side, I wondered if it would be possible to mount three engines to advantage and what about torque? How much loss could be expected due to turbulence, and would the increase in speed cause so great an increase in drag that it would nullify the advantage? How about cutting off all three engines simultaneously? Opposite rotation was decided against as too much of a hassle, as was an obvious pusher-tractor high thrust arrangement.
Final decision was the triple-tractor as shown, with one-quarter inch prop clearance, to bring torque, thrust, and forces as close together as possible, without having three or four loose fingers to gather after starting. Amount of loss due to other effects would have to be noted from flight observation, and that left the problem of a simple, effective fuel shut-off.
We have long used pressure on the Hornets, so why not relieve the pressure from all three tanks at the same time? Since the needle valve setting on pressure is only three quarters of a turn open, fuel draw is impossible on a non-pressured tank. Setting up bench tests proved that such a system was feasible, and only one timer was necessary to do the job.



Now for the ship itself—and adapting it to three engines! Since my "Lead Barge" F.A.I, did reasonably well at our local '59 elims with six maxes, while Burt Ballentine holds the Junior record of 18 min. with a modified version, we chose to use that particular wing and stab, with a longer flat center-section, to accommodate the double pylon. The stab is capped, and features hollow ribs (airlite-ala Ramrod) and the wing ribs are sliced. Rib cutting methods are explained on the plan and the spar tapers are obtained in the following manner: After outline and lower ribs are in place, cement top dihedral ribs in position together with tip rib B. Depress leading edge of B, 1/8", to allow for tip taper. Place all dihedral ribs as shown in rib side view. Now measure

between the upper and lower ribs at the spar locations and record the depths. These are the correct tapers. Cut spar with a straight edge from 1/8" sheet, alternating dimensions end to end. In this way, grain will remain constant. Cement spars and follow with remaining ribs. Other construction details are noted on the plans.

The main fuselage is a hollow, 1/16" wall, tapered fiberglass rod which is virtually indestructible in this use, and very light in weight. Rods of this type are obtainable from most manufacturers of fishing equipment. Notch butt of rod to fit over lower pylon as indicated. Pylons are interlocked, and if care is exercised in cutting the notches, they will press fit. Cut 3/16" sheet balsa to outline of the upper pylons, and bevel bottom as described, before lamination. When assembling pylons, the use of balsa degree blocks is helpful. Epoxy glue should be used as noted on plan, as it is the only glue, which will hold fiberglass to wood as far as we can find. Fill in areas where notches show, with Aero Gloss Plastic Balsa.

Pressure tanks are built up from tin can stock. Test carefully for leaks! When sanding the balsa laminate on the upper pylons, leave room for the 1/8" O.D. brass relief pressure lines, which curve to the front of the pylons. Cover pylons with silk, but do not dope over. Install the tanks and connect to the pressure relief lines with flex tubing. Cut 8" lengths of flex tubing and attach to pressure and fuel vents on each tank, so that the lines may be slipped through firewall holes when attaching nacelles, which are notched to slip fit over pylons. Phenolic tubing is available at most *real* surplus stores.

Epoxy glue the firewalls into the nacelles after fitting blind mounting nuts or Hornet nut plates on rear. A little Vaseline on any surface not to be glued will help. Set-up time on firewall-nacelle assembly may be hurried by placing the units in a 150 deg. oven for ten minutes. Do not do this in pylon area!

Engine mounts are Hornetimer tanks, with the working parts and back plate removed, and a fuel hole drilled out at the bottom to accommodate the plastic fuel line. To set up for pressure, take a 5/16" piece of 3/32" O.D. brass tubing and bevel one end. Drill a 1/16" hole in the case side of the timertank, and tap the beveled tubing thru tank from that side until it is flush. Place a common pin in tubing from crankcase side, until its point is *even* with the other end, and then bend remainder at right angles so it can't go any further. Using a very hot soldering iron, place a drop of solder in the pin point end of the tubing, and then touch the side of the tube to draw solder level. Twist and remove pin. Hold up to light and a very small hole should be visible. If not, try again. We've tried other ways, but this has worked out best.

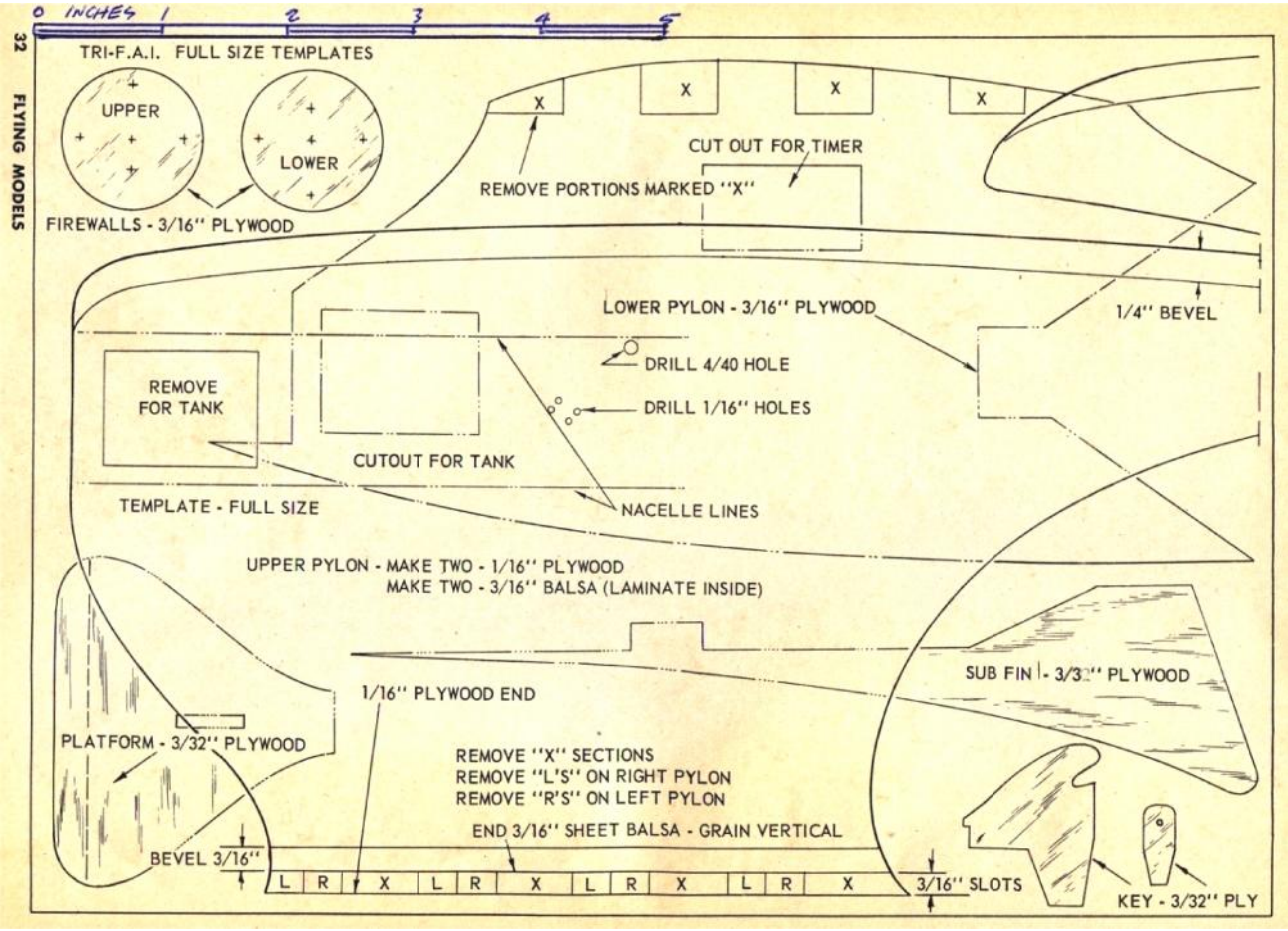
Now that the nacelle—firewall units are dry, feed fuel and pressure lines thru their proper holes and epoxy nacelles to the pylons. Be sure to attach the landing gear to lower pylon and notch lower nacelle for the gear.

Cut the pressure release "gizmo" from tin, to the indicated dimensions. Be sure it works freely. No springs or rubber bands are necessary, as the Tick-Off tubing will open it from its closed position. Drill a 3/16" dia. hole down through (from the upper pylon) at an angle towards timer. This is over-large but will insure no hanging up of the release lever. When assembly is in place, fit the timer, put tubing in "gizmo", squeeze down and mark where release catch positions itself above the timer. Locate a screw at this point.

Remove all accessories temporarily for easier doping. Aero Gloss was used for its fuel proof qualities. It also holds very well to phenolic and fiberglass.

In checking this ship over before flight, each engine is run separately, to maximum RPM in a vertical position, and the needles are left at that point. Test flying may be started on the lower engine only at full revs. Assuming no warps, mis-alignment, or unbalanced condition, "TRI-F.A.I." will climb out at about a twenty degree angle, surprisingly fast, in a wide, right turn. Do not test at

any time with the props on backwards! When you are satisfied with the glide and recovery from power of one engine, use all three at full RPM with a six second run.
The ship will now climb at near vertical in a long, open left climb, very fast, and roll into the glide at the top. Increase timer duration as you see fit.



A tip for certain starts: Use wet cells with three hookups, or three separate dry cell units of two batteries each, (1½ V) so that each engine has its own clip. Set up all three *before* starting.
I'm sure TRI-F.A.I. is not the ultimate in models, by any means, although her performance is high. As far as power is concerned, we feel she can top anything her own size and weight, with plenty to spare.

Bob Hunter

Wallop Vintage R/C & C/L - Tony Tomlin

Middle Wallop 5th May 2013

After a fairly chilly start to the second of the 3 R/C and Control line events at Middle Wallop for 2013, we were lucky to have reasonable weather for a change. It improved during the day, being flat calm by the time the prizes were presented. What appeared to be a slow start, with a lack of willing hands to set up the control gazebo, improved as fliers started to arrive. Soon the flight line safety tapes were laid out, the gazebo constructed [thank you John Perry and Mike Burke] and the first model took to the air, spot on 10 o'clock. Around 50 models were counted with 27 fliers signed on.

A new model attracted a lot of interest, the O.F.W [Peter] Fisher designed, 1946 Sunduster fitted with 3 channel R/C that was having its maiden flights on the day. Flown by Jerry Parker of the Raynes Park Club, the model flew 'off the board' with no trim changes required. This model has been jointly developed by Alan Holmes, John Perry and Mike Cummins, all members of the Raynes Park Club and is now available as a full kit. Contact vintagemodelworks@hotmail.co.uk, tel: 02085423100 for further details.

Another model with a very impressive performance was a Veron Fairy Delta 2 fitted with an electric ducted fan, flown by Mike Burke. Veron kits were to the fore, with a pair of Deacons and a Cardinal also seen. Tony Tomlin was hoping to fly his Veron Mini Concord but was sidelined with engine problems.

As always J60s were popular with 3 seen flying. the model by Mark Lester looking very smart. John Strutt had driven over from Billericay [Essex], a journey of around 130 miles each way, and was flying a Ramrod originally built by George French, and refurbished by John.

Anderson Spitfire in a KK Falcon.

There was a good number of large Vintage models flown, including the two scaled up Mamselles of John Laird, the Majestic Major of Rob Black and the Mercury of Garth Pierce.

Mercury fitted with OS Twin, impressive flyer. by Geoff Goldsmith.

Unusually there was a smaller than normal turnout of Tomboys to fly in the R/C Tomboy competitions, although it was rare not to see [hear] the sound of Mills .75 and 1.3s during the morning as the fliers did their preliminary flights to qualify for the mass launch flyoff.

James Parry had organised control line flying and it was refreshing to hear the sound of circulating models. Although no competitions were flown the fliers certainly were enjoying themselves in the near perfect conditions.

Tomboy 3 competition

Numbers were well below the normal for this competition with only 4 entries, Tony Overton had engine problems so only 3 eventually made the flyoff. Ian Andrews was the starter and all models got away ok. All climbed to around the same height, thought to be around 600ft as the engines cut a little short of 2 minutes. They seemed to be fairly evenly matched but John Strutt had found a little lift as Tony Tomlin and James Collis were descending. Tony was lucky to pick up a small bubble of lift but James Collis landed shortly after 5 minutes followed by Tony Tomlin half a minute later. This left John to gently glide in the winner. It was noted that all 3 models landed in the same one minute window.

Tomboy 3 Results:

1st	John Strutt,	6min 05 secs.
2nd	Tony Tomlin,	5min 30secs.
3rd	James Collis,	5min 05secs.

Tomboy Senior competition

Entries were a little better with the Tomboy Seniors, six qualifying for the flyoff. We were pleased to welcome Mike Burke who was flying in Tomboys for the first time at Middle Wallop.

Ian Andrews again was the starter and as the start board was lowered all models got away. The exception unfortunately was Mike Burke who was waiting for the audible start signal used in Tomboy competitions 5-6 years ago! The start now is signalled by the lowering of the start board so Mike, who was facing the wrong way tweaking his engine, was literally left at the start!

All the other fliers climbed steadily into the light breeze, with the exception of Barrie Collis who was climbing slower than the rest of the pack. Peter Rose was highest as the other competitors engines cut. Peter seemed to have got his engine to run for an extra few seconds, which made all the difference to his final altitude. Barrie Collis was first down, a little after 8, minutes followed by Tony Tomlin 75 seconds later.

The remaining three were all close and the normal cat and mouse game started as they looked for lift. John Strutt was first to break away from the other two finding sink and was down at 10mins 25secs. Peter Rose and Derek Collin were both together, until very close to the ground, with Peter holding till the last second to win by 15 seconds with an excellent time of 11min 15secs.

Smart Tomboy Senior by Bob Young.

Tomboy Senior Results

1st	Peter Rose,	11min 15secs.
2nd	Derek Collin,	11mins 00secs.
3rd	John Strutt,	10min 25secs. .
4th	Tony Tomlin,	9mins 26secs
5th	Barrie Collis	8min 10secs.

Tony Tomlin presented the prizes to the winners and brought to an end a successful event.

Tony Tomlin

The David Baker Heritage Library
MAGAZINES FOR SALE

AEROMODELLER
&
MODEL AIRCRAFT

e-mail YOUR WANTS LIST
collect at Middle Wallop.

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

Magazines Wanted
SAM Speaks (USA)

any from 1971 to 1975
1976 May and August,
1977 November,
1978 January, March, May, July, November,
1980 March,
1981 May.
These required by our cousins across the pond
to update their Archive Disc.
If you can help contact Roy Tiller
e-mail roy.tiller@ntlworld.com

2013 BMFA FREE FLIGHT FORUM

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

Sunday, Dec. 1st,

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

BMFA EAST ANGLIAN GALA,

Sculthorpe Airfield, 29, 30 June 2013.

Sculthorpe airfield offers the largest unobstructed flying site in the UK
set in the heart of the Norfolk countryside.
Accommodation information is available
from the Fakenham Tourist Information Point, 075283 00103.
Camping nearby at Fakenham Race Course, 01328 862388
and the Garden Caravan Site, Barmer Hall, Syderstone, 01485 578220.

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

BMFA rules and Senior Championship points for above events.
Start time each day 9.00 am, finish 6.00 pm.
Competition entry £10.00 for first class, £2.00 thereafter each day.
Bowden registration before10.30 am on Sunday.
Location. Sculthorpe airfield, OS Map reference TF 852300.
100 Metres in a NE direction along the B1454
from its junction with the A148 road from Kings Lynn to Fakenham.
No refreshments on the field this year but there is a cafeteria close to the entrance.
BMFA membership essential. No dogs.
For further information on this event contact Michael Marshall 01223 246142
Additional Events
Flyers not taking part in BMFA events,
fun flyers and engine runners must pay £6.00 site fee at control.
Bill Longley will run SAM RTM competitions,
Saturday Vintage Power Duration, Sunday RC Sport Precision ,
please telephone him on 01258 488833 for further information.
In recognition of the growing interest in an E36 class
on Sunday Ian Middlemiss will run an investigative competition.
No BMFA points. Please telephone him on 01733 380754 for further information.

SOUTHERN AREA BMFA SPRING GALA
RAF ODIHAM
Sunday 21st July 2013

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

Sports flying for glider, rubber & small power models.

Completions

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

A DT fly off may be used dependant on conditions

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

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

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

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

To:
John D Thompson. Beechmede, Meadow Lane, Hartley Wintney, Hants, RG27 8RF.
Tel: 01252 842471 Email: johnd.thompson@btinternet.com
- **Could all those who received trophies last year please bring them along on the day (hopefully inscribed with their names), or make alternative arrangements for their return in time for the event. (Please note that we have no administrative mechanism for reimbursement of the costs incurred).**

- Full details including the entry registration number will be sent to registrants prior to the event.

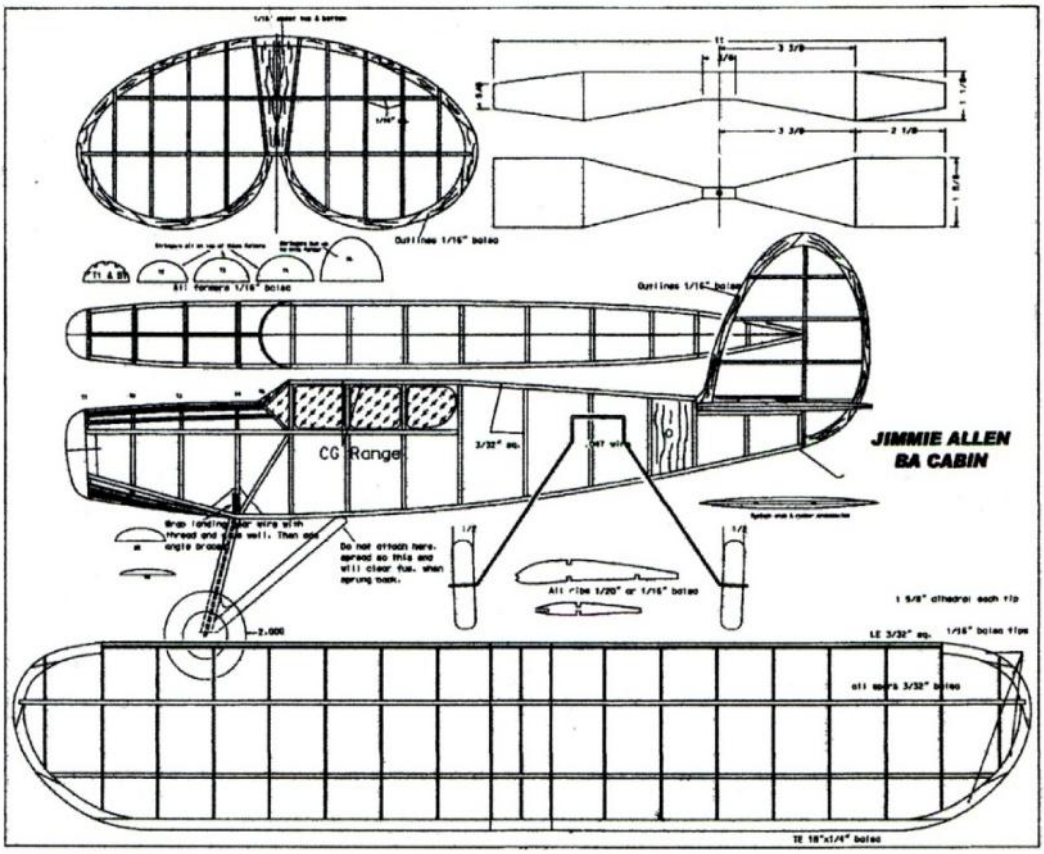
NOTE: The CD reserves the right to amend the above should circumstances on the day warrant it.

JIMMIE ALLEN 2013

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

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

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



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

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

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

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

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

Advance Notice of Prestige Club Organised Gala

Timperley Gala

Sunday 18 August 2013

North Luffenham Aerodrome Venue booked.

Parasenders will be absent.

Contests 10.00 to 5.00 Flyoffs later. Max fixed on the day.

Five events :

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

Trophies, Prizes plus Cheap 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

email: john@odonnell3737.co.uk

Coupe Europa,

Sunday December 8th,

Middle Wallop

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

F1G for Aeromodeller Trophy
Vintage Coupe d'Hiver for AAA Cup.
Flitehook Europa Team Trophy for F1G teams.

10 a.m. start. F1G in rounds.

Contact David Beales on +44 (0)20 8858 2714 or
e-mail; addickab@aol.com or

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

SALISBURY PLAIN
Free Flight on Area 8 For 2013

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

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

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

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

VINTAGE RADIO & CONTROL LINE

[to Dec. 1969]*

MIDDLE WALLOP, 2013

Courtesy of the Army Air Corp Centre, MAC

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

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

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

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

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

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

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

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

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

2013 WESSEX AERO LG. COMPETITION DATES

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

Dates subject to change, always check events before travelling.

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

DBHL Plan Service: IMPORTANT:

The rules for obtaining plans have changed.

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

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

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

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

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

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

This service is provided at no charge.

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

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

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

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

MSP PLANS PRESENTS

Vintage, Classic, Sport and other Duration Designs

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

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

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

MICK FARTHING 1942	The 40 in span Lightweight Contest rubber model with a diamond fuselage.
MICK FARTHING'S THE PAPER BAG'	Mick Farthing's last lightweight rubber model of 1946.
RAFF V *1947*	Designed by Norman Marcus who was National Champion in 1946.
ODENUAN'S 1950 *NORDIC A2*	Swedish Championship glider, placed second in the first World International in 1950.
SENATOR 1950	RUBBER Designed by Albert Hatfull and kitted in 1950. Twin plan with Ace
ACE 1950 RUBBER	Designed by Bill Dean and kitted in 1950. Twin plan with ***SENATOR.***
ENGLISH VIKING *1953 A2 GUDER*	Designed by Bill Farrance twice winner of the SAM Radislav Rybach trophy.
CRESTA	A 38 in wingspan low-wing design for small diesel or electric motor installation.
FRED BOXALL'S 1956 OPEN RUBBER MODEL	Twin plan with Boxall's ***SEAPLANE.***
FRED BOXALL'S SEAPLANE (1965)	Twin plan with the 1956 *OPEN* ***RUBBER MODEL***
LAST RESORT 1956 CLASSIC RUBBER	Open Rubber Model designed by Jim Baguley, Twin plan with ***FIRST RESORT.***
FIRST RESORT 2006	by Martyn Pressnell for the BMFA Rubber Class. Twin plan with ***LAST RESORT.***
WINDING BOYII 1956	by Urtan Wannop, 38 in.span, Twin plan with ***McGILLIVRAY's LIGHTWEIGHT.***
JACKMcGILIVRAY's LIGHTWEIGHT 1958	36 in. span lightweight rubber model Twin plan with ***WINDING BOYII.***
CAPRICE 1959 GLIDER	The renowned lightweight glider of 51 in span. Twin plan with ***GAUCHO.***
GAUCH01960	power duration model for 1.5 cc engines. Designed in 1959 Twin plan with ***CAPRICE.***
VAKUSHNA1959 A2	Designed by Brian Dowling this glider won the 1960 Richer Cup

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

JUDGE *1945 WAKEFIELD*	by Bert Judge to the 1945 rules as a direct descendant of his 1936 Wakefield Cup winner,
HERMES MAJOR	A 150% enlargement to 61% in span, of the 1949 *HALFAX* ***HERMES***
FRANK LOATES' 1949 WAKEFIELD	Canadian Wakefield 5th in the World Championships at Cranfield, England, in 1949.
BORJE BORJESSON'S 1949 WAKEFIELD	Swedish Wakefield 6th in the World Championships at Cranfield, in 1949.
GHOST WAKEFIELD 1951	John Gorham's 1951 Wakefield, a successful rubber model from the early 1950's.
RON WARRING'S 1952 WAKEFIELD	The geared geodetic model, developed by Ron Warring for twin motors,
NIGHT TRAIN Mk I 11960	George French's Night Train which pioneered the use of VIT systems in the UK

To order plans for UK delivery please write with cheque (£ sterling) **made payable to**
Martyn Pressnell, 1 Vitre **Gardens, Lymington, Hants,** S041 SNA.
For overseas delivery of Popular Plans send local bank notes equivalent to £10.00.
Enquiries: please write or email martyn.pressnell@btintemetcom

MSP-PLANS ARE PLEASED TO PRESENT A NEW BLOGSPOT

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

Indoor Flying with the South Birmingham MAC

Free Flight Only

Thorns Leisure Centre.

Stockwell Ave.

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

Saturdays 1pm until 4pm

2013

7th Sep. – 5th Oct. – 2nd Nov.

30th Nov. – 21st Dec.

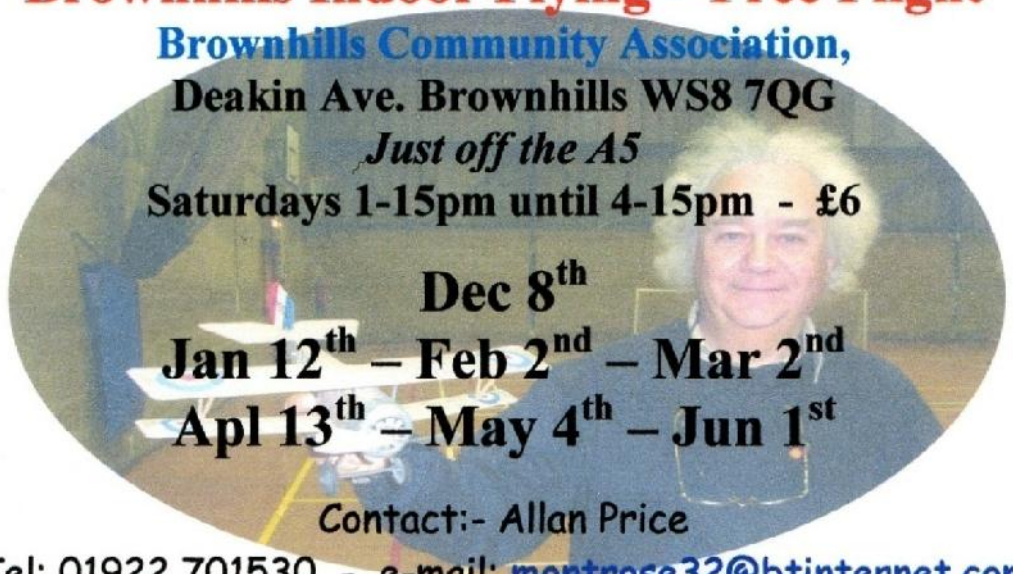
Admission - Flyers £5.50 - Spectators £2.00

For further information phone Colin Shepherd 0121 5506132

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

Brownhills Indoor Flying – Free Flight

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



Dec 8th
Jan 12th – Feb 2nd – Mar 2nd
Apl 13th – May 4th – Jun 1st

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

BMAS
BOURNEMOUTH MODEL AIRCRAFT SOCIETY

INDOOR FLYING

TUESDAY 24TH SEPTEMBER 2013
TUESDAY 22ND OCTOBER 2013
TUESDAY 26TH NOVEMBER 2013
TUESDAY 28TH JANUARY 2014
TUESDAY 25TH FEBRUARY 2014
TUESDAY 25TH MARCH 2014

7pm to 10pm

ALLENDALE CENTRE

HANHAM RD. WIMBORNE BH21 1AS
FREE CAR PARKING IN PUBLIC CAR PARK IN ALLENDALE RD
FREE FLIGHT ONLY
COMPETITIONS incl GYMINNIE CRICKET LEAGUE
ALL FLYERS MUST HAVE BMFA INSURANCE
FLITEHOOK NORMALLY IN ATTENDANCE
Adult Flyers £4 Accompanied Juniors & Spectators £1.50
CONTACTS:JOHN TAYLOR TEL.No 01202 511502
ROY TILLER e-mail roy.tiller@ntlworld.com

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

January 27th	Sunday	Middle Wallop – Crookham Gala
February 10th	Sunday	BMFA 1st Area Competitions
March 3rd	Sunday	BMFA 2nd Area Competitions
March 29th	Good Friday	BMFA Northern Gala – TBD
March 30th	Easter Saturday	Middle Wallop – Croydon Wakefield Day
March 31st	Easter Sunday	Middle Wallop – SAM35 Gala
April 1st	Easter Monday	Middle Wallop – Sam35 Gala
April 14th	Sunday	BMFA 3rd Area Competitions
April 28th/29th	Sunday/Monday	BMFA London Gala - Salisbury Plain
May 5th	Sunday	Middle Wallop - competitions
May 25th	Saturday	BMFA Free-flight Nats, Barkston
May 26th	Sunday	BMFA Free-flight Nats, Barkston
May 27th	Monday	BMFA Free-flight Nats, Barkston
June 16th	Sunday	BMFA 4th Area Competitions
June 29th/30th	Saturday/Sunday	BMFA East Anglian Gala – Sculthorpe
July 14th	Sunday	BMFA 5th Area Competitions
July 21st	Sunday	65th Southern Area Rally – Odiham
August 10th	Saturday	Middle Wallop – SAM 1066 Championships
August 11th	Sunday	Middle Wallop – SAM 1066 Championships
August 11th	Sunday	BMFA 6th Area Competitions
August 18th	Sunday	Timperley Gala – North Luffenham
September 7th	Saturday	BMFA Southern Gala – Salisbury Plain
September 15th	Sunday	BMFA 7th Area Competitions
September 21st	Saturday	Middle Wallop - Competitions
September 22nd	Sunday	Middle Wallop - Competitions
October 6th	Sunday	BMFA 8th Area Competitions
October 20th	Sunday	Midland Gala – North Luffenham
October 26th	Saturday	Middle Wallop – Competitions
October 27th	Sunday	Middle Wallop – Competitions & ***AGM***
December 8th	Sunday	Middle Wallop – Coupe Europa

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

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

Useful Websites

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

Are You Getting Yours? - Membership Secretary

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

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

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

That's all folks! *John Andrews*

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

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