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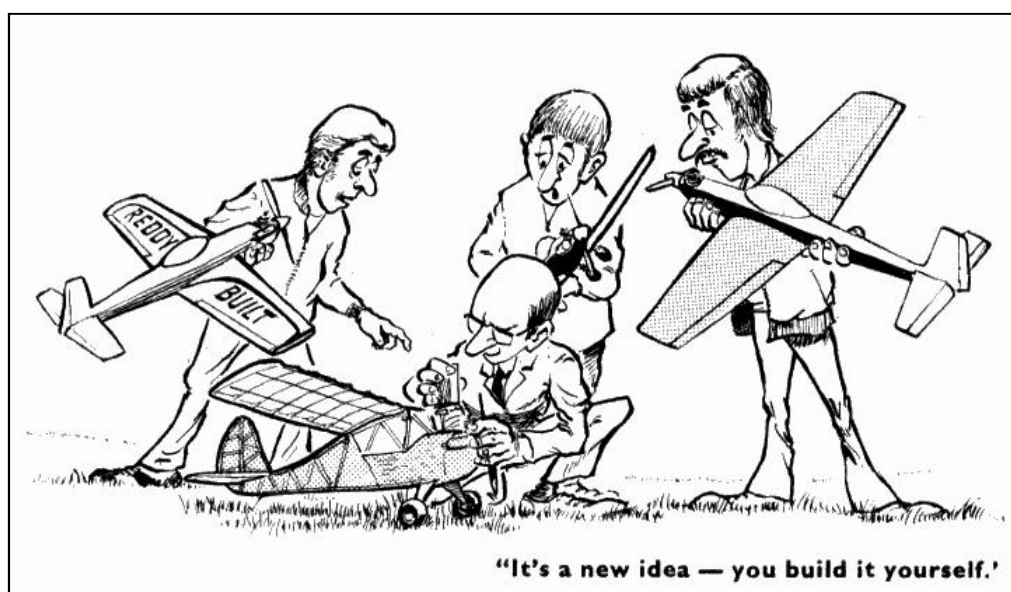
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And we have Dick Twomey's thoughts on thermal rotation.

Editor



The Crookham Gala and SAM1066 Easter Event on Sunday April 20th

The gala could not be described as festive. Dire weather forecasts deterred the expected crowds. The nine attending (mostly the organizers) huddled disconsolately together against the chill wind, lost in the bleak grey wastes of Salisbury Plain like the last survivors of some defunct druidical faction who'd got the date of the Vernal Equinox wrong. 'And the rains will come at 10.30', intoned the tall imposing figure who was obviously the chief druid. An attractive Plan 'B' began to form in the minds of the less dedicated. No-one will come, abandon the whole sorry affair and leg it to the Middle Wallop Museum cafe for an early lunch. But the rains didn't come and two more adherents who had travelled from afar had arrived with expectations. And so the ceremonies began.

This was the first event of the 2014 Southern Coupe League and six entered. Given the conditions it was decided to fly three rounds. We were sited in front of a fringe of bushes and low trees which provided shelter from the northeasterly but created strong turbulence. Consequently many climbs were dislocated, leaving not enough height to carry over the severe downdraft induced by the valley to the south. Martin Stagg chose his launch times and position well and got away strongly on the climbs but also suffered from the valley effect. He was flying an eighteen year old coupe, own design, long slim Warren girder fuselage, multi-spar wing, stick and tissue, no systems. David Greaves in contrast, recently fitted his VIT coupes with wing wigglers yet to be fully trimmed as he demonstrated. His first model got away with a fast steep burst, dropped its nose and came down as quickly for an attempt. His second swooped right and down in seven seconds.

E36 was the only other class flown with three entries. The ten second motor run for the first round produced maxes and long retrievals for Chris Redrup and Peter Tolhurst. Conditions were deteriorating and so motor runs were reduced to five seconds with the results shown on the score table. With no fly-offs or other distractions prize-giving was early at 3.30pm. Ten minutes later, the clouds burst. Several were lucky to get off the plain in the deluge, back to the flooded motorways clogged with traffic.

Sunday's experience prompts two questions, a minor one - should League scores be weighted to reflect the number flying? This will be considered. And a more radical one - given fast cheap communications we all now enjoy (?) why not allow last minute event date changes to avoid bad weather if circumstances such as site availability allow? Global warming can only increase our frustrations otherwise. The second round of the Southern Coupe League is at the Oxford Rally, June 8. My records show that the rally enjoyed good or excellent flying conditions in seven out of the last nine years, and even the other two were reasonable. Unfortunately the past is more predictable than the future.

Peter Hall

Crookham Gala Results

-

Roy Vaughn

Crookham Gala F1G Results					
Place	Competitor	Round 1	Round 2	Round 3	Total
1	P.Hall	1.34	1.36	2.00	5.10
2	M.Stagg	2.00	1.39	1.08	4.47
3	R.Vaughn	2.00	1.18	1.07	4.25
4	J.Paton	0.56	1.20	0.57	3.13
5	P.Tolhurst	1.13	0.45	0.22	2.20
6	D.Greaves	0.02			0.02

Crookham Gala E36 Results					
Place	Competitor	Round 1	Round 2	Round 3	Total
1	P.Tolhurst	2.00	1.17	1.06	4.23
2	C.Redrup	2.00	1.00	0.48	3.48
3	J.Paton	1.25	0.39	0.32	2.36

Southern Coupe league score table after the first round.

Southern Coupe league table Rd.1 - Crookham				
Place	Name	Club	Maxes	Score
1	P.Hall	Crookham	1	13
2	M.Stagg	B&W	1	10
3	R.Vaughn	Crookham	1	9
4	J.Paton	Crookham	0	7
5	P.Tolhurst	Crookham	0	6
6	D.Greaves	B&W	0	5

*Roy Vaughn***Crookham Gala & All That**

-

Jim Paton

Crookham contest modellers were not in competitive mood on that Sunday morning. The forecast was dreadful and the wind was strong and northerly and cold. However three non Crookham club hardy souls turned up. As F1G was part of the Southern Coupe league, I thought I might get a few sneaky points if no one else entered. It was not to be. Just after my model floundered in the wind, Roy Vaughn found strong lift and maxed easily. He had a very long retrieve and later calculated the wind to be near 20mph. As the day progressed the wind got stronger, as forecast.

Peter Hall, coupe C. D., decided three retrieves would be enough. I recorded two more times and then turned my hand to E36. My model was in averagely mediocre trim on its previous outing, but in the high wind it was miles out. It got a little better on the the second and third flights. Because of the long retrieves it was decided to use a 5 sec motor run in the second and third rounds. I got a bottle of wine for third place. The next day, Monday, the weather at Port Meadow was perfect for trimming, sunny warm and calm. After an hour I had got in 8 flights

and was getting somewhere. It was climbing reasonably but gliding with too strong a right turn. I decided it needed a shim of right thrust and a little less right rudder. With it thus changed I trimmed it this morning and got a good flight pattern. The difference between trimming in warm calm conditions on a flat field, and retrieving over long distances up and down hills is enormous. I also trimmed my Veron Fledgeling today, with retrieves no further than 20 paces. When the sun shines trimming is a real pleasure. At present the forecast for Middle Wallop is ok. Old Warden is the weekend after. I shall take my smelly diesel models and small rubber with radio dt. The atmosphere is great but the flying field is a bit small if the wind gets up. I am always inspired by the scale Sopwith Pup hanging from the ceiling in the shop. One day I will make one, but I have 3 models to complete and several to recover. Life is too short, and I need to have a glass of beer on the patio and contemplate the Worcestershire countryside.

Jim Paton

Croydon Wakefield Day

-

Ray Elliott

Sunday 27th. April Middle Wallop

On the downside this was probably the wettest ever Croydon Wakefield Day but on a positive note it was blessed with only a moderate breeze. Come the start of the comp at 10 o'clock with the rain chucking it down it was decided to run the contest to the Croydon Rough Weather Option ie no rounds and a 1.30 max. This was done to minimise the need for long retrieves in the rain but also to reduce the risk of models disappearing in the murk.



Peter Hall winds as clouds gather for another shower

Whilst there was not exactly a flurry of activity, a few hardy souls came and parted with their cash but then generally decided to wait to fly in the hope of the weather improving; which, miracle of miracles, it did as come lunchtime the rain stopped and the visibility improved. This situation essentially prevailed for the rest of the day but with one or two short showers, and then a torrential downpour during the fly-offs.

8oz wake had 5 entries with John Andrews and Ron Marking maxing out.

4oz wake had only 2 entries with just Rex Oldridge actually putting in any flights.

The Marcus Lightweight event had 4 entries with a brace of Dynamites, a RAFF V and a Supa Dupa. Peter Hall and Martin Stagg, flying the Dynamites, maxed out.

F1B was a disaster with only 2 entries, neither of whom submitted a score.

As usual for Middle Wallop we had a DT fly-off, with a 1 minute DT and a 5 second penalty for every second a DT was longer than a minute. With dark clouds all around it was decided to bring the fly-offs forward to just after the comp closed in the hope that we might get the flights in before the rains came. Unfortunately we were thwarted by the rain gods and the heavens opened although Peter Hall waited and waited and managed to get away at the end of the fly-off period when the rain had virtually stopped.

8oz was won by Ron Marking with a time of 1.04 with John Andrews scoring 0.46 seconds having DT'd early. Peter Jackson was third.

The Marcus event was won by Peter Hall with a fly-off time of 1.29. Martin Stagg actually did 1.37 but as his model DT'd at 1.02 he was penalised by 10 seconds thus having his score reduced to 1.27. Sorry Martin. Third place went to John Lancaster.



John Andrews miss-sets his DT for fly-off



Martin Stagg readies his 'Dynamite' for winding

The prize giving took place in the dry, thankfully, with a combination of cash prizes and bottles of wine plus perpetual trophies to the winners. New this year was a trophy for the Marcus event thanks to the Beales family.

Many thanks to the BMFA London Area for providing support in the running of this event.

Results

8 oz Wakefield: – 5 entries

1 st Ron Marking	4.30 + 1.02	Lim Joon	2 nd John Andrews	4.30 + 0.46	Korda
3 rd Peter Jackson	4.11				

4 oz Wakefield – 2 entries, 1 score returned

1 st Rex Oldridge	3.38	Northern Arrow
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Marcus Lightweight - 4 entries

1 st Peter Hall	4.30 + 1.29	Dynamite	2 nd Martin Stagg	4.30 + 1.27	Dynamite
3 rd John Lancaster	3.32	RAFF V			

(pictures by Don Thompson)

Ray Elliott

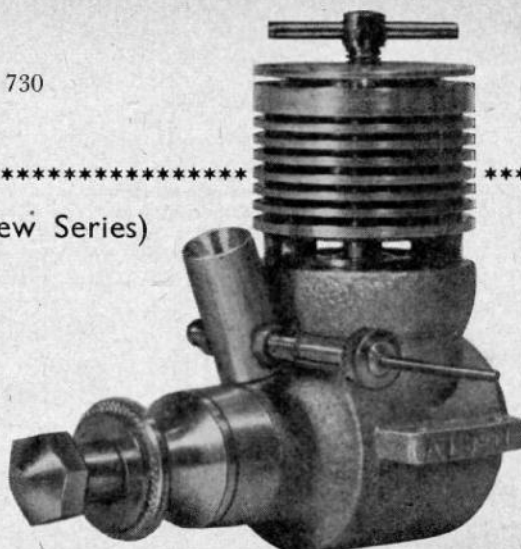
AERO
MODELLER

730

ENGINE ANALYSIS No. 5 (New Series)

By Ron Warring

THE MARK 11

OLIVER
TIGER

THE new Oliver 2.5 c.c. aero-motor is a most impressive power plant. It is, in fact, a model aircraft version of a famous British model car engine. What the Dooling is to speed fans in the 5 c.c. and 10 c.c. class, the Oliver is in the smaller class. It has all the characteristics of a racing engine. It "Explodes" into life on starting and the distinctive crackle of the exhaust is akin to that normally associated with McCoys and Doolings rather than a small capacity diesel.

Truly the Oliver has been designed and built by model engineers, and highly competent model engineers at that. Workmanship and finish is first class, and the whole job gives one a feeling of here is a power plant produced by someone who really knows his job.

Starting was particularly easy. Procedure adopted was generous choking with the compression slackened off somewhat and a smart flick of the propeller. Hand starting was used on all test runs, even with the smallest sizes of propeller,

and was accomplished with the minimum of trouble in each case. The Oliver bursts into rough running which then settles into high speed bursts with "missing" when the compression is increased again until smooth running is obtained. Both the compression setting and the needle valve adjustment were delightfully non-critical.

The Oliver ran smoothly and steadily at all speeds tested. It was just as happy at 8,000 r.p.m. as batting round at 14,000 r.p.m. The controls, however, come in for a certain amount of criticism. The contra-piston is a tight fit in the cylinder and the usual tommy bar adjusting lever is close to the cylinder head. The top of the cylinder itself gets hot quite quickly after starting and so adjustment of the compression can be difficult and uncomfortable. And when there is a propeller spinning round at some fantastic revs just an inch or so away, caution is the watchword! It would be better, in fact, if the compression control lever was angled upwards, V-fashion, as in some other motors, so that it could be grasped more readily.

OLIVER TIGER Mk. II

Displacement, 2.5 c.c. (0.150 cu. in.).

Bore, .550 in.

Stroke, .625 in.

Bore/stroke ratio, 0.88.

Bare weight, 6½ ounces (less tank and propeller).

Mounting—beam, ⅜ in. x 1 ⅜ in.

Material Specification

Crankcase, LAC.113.B.

Cylinder liner, EN.8 steel.

Cylinder jacket integral head), aluminium alloy.

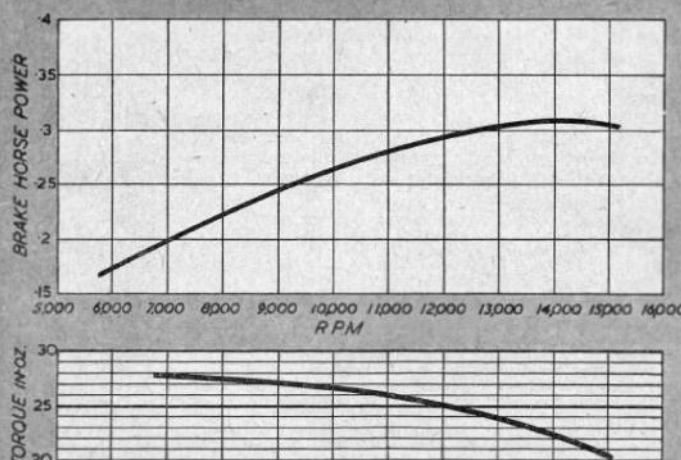
Piston, 'Uniflow', cast iron.

Contra piston, cast iron.

Manufacturers

J. A. Oliver (Engineering),
136, Radford Road, Nottingham.

Retail price: £6. 10s. 0d.



The choke tube (crankshaft rotary valve) is screwed into the crankcase casting and can be slackened off slightly to angle the needle valve back away from the propeller disc—another wise precaution. Before the writer realised this, and using the engine as supplied with the needle valve mounted on the left hand side of the engine, he had drawn blood on the protruding end of the needle valve in flicking the propeller over. The needle valve control is *much* too near the propeller disc for comfortable handling unless angled back and it is doubtful that the control could be reassembled on the (normal) right hand side and still be angled back far enough by twisting the choke tube without danger of stripping the threads. A small point, perhaps, but this is a noisy, powerful motor which literally warns people to keep their fingers away from the propeller disc.

Highest 2.5 c.c. Torque

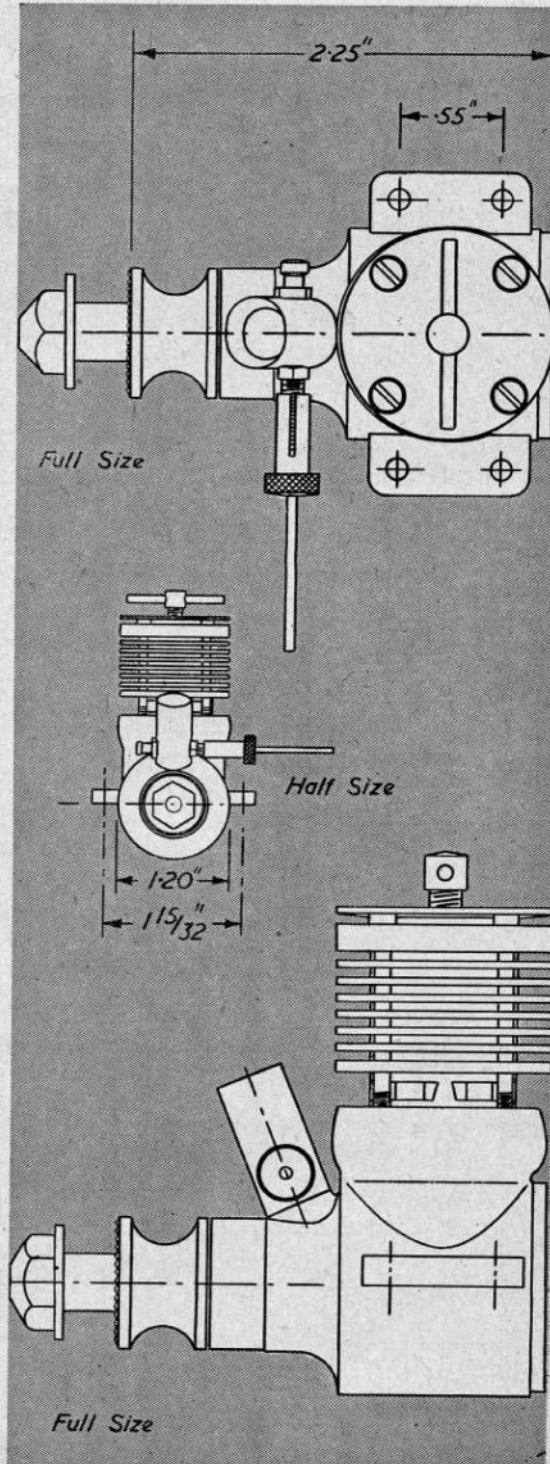
Torque figures achieved on test were higher than those of engines of similar size so far handled in this new series, and the main graph summarises power output characteristics over a wide range of speeds. These figures should be comparable with data published in the previous AEROMODELLER series.

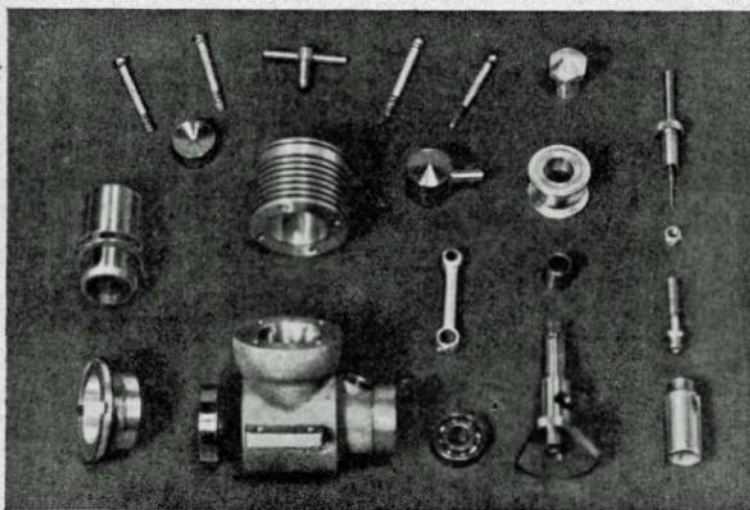
Even better results might be achieved with an Oliver run in for a longer period. There was still a slight trace of stiffness in the bore after a running-in time of over one hour, but the resulting peak B.H.P. determined in excess of 0.3 must rate the Oliver as a very powerful motor for its size—perhaps the most powerful in its class.

Being a racing engine its main appeal will, undoubtedly, be to the control line speed fan. Here, no doubt, the propeller speed figures will be of interest. All the tests were made on a standard fuel—Mercury No. 8. Actual propeller test figures have been related in the form of a graph showing the speeds relative to a different range of propeller diameters and pitches. These graphs must be regarded as approximate and a selection of actual test figures are given for comparison. The graph should, however, be a guide for control line speed design.

From the tests one would anticipate a maximum speed of somewhat in excess of 90 m.p.h. with a 6 or 7 inch propeller, diameter being trimmed for the motor to run at peak r.p.m. in the air, which is in the region of 14,000. Actually, in practice, these figures could probably be bettered, especially using a different fuel with added amyl nitrate, or even by giving a longer running-in period. The figures given are the minimum that could be expected. Personally, we would say that the Oliver is a potential 100 m.p.h. plus engine.

The makers recommend a "doped" fuel for normal operation, consisting of Mills diesel fuel: ether in the ratio 2:1, plus 3 per cent. amyl nitrate. On test we found this fuel gave more critical adjustment for smooth running, with a





Taken apart, the Oliver Tiger Mk. II reveals a very high standard of workmanship. With the crankshaft mounted on two ball-races, this engine comes well within the racing class. Concessions have been made to overall weight for increased performance.

definite tendency to hunt at speeds below 10,000 r.p.m. With the same propeller, in fact, speeds tended to be lower with doped fuel below this mark, but some seven to ten per cent. higher above.

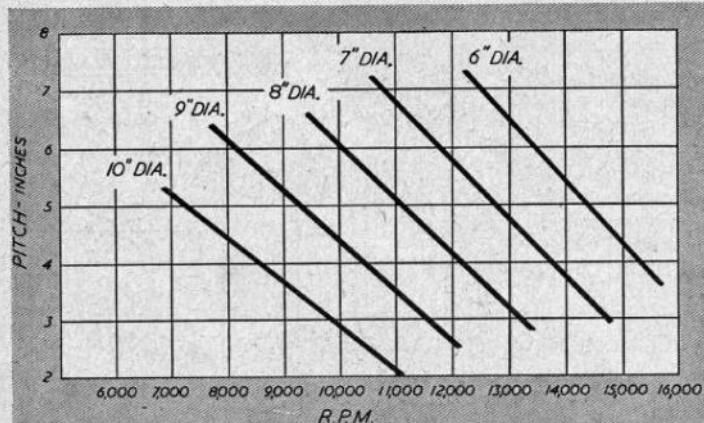
Fuel consumption was somewhat on the high side, as was only to be expected on a racing engine, but not exorbitantly so. No attempts were made in this case to measure actual consumption, but the makers quote a running time of 2 mins. 12 secs. per 15 c.c. of fuel at 14,000 r.p.m. This data should interest team race enthusiasts. For free flight we, personally, would favour a 9 x 4 propeller, although this would be operating the motor at below peak power. To make full use of the power available something like a 9 x 2 or 8 x 3 propeller would be called for.

Thinking of free flight use, a criticism can be levelled against the use of an alloy stub propeller shaft screwing on to the crankshaft. Maybe this is purely a personal preference but the writer has always preferred the smaller hole and simpler fixing resulting from locking the propeller directly on to

the end of the crankshaft. To accommodate a pitch of below 4 inches either the stub shaft must be shortened or extra packing washers used. The shaft itself, $\frac{1}{4}$ in., is of generous diameter and certainly robust enough. Incidentally, with the length of stub shaft provided, 6 in. pitch is the maximum safe thickness of propeller which can be accommodated without cutting back the propeller hub itself. Use of the stub shaft calls for a $\frac{1}{8}$ in. diameter clearance hole through the propeller.

Of the main constructional features of interest, the crankcase is cast in LAC. 113 B alloy, whilst the cylinder liner is EN.8 steel in an aluminium alloy cylinder casing. The assembly is held by four screws from the top of the cylinder casing down into the crankcase. Incidentally, the fit of the cylinder liner in its casing is as good as the piston-cylinder fit on many engines. The hold-down screws have a slight tendency to loosen up after prolonged running and need re-tightening periodically.

Summarising we would rate the Oliver an excellent engine for the competition-minded enthusiast who is after top performance and does not mind paying the high initial price for a power plant which should give him long and faithful service. Being individually made and tested, consistency is more or less automatically guaranteed.



PROPELLER TESTS

10 x 4	...	8,650 r.p.m.
10 x 3	...	9,800 r.p.m.
9 x 6	...	8,450 r.p.m.
9 x 5	...	9,400 r.p.m.
9 x 3	...	11,400 r.p.m.
8 x 6	...	9,950 r.p.m.
8 x 4	...	12,200 r.p.m.
7 x 6	...	11,800 r.p.m.
7 x 4	...	13,750 r.p.m.

Test propellers used, carved wood type, constant geometric pitch, normal outline, parallel blades with squared tips.

Recommended propellers :

Free flight : 9 x 4 or 9 x 3.
Control line speed : 6 $\frac{1}{2}$ or 7 in. pitch (diameter trimmed for operational r.p.m. (static) of around 12,500 r.p.m.).

The Ramblings of a rough FF Model Builder

It was with great interest that I read John Thompson's article on the Tototl in the April Clarion. He stated that not many of this Mexican design could have been built, I think he was right, but when I was 15 I was one of the few.

I was lucky or unlucky enough to be born in Cranfield, lucky if you were into aeromodelling, unlucky if you craved the city life. The airfield at Cranfield was, at the time, open to anyone after the College of Aeronautics finished work in the evenings and at weekends. This included modellers, ton up motorcyclists using the mile long main runway as a drag strip and learner drivers using the perimeter track as a driving school.

I started model making at about the age of 13 making a variety of mainly Kiel Kraft designs, Hurricane, Dolphin, Soarer Baby and Invader, none of which flew very successfully. This was mainly through rushing to get out with them and also having no club or experts to offer advice, there were just a few lads all trying their best. Then for Christmas that year, 1957, I was presented with an Allbon Dart and a DC Ballerina. This model was a godsend to me as it was easy to build, although I'm sure pretty rough, but it flew!



In 1958 the World Power Championships were held at Cranfield. Although I had been to the 1956 event as I was now an "Aeromodeller" I was up the drome for all the practice days and the competition itself. This completely changed my modeling outlook, it was contest power for me! For Christmas that year I was presented with a Webra Mach 1. I searched the Aeromodeller Plans Catalogue and for some reason decided on the Tototl. The model was finished and up the drome we went the first calm evening. Two problems, one was I had no idea how to trim any sort of contest power model, the other was controlling the power of the engine. Never mind, with plenty advice from my mates and copious amounts of

packing, it was decided to give it a go. With lowish power and short run with the Elmic timer it actually climbed, the glide was awful, but it had made a flight!! Two more similar flights followed, then with much egging from the gang we decided to give it the works. Full power, 15 sec run. It climbed vertically for the first 100 feet or so before turning over on its back and coming straight down with the Webra screaming till the model exploded, luckily just off the runway. The engine survived.



After this disaster I made a couple of other AM designs, Slick Stick and Dream Weaver, neither successful, but with a diversion from power I built an XL 56b Wakefield design. The glide was very good (my building skills were improving), but the skills of prop carving were beyond me, therefore the overall performance was not contest winning.



For Christmas 1959, I was presented with a Dixielander. What joy this was, easy to build and following George Fuller's trimming instructions, and with my trusty Webra, it flew straight from the box. I spent the whole Summer of 1960 flying this model. The picture is of my brother. 1960 of course was the year of the last World Power Championships to be held at Cranfield. During the practice days we befriended Bond Baker, he won the Wakefield at Cranfield in 1958. During the day he used our bikes for retrieving and posed for us with his model with which he came third in 1958. I had a couple of flights with the Dixie which must have worried a few of the competitors seeing it from a distance.

That Christmas I became the proud owner of an Oliver Tiger for which I built a Pulteri to FAI spec. This performed very well, but within months my modeling days were over replaced by girls and youth clubs. After getting married I built a couple small models for my son, and in the early seventies I built another Dixie with a Cox Special which got in the fly off at the South Midlands Rally.

That was it with models till I retired when I built a couple of radio control models using the latest lightweight technology. Half a mile from where I live is a large area of common land where a group of radio modelers fly,



even with all their help I was never any good at it. So when Ian Middlemiss of Peterborough told me of the new E36 spec I decided to have a go. I designed my model and entered a couple of comps last year thinking it was a doddle. I soon found out it wasn't. Although I have designed my plane from scratch, from the pictures I've seen they are all very similar, although mine is all balsa and tissue covered and now up to Mk5. The guys down the field think I'm mad, a 70 year old chasing after free flight models, but they are always interested.

Well hopefully I will be at Middle Wallop on 27th April

Gerald Williamsom

Joke: Jim Paton

Two ageing aeromodellers are chatting in the pub. One is terminally ill. The other tells him, "When you die let me know if there is any flying up there." Soon after, his friend dies, and the next night he appears to him in a dream. "It's great up here" says his friend. "I have some good news and bad news for you. The good news is that there are lots of our old mates here. The thermals are amazing, the sun always shines and the celestial wind is always less than 5mph. A pair of wings make light of retrievals, and the farmers don't object either. Balsa is best quality, rubber is better than Tan 2 May 98 and there is a competition on every Sunday.

The bad news is, there is a competition on at Heavenly Wallop next Sunday and you are in the team."

I found this in the Wall Street Journal and I wanted to share it with you.

This article brings back to mind one of my dear model airplane friends, Carl Spielmaker (Grand Rapids, MI), who fired up an old ignition job with a box camera attached and timed it to take a photo once the plane was in the air (circa 1952).

I stood there at age 13 amazed and wanted to build model airplanes, just from that experience. Now, I guess as time creeps away from me, and I gave up my hobby and my work bench years ago, I'd give anything, anything, to be young once again and bide my time and knowledge in flying drones. There's something good here in drones.

Try this link

<http://online.wsj.com/news/articles/SB10001424052702303847804579481281535674284?KEYWORDS=drones&mg=reno64-wsj>

FAA Unswayed by Do-Good Drones

Missing-Persons Search Group Fights Agency Order to Stop Using the Devices

By JACK NICAS

A Texas group that searches for missing people is fighting a Federal Aviation Administration order to stop using drones for its searches, adding a new challenge to the agency's authority to prohibit drones in the U.S.

The group, **Texas EquuSearch**, has been using small drones, or unmanned aircraft, since 2006 to map search areas and conduct searches itself. In February, the FAA in an email ordered the group to stop immediately.

The FAA says it must limit the use of drones to preserve air safety.

Texas EquuSearch last month responded with a letter to the FAA asserting the agency has no legal authority to prohibit drone use and threatening to take legal action if the agency didn't rescind its order in 30 days.

The spat could further embolden entrepreneurs and companies that are growing restless with the FAA's pace in setting rules for unmanned aircraft.

The FAA effectively bans commercial use of drones in the continental U.S., and has been sending cease-and-desist letters to companies and individuals it suspects are violating that policy, including aerial photographers, journalism professors and tornado researchers, according to

the letters, which were obtained by The Wall Street Journal.

The FAA says it must limit the use of drones to preserve the safety of the national airspace, at least until it finalizes rules for small drones in the U.S., which isn't expected until late 2015 at the earliest.

But the drone industry and its advocates are challenging the agency's legal authority to regulate drones at all. Last month, they won a significant victory when a federal administrative-law judge ruled that commercial drones are, in effect, already legal in the U.S.

Tim Miller, who founded Texas EquuSearch after his daughter was abducted in 2000, said drones "save a tremendous amount of time" in mapping search areas for missing-person searches, "and we know in the very beginning that time is very, very important." In about a dozen cases, drones have directly "located bodies we never would have found," he said.

In 2012, for instance, Texas EquuSearch brought in its volunteer drone pilot Gene Robinson and his 4-pound drone as authorities were wrapping up a dayslong search for a 2-year-old boy in southwest Texas. Within hours, the drone spotted a red shirt in a swampy area that led to the discovery of the boy's body.

The February email to Texas EquuSearch from Alvin Brunner, an FAA aviation safety inspector, said: "I understand the pressure to get [drones] integrated into

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FAA Challenged on Drone Prohibition

Continued from page B1

the [national airspace] is mounting, but it must not be at the sacrifice of what is right or safe."

The group halted its use of drones in response. But it hired Brendan Schulman, a New York lawyer and drone enthusiast, to challenge the order. "There is no basis whatsoever, in law, in policy, or in common sense, to prohibit the operation of a model aircraft for volunteer search and rescue activities," Mr. Schulman wrote in his March 17 letter to the FAA.

Texas EquuSearch plans to sue the FAA in federal court if the agency doesn't rescind its order, he said in an interview.

The FAA said it must authorize anyone who wants to operate a drone in the U.S.—unless it is for recreation—and that Texas EquuSearch should obtain "emergency certificates of authorization" from the agency for its missions. The FAA grants those emergency authorizations only to police departments, public universities, or other public entities that already hold certificates for nonemergency use.

The FAA said Texas EquuSearch should try to find one of

the more than 500 eligible certificate holders to sponsor its searches, such as a law-enforcement agency involved in a search that also holds an FAA authorization for drone use. It said it issued an emergency authorization within hours last year to the California National Guard to monitor the Rim Fire in the Sierra Nevada.

The agency said it planned to respond to Texas EquuSearch's letter.

Mr. Schulman also represented the man who successfully challenged the FAA's first fine for operating a drone. The Austrian videographer was hit with a \$10,000 penalty for allegedly operating a drone recklessly while filming in Virginia.

Last month, administrative law judge Patrick Geraghty with the National Transportation Safety Board overturned the fine, ruling that the FAA has issued nonbinding safety guidelines and policy notices for such aircraft but "no enforceable FAA rule."

Mr. Geraghty deemed commercial drones to be the same legally as model aircraft, which he wrote aren't considered aircraft under federal law—in part

because the FAA itself historically hasn't required model aircraft to comply with its rules for manned aircraft. If the FAA's argument that all types of flying devices are aircraft, the judge wrote, then the agency should also regulate "paper aircraft, or a toy balsa wood glider."

The FAA has appealed to the full board and said the ruling by the administrative law judge is stayed until the NTSB's full board rules. The agency has said: "Anyone who wants to fly an aircraft—manned or unmanned—in U.S. airspace needs some level of authorization from the FAA."

Mr. Geraghty's ruling has helped fuel the ambitions of some drone entrepreneurs.

Steve Klindworth, chief executive of drone retailer UAV Direct, said sales have surged more than 25% to about \$10,000 a day since the ruling. Dozens of people, including photographers, real-estate agents and roof inspectors, have called to inquire about drones under the perception that they are now legal for commercial use. "They're emboldened and we have to tell them to use caution," he said.



The drone industry is challenging the FAA's legal authority to regulate drones. Gene Robinson, right, launches a drone as Jacob Elson handles the controls. Mr. Robinson is a volunteer drone pilot for Texas EquuSearch.

Robert McKeon

(from:- Readers Letters Aeromodeller Mar'54)

Still air?—again

DEAR SIR,

Two aspects of "still air" flying have not yet been mentioned by your correspondents.

I have had many models whose contest performances did not seem to bear out their "still air" flying. I too have a Nordic which put up consistent 2:20 flights from a 150-ft. towline in "still air." As the "still air" in this instance was at 10.30 p.m. on a coldish night, *with a heavy dew falling*, no one will ever convince me that there was any lift present *at all*.

What I do think, however, is that even the slightest air turbulence has a more detrimental effect upon a model's performance than we perhaps realise, and that therefore still air in itself is a considerable benefit. My Nordic in particular really "sits in a groove" in dead still air, and its circular flight has a mathematical precision.

I am also convinced that air density has a considerable effect on a model's performance. In other words, the colder or more humid the air, the denser it will be, with proportionately beneficial effect.

This would mean that the colder evening air would tend to boost performance, and would also explain the excellent performance of my models on those very still, bitterly cold and frosty winter days.

In particular, however, I should say that excessive humidity has the greatest beneficial effect, and it is in warm "muggy" weather with perhaps even a little fine drizzle, that my models really seem to excel. The loss of density in this case due to higher temperature would be more than compensated by the greater ability of warm air to hold moisture.

These conclusions are supported by the fact that in cricket a fast bowler of the Bedser calibre is able to move the ball in the air to a much greater extent in a humid atmosphere, and at the moment I read of the England fieldsmen having difficulty in adjusting themselves to the quicker flight of the ball through the hotter, and consequently thinner, West Indian atmosphere.

If it makes a difference to a cricket ball, it must make a difference to a model aircraft.

Kingsbury.

J. BOWERMAN.

Further to the last Clarion where you had articles on the TOTOTL...

I actually built one in 1957 as a member of South Bristol MAC at that time, I remember taking it to Colerne for an area centralised comp. It was fitted with a Fuji 29 (cannot recollect if it was scaled up?) but the prop driver fell apart, so I flew my 'Olly-Creep' instead. Have no follow on memory.....

Bringing things up to date, this last year I have built a 150% version, which I name 'TOTOTL MAX', fitted with 650 watt brushless electric.

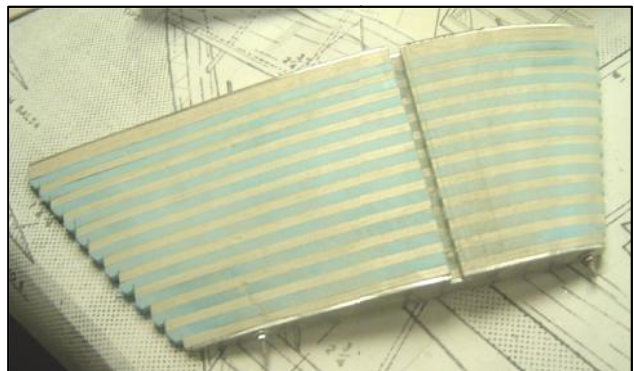
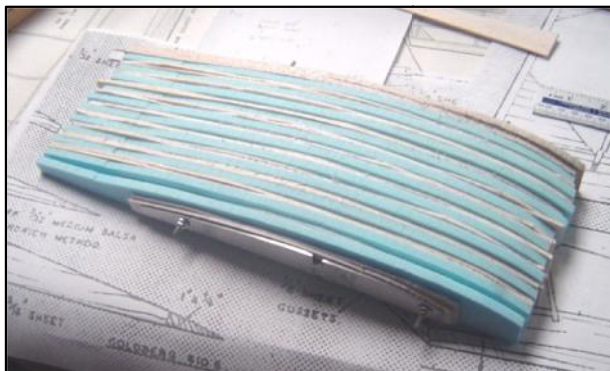


I used the copier in work to scale up direct from the Aeromodeller magazine. This involved a scalefactor of 7, this I achieved by setting the copier at 163 % , sellotape enlarged A3 sheets together and then repeat.....4 times.....

BEWARE, often copied sheets do distort.....

Pressed on regardless... built the wings...fine, until I place inboard sections back to back...calamity...leading edge sweep forward angles were different, almost 1" error at the tip dihedral joint. Too late, so that is how it is.

I make mention of how I made the wing ribs, sure make the batch as a sandwich.....but there is extreme taper, so what I did was to have the ribs in pairs, but then interspaced with 6 mm blue foam , which achieves the effect of reducing the virtual taper by 60%, see pictures below.



Flying.....

The CG seemed within tolerance, but as aligned, gave an uncontrollable stall.

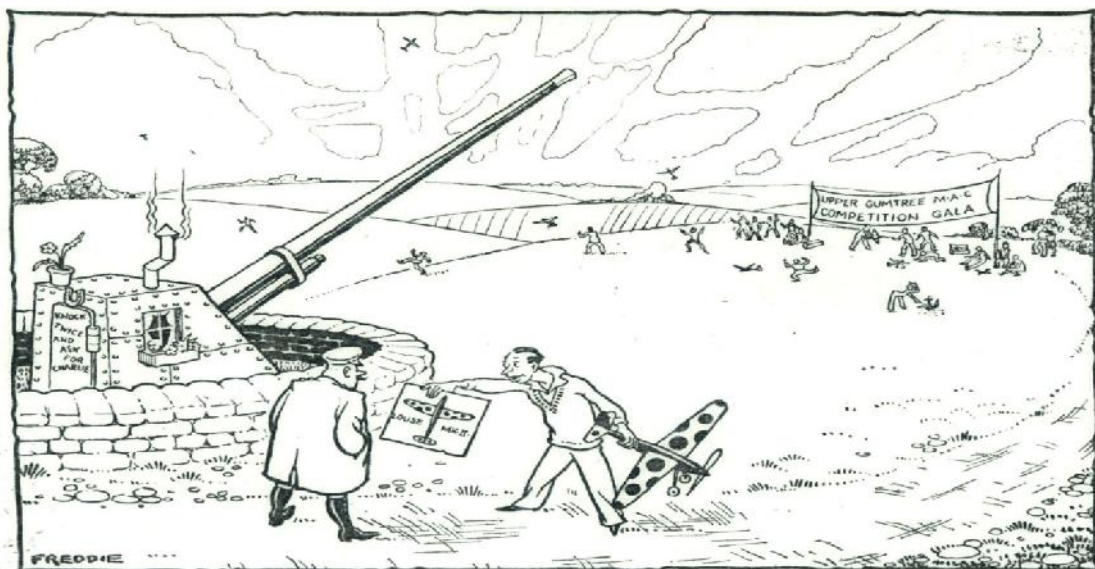
I have now lengthened the nose, moved motor and battery forward, but still not sufficient, so I've altered the longitudinal angle of incidence to the point where it has passed to negative.....not good. Now, although I can fly without a stall, it is still dangerous to control, the slightest disturbance and it is stall or tuck.....

What next, I think I will have to push the CG further forward and get the decalage correct, but don't like adding lead to a duration model.



I also have a 'RAMROD 1000', also 650 watt, but thankfully I don't seem to have any problems with that.

Bill Longley



"ALL — EXCEPT THAT!"



Aeromodeller Dec'76

Micro-dotty

Some of the most brilliant ideas seem, at their origin, to be completely whacky, like Edison talking through a piece of wire - though we often wish it had been when we get the whacking, if not whacky, telephone bill. But I am thinking mainly about the chap who, thinking of ways of taking the maxim of *simplicate and add lightness* to the nth degree, hit upon the brilliant notion of dope covering a very minimal airframe, but without the tissue. Just what he was after was not all that transparently obvious at first, but when his rather naked craft was still floating around the hangar catwalks long after its tissue covered rivals had feebly expired, his idea was quickly taken up, and now when we think of indoor flying, we think of microfilm.

Odd as it may seem, the microfilm model is not some new wonder of the age, like radio control or rice crispies, but was a fully developed sport way back in the early thirties. Indeed if you were to turn up at the old airship hangar with a 1935 design no one would believe you were there to hold a one man vintage comp. Anyway, all these years the micro thing has been ticking away like a gentle time bomb, unchanging as the homely hobby resolved into a rabid sport and the poor man's artefact became the rich man's toy. When at last the gaga public was treated to a show of the faltering flimsies on television it was all agog to come to eyeball grips with this 'see through' form of flight. Fashion all too often goes from one extreme to another, and the public is gasping for a change. It is many years since it underwent its baptism of fire on the radio ballistic ranges and it is now doubtful if the sight of twenty helicopters inverted would raise the pulse rate one blase beat.

But where to view these insect-like contraptions in full, action replay flight? Model flying, generally, has become somewhat elusive - going to ground in more ways than one - and nowhere are the preserves more sanctified than where their microfilmies are flown. They are even reluctant to let the flyers in, let alone the stampeding public. The mere thought of the thermic devastation that could be caused by John Citizen in holiday mood is enough to precipitate a mass leap from the catwalks. Think of the conflicting currents set up by a battery of hot dogs on one side and a concentration of ice lollies on the other, let alone the random radiations from all those perspiring bodies. And what would the model flyer say if his record attempt were to be disallowed because of a following updraught from the bodies below? Far from encouraging people into the area, there are already purists who are thinking in terms of putting the modellers themselves behind a perspex screen, working through mechanical arms, as in a radio-active laboratory.

Glue-it-Yourself

Back in the old days when the modeller was first and foremost a fabricator of flying machines, it was taken for granted, in an honourable hobby, that his contraption, be it modest or earth shaking (?), was, in the pavement artist's vernacular, *All me own work*. Since that time much of the workbench onus has been taken on by commercial interests to the point where the model flyer is just a consumer factor in the Toy Trade. How the old purist sneered at the racks of shaped and graded balsa wood. *That's not model building*, he would snort, *That's jigsaw*. But what would he make of today's helpful goodies: the glass fibre fuselages, plastic wing ribs and Action Man pilots? Like any real mechanic, he would do his nut.

Still, the old religions die hard, and somewhere in the rule book there is some vague wording about those parts which must be built by the flyer; though just what goes on under the plastic film, false or fabricated, is anyone's guess.

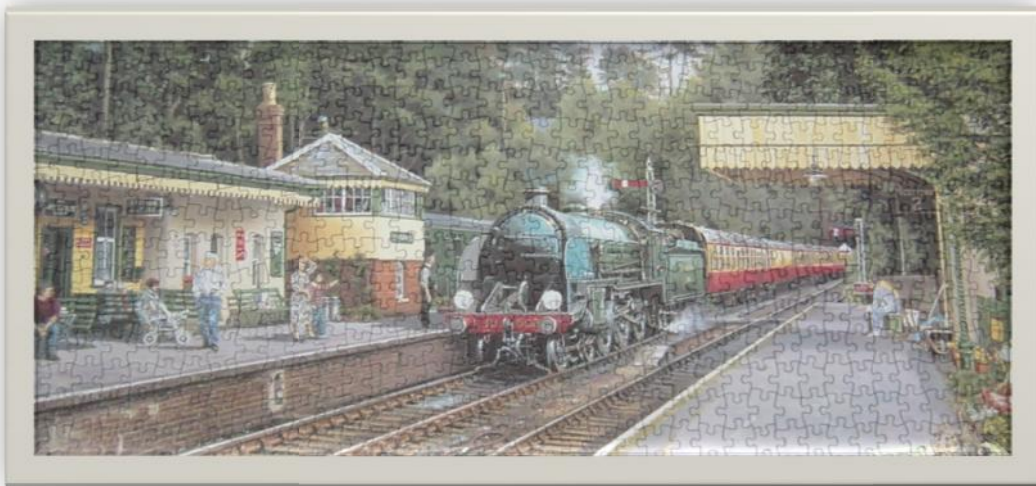
What I think we are likely to get in the future, as a follow up to vintage, is a 'Build it Yourself' movement, in which the enthusiasts parade and fly fully built up, non commercial models, whilst all about the models are being built and flown by computers, probably on some hourly-hire basis.

Pylonius

I have a second 'Other Hobby', this second hobby definitely revolves around winter evening activities. Over the years, a large collection of steam train puzzles has been acquired and once the dark evenings start, the puzzle board comes out. I've lost count of the quantity, but there must be well over 150 of all different shapes & sizes - but no diesels or electrics!



Coming from the background of a railway family, some degree of involvement in railways was inevitable, so puzzles comprise part of the household steam heritage - another part of which is a reasonably extensive library of some 500 plus steam rail related books.



Over the years, my wife has become quite accustomed to family holidays that somehow include a visit to a restored steam railway! The books relate back to childhood memories when hours & hours were spent in pursuit of engine numbers & steam engines.

We lived in Wolverton - the main home of carriage & wagon building for the old LMS. The town was located on what is now the West Coast main line, some 50 miles north of London. From where we lived, it was easy to cycle west to Finmere - about 12 miles, to the Great Central Line or a bit further to the old Great Western line to Birmingham.

Going east, Bedford was only a 16 mile ride to see the Midland main line & a further few miles to Sandy for the LNER, so we had all regions covered apart from the Southern. Those were the days when a one penny platform ticket allowed us to sit on a conveniently placed luggage trolley for hours, taking numbers.



Coal Tank at Bletchley Shed



Elizabethan Express & Train Spotters

The natural allegiance was the LMS, but the LNER came close - to be on the platform end at Sandy watching a Gresley A4 "Streak" coming through at close on 100 mph at the head of the "Elizabethan", with its whistle going & hearing the Doppler effect of the noise was something else. I can still close my eyes & visualise it all. Going south to Bletchley - a mere 8 miles, would take us to the nearest shed, where we could sit on the shed wall & observe everything. Very occasionally, a friendly driver on station pilot duty would give us a few rides, invariably in the cab of an ancient loco serving out its remaining days - all good fun & highly enjoyable. The Southern didn't get entirely missed, as I had a cousin living in Winchester. Once or twice a year my Mother would visit with me in tow, so across London on the Underground to Waterloo & the sight of Bulleid's "Spam Cans" was quite different. For a "treat" my Aunt once took us round Eastleigh Works on an open day - I must have been around 9 or 10 at the time. Marvellous - the works were in full operation with repairs being carried out - bit like Dante's Inferno in places, with fire, smoke & steam all around. Nostalgia perhaps but definitely good times!



Stanier 'Coronation' class Pacific (4-6-2) at Wembley Central

Roger Newman



Norman Marcus (CDMAC) launches 'Screwball' in 1950 at Chattri in the South Coast Gala



Bob Ladd launches his Power Model at the same event



Norman Marcus and 'Screwball' again, same event



Norman Marcus & Bob Ladd with the spoils won at the Chattri South Coast Gala 1950



**Group at the 1950 South Coast Gala at Chattri
L to R: Roger Aubertin, Norman Marcus, Bob Ladd, Odette Pin and Stuart Davies
Aubertin & Pinn were over from Monaco for the Wakefield Cup at Cranfield**



**The then Queen Mary and Princess Margaret with Dr. A.P.Thurston
visiting the 1948 Northern Heights Gala at Langley
Dr Thurston was President of the Northern Heights Club**

Keith Miller

I had booked accommodation for the Saturday night before the Sunday event so, even though the XC Weather forecast was diabolical, the wife and I travelled down to the Andover Premier Inn. I had made a few preparations, I had even repaired my broken 'Jaguar' propeller but, as it had crashed last year due to a displaced rudder trim tab, I would not be able to fly it without testing.

The 'Jaguar' propeller has had a hard life, it's had a new hub and each blade has been broken off since and repaired, it looks a real mess and next breakage will need a replacement, assuming the rest of the model survives.



When I had to replace the hub, I just flattened off the ends of the two blades and butt jointed them with cyno onto a new piece of wood. When the blades broke I just pushed the broken bits together with cyno again. For reinforcement I cut slots in one side of the joint before gluing, using a doubled hacksaw blade, then after gluing I extend the slot into the other side of the joint and press in a piece of 1/16 ply. Looks a bit ugly but it seems to work, at least the second breaks are in different places.

Where was I, digressed again did I not. Back to Wallop.

We awoke on the Sunday morning to the wet and windy weather as forecast, drove to Wallop and presented ourselves to the Cafe for breakfast, full English. We ate and sat watching the rain splashing on the balcony. The forecast had been promising light showers at first getting heavier as the day progressed. I formed a plan which was to fly at least one flight with my 'Korda' as soon as there was a break in the rain.

Eventually there was a break in the rain and we deserted the cafe and moved onto the field. By the time we parked the car it was raining again, so it became a waiting game. It took two short breaks in the showers before I managed to get the 'Korda' assembled and the winding jig set up. The next break it was up and at'em. The 1-30 max was easily achieved and on Rachel's return with the model the weather was still fine so, up and at'em again, two in the bag and back in the car. Raining again.

This is where the forecast went awry as just after lunch the sun came out and I had my third flight in good conditions, not the heavier showers that had been forecast when I consulted XC Weather the day before, but they were yet to come. Having maxed out early we retired back to the Museum Cafe for a pot of tea and cakes to await the fly-off.

On returning to the flight line we were informed that, due to the gathering black clouds we could fly-off ASAP. This is where my performance went back to norm. Winding like a man possessed as the rain began to fall, broken strands appeared just before full turns but I stuffed it in the model anyway. In my haste I had not realised how far the wind had veered and launched over the parked car line. The model lurched away and the turbulence and broken strands caused the model to stall badly then cavort about over the cars almost piling in before recovering just in time to D/T. But, turns out I had miss-set the tomy timer and D/T'd at 40secs and was down in 46. That was not the end of it, it was now raining quite hard so we elected to retrieve there and then in the car. The model was just off the peri track so I swung the car round and parked alongside. As I jumped out of the car the wind whipped up and the heavens opened and it rained buckets. By the time I was back in the car I was absolutely soaked. A dripping wet John boy picked up 2nd place, a bottle and monetary prize at the prize presentation by which time it was fine again, all in a day's modelling I suppose.

I was parked alongside the brothers Taylor who were seemingly busier than I dodging the showers to get their flights in. I did manage to get a picture of them with Bob's chequerboard wing covering on his glider.

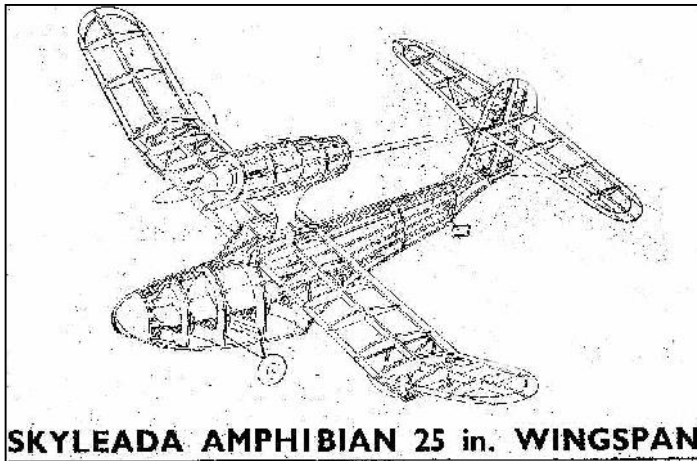


John Andrews

Report No. 43. Plans from Kits, British made, excluding scale, cont.

SKYLEADA continued.

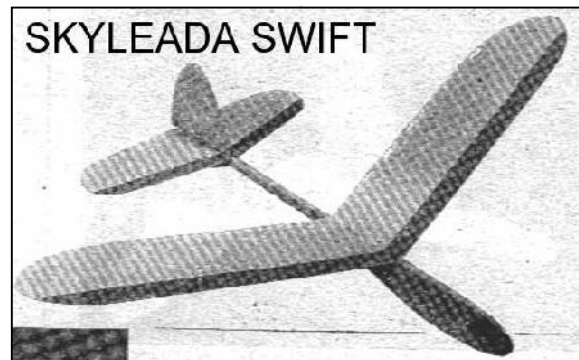
I ended last month with the Midge 14" glider and the 12" Tether Control Solid Glider for neither of which we had a plan or even a picture. Rather better off this month in that in all cases we have a picture and in most cases the plan.



The Skyleada Amphibian appeared in an advert in *Aeromodeller* March 1947. Charlie Jeffries in his "Water Wings" column in *SAM35* *Speaks* September 1996 shows a reduced plan and reports that a slightly beefed up model built by Lindsey Smith performed faultlessly and would R.O.W.

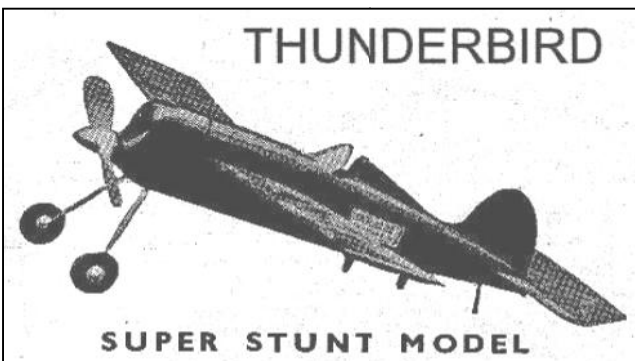
The design is thought to be by the well known Ron Warring.

Full size plan available from SAM1066 and Pete Williams.

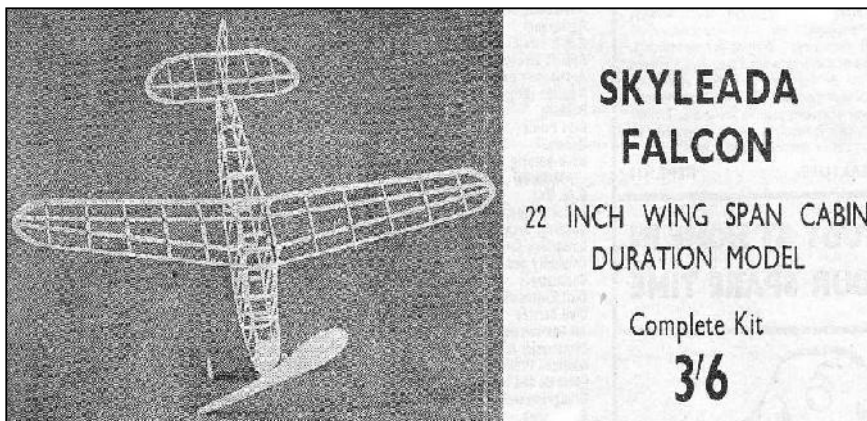


1947 also brought the Cavalier 30" rubber job, plan available from SAM1066, and the Swift 20" HLG.

No plan has surfaced for the Swift, perhaps there never was one, just assembly instructions and all pre-cut parts, does anyone remember?



From 1948 to 49 it is all power, two free flights models, the Zipper and the Junior Zipper and three control line models, the Thunderbird, the Flying Wing Controliner and the Comet. Plans for all are available.



SKYLEADA FALCON

22 INCH WING SPAN CABIN
DURATION MODEL

Complete Kit

3/6

A couple of months ago I showed a picture of the Swallow 20" rubber job with wire undercart from 1939 which in 1942 became the Falcon with plywood undercart. The Falcon reappears in Aeromodeller November 1947 now at 22" span and

back with a wire undercart, see SAM Yearbook No. 12 for a reduced drawing.

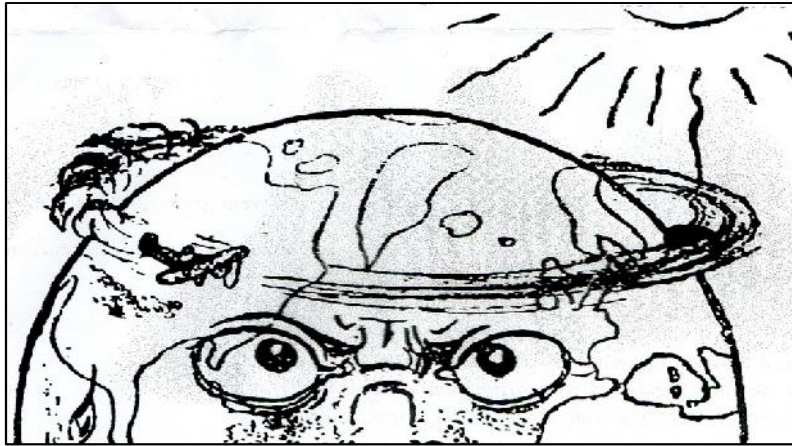
Skyleada Kit	Span	Notes	Designer	Plan
Skyleada Amphibian	25	Rubber	Warring R	SAM1066
Cavalier	30	Rubber	Kelsey Pete	SAM1066
Swift	20	HLG		
Falcon, 1947	22	Rubber	Kelsey Pete	SYB12 Reduced Drg
Thunderbird	29	Control Line	Kelsey Pete	Derick Scott
Zipper	44	Power	Kelsey Pete	SAM1066
Flying Wing Controliner	30	Control Line	Kelsey Pete	Derick Scott
Junior Zipper	31	Power	Kelsey Pete	SAM1066
Comet	20	Control Line	Kelsey Pete	Derick Scott

Just two plans sought the Swift and the Falcon 1947.

We recently received a bulk donation of Vol Libre magazines which leaves just the following issues required, Nos 1, 10, 24, 35, 78, 98, 129, 160 and from 184 through to the end of publication, possibly No 200.

Contact Roy Tiller, tel 01202 511309, email roy.tiller@ntlworld.com

Roy Tiller



If friend Martyn Pressnell was looking to "start something" (Tototl, May Clarion), then let's all dive in. If my theory is rubbish it won't worry me in the least!

As aerobods we've all read a few Met books in our time, and as far as the circulation of air is concerned it is a "given" that: In the Northern Hemisphere high pressure (descending air) moves clockwise and low pressure (warmer air going up) circles anticlockwise; and that these directions are reversed in the Southern Hemisphere.

It's all to do with that spinning earth.

Like Martyn, I too have found that basin plugholes obey these rules of nature precisely...just so long as there are no bits and pieces half-blocking the plug-hole.

So far so good. But everything, I say again, everything, depends on your point of view, and oddly enough nobody (and no Meteorology book) ever tells you from what vantage point the observer will correctly observe this clockwise or anti clockwise circulation, it is assumed of course that it is from above, no doubt because that's where God and the Met-men (who sometimes seem to think they represent God) are sitting.

We humble humans in contrast are more likely to be looking up at the weather, (although down at the plug-hole).

On a day out aeromodelling, and bending our necks to gaze upwards, we are in an entirely different position from the men who write met-books: If we could see the molecules of air in a thermal, I am convinced that we would observe them (Northern Hemisphere) apparently going clockwise, but they are still turning left. If you need to be convinced, draw an anticlockwise spiral (low pressure in N.Hemi.) on a piece of perspex, then hold it above your head: If your model is trimmed to glide left, and it is in the thermal, then it will be travelling in the same direction, won't it, as the air? Could this be why most canny aeromodellers trim their creations to orbit right, to "go against the wind"? Look at a flock of gliders in a mass thermal stampede, and you'll see how it is.

Whether this "going into wind" makes any difference is however a moot point, and anyway you can never know in what part of a given thermal your model is situated. For completely other reasons I have often trimmed my models to turn left, not to thermal better or worse, but so that I can more easily recognize which one is mine.

As Martyn says, have a ponder.

Dick Twomey

No events to report as our next meeting at Middle Wallop will overlap the end of the month, but a few photos from the Crookham Gala on Salisbury Plain & a couple of lovely sunny days at Beaulieu on 4th & 8th May.

Our Chairman was flying on 8th May - photo shows his Y-Bar, which if my memory is correct got very rapidly to 603 ft on a 15 sec engine run, according to John's on board altimeter! He also flew a Creep which met with an unfortunate end, stalling off the glide & breaking the fuselage. Curiously the Creep was the first "real" power model that I built at the tender age of 15. Never did fly very well & it only had an Elfin 1.49.



Relaxed Chairman at Beaulieu

Dennis Underwood & I took some 8 models on the same day & flew most of them.

The "Fleet" photo shows Hi-Ball, Damsel, Pirate & Cocquette - all Dennis's.

Mine comprised Southern Dragon, Paageboy, Simplex 50 & a very old Azbug S4 which although not flown for some four years was equipped with a replacement Merlin as the original had a broken crank pin & flew exceedingly well.



The Fleet of models of Dennis Underwood's and Mine own

As mentioned last month, the Crookham Gala held on Salisbury Plain was only attended by the brave (or foolhardy) few. Pictures tell a thousand words.



The early morning misty set-up followed by a discourse on the weather



Jim Paton waits for good air



'Whoops' missed it

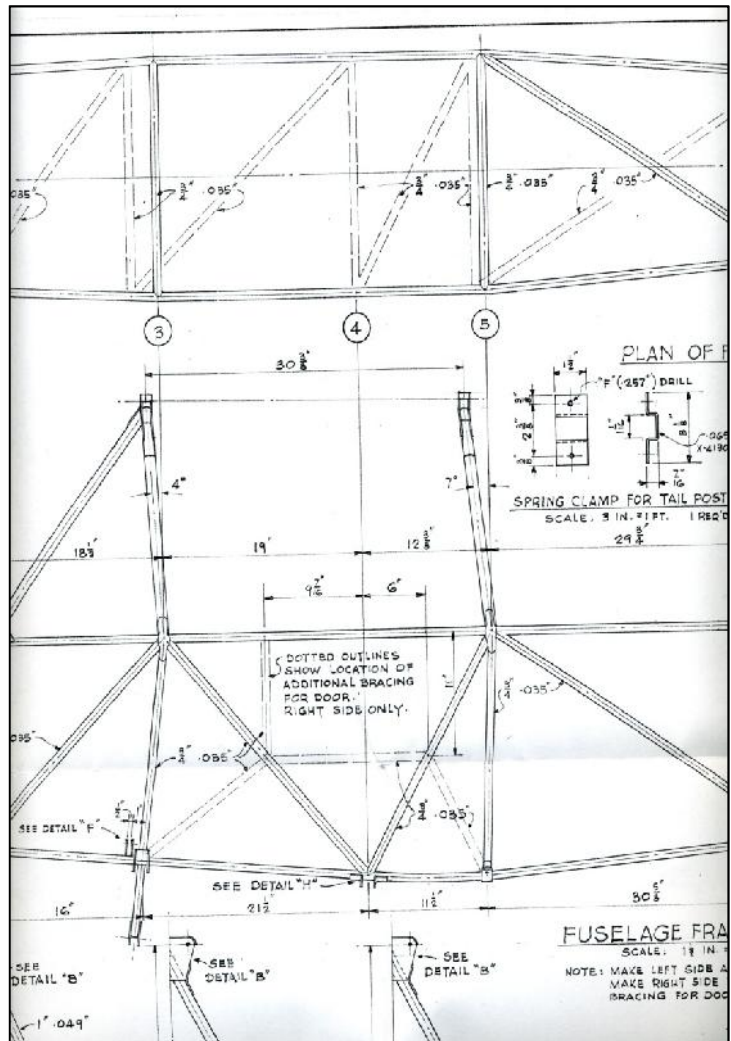
The long arm of coincidence - 1

At our recent Bournemouth Club meeting John Taylor gave me a small package of drawings & a covering letter, which he said he had been given by his neighbour - who incidentally is not a modeller. I forgot to ask John where his neighbour came across them! Anyway, the covering letter was from a gentleman living in Canada called Clarke Sheppard & mailed to our very own David Baker in 2002, who had previously sent information to Clarke. The package included a set of reduced scale drawings for a Corben Baby Ace. To quote an extract from Clarke's letter " ...it will take us back to the fifties, when I scratch built a couple of full scale aircraft, the first of which was the well known Corben Baby Ace, model C.

While working from the plans published in the American Mechanix Illustrated, I decided to redraw them in order to print & send them free of charge to anyone interested in building the aircraft. As a result they went to many countries, the UK included. Anyway, your generous act prompted a like reply.... I do hope you enjoy looking over the enclosed set".

Although not a model, the drawings will be added to our DBHL as they are proper engineering drawings & well worth preserving. One is appended to these notes as an example.

As mentioned, the mystery is how John's neighbour came to obtain them & unfortunately John is not around at present otherwise I'm sure he would throw light on the question - so answer next month.



The (very poor quality) photo reprint shows Clarke with his Playboy Senior in 1941 - his annotation on the back of the print indicates this was the first test glide & the photo was a "well aged" Brownie print!

(Editors note: Roger was not kidding, it really was a scan of a rough old print. This is the best I could do. 'Photo Shop' is an excellent programme but there are some miracles it cannot achieve)

The long arm of coincidence - 2

The first Sunday of May heralds the start of BMAS Club Comps. I made a valiant effort, resulting in almost total failure - as always - & didn't even get as far as putting my P30 Pongo together - for reasons detailed later! My Hervat got broke in the HLG/CLG comp at a very early stage but kindness of Club members in ignoring the builder of the model rule allowed me to "borrow" a model from Barbara Tiller & fly it. Much to my embarrassment, I went on to win with a last flight max!

However, to the long arm of coincidence again - took the usual crop of power models, including my much flown Baby Burd. As usual, it flew on rails but with a piece of a new hank of DT fuse on board. This burnt much slower than the fuse used previously, as a result the model caught a Beaulieu boomer & went on "for ever". I managed to keep it in view & eventually saw it DT - then lost it on the descent! A long tramp over the airfield revealed nothing, so in the end I gave up - went back & carried on with other models. Half an hour after getting home, the phone rang - call from Richard, who Dennis Underwood & I had met a couple of months previously when flying at Beaulieu. We had spent an hour or so chatting about modelling as it turned out that Richard "did a bit of modelling" & was interested to get some details on engine restoration as he had a couple of old engines. Anyway, the message was - "got your model, a friend of mine was passing Hatchet Pond (which is about $\frac{1}{2}$ mile from the airfield) & saw a tailplane sticking up so he retrieved it", phoned Richard to see if he knew of the person identified on the label! Happily Richard remembered me & called with the good news! He lives in a small village the other side of Lymington, so the following week we made the journey over to his place & spent a very enjoyable couple of hours with him talking about modelling, gardening & various other things. It turns out he also has built his own full size replica WWI airplane which is kept at Old Sarum & flies fairly regularly. Such is life.

What next for our disappearing airfields?

The news that RAF Barkston Heath has become unavailable - other than for the Nationals, is very disappointing for all free flight aficionados. This coupled with the reduction of our days at Middle Wallop this year doesn't bode well for the future & should give rise to some head scratching at BMFA HQ with regard to what comes next.

A little bit of research on the web found a website that lists all RAF airfields - active & inactive. A quick scan of the list revealed some 22 possible sites worth investigating further - quote "disused", some of which are already known by & used by free fliers, including North Luffenham & Sculthorpe. There does look to be one very nice field, still intact with runways & roughly square - Barford St John, but unfortunately used by the USAF as part of it's world wide electronic monitoring program as it's adjacent to RAF Croughton. The latter is a very active site, but Barford St John appears to be much less used & with the rapid movement of technology could be deemed obsolete in the not too distant future. Maybe worth keeping an ear to the ground but will we live long enough!



Barford St John airfield

Most of the inactive fields have been turned back to agriculture, many more to light industrial / housing development & a few to prison sites!

If anyone is interested, the website is listed as:

(http://www.homepages.mcb.net/bones/UK_Airfield_Catalogue/ukmenu.htm).

- not sure how up to date the information remains.

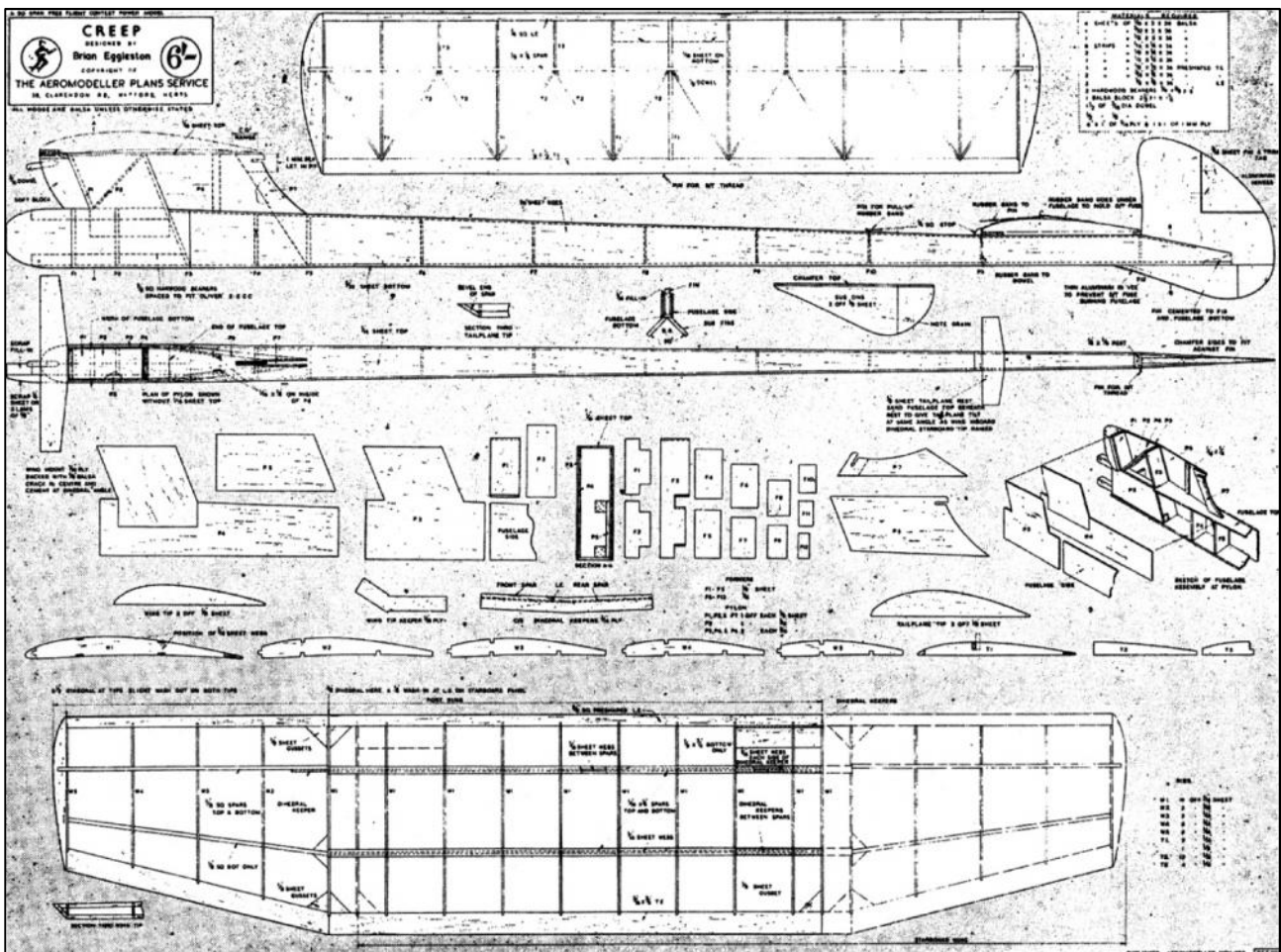
Plans & digital files etc - a brief update.

Most of the current plans listed in our DBHL are now scanned & I expect to receive a set of digital files from Roland Friestad in the next week or so. Both he & Derick Scott have done a fantastic job in scanning the paper plans & we owe them a great big vote of thanks. I have now to collate all the digital files & update the plan list to reflect the current scan status for both the DBHL & the CO-OP library files - many evenings of laborious cross referencing. However, the task is not yet complete! As mentioned last month, Brian Yearley is very kindly updating the list with the latest donation of plans & they still keep arriving, which means more scanning. Nevertheless, a great deal has been achieved by volunteer effort over the past three years or so. Hopefully there will be an updated list issued to our SAM1066 website later this year.

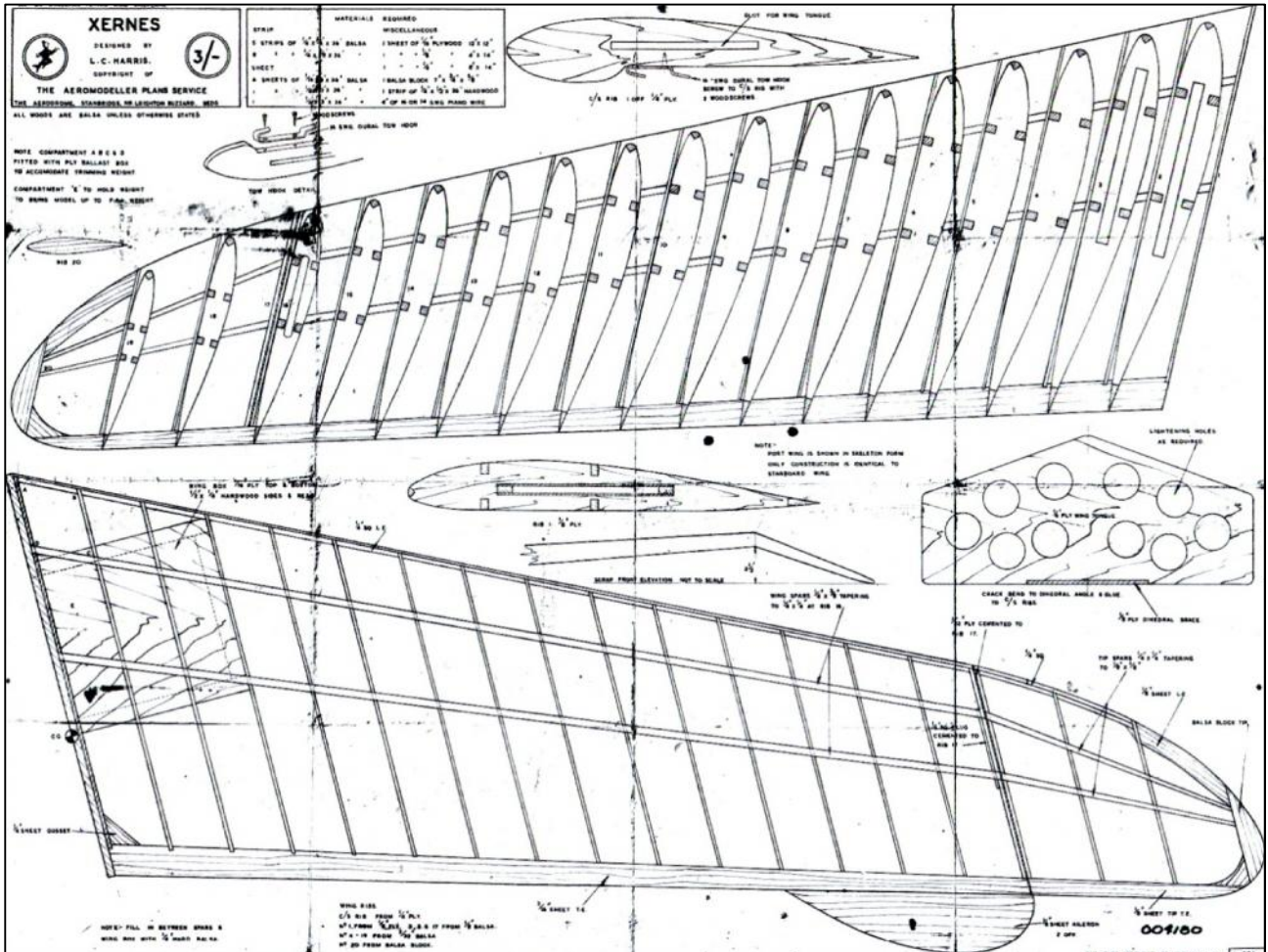
Plans from the Archive

Roger Newman

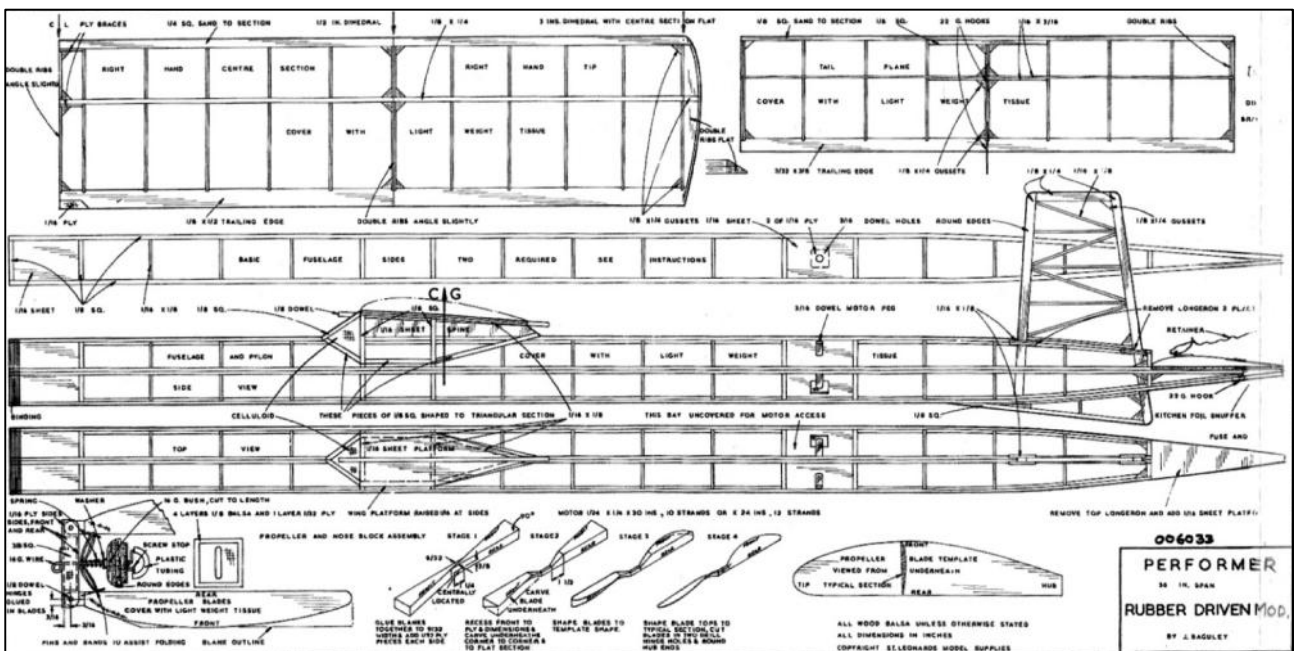
Power: has to be the Creep. Maybe I'll build another one day?



Glider: Xernes - a challenger to the Penumbra?



Rubber: Performer - one from the late Jim Baguley stable

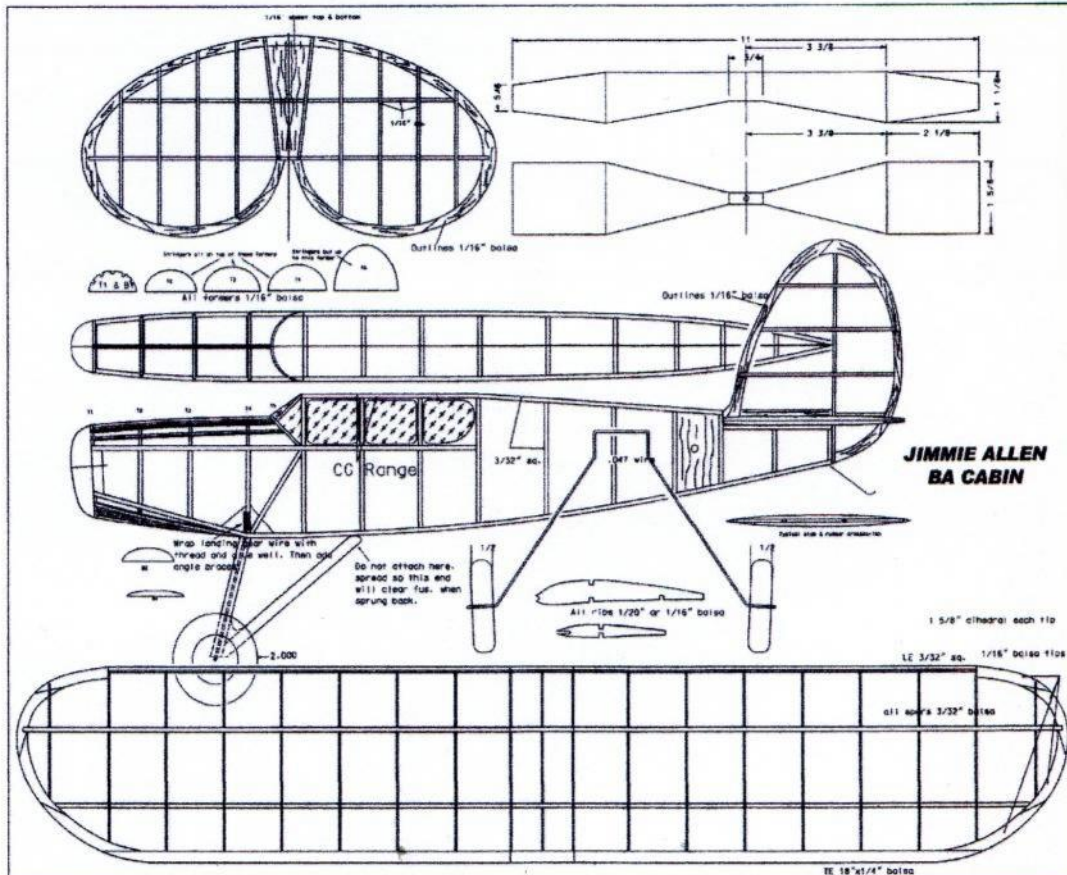


JIMMIE ALLEN 2014

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

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

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



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

J.A.BA Cabin aka Skokie 25" span

J.A.BA Parasol aka Racer 28" span

J.A. Monsoon Clipper 29" span

J.A. Silver Streak 32" span

J.A. Yellow Jacket 26" span

J.A. Bluebird 38" span

J.A.Special 20" span

J.A. Sky Raider 26" span

J.A. Thunderbolt 24" span

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

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

The chart shows some qualifying models.

Plans from:-

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

THE COURIER
Full size plan
by
ARCHIE MILLAR



News from SAM 35



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

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

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

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

Retro/Vintage event: Pontefract on 8th June.

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

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

Meeting Cancelled due to loss of Barkston

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

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

To join Sam 35 contact Kevin Richards 01609 772818

email: kevin.richards2@tiscali.co.uk

Timperley Free Flight Gala

Sunday 17 August 2014

North Luffenham Aerodrome

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

Five events :

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

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

All fliers charged £5 to cover Airfield Fee.

Contest entry further £5 for one or more events.

No doubling up, no re-entry.

**Contact : John O'Donnell Tel: 01942 211742
or email: john@odonnell3737.co.uk**

Southern Coupe League Events 2014

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

The five best scores from seven events count

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

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

Coupe Europa

Sunday September 28th

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

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

10 a.m. start. F1G in rounds.

Contacts:

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

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

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

Tasuma Trophy 2014

Competition dates

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

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



Indoor Technical Committee

THE INAUGURAL GLOBAL F1N POSTAL

The British Model Flying
Association has launched its
Global Postal Event for F1N Class

We are encouraging anyone who wishes to enter to submit to us any photographs, plans and any guidance they may wish to have published to support this initiative and help to create a vibrant and informative global F1N community that will ultimately encourage more to enjoy our discipline.

The Contest is open to anyone and can be flown in any indoor site. The contest relies heavily on trust and is intended to reinvigorate the F1N/IHLG community around the World.

There is no entry fee or registration required although we would ask that those wishing to compete contact Mark Benns via email to express their interest.

mark.benns@btinternet.com

Ceiling Category	Current World Record Time
Category I. - less than 8 metres.	49.8 sec
Category II. - between 8 and 15 metres.	1 m 0.4 sec
Category III. - between 15 and 30 metres.	1 m 32.2 sec
Category IV. - higher than 30 metres.	1 m 52 sec

All of the results that are submitted will be regularly displayed upon the Indoor Technical Committees website at:

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

IMPORTANT... The Rules

The contest will be flown to the current F1N International rules as set out in the **FAI Sporting Code Section 4 Volume F1 2014 Edition**.

It can be downloaded here:

<http://www.fai.org/ciam-documents>

Note: No local rules will be allowed

When!

The Competition is open from Saturday 10th April and will close on 20th October 2014. Results and announcement of winners will be made by 20th November 2014.

The competition

Bronze, Silver & Gold recognition will be awarded to the successful entrants in all

four ceiling height categories.

The '**Victor Ludorum**' will be awarded to the overall champion who attains the highest score from any of the ceiling categories.

Prizes will be announced and displayed on the website in due course.

'How the scoring will work'

Quite simply by comparing the entrants best flight duration against the current World Record in the ceiling category (listed below) expressed as a percentage.

The positions of the entrants will be expressed as a percentage from the highest 'et seq'. The winners will be those with the highest percentages.

The Postal rules parameters

- Each entrant can enter as many times as he or she wishes however, one can only submit one entry card per day. Any number of category of ceiling height can be flown in.
- The BMFA entry card must be downloaded, printed and fully completed.
- Each scorecard must be supported with a photograph of the entrant with their model taken within the venue.
- Six flights can be entered upon the card with the best flight to count. Times shall be recorded to the nearest 1/10th second.
- Completed cards and photographs to be sent to:

mark.benns@btinternet.com

Indoor Flying with the South Birmingham MAC

Free Flight Only

Thorns Leisure Centre.

Stockwell Ave.

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

Saturdays 1pm until 4pm



Admission - Flyers £5.50 - Spectators £2.00

For further information phone Colin Shepherd 0121 5506132

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

SOUTH HANTS INDOOR FLYERS

www.wcaff.info

2013 -2014 INDOOR FREE-FLIGHT MEETINGS

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

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

2013

October 31st November 28th

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

2014

January 30th. February 27th. March 27th
April 24th. May 29th. June 26th.

SUMMER BREAK

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

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

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

Tables and chairs will be available in the hall.

The organisers are always grateful for help with moving furniture.

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

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

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

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

There is also now a drinks machine on site.

For further details please contact:

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

Bournemouth MAS
Indoor Flying Meetings
at the Allendale Centre,
Hanham Rd,
Wimborne,
Dorset, BH21 1AS,
7.00 p.m. to 10.00 p.m.
Free Flight only.

Competitions including Gyminnie Cricket League.
 Flitehook normally in attendance.
 Free parking in public car park in Allendale Road.
 Contacts John Taylor Tel. No. 01202 232206
 Roy Tiller e-mail roy.tiller@ntlworld.com

Tuesdays

23rd September 2014	28th October 2014
25th November 2014	
27th January 2015	24th February 2015
24th March 2015	28th April 2015

Flitehook
Indoor Free Flight Meetings
Totton Community Centre,
Hazelfarm Road,
Totton,
Southampton,
SO40 8WU.

10.00 a.m. to 4.00 p.m.

Contact Flitehook
Tel. No. 02380 861541

Sundays

12th October 2014	9th November 2014
11th January 2015	8th February 2015
8th March 2015	

L'AQUILONE SAM 2001
TOMBOY RALLY INTERNATIONAL POSTAL CONTEST
01/06/2013 – 31/05/2014

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

Model

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

Engine/motors

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

36" WINGSPAN

I.C. Engines:

?? Any engine with 1 cc. maximum displacement;

?? Fuel tank : 3 cc.

?? R/C carburettor is admitted.

Electric Motors:

?? Any electric motor is admitted with direct drive

?? The engine cannot be stopped and started again: the motor must run continually without interruptions till the end of the battery charge or competitor's decision;

?? no folding prop is admitted; if a folding prop is used the blades must be held open with a rubber band;

?? freely assembled admitted batteries:

?? -450 Mah 2 cell LiPo

?? separated batteries pack for Rx alimentation is allowed

48" WINGSPAN

I.C. Engines:

- Any engine with 2, 5 cc. maximum displacement;

- Fuel tank : 6 cc.

- R/C carburettor is admitted.

Electric Motors:

- Any electric motor is admitted with direct drive

- The engine cannot be stopped and started again: the motor must run continually without interruptions till the end of the battery charge or competitor's decision;

- no folding prop is admitted; if a folding prop is used the blades must be held open with a rubber band;

- freely assembled admitted batteries:

-500 Mah 3 cell LiPo

- separated batteries pack for Rx alimentation is allowed

Flights and results

- Each competitor may fly as many flights as wished during the admitted period but only the best flight will be considered for the final result.

- Hand launches are admitted.

- The flight time start when the model is released or takes off. The flight time ends when the model lands or hits a fixed obstacle. In case the model flies out of sight the timekeeper will time for 10 seconds after losing sight of the model. Timing will continue if model is seen again or stopped after 10" deducting this time from the total time of the flight.

Awards :

A diploma for all competitors and prizes for the first three in each version rank.

Special prize for best flight in float version.

Results

Results, address, photos and technical specification about model must be forwarded to the Organization within the 31st July 2014 to: Curzio Santoni (cusanton@tin.it) or to Gianfranco Lusso (gfi@orange.fr).

Many pleasant flights and happy landings to ALL !!!!

SPECIAL PRIZE VIC SMEED

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

Good ROW and flight

SPECIAL PRIZE DAVID BECKER

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

Good thermals

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

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

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

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

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

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

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

email: caleyannhand@yahoo.com

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

Caley Hand

Competition Rules Follow

World Wide Postal EVENTS:-

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

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

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

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

P30 Rubber - Standard P30 rules. Three flights to 120 second maximum followed by 60 second increments thereafter. No gears or movable surfaces, other than for d/t operation.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Biplane scale build is the Antonov AN-2

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

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

Salisbury Plain Dates 2014

Free Flight On Area 8

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

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

Trevor Grey - trevorgrey@talktalk.net

The following dates are provisionally available.

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

Send an SAE and your £15 cheque, payable to BMFA,
to Trevor Grey,
21 Claremont Road,
Tunbridge Wells,
Kent,
TN1 1SY

in return you will receive a sketch map showing where we fly on Training Area 8, and a 2014 pass to display on your windscreen. If you come as a passenger, bring your pass anyway. Your name will be included on the Army security list (unless it's already on it).

It is advisable to contact Trevor Grey on Friday before travelling

VINTAGE RADIO & CONTROL LINE

at MIDDLE WALLOP, 2014

(Courtesy of the Army Air Corp Centre. MAC)

(Vintage Radio to Dec 1959)

Radio 27MHz. 35MHz +2.4GHz

SUNDAY APRIL 27th

SAM 1066

Control Line [no combat wings] Mini Speed & Spitfire Scramble.

Tomboy 3 & Tomboy Senior Competitions

R/C Vintage Power Duration Competitions + Vintage Precision

SUNDAY JUNE 1st

SAM 1066

Control Line [no combat wings] Mini Speed & Spitfire Scramble.

Tomboy 3 & Tomboy Senior Competitions

R/C Vintage Power Duration Competitions + Vintage Precision

SUNDAY AUGUST 24th

SAM 1066

Control Line [no combat wings] Mini Speed & Spitfire Scramble.

Tomboy 3 & Tomboy Senior Competitions

R/C Vintage Power Duration Competitions + Vintage Precision

MONDAY AUGUST 25th

SAM 1066

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

Vintage Power + Vintage Precision

SUNDAY SEPT 28th

SAM1066

Control Line [no combat wings] Mini Speed & Spitfire Scramble.

Tomboy 3 & Tomboy Senior Competitions

R/C Vintage Power Duration Competitions + Vintage Precision

FLYERS MUST BE COVERED BY BMFA INSURANCE,

this is the only acceptable insurance at the venue

and must be shown when signing on

For further information contact:

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

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

[Vintage Power Duration + Vintage Precision]

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

For more details of mini speed, Spitfire Scramble etc.

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

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

WESSEX AEROMODELLERS LEAGUE + C/LINE

2014 COMPETITIONS

website: www.wessexaml.co.uk

April 2014				
Sunday 6	Wessex AML	Tomboy Round 1	WMAC	Cashmoor
Sunday 13	Control line only	Open	WMAC	Cashmoor
Sunday 20	R/C Vintage	Open + VPD+ c/line + TT	DMFG	Blandford
Sunday 27	Wessex AML	600RES Round 1	WMAC	Cashmoor
May 2014				
Sunday 11	Scale &	Aerotow	DMFG	Blandford
Sunday 18	Wessex AML	Tomboy Round 2	Winc'n Falcons	Templecombe
Sat 24 S 25 M 26	Vintage	event	Brize	Norton
Saturday 31	Wessex AML	600RES Round 2	DMFG	Blandford
June 2014				
Sunday 1		Control line	SAM 1066	Middle Wallop
Sunday 8	Wessex AML	600RES Round 3	SMFC	T B A
Sunday 22	r/c Vintage	Open + VPD + c/l	DMFG	Blandford
Sunday 29	Wessex AML	Tomboy Round 3		West Winterslow
July 2014				
Sunday 13	Wessex AML	Tomboy Round 4	Ilmin'r SAM 35	Merryfield
Saturday 26	Scale & WW1	+ Military	DMFG	Blandford
Sunday 27	Wessex AML	600RES Round 4	DMFG	Blandford
August 2014				
Sunday 17	Wessex AML	600RES Round 5	Marlboro' MFC	Collin' Kingston
Sun 24 & Mon 25	Bank holiday	Control line	Sam 1066	Middle Wallop
Sunday 31	Wessex AML	Tomboy Round 5		West Winterslow
Sept 2014				
Sunday 7 reserv.	Wessex AML	600RES Round 5	Marlboro MFC	Collin' Kingston
Sunday 28		Control line	SAM 1066	Middle Wallop
October 2014				
Sunday 5 reserv.	Wessex AML	600RES/Tomboy	DMFG GALA	Blandford
Sunday 12	Control line only	Open	WMAC	Cashmoor
Sunday 26 reser	Wessex AML	600RES/Tomboy	DMFG GALA	Blandford
Nov 2014				
Friday 7 or Saturday 8	Wessex end of season/pub day	Tomboy & 600 RES	Fly/Feast/Freeze Prize giving	Blandford
Friday 14 or Saturday 15 res'	Wessex end of season/pub day	Tomboy & 600 RES	Fly/Feast/Freeze Prize giving	Blandford

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

Website: www.wessexaml.co.uk

Contact: Christopher.hague@ntlworld.com

Michael Woodhouse

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

Plans of models designed by Geoff Lefever

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

DBHL Plan Service: IMPORTANT:

The rules for obtaining plans have changed.

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

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

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

Email request to rogerknewman@yahoo.com,

quoting Plan Name & I.D. number (1st & 2nd Cols respectively in the list).

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

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

This service is provided at no charge.

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



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

Contact: Martin Dilly on 020 8777 5533

or write to 20, Links Road, West Wickham, Kent BR4 0QW

or e-mail: martindilly@compuserve.com.

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

MSP PLANS PRESENTS

Vintage, Classic, Sport and other Duration Designs

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

The list below includes Vintage Models generally pre 1951 and Classic Models 1951 to 1961.

Photos of most models can be seen on my website - www.msp-plans.blogspot.com

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

MICK FARTHING 1942	The 40 in span Lightweight Contest rubber model with a diamond fuselage.
MICK FARTHING'S THE PAPER BAG'	Mick Farthing's last lightweight rubber model of 1946.
RAFF V 1947	Designed by Norman Marcus who was National Champion in 1946.
ODENUAN'S 1950 NORDIC A2	Swedish Championship glider, placed second in the first World International in 1950.
SENATOR 1950	RUBBER Designed by Albert Hatfull and kitted in 1950. Twin plan with Ace
ACE 1950 RUBBER	Designed by Bill Dean and kitted in 1950. Twin plan with SENATOR .
ENGLISH VIKING 1953 A2 GUDER	Designed by Bill Farrance twice winner of the SAM Radislav Rybach trophy.
CRESTA	A 38 in wingspan low-wing design for small diesel or electric motor installation.
FRED BOXALL'S 1956 OPEN RUBBER MODEL	Twin plan with Boxall's SEAPLANE .
FRED BOXALL'S SEAPLANE (1965)	Twin plan with the 1956 OPEN RUBBER MODEL
LAST RESORT 1956 CLASSIC RUBBER	Open Rubber Model designed by Jim Baguley, Twin plan with FIRST RESORT .
FIRST RESORT 2006	by Martyn Pressnell for the BMFA Rubber Class. Twin plan with LAST RESORT .
WINDING BOYII 1956	by Urtan Wannop, 38 in. span, Twin plan with McGILLIVRAY'S LIGHTWEIGHT .
JACKMcGILLIVRAY'S LIGHTWEIGHT 1958	36 in. span lightweight rubber model Twin plan with WINDING BOYII .
CAPRICE 1959 GLIDER	The renowned lightweight glider of 51 in span. Twin plan with GAUCHO .
GAUCHO1960	power duration model for 1.5 cc engines. Designed in 1959 Twin plan with CAPRICE .
VAKUSHNA1959 A2	Designed by Brian Dowling this glider won the 1960 Richer Cup

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

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

MSP PLANS PRESENTS NEW PLANS

HI-START GLIDERS 2013 - 36 in span

AVENGER 1952	John Gorham's classic A2
CAPRICE 1959	Neville Willis' classic lightweight glider
VINTAGE A2 1950	Odenman's.

HI-START GLIDERS 2014 - 36 in span

SATU 1950	J Bennett's vintage A2
PETREL1964	Frog's beginner's kit glider
MAD'S DREAM 1959	Brian Dowling's classic A2.

To order plans for UK delivery please write with cheque (£ sterling) made payable to
Martyn Pressnell, 1 Vitre Gardens, Lymington, Hants, S041 SNA.

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

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

Check my website : www.msp-plans.blogspot.com

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

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

Provisional Events Calendar 2014

With competitions for Vintage and/or Classic models

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

Note: Flyers using Salisbury Plain Area 8 for BMFA Area competitions
it is essential to contact

Trevor Grey at 21 Claremont Road, Tunbridge Wells, Kent, TN1 1SY,
to pay fees and get on army security list.

and send your email address to: trevorgrey@talktalk.net

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.msp-plans.blogspot.com
X-List Plans	-	www.xlistplans.demon.co.uk
National Free Flight Society (USA)	-	www.freeflight.org
Ray Alban	-	www.vintagemodelairplane.com
David Lloyd-Jones	-	www.magazinesandbooks.co.uk
Belair Kits	-	www.belairkits.com
John Andrews	-	www.freewebs.com/johnandrewsaeromodeller
Wessex Aeromodellers	-	www.wessexaml.co.uk
US SAM website	-	www.antiquemodeler.org
Peterborough MFC	-	www.peterboroughmfc.co.uk/index-old.htm
Southern Coupe League	-	www.southerncoupeleague.org.uk

Are You Getting Yours? - Membership Secretary

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

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

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

Tail end Charlie:

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

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