NEW Clarion

SAM 1066 Newsletter

Issue 0711

July 2011

Affiliated to the Club No. 2548

SAM 1066 Website - www.sam1066.org

Editor:- John Andrews
12 Reynolds Close
Rugby
CV21 4DD

Tel: 01788 562632
Mobile 07929263602
e-mail
johnhandrews@tiscali.co.uk

Contents

Editorial:

The unfortunate resignation of our Membership Secretary David Lovegrove over the issue of radio control under the auspices of SAM1066 prompts me to write my own thoughts on the subject, ie. not necessarily those of your committee.

Historically SAM1066 was formed, by our founder David Baker, as a purely free-flight organisation and continues as such today. Radio control and control-line flying has been introduced in conjunction with our events, with the approval of your SAM1066 committee, but promoted by and organised by Tony Tomlinson with the 'Tomboys' and SAM35 for C/L and R/C duration,. These events are conducted well away from the free-flight flight line with the occasional exception under certain unusual wind directions.

I believe most members will agree that we are an ageing group of enthusiasts and a larger and larger proportion of our members find competition flying getting more arduous as the years go by. I have no figures but I would guess that competition entries, on average, are falling. The days when we could fly in three comps in one day and do a couple of fly-offs are distant memories for a lot of us. I personally find that attempting two comps is only possible because it is a rare occurance for me to get many maxes therefore recoveries are not as far as they might be if I was more proficient. Model recovery at Wallop on foot in normal winds is such for me that I need to take a long breather when I find the model before I walk back to base and my pace is quite leasurly out of necessity.
Age and fitness are possibly not such a big issue with sport fliers but I would suggest they are an issue never the less.

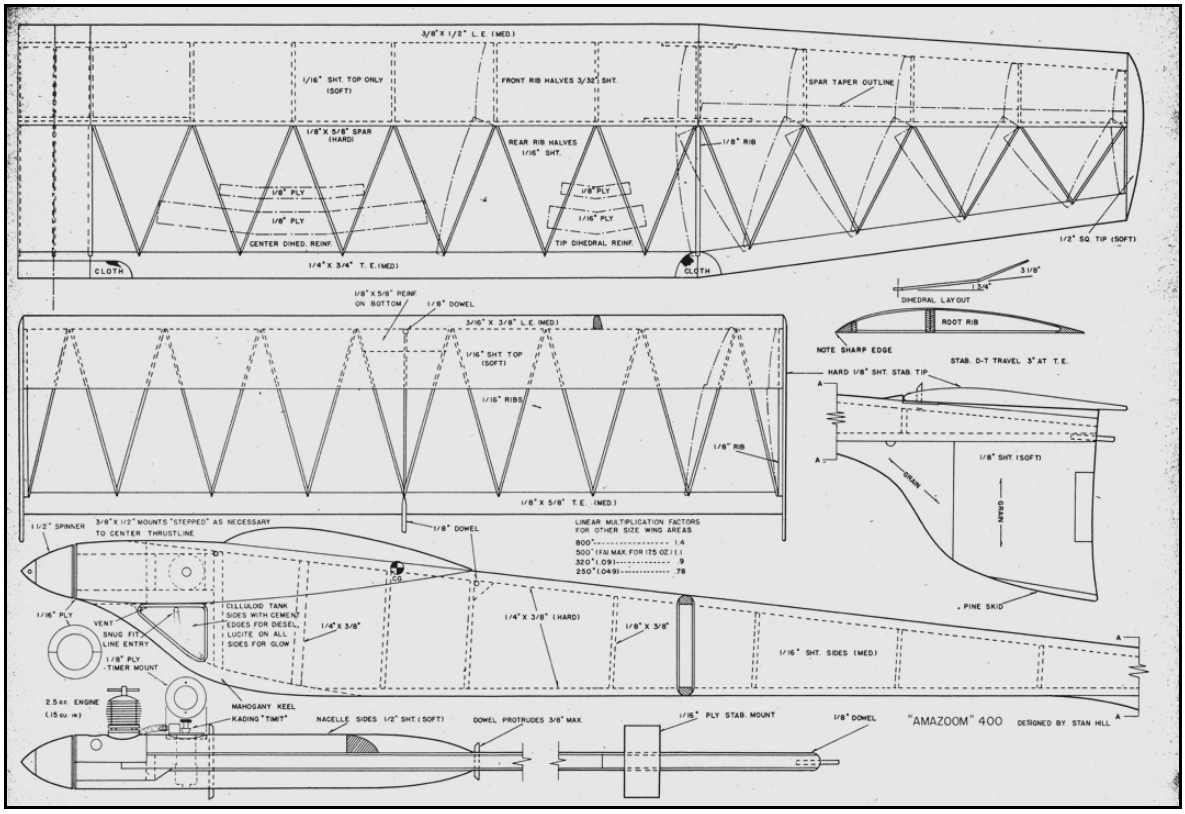
I am in favour of the introduction of radio assisted flight to prolong the active participation in meetings of ageing/ailing competition and sport fliers, and also it would probably bring in more younger members. I feel that SAM1066, with its ageing membership, is living on borrowed time but with the embracing of R/C the society's life expectancy should increase.

Specifics: All radio should be 2.4G, eliminating the necessity for Tx control.
R/C sports models should not be flown in the vicinity of the free-flight line but on the far side of the field with the R/C Tomboys and C/L models. Sports models with long engine runs cruising up and down the free-flight line would be an unacceptable hazard.
R/C duration models could be flown from the free-flight line as their performance is similar to the normal free-flight model but with a designated landing zone which could be anything, from a spot landing to, just on the airfield.

Interested members should attend the next AGM with ideas. If the AGM were to give approval in principle for the embracing of R/C by SAM1066 then a sub-committee of potential event organisers would need to be formed to thrash out details for the full committee's approval. Pilot events could follow.

Stan Hill's FAI Amazoom - Martyn Cowley (USA)

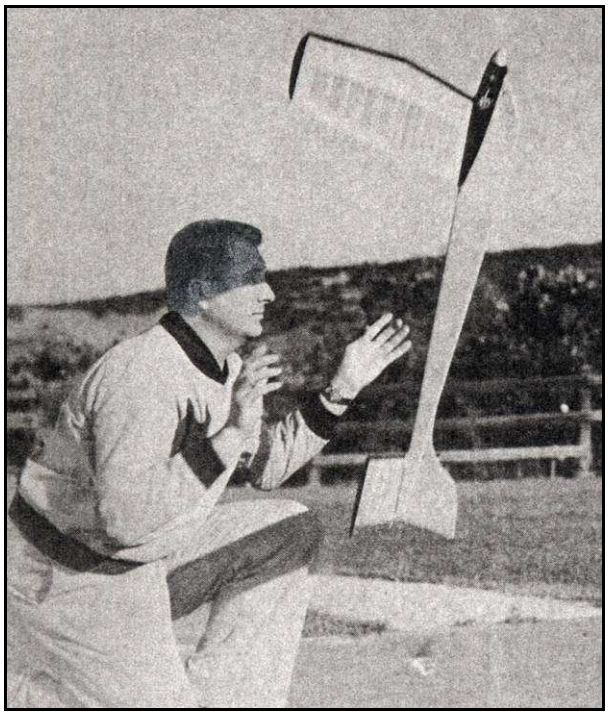
Dr Stan Hill, a P-47 pilot in WWII, was a prolific US contest power modeler in the 1950's era. The Amazoom plan and article, published in Model Airplane News, November 1955, cites a series of at least 14 models, starting in 1942, focusing on a safe balance of forces at all flight speeds during the climb, using a high thrust-line, close to the CG. The earlier Amazon Class A gas model, designed in 1948, won the US NATS in 1952, followed by FAI versions prepared for the 1953 US Team Selection Finals.

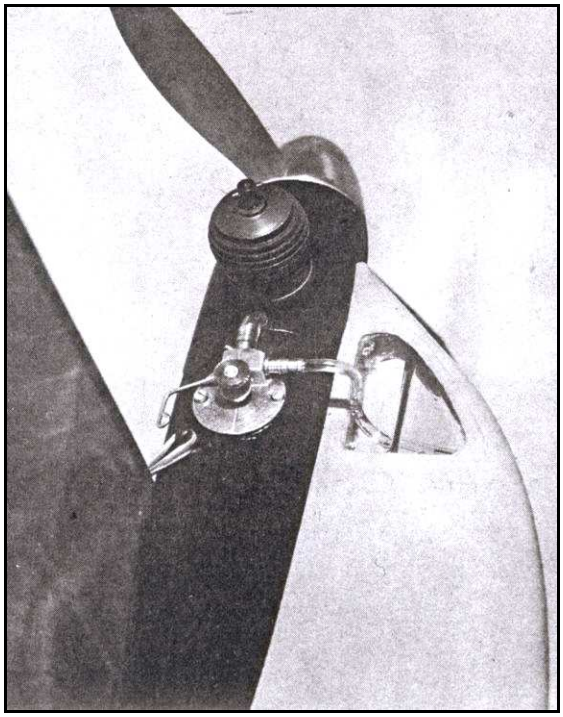


The accompanying MAN article briefly describes numerous experimental modifications tried and tested over time on these models, including: dihedral and anhedral stabilizers, varying from 15% to 30% of wing area, and of different airfoil thicknesses; different fin areas and offset angles, relative to prop wash; various aspect ratio wings, airfoil sections, camber and turbulators; downthrust and flight trim; powered by both diesel and glow engines. Altogether a really comprehensive research program to learn and establish what really worked for this type of configuration !

The resultant Amazoom as presented in MAN, with 500 sq. in. weighed in at 17.5 oz for the FAI version. Sensible diagonal Warren Truss-type rib layout, on both wing and stabilizer, combined economy of materials with improved torsional stiffness, and shows a practical approach to contest model design, emphasizing strength and consistency for all conditions. The climb was trimmed for a gently rolling left-hand climb (appropriate for a high thrust-line) achieving 1 to 2 turns during the 15 second engine run of the day. A little right thrust was used to

counter left rudder tab and tail tilt producing …"a beautiful climb-glide transition" without use of …"trick gadgets, such an Auto-Rudder". Glide circle was described as being wide and …"easily capable of the Max without thermal aid". The end result is a very practical design, minimalist and functional, with a pleasing simplicity.





Dr. Stan Hill VTO's an earlier development version of Amazoom, note straight rib layout.

Streamlined engine, tank and timer installation mostly concealed inside fuselage, note mini-Comp Screw !

Two Amazoom models were flown at the February Vintage FAI Power event, both built and finished to a very high standard of craftsmanship

Glen Schneider's model above placed second, with 4 maxes and one flight accidentally D/T'd (overhead) a few seconds short. Otherwise there would have been a very interesting two-way fly-off.

Don McNamee also had a brand new Amazoom model, but making rushed trimming flights and trying to compete all on the same day proved too much to hope for.

Early flights were going well until a lean engine run cut at launch and the model dived in and cracked the plastic engine mount. No other serious damage was sustained, but a replacement spare engine mount was not available on the field.

Don McNamee's 'Amazoom' not quite ready for Prime Time on this occasion.

Original Amazoom plans may no longer be available from MAN, certainly not for the advertised price of 50¢ plus 20¢ for Air Mail (as in 1955), for ALL THREE full-sized plans combined (F/F, C/L and R/C) featured in the November issue ! But the SAM 35 index has Amazoom listed in June '94 page 5, and the plans are also listed in the DBH Library.

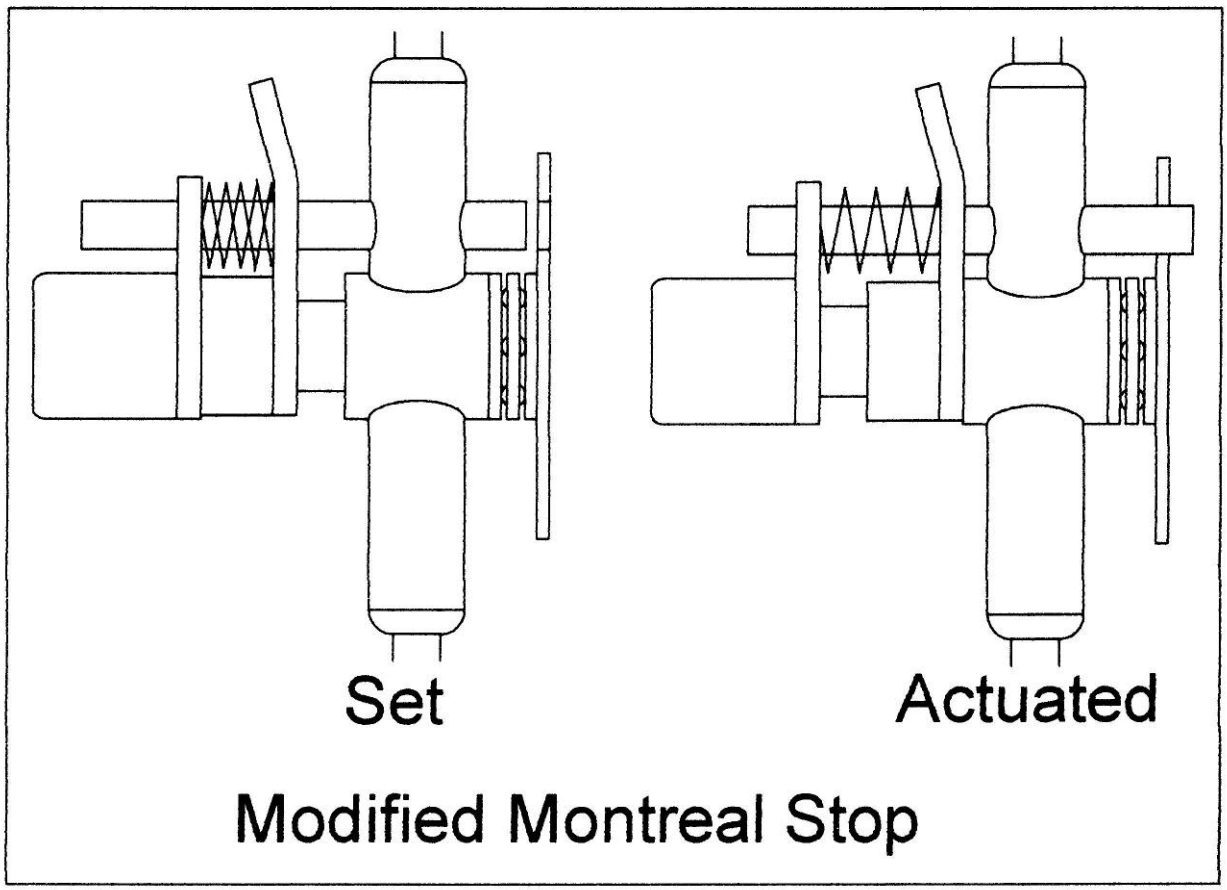
Martyn Cowley, USA

Modified Montreal Stop - John Worsley

The traditional Montreal Stop has a spring-loaded pin in the hub that is pulled forward and held place by the torque of the rubber motor on the lever at the front of the propshaft. When the torque has diminished sufficiently it is released and is pushed back by the spring so that it can engage in a hole in the front of the noseblock.

The Reverse Montreal has a pin fixed in the propeller hub. The hub is pulled forward against a spring so that the pin is held by the torque on the lever at the front of the propshaft. When the torque has diminished sufficiently it is released and is pushed back by the spring so that it can engage in a hole in the front of the noseblock.

The one shown in the drawings is a modified version of the traditional Montreal Stop. The lever in front of the propeller hub is pulled forward against the spring on the propshaft. It then operates in the same way as the traditional stop.



The advantages are:

The lever makes it easier to pull the pin forward than in the traditional Montreal.

There is no effect on the CG as in the Reverse Montreal.

John Worsley

Maynard Hill Obituary *The Telegraph* 15 June 2011

Maynard Hill, who has died aged 85, made his mark on aviation history in 2003 when one of his remote-controlled model aircraft became the first to fly a record-breaking 1,882 miles across the Atlantic on less than a gallon of fuel.

Hill's TAM (Transatlantic Model) 5, with a wingspan of 6ft and weighing less than 11lbs, made it from Newfoundland to Ireland with a few drops of fuel to spare, marking a record time for the flight of 38 hours and 23 minutes.

The flight recreated the historic first transatlantic journey of the British aviation pioneers Alcock and Brown, who made the crossing in 16 hours and 27 minutes in 1919.

A retired engineer, Hill had reason to savour his moment of triumph: 24 test prototypes of his design had wobbled into the air and failed, crashed or disappeared. But he was certain he could build a model aircraft that could stay aloft for 1,875 miles, enough to fly across the Atlantic.

In August 2002, TAM 1 climbed to 1,000ft bound for Ireland before falling into the ocean. Two days later TAM 2 stalled and met the same fate. TAM 3 disappeared in a rainstorm eight hours and 479 miles out.

Having made adjustments to his computerised autopilot system, Hill returned to Newfoundland the following year, launching TAM 4 into a cloudless sky over Cape Spear at 8pm on August 8 2003. Contact was lost at 430 miles downrange. Someone joked that the Bermuda Triangle may have had a cousin over Greenland. Or perhaps the Icelandic Navy was in need of target practice.

Maynard Hill with TAM 5 before its transatlantic launch Photo: WASHINGTON POST

Undaunted, at 7.45pm local time the next day, Hill again held his breath as TAM 5 climbed rapidly, turning gracefully before disappearing out of sight on a 62-degree heading towards Ireland. By 11pm, satellite data showed the tiny aircraft still aloft at a satisfactory altitude, making approximately 43mph with no tailwind.

At 8.30 the following morning, the little plane, nicknamed The Spirit of Butts Farm, after the farm in Maryland owned by Beecher Butts where it had been tested, was roughly 560 miles out. But Hill noted some ominous data from satellites monitoring its telemetry.

The aircraft's four-stroke engine was supposed to be regulated at 3,900rpm, but the readings ranged from 3,100 to 4,100rpm. The plane's altitude was bouncing between 280 and 320 metres, suggesting a porpoising flight path from a shallow climb to a speedy dip.

"The Spirit trotted along all day Sunday," Hill reported. "Over the mid-ocean it picked up a 5-10mph tailwind and was cruising at 50-55mph. I went to bed at roughly 10pm, fearful that the cool of night would increase the viscosity of the fuel, taking the engine from lean to dead."

When he awoke at 4am, there had been no satellite data for three hours, and Hill believed the plane was lost; it was agreed to stand down the officials in Ireland who were making a special six-hour trip from Dublin to the landing site at Mannin Beach, Co Galway.

But just then, data from one of the satellites confirmed that TAM 5 was not only still flying, but was now far enough east to be in warming sunshine, and had shed a lot of fuel weight. By 9am local time (12.30pm in Ireland), the Spirit was a mere 70 miles from the Irish coast.

The landing was a cliffhanger. The engine had been set to run for roughly 37 hours, and Hill worried it might stop a couple of miles short of the landing site.

At 2pm Irish time, the Spirit of Butts Farm hove into view at Mannin Beach, and one of the Irish officials took manual control, banging the rudder stick hard right to kill the engine. A mobile phone link was opened to Hill as the Spirit made a dead-stick landing approximately five feet from the designated spot. At 2.08pm, hearing over the phone link the shout "It's on the ground!", Hill led a whooping cheer, buried his head in his wife's shoulder "and wept unashamedly for joy".

The plane's tank contained less than two ounces of fuel – a quarter of a cupful. "In the model airplane world, this is no different from Armstrong landing on the moon," Carl Layden, an official observer of the feat, announced.

A blacksmith's son, Maynard Luther Hill was born on February 21 1926, in the coal mining town of Lehighton, Pennsylvania. He numbered Charles Lindbergh and Amelia Earhart among his childhood heroes but was always more fascinated by tiny aircraft than their full-sized counterparts.
"By age 9," he wrote, "I had acquired a fairly serious addiction to balsa wood and glue."
In 1943, having graduated from high school, he joined the US Navy and during the Second World War served in Panama. After the war, Hill took two degrees in Metallurgy at Pennsylvania State University. His balsa-and-glue habit was already so severe that he had trouble controlling it, even during his final exams.
Years before his transatlantic feat, Hill had carved a niche in the aero modellers' hall of fame. In the 1960s, he set 25 world records for speed, duration and altitude, flying his radio-controlled aircraft as high as 26,990 feet, as long as 38 hours and as fast as 151mph.
Hill worked as a metallurgist at the Johns Hopkins University Applied Physics Laboratory in Baltimore, eventually persuading his supervisors that he should be allowed to develop at work the hobby he pursued in his own time in his basement workshop. He became a pioneer in developing unmanned aerial vehicles – drones – for the US military.
In the 1990s, by then retired, mostly deaf, and registered blind as a result of macular degeneration, he announced that he intended to fly a model airplane across the Atlantic – from Newfoundland on the Canadian seaboard to Ireland.
Everyone thought this was impossible – except Hill. According to international rules, to qualify as a model a plane must weigh less than 11 pounds – fuel included. No such plane had flown even one-third as far as Hill had in mind.
Hill was inducted into the Model Aviation Hall of Fame in 1977. Several of his planes, including the Spirit of Butts Farm, are on display at the National Model Aviation Museum in Indiana. Another plane is in the National Air and Space Museum's collection.
Maynard Hill, who died on June 7, is survived by Gay, his wife of 59 years, and their three children.

The Telegraph

C/L Stunt Meet USA - Paul Wescott

Greetings from Southern California.
I made it to two relevant events recently: Saturday May 14th was the Valley Circle Burners May Control Line Stunt Meet. Sunday May 15th was the Isaacson Winter Classic at the Tustin Marine Corps Air Station Blimp Hangar. Whew, that's a double mouthful. More about the Blimp meet later.
I have posted photos of the control line event – Here is where you will find the link to my photos: https://sites.google.com/site/controllineflying/
and below is my blurb about the first event

The Valley Circle Burners May Control Line Stunt Meet

5 Photos are included below, but there are 62 more on my photo page:
http://www.flickr.com/photos/star-paul-star/sets/72157626667929573/

At the VCB May Stunt meet on Saturday approximately 12 flyers entered 15 planes, which I am told is an exceptionally small turnout. The competitive categories were: 1cc; Profile Sportsman; Profile Competitor; and Classic Stunt.
Larry Renger, who used to be a designer for Cox, had a table full of goodies for sale such as new and used engines and a few older kits. Larry flew wonderfully in 1cc using his self-designed Sky Sport, running what I believe was an AP Hornet .061, then loaned his plane to Warren Walker. It's unusual to see a pilot drop the handle and walk away, only to have another pilot fuel up the plane and take flight.

Larry Renger's fleet: 1/2A Sky Sport and SkyFire

Warren was doing pretty well himself until a pull-out was just a tiny bit late and the ground shaved a fraction of an inch off the tips of the prop. After the engine's whine dropped from the initial impact the RPM's picked up even higher than before because the prop had been shortened. Warren decided to leave well enough alone and flew level circles until the fuel ran out. By the way the Sky Sport is commercially available and does a nice job in the pattern as long as you keep the prop off the ground.

Antone's Neptune

A gentleman named Antone Flew his red and white Neptune II with machine-like precision (Antone is pictured in the RSM catalog at the bottom of page 15 with his Neptune at http://www.rsmdistribution.com/rsm-catalog.pdf) . Warren was heard to say this about flying stunt: "It's not about winning - It's about beating Antone!" One of the other flyers brought everything he needed to compete except for one thing: his fuel. Antone came to the rescue and shared his private reserve. Mr.forgetful repayed the favor by taking first place and knocking Antone down to second. Antone was still happy with the outcome.

I asked Larry whether I would see any electric powered control line. Larry said probably not at the contest but that he is working on a 15-size electric project and has almost all the bugs worked out. Also that a couple of members of his other club, the Knights of the Round Circle, are currently working on similar although larger projects. More later.

Freak Streak: "Almost 900 sq. in. of profile fun" (and 4-stroke to boot!)

I spoke briefly to VCB member Dave Hull when he wasn't busy running the pits. Dave said that in July the VCB and sister club the Valley Flyers RC (they share a field/facilities) will be having a "fun day" where the public is invited and the focus is hands on. Kids and adults will be able to walk up and fly RC and control line just by asking. Everything is scheduled, however there is a disagreement among the control-liners about whether the planes should be 1/2A or larger-sized. Apparently some of the guys don't want to mess around with 1/2A "stuff" and the rest don't want to risk their larger models or build new ones just for the event. I'm sure they'll figure it out. I plan on attending if my schedule permits.

Warren Walker's Hawker Hunter, Immaculate panel lines cover the entire model

This event, although small, was intimate and a LOT of fun. I may have to join the Valley Circle Burners just to get their newsletter.

Paul Wescott (USA)

My BMFA Nationals - John Andrews

I always inflict my performances at the Nationals on you good folks and this year is no exception. First up, the Outdoor Nationals at Barkston Heath, once again a bit of a blow out on the first two days followed by rain on the third.
As my regular fans will know I regularly chicken out and don't fly in windy conditions but this year I was determined to compete come what may.

First day was BMFA Rubber (50gm) and sure enough when I arrive at the field it's windy, the results sheet report reads as follows 'wind gusting to 30mph – 5/10mph at F/O'. The calmer conditions for the fly-off did not feature in my performance.
I was not going to risk my two frontline models but I had with me my old '36-3', pictured below, dating back to 2004. This model was a bit of a sharp climber back then on 14 strands of 3/16th but glide was indifferent.

'36-3' in it's original form in 2004

I had modified the model in mid 2008, by moving the rear peg to use my now standard 12 strand x ¼ motor. I also increased the wingspan from 36" to 42" and

fitted a larger diameter prop. The prop is not as large as my front line models, the idea being to have a fast climber for rough weather.
I assembled '36-3' and then looked in my flight log for trim info. The only time the modified aircaft had been comp flown was for one flight at North Luffenham in April 2010 after I had dropped my second flight. The log entry read , power stall, sidethrust & glide turn. The wind was too strong to risk a test flight so, remembering the helicopter like performance at Luffenham, I stuck in 1/16th downthrust as I felt I could not risk either of the two turn adjustments. The max had been cut so I stopped winding at 550 turns as I wanted to stay on the airfield. I walked out clear of the cars, waited for a drop in wind strength, then pointed '36-3' up and let go. The gods were with me, the model shot up vertically like a rocket for the first 100 feet or so then settled into a steady climbing turn. By some stroke of good fortune I had got the motor/prop combo right and, although the motor run was somewhat short, the objective of a rough weather fast climber had been achieved. The flight maxed OK but there was turbulence all across the field and the models glide was all over the place and not stable enough to suggest any trim changes. The second flight also got well thrown about at the end of the glide and the time was short of requirements. I completed the contest with a third flight and gave myself a medal just for getting the job done. I had had three flights in rough conditions, no damage and still had the model.
For the record, there were 52 entries, only 22 returned scores and I was 8th.

The second day was a repeat performance in Vintage, the wind was the same so I declined to use either of the two Wakefields I had with me and flew my old much battered 'Hep Cat'. I did not get away without damage however as, after my better half did the recovery for the second flight, there were two cracked longerons. She insists it was ground damage and who is going to argue. Some super glue and a couple of bits of external support made the third flight possible and once again I had had three flights in rough conditions. Needless to say, I suspect, I was not involved with the fly-off.
For the record, there were 46 entries, only 10 returned times and I was 6th.

Monday was a washout so we abandoned ship and left to visit my daughter at Manby near the seaside town of Mablethorpe for a while.

As can be seen from the picture left, I did manage to get on the top step of the winners podium in the hanger for a short while with a pint of ale as a reward for providing the roach pole that freed one of Doc Martin's (Martin Pike) chuckies from the roof girders.

John Andrews

64th RAF Odiham Rally - John Thompson

As ever this year it was windy, never less than 13 mph but with regular spells of up to 20mph . It did not rain however, hooray !
The max was set at 90 seconds and with a 60 second D/T type fly off, to avoid models going out of this very high security Airfield.
This year we only had two helicopter movements which did not really interfere with our flying.
This event would not be possible to hold without the great assistance of Pete Carter and other members of the Odiham Club. Many thanks to them.
In all, despite the high costs of "renting" the field from the MOD for a one day event, we managed to generate a surplus of £120 which has been donated to the RAF Benevolent Fund.
A couple of notable events on the day. I asked Alex Cameron, when he was registering, where his Dad Pete was, Oh he's retrieving my model on a trimming flight which has gone a fair distance in the wind, and I wished to register to start promptly. This puts a whole new aspect on the word fetchermite as Pete is 88 in December. Secondly Peter Tolhurst's rush for gold in completing all his Catapult Glider flights in about 25 minutes (it Damn near killed him judging from the puffing I heard). This together with his second place in Coupe made him the winner of the Mike Kemp Gala champion Shield.
Some 78 people had registered of which about 50 came, I think the strong winds forecast deterred the others.

Results.

F1G (4 flew)
1st - R Vaughn - 6.00; 2nd - P Tolhurst - 5.49; 3rd - B Owsten - 5.13

Light Weight Rubber (3 flew)
1st - C Redrup - 4.30 (80 d/t) 2nd - J Paton/J Lancaster 4.30 (77 d/t)

Vintage Wakefield (3 flew)
1st - R Tiller - 4.59 (I told him he's got to build a new model for next year as his model is too vintage)

Vintage/Classic Glider (3 flew)
1st - G Madeline - 4.30 (97 d/t) 2nd - A Cameron - 4.30 (76 d/t)
3rd - J Hook - 4.30 (72 d/t)

Tailess
1st - T Thorn - 2.55

Hand launch/Catapult Glider (7 flights)
1st - P Tolhurst - 281 secs 2nd - T Horsey - 270 secs
3rd - T Hopgood - 265 secs

John Thompson

Laurie Barr, an Appreciation - Clive King

Tributes to Laurie Barr have already been published and no doubt many more will appear from all over the world. His competition successes and model designs, both for indoor and outdoor models are well documented. The Scram, Pinnochio, Tripstick etc. are legendary outdoor free flight rubber models winning in both Laurie's and many other flyers hands. Likewise he dominated many indoor classes flown around the world.

While discussing some memories of Laurie with John Andrews at this year's Indoor Nationals, and Laurie's links with Middle Wallop, etc., John suggested I share some of my memories of Laurie in 'The New Clarion'.

Many years ago, maybe thirty, I was competing at an indoor duration meeting and after completing my first competition flight, another flyer came over to my table picked up my model from its stand, giving it a good look over, whilst saying "hello, I'm Laurie Barr, this is my Flyrod design". He suggested some adjustments, which I duly made and finished second, to Laurie, of course! From that day on we remained firm friends.

Most modellers create a building space from kitchen tables to workshops and even sheds! Laurie's favourite shed was, of course, the Cardington balloon shed in which he flew and organised competitions for over forty years. I cannot emphasise enough his dedication to maintaining the shed so that flying in possibly the finest site in the world could be continued and enjoyed by so many indoor flyers.

A few years ago a major side panel half way up the shed needed urgent replacement. In true Laurie style special corrugated sheets were ordered and a one hundred foot lifting platform hired to help with this repair, all at his own expense. He enlisted the help of Tim Wood and myself. The ride on that platform lift will live with me forever as being rather scarey, but Laurie took it all in his stride. This repair alone allowed further seasons of superb flying meetings.

Laurie helped so many flyers with trimming models, teaching the art of balloon steering and a mountain of information was always so forthcoming and his time was always willingly given to so many.

He sometimes appeared arrogant and gruff! We were all staying at a hotel, two miles from the Dome in London and getting into his car he set his 'sat-nav' for the journey! From the moment we set off Laurie verbally abused the instructions it gave out and duly twelve miles later we arrived at the Dome!!

We must not forget Betty, his lifelong companion, supporter and time keeper. As a gesture, I presented a crucifix to Betty which I had made from a piece of Cardington's roof.

Laurie was unique. Myself and aero modellers all over the world will miss his enthusiasm and encouragement for building and flying model aircraft.

Clive King

Tailless & 8oz Standings - Spencer Willis

Tailless League Standings

Entrant	Nats		Oxford 1		5th Area		Oxford 2		Odiham		E Anglian	
	Place	Bonus	Place	Bonus	Place	Bonus	Place	Bonus	Place	Bonus	Place	Bonus
J Kay	4	3										
R Mosley	3	2										
P Woodhouse	2	1										
K Harrison	1	0										
D Brawn			1	0								

8oz Wakefield League Standings

Entrant	Croydon		Nats		Odiham		Timperly		SAM Champs			
	Place	Bonus	Place	Bonus	Place	Bonus	Place	Bonus	Place	Bonus	Place	Bonus
M Turner	7	6										
M Howick	6	5										
B Stout	5	4										
R Marking	4	3										
C Hawk	3	2										
P Brown	2	1	4	3								
D Beales	1	0										
M Sanderson			6	5								
D Taylor			5	4								
P Jackson			3	2								
T Rushby			2	1								
R Biddlecome			1	0								

Spencer Willis

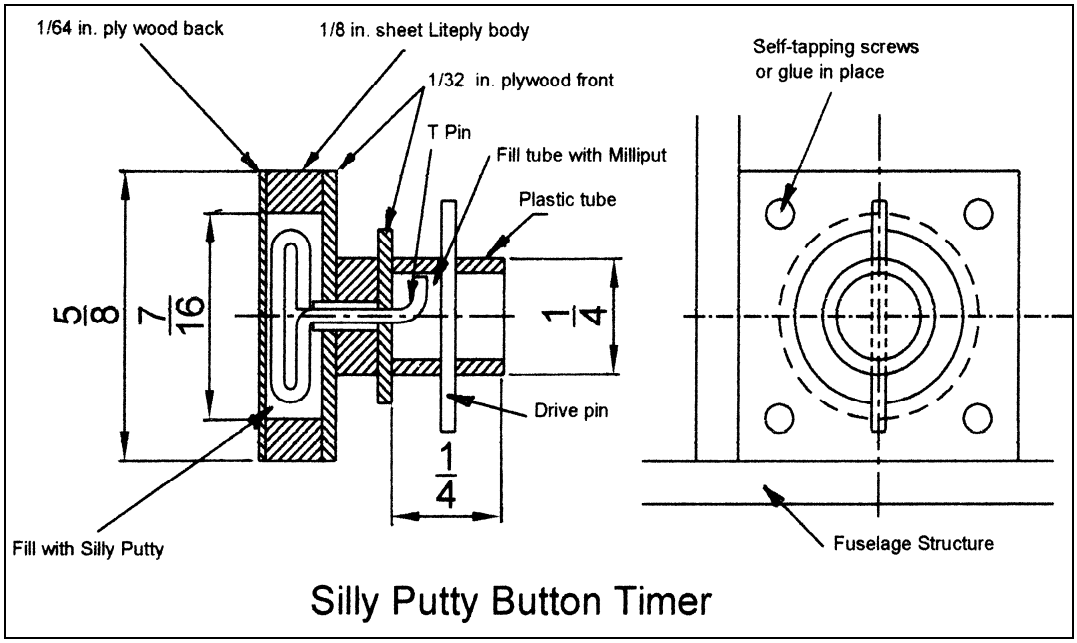
Silly Putty Timers - John Worsley

Silly Putty timers are excellent for small models that do not have the space or surplus weight available for Tomy timers. They work slowly but although they operate a little faster when the weather is hot they are still slower than a viscous button timer. The tube in tube type was described in a previous Clarion.

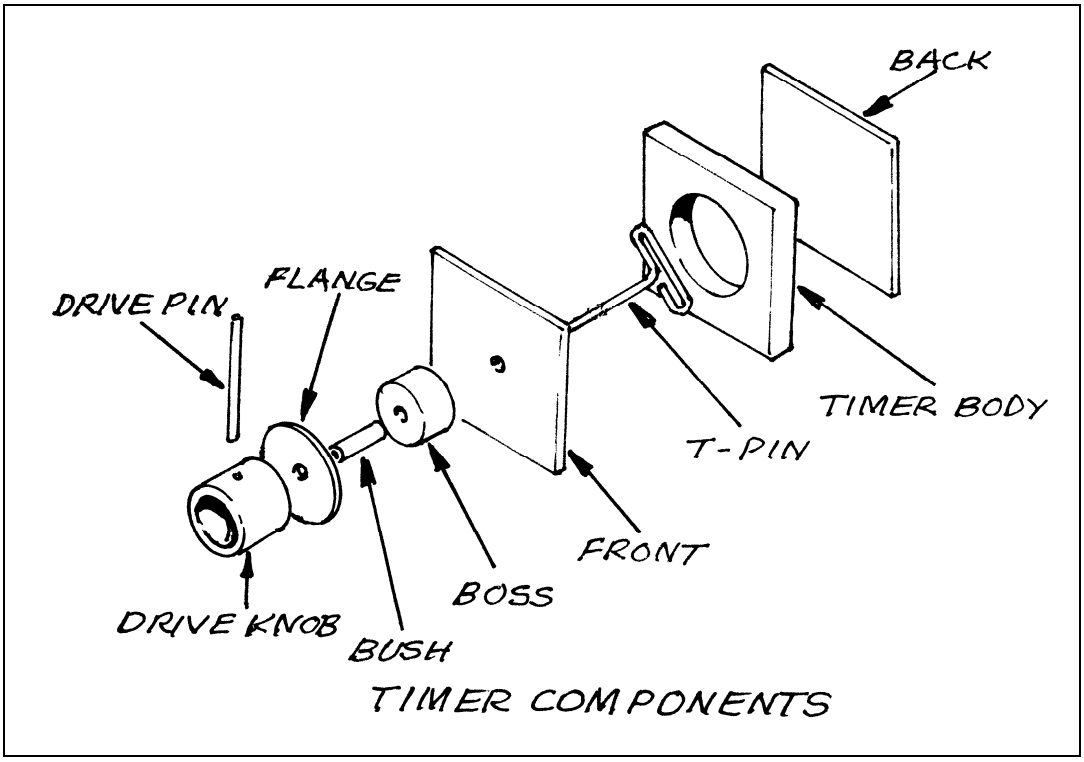
I recently discovered a website that gave details of a Silly Putty timer for a chuck glider. It uses a T-pin that some modellers use for pinning balsa to a building board and is easy to fit by glueing it on the fuselage side or by building it into the structure.

The sizes are not critical except for the size of the cavity filled with Silly Putty. Varying the size will increase or decrease the amount of Silly Putty and therefore the speed at which the T-pin will rotate. Using 1/8 in. Liteply instead of 1/8 in. sheet balsa will make drilling a clean hole for the Silly Putty easier. A proper wood drill is the best tool to use not a metal drill. Self-tapping screws are the best

option for attaching the front as it makes it possible to vary the amount of Silly Putty.



Silly Putty Button Timer



TIMER COMPONENTS

Assembly Sequence

Glue the 1/64 in. plywood back to the 1/8 in. Liteply or balsa timer body.
Glue the 6mm dowel boss to the 1/32 in. plywood front. Ensure that the holes are aligned.
Push the 20 SWG bush into the boss. It should be a tight fit, protrude 1/64 in. at the rear and be flush with the front.
Glue the plastic tube drive knob to the 1/32 in. plywood drive knob flange. Check that the holes are correctly aligned
Push the T- pin through the bush.

Bend it at right angles and cut to length as shown in Fig. 1.
Insert the bent end through the hole in the drive knob flange and fill it with Plastic Padding or Hardwood filler to hold everything in place. Leave to harden.
Check that the drive knob turns easily
Put approximately 0.7 grams of Silly Putty in the timer body and pack it so that there are no cavities and it is flush with the surface.
Push the head of the T-pin into the Silly Putty and attach the timer front to the timer body with self-tapping screws.
Drill a hole in the drive knob and insert the piano wire drive pin. Fix it with a drop of Cyano.
Check that there is no backlash. If so add more Silly Putty.
Check the run times as with a Tomy timer. A 2 in. loop of shirring elastic gives the longest times.
Note: Do not be alarmed if you cannot see the timer operating. It does not make a noise, which tends to make one wonder if it is! Leave it a while and then have another look. Always check the run time before flying.
Any queries, contact me on 01784 433020 or by email at jandiworsley@o2.co.uk

John Worsley

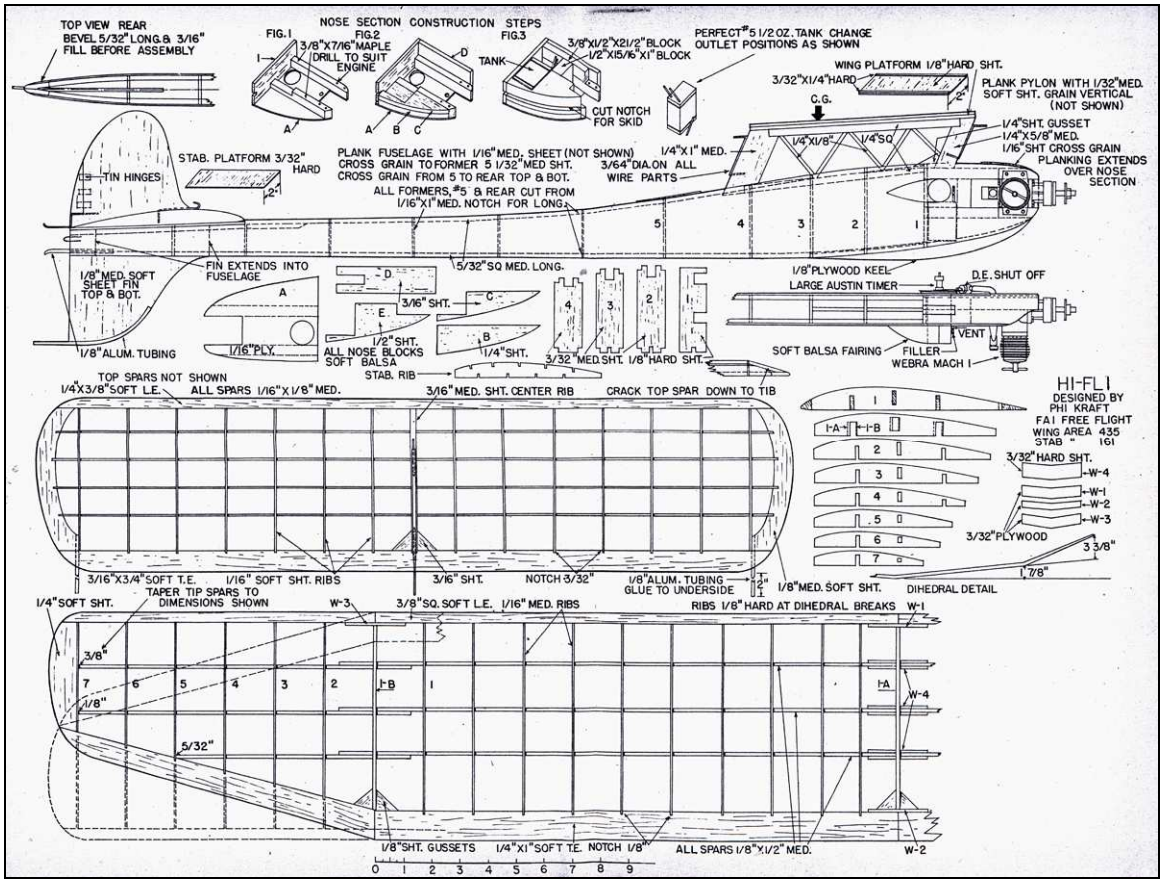
Phill Kraft / Hi-Fli - Martyn Cowley (USA)

Phillip O. Kraft flew F/F rubber and power models from the late 1930's onwards, continuing after the war years and culminating with his Hi-Fli gas model design, which was published in Model Airplane News, April 1956. About this same time, Phill was also becoming interested in early R/C models. Later, he founded his own company, Kraft Systems in 1962, manufacturing R/C proportional equipment and became World R/C Aerobatics Champion in 1967, and an R/C legend with his other designs: Super-Fli, Dragon-Fli, Kwik-Fli, and the immensely popular and much copied 1966 Das Ugly Stick, etc. Plans for Hi-Fli are currently available from Jim O'Reilly, Wichita, KS: www.jimoreillymodelplans.com/ and the design is also listed in the SAM 35 index in June '94, page 11.

As model engines became increasingly more powerful in the 1950's, harnessing that extra thrust became a challenge to contemporary flyers. Hence, in the days before reliable clockwork timers and the onset of ubiquitous "gadgets", the search was on for that magic configuration, which could transform power into performance. Many model magazine articles of this period illustrated each particular author's novel approach to solving this problem, and so in the USA, High Thrust-Line models became one common genre. Thus the 1956 April MAN page 9, portrayed Phill Kraft's FAI Hi-Fli, as a successful design that had managed to tame one of the top engines of the time, and create a simple formula that was easy to trim yet offered high performance. Although not truly a High-

Thrust model, with the engine raised only slightly above the stabilizer, the Hi-Fli is more like a Mid-Thrust design, with a low pylon.

Phill had resumed modeling in the early 1950's, and began what appears to have been an unsuccessful run of experimental power models, with under-cambered airfoils and high aspect ratio wings, which produced good glide but poor altitude.

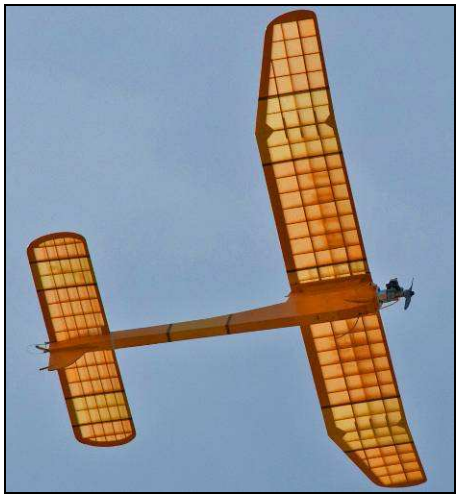


Rethinking his approach, he focused on getting the highest possible climb from his models, by using a clean design and smooth flight pattern. To Phill this meant designing and flying …"with a minimum of cross-trim, such as balancing side-thrust with rudder, or wing warps with other counteracting force adjustments", which he disliked because …"such adjustments vary with speed as the model accelerates during the climb and ruins consistency", or worse still the model itself !

The first Hi-Fli in the series began in 1954, with five variants built for the different engine size classes being flown in the USA. The right / left trim he describes as being …"extremely fast, almost a straight up right corkscrew pattern, with a perfect transition into a good glide". Development and competition success followed quickly in the hotbed of design in California, where Phill's Hi-Fli manged to accumulate 9 wins out of 12 major contests entered, and his FAI version gave him first place at both the Regional Eliminations and topped the Southern California Finals, although he did not garner a USA Team position.

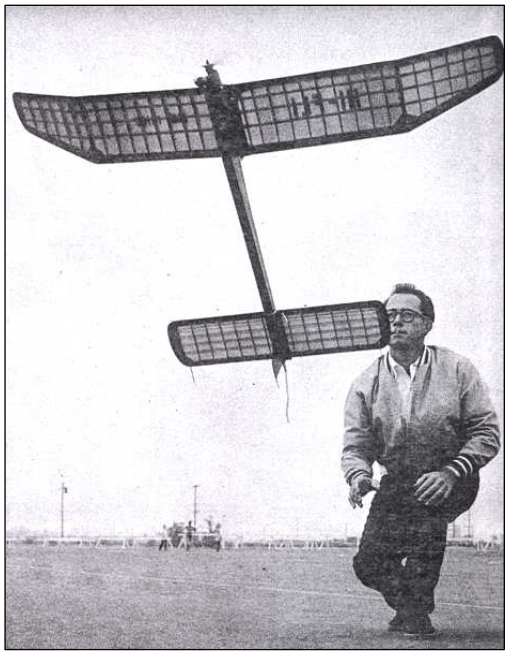
The 60 inch span wing refers to the panels as measured flat on the building board, with 18.5 mains and 11.5 tips. Allowing for the dihedral shown on the plan, the finished wing would have measured just under 58.5, with the wing area described as being 435 sq ins, and 161 sq in for the horizontal stabilizer. The

flat bottom wing airfoil is 10% thick at 35% chord, with a fairly sharp LE, including a slightly upswept entry, shaped into the 3/8 sq balsa LE. His original model was covered with silk, but his article recommends Japanese Tissue as providing greater rigidity for the open structure wings.



At the Winter Classic Vintage Power event in February, Dick Neugebauer's "dyslexic" Hi-FI, in reality Phill Kraft's original Hi-Fli.

The Webra MkI diesel, extolled as having tremendous power and reliability, had no thrust-line offsets and was carefully streamlining around the mount and timer. The fuselage was designed with constant thickness, except for a sharp taper underneath the tailplane, so that the whole structure could be assembled flat on its side on the bench. This flat construction method was used to define the fuselage datum line to assist accurate placement of the pylon and tail mount incidence, to ascertain the correct angles of attack, relative to the thrust-line. The built-in trim specified the wing having exactly 5/32 inch incidence, over the 8 inch chord center section, compared to the flat underside of the stabilizer. The LE of the sub-fin was offset slightly to the right, to produce a natural left turn.



Illustrated in April 1956 MAN, Phill shows his VTO launch style, facing DOWNWIND !

Note the long DT fuse, as the model quickly gets away after release.
The original caption describes the ensuing demonstration flight as having lasted 46 minutes !

The MAN article gives very detailed set-up instructions for preflight assembly, prior to attempting any flights. Phill insisted no wing warps should be used, with all panels being flat and carefully "keyed" with hardwood strips glued to the undersides, to abut the corners of the wing and tail mounts. CG was set at 70% wing chord. Raised left stab tilt, was used to produce a left hand glide circle, with an adjustable top-fin rudder tab for fine tuning the right turn under power.

With these setting Phill assured readers that Hi-Fli would need few if any further adjustments, and claimed the model to be …"safe and easy to trim and forgiving of Pilot Error", using only rudder tab for power, tail tilt for glide turn and CG adjustment for glide trim. Finally Phill advocated the VTO launch style, ustilizing short aluminium tube "pegs" on the tail and fin to touch the ground prior to release. However, the launch style described seems very odd, Phill insisting the wind should be …"at your back", ie with the model facing DOWNWIND, which may be all well and good for those calm days in sunny California, but I'm not convinced that would work on a typical windy day at Barkston !

Martyn Cowley (USA)

Letters to the Editor

Dwindling Attendances

I have over the last 4 weekends discovered the reason for ever decreasing attendances at our flying events, and have arrived at the ultimate solution.
We had 3 weeks of idyllic weather while I was abroad and unable to fly. Since returning, every event has been a blowout or washout. I made 1 flight in F1B at the Nationals on the Saturday. It maxed but flipped over and broke the rudder post.
Sunday was even windier,
Monday was calm but continuous heavy rain.
On return home Tuesday was flat calm and sunny. The area centralised at Salisbury was a washout so, along with everyone else, I stayed at home.
Monday was flyable and Tuesday perfect.
Last weekend the team trials at Salisbury must have been atrocious on the Saturday.
On Sunday I enjoyed myself at Odiham, but the wind was strong enough to fold my wings on my Coupe. This Monday morning as I write, it is flat calm and not a cloud to be seen.
The solution is obvious. All meetings should be on a Monday, excepting bank holidays, when they should be postponed to the Tuesday.

Jim Paton Yewlands Crundalls Lane Bewdley Worcs DY12 1ND
Tel 07967325447

Hello dear John,

my name is Lubomir Sladek and I am member of SAM119 Slovak Republic, I have created SAM International group on facebook. This link belongs to group: http://www.facebook.com/home.php?sk=group_154430811293982&ap=1
I would like to invite You and the members of SAM1066 to share photos, plans and so on. There are 79 members yet (Turkey, USA, Italy, Australia, Hungary, Slovakia, Czech). My main idea is to connect people who love Oldtimer models and to collect documents, plans and remember the history and share it with others. Facebook is ideal and easy to publish these things.
So I am looking forward to see You soon on Facebook.

Best regards, Lubo, SAM119, Slovak Republic

Retrievals - Jim Paton & Malcolm Campbell

WHY IS IT EASIER TO FIND OTHER FLYERS MODELS?

I have been to two events over the last two weekends. I think I ought to add to the title "Why is it always calm midweek." Saturday at the Nationals was windy and Sunday was worse. Monday was calm and very wet. (Tuesday was calm and sunny!). I watched the Bowden with trepidation. Only about a quarter failed to crash in the gale. What brave enthusiasts. Retrievals were hard going for me, but I did get to grips with my tracker and receiver, having sorted out the squelch button. How did I manage before? I flew F1G on Monday and forgot to enter my 4th time!! There is always a new mistake to be made.
The following weekend was Andy Crisp's Port Meadow event. The Saturday evening prelude included F1G. I flew the model I like the least as I was afraid of losing it over the river-which I proceeded to do on its second flight. I now know the fields downwind intimately. I got a good signal on my receiver indicating the model was close. After 2 hours it was so dark, I gave up. Before the battery had time to run out I renewed the search at dawn on the Sunday morning. At 8.0 a.m. I noticed it stuck in the middle of a hawthorn tree. Where to get ladders? I went off, had some breakfast and had evil thoughts of tree chopping like they do at Chobham. I decided to climb the tree. It turned out successful, but I managed to snap the DT rear hammer. Now that is not an easy job to rectify. The wings now have lots of little patches-not very neat. I managed to find a catapult launched glider which I brought back as I knew the owner had gone to his B&B for the night.
On the Sunday I flew P30 without a tracker. It is already too heavy. Sure enough, lift picking was infallible, and the DT was not. Another 90 minutes searching the same fields revealed 2 other models but not mine. It is always a dilemma about bringing back other flyers models. It is all much easier to decide if there is a mobile phone number and someone answers it. I am just as lax as the rest when it comes to carrying my phone as well as the receiver, binoculars and a

pole (and maybe swimming trunks at Port Meadow). My aeromodelling time seems to consist of 70% building and repairing, 25% retrieving and 5% flying. There is a lot to be said for 95% flying time with Ukranian high tech models with reliable DTs (if I set them right!!). Now back to finishing my appropriately named "Top Banana". Could it be my first model trimmed without repairs? Hope springs eternal.

Jim Paton

Free Flight tracking systems by Malcolm Campbell (Australia)
and its relevance to R/C fliers

I last heard the tracking signal of my vintage Seraph glider circling high overhead, 70 minutes from launch, on the final day of the South Australian Nationals, held in central NSW at Narrandera. I liked this model, as it had always placed in every event it had flown in, and it was 8 years old. A search until dark never found it and, by the time I had returned to Brisbane, I had given it up for lost. So here is my story on the retrieval process. I'm sure others have such stories, but this one has a happy ending.

Many years ago at Narrandera, Vin Morgan gave me a crash course in tracking invisible models, when an F1A glider of mine tried to lose itself. So this time my timer, Des Slattery, was following the Seraph in large binoculars until it was just a speck, not far away but very high. Remembering Vin's words, I noted the time on Des's watch when I took over with the Yaghi aerial and started my own stopwatch.

It was easy to assess the model was circling as the beep faded in a regular pattern. After 45 minutes, it was hard to get a true direction but I tried to average it out, using the Yaghi vertically as apposed to horizontally to the ground. At times I thought it was coming back, but I guess it was just higher. Sadly, it seemed to be heading for a scrub fire in the distance – more hot air is all that I needed!

So I carefully assessed the perceived direction, took very keen note on what the wind strength was and kept an eye on the watch. Just after 70 minutes, the signal seemed to fade quite quickly, then it stopped. So it had landed. Recalling the many lulls before I launched, I reckoned the wind speed to average no more than 3 or 4 m/sec, so that put the model between 10 and 14 klms from the flight line – if the air at higher altitude was similar to that near the ground. At that point, I took a visual bearing and a back bearing to the flight line. It was 11 am.

During the day, I sought help and advice from fellow competitors about the terrain towards the State Forest that borders the field and got a map, which showed the roads in the area. A compass bearing was taken and transposed onto the map, marking off 2 klm increments. 10 klms intersected with a road, and so did 14 klms. I felt happy that 10 klms would be fine, as they never go as far as you think.

At completion of the days proceedings, a GPS reading and a back bearing to the way point (flight line) were established on a borrowed GPS unit.

So around 3pm, I drove south with a fellow competitor, turned right on to the dirt road and drove to the forest boundary, turning right onto a dirt road that bounds the open ground. We drove to the highest point and I walked in about a mile to

overlook the vast area we fly on. Not a beep from the tracker and it was now after 4 pm.
We drove, using the GPS, towards the 334° back bearing. We were supposed to get to this point on the road marked on the map, but it took a 90° left turn at about 1 klm before the map said it should, so we drove up this road about 1 klm and then decided to turn back and drive onto the farm property through a gate we had previously seen. This would enable us to arrive at the pencil line we had drawn on the map that marked 10 klms out and 334°. So either my initial "line" or pencil line was incorrect or, more likely, the map was out of date. We drove on to the paddock to the point that was 10 klms from the flight line
(the GPS confirmed this at 9.94 klms).
I walked toward the flight line for 4 klms using the tracker while my friend walked away from the flight line using his eyes. Remember, they never fly as far as you think! Past experiences told me this but I had also estimated 10 – 14 klms, remember. By the time I'd walked the distance, using GPS and compass to stay on track, it was dark, and I still hadn't heard from my model. I rang the flight line to inform them of our progress (it's very good to have mobile communication, as my walkie-talkie was out of range). There was no moon that night so, when the sun went down, I was left in a very black paddock without a torch. Luckily I had seen our vehicle and managed to walk back to it. It would have been easy to get lost, and it gets pretty cold here at night.
During the search, we saw hares, foxes, emus and a magnificent 1.8 m eagle that took to the air less than 100 m from where I was walking. Driving back on the narrow dirt road, I was amazed by the number of kangaroos that criss-crossed the road. Even a cow and its calf trotting up the middle of the road were skilfully avoided.
The next day and without a model, I packed up and headed home to Queensland 1,300 klms away. Three weeks later, I got lucky. I received a mobile phone call from a Urana farmer, Alan Golder, who had just picked up the Seraph body and tailplane in the middle of his 60 hectare paddock! The only damage, according to him, was a few holes in the tailplane.
The story gets better. His Queensland cousin is dropping by his farm in 8 or 9 weeks time, and he's going to bring it back for me. He lives in Redcliffe, and that's just 20 minutes drive from my place!!!! Aren't I a lucky boy?
And to prove that modellers may just stretch the truth with flyaways - rumour has it that a Swiss Miss power model, lost the same day, was found either 54 klms or 32 klms from the flight line - depending upon who you talk with. The farmer told me that model was found 500 metres from my model, which was 13 - 14 klms from the flight line. My search took me, on line, within 3 klms of it! But I took my own advice and searched towards the flight line, not away from it, as models never go as far as you think they do. The farmer said that, had I continued up that road that turned 90° to the direction I wanted to head, we would have arrived at a T-intersection, a right turn then and a drive to the GPS bearing would have brought me 14 klms from the flight line and I would have found my model! And probably the Swiss Miss as well! We were close but were beaten by darkness.

Tracking devices are not expensive and might also prove good insurance on expensive radio models. R/C fliers should also have comprehensive N & A labels on their models. One final comment – luckily I had my current full phone number and mobile number on the Seraph. Always include your current email address because, that way, you could get a digital photo sent to you so you could assess whether the model is even worth collecting!

Malcolm Campbell (Australia)

John Morrill's Compressed Air Motors - Martyn Cowley(USA)

John Morrill may be an unfamiliar name in the UK, but his many talents as designer, builder, machinist and flyer immediately identify him as an all-round modeler. Some may know John as the creator of the Simplex and Hornet spark Ignition engines, produced in limited numbers in the 1980s.

John's latest project is Compressed Air (CA) motors. Not a new idea, but John has updated and refined the concept, and has a new outlook on his objectives for doing so. At recent F/F events in California, a number of modelers have been flying CA powered models at special events. Their enthusiasm is evident, and the performance of these quiet lightweight motors is immediately apparent and very pleasing to the traditional modeler.

John made an initial batch of 10 motors last year, and is currently mentoring a small group of enthusiasts to help them learn to make their own motors. John's concept for this project is not so much to become a manufacturer, so much as to encourage other like-minded modelers to build their own CA motors with his help and encouragement. John wants to spread the word with his design drawings and machining instructions — More to follow…

Martyn Cowley (USA)

An R/C Southerner - Richard Alford

Thank you for all your hard work in bringing Clarion to our screens each month - always a good read.

I particularly liked the video of R/C Vintage taken at Middle wallop by James Parry. Good to see so many interesting old machines and even some younger pilots, gosh. Unfortunately I wasn't able to make the event, but hope to attend others when they come round. I am sorry that the membership has been lukewarm to R/C as it is a very good way to model these old designs and at quite large scale. They look good in the air, are fun to build and with R/C you get them back. I wouldn't commit to building any of them in F/F mode, especially in the larger easy to fly and see sizes.

I have a Redskin and Southerner, both R/C. The Southerner in particular is very nice to fly and I have to admit to one or two mods. The wing section is an HQ3.5/12, a good section for scale gliders and the span was increased from 66ins to 70ins. I also formed a sheeted D box as I want a strong stable wing structure in an aeroplane that can move around the sky with a good glide. All this probably makes me a bad person! However, there may be some redemption - I tend to use the engine (modern glow) to climb to height and from there switch it off and glide around looking for good air to soar in. Landings are dead stick of course and always at my feet.....hmm, dream on.

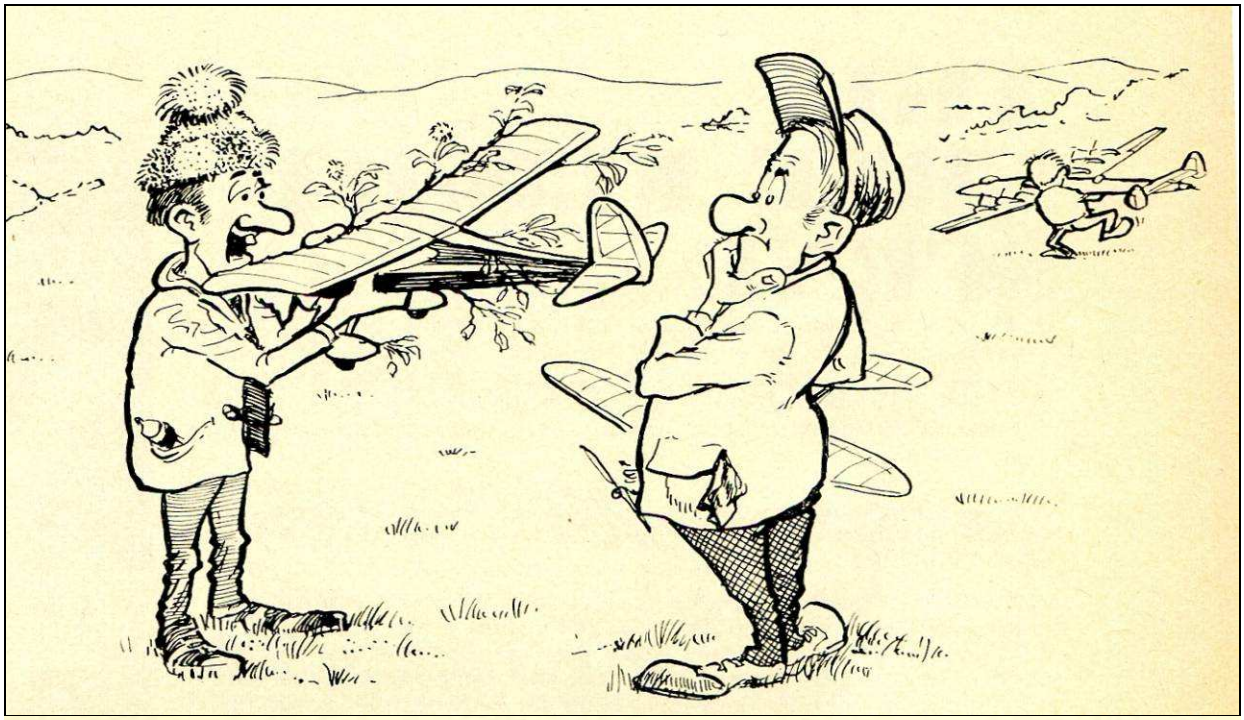
I will build other designs from the Ben Buckle plan range and may even move to electric. Electric power will give me greater flying field options, but perhaps a less authentic feel.

Well, one persons view. I am attaching a couple of pics of my Southerner which I hope will show that it hasn't been too seriously degraded by R/C and design mods.

Richard Alford.

TOPICAL TWISTS

by pylonius



"I think they're in too much of a hurry with these balsa substitutes".

Sell Out

I GAVE A warning the other month on the threat to our precious balsawood. I based my foreknowledge of doom not on any inside information, rumblings from the lumber regions, or Equador to door canvassing, but on the good old pessimistic belief that nothing good ever lasts; certainly not anything wholesome and natural in our ersatz, plasticised age. Already the dreary substitutes, grey or garish, are taking up threatening attitudes, and the difficulties of supply being gloomily enumerated. But why it should be more difficult to transport the pap from swamp to warehouse in these sophisticated times than it was in the days when all you had was a native and a tow rope, only the befuddling bureaucrat knows. Anyway, apart from the fact that the natives are grubbing up the balsa plantations to grow country style corn and jungle fresh peanuts you may be sure there are more and more people sitting in empty offices thinking up more and more miserable and uninspiring uses for balsa wood so that a shortage to the model trade might be officially declared.

I am troubled by a thought, though. Am I too advanced in years and too fixed in my model making ways to come to terms with the wonder substitutes? What of Dhupi, with which, we are told, the teeming millions of India are already desperately grappling, or mysterious, yet to be produced Allsa? Ominously, this latter substitute is expected to be to balsa as butter is to marge. An unfortunate analogy, I would say, considering the sort of stuff we see in the model shop racks these days.

Isaacson Winter Indoor Classic (USA) - Paul Wescott

Held in the Tustin Marine Corps Air Station Blimp Hangar.
8 Photos are included below, but there are 111 more on my photo page:
http://www.flickr.com/photos/star-paul-star/sets/72157626794879392/

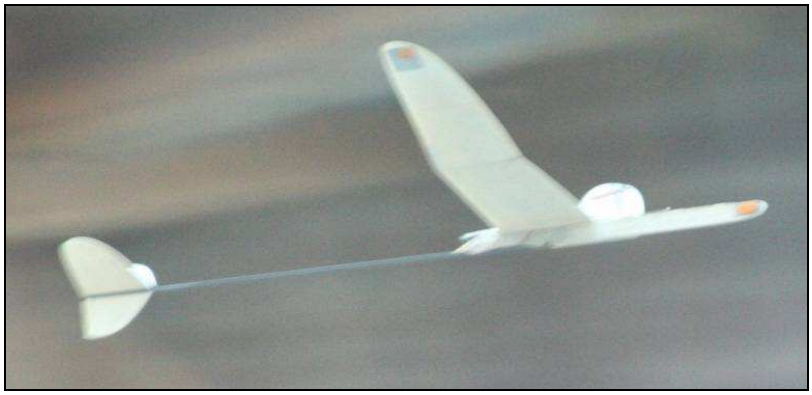
There is a small group of flyers from the Orange County and Los Angeles County area who have negotiated successfully for the intermittent use of one of the old blimp hangars at the Marine Corps Air Station in Tustin. I believe this site is similar to your Cardington, although the Tustin hangar may be in better condition.

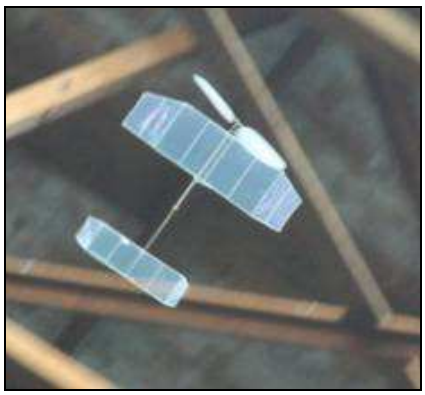
The hangar is 1088 feet long, almost 297 feet wide, and 178 feet to the top of the roof (external dimensions). Of the width a significant portion is taken up by a row of offices and workshops down each side, say 40 feet wide each, but they are built mostly under the trusses anyways. Nobody plans to fly through the trusses, although far too many wind up doing so. I'll estimate the trusses at the top at 10 feet in height-depth leaving 168 feet of fairly clear flying space. Keep in mind that the cross-section is shaped like a parabola (curve) so that approaching the peak the width of the flying space narrows somewhat. Also 300 feet at one end is being leased and is a no-fly and no-photo zone. So that leaves a space 600 feet long by 210 wide by 168 high for flying. Not too shabby.

One of the organizers, Norm Furutani, has a key to the gate. There is no list or gate guard as the base is non-operational. Norm opens the gate at 7am, 9, 11:30, 12:30pm, 2pm and finally at 4pm. There is no water or electricity, only a well-maintained porta-potty outside, so the internal lighting is provided by full length skylights as you can see in the pictures. There is a $20 entry fee per flyer, a maximum limit of 40 entrants, and a necessary minimum of 25 paying customers to keep Norm from losing money.

I arrived with my kids at 6:55am and drove right in. It's quite a sight! That building just keeps getting bigger and bigger until you're drive up so close you can't see all of it. We followed the other cars and parked near a set of man-doors emblazoned with tigers, an emblem left over from the base's interim duty as a helicopter station. We walked out onto the hangar floor as everyone else was dropping their tables and walking back out to get their gear. We three were alone

and it sounded like a church. So I shouted "HELLO!" and it echoed back and forth and back and forth etc. This made my awe-struck daughter giddy and she couldn't suppress the giggles for an hour or more. We set up folding chairs along the near side with everyone else. We took a tour around the periphery and took pictures of the architecture and some of the details. We found two abandoned CLG's, one with a name on it. We are told that the resident barn owls object to the birdlike objects sharing their territory and will dislodge them. Imagine that! Quite early on a gentleman introduced himself as Ralph. It turns out he is THE Ralph Ray, legendary flyer. Ralph was extremely hospitable. When he learned I was trying to expose my kids first hand to the craziness that is indoor free flight and also to get them interested he invited us to follow along with him and to ask all the questions we wanted. There was a slow start to the morning as only about 10 people showed up at 7, and they spent most of their time fiddling. Quite a few others showed up at 9, and the flying got going. We were introduced to legendary flyers Stan Buddenbohm, and Lee Hines, which was very exciting for me. Larry Renger also showed up with a box of fun flying objects.



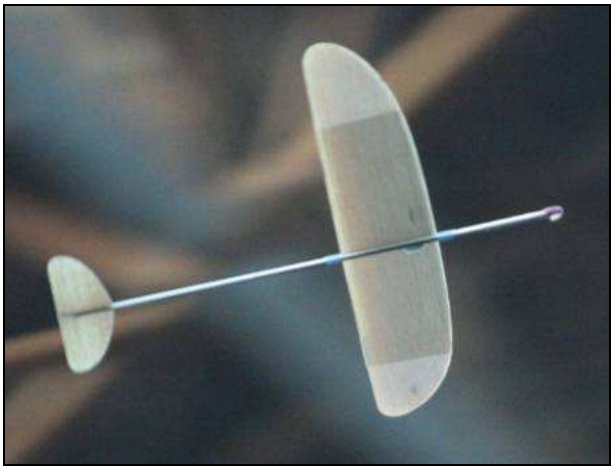


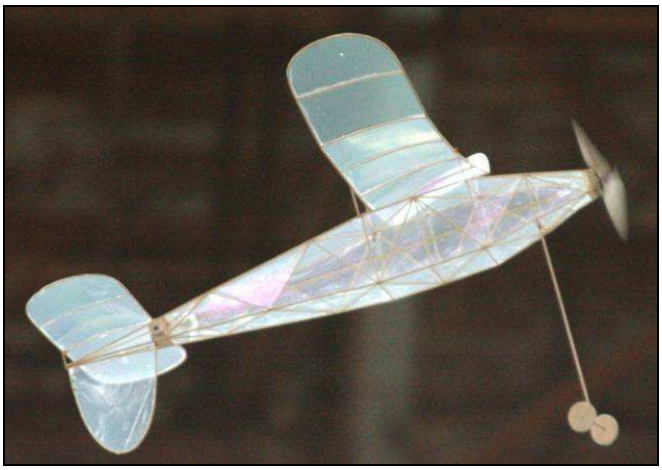
Ralph Ray was flying this tip-launched glider at one end of the flight zone. He went out of his way to get my son out in the middle with him while he launched and to open a dialogue and answer questions. Questions like "why does your plane break in half spontaneously mid-flight" (Ralph was using a radio dethermalizer in his pocket to keep his HLG away from the walls/trusses and it appeared that the model was running into an invisible wire and stopping dead in its tracks). Ralph even got my son to smile BROADLY (which just amazed me because it's kind of hard to do) by cracking a joke about how he wears his 2-finger flying glove not just for the extra friction-grip, but also because it's kind of sexy. That's a great example of the hospitality/camaraderie we experienced the entire time we were there.

One gentleman brought this tried and trimmed penny plane, that had never been flown in anything higher than a 26-foot ceiling. He wound it up and launched it, and shortly thereafter proclaimed "Good Lord I Hope I Get It Back" as it climbed industriously in small circles towards the highest roof beams. It made it probably 120 feet up then levelled off, circled a few times then descended happily. The owner was quite happy too.

There were people flying penny planes, EZB's, F1D's, HLG's, CLG,s, Sheet-winged sticks, tiny RC (although technically RC day was the day prior) and more. We spoke

with one gentleman and his wife, who brought a rushed-together plane for its maiden flight. It porpoised a bit, but then flew quite well after he moved the temporary wing-saddle rearwards. From him we learned about temporary wing saddles and tissue tubes and how his plane weighs 7/8's of a gram but there's another flyer who builds down to 3/10's of a gram.





Norm Furutani flew this catapult launch glider with an easy launch, a nice transition to glide, and an amazing glide ratio.

Another gentleman was flying this full-fuselage model and was doing quite well. It rained for a couple of hours and we discovered about 12 roof-leaks that dripped intermittently. It was quite interesting to stand as close to the drip as possible and look straight up and see the drops falling. This model got under one of the leaks and took a hit. "Oh Good Lord" was heard loudly in the quiet hangar as the model spiralled to the ground, undamaged and only the tiniest bit wet.

One of the F1D flyers invited "his student" a young Science Olympiad competitor under his tutelage to bring this SO Heli and fly it in the big house. The heli never made it to the roof but it flew well and did a respectable 2m 45s.

One young man flew this Flying Aces Moth converted to electric motor and RC. The RC gear was scavenged from a $40 foamie, but the ESC was overheating. Hot

electronics and stick and tissue don't mix. The plane was grounded well before bursting into flames.

Larry Renger flew this sheet-winged stick A-J Hornet replica. It flew amazingly well so Larry just kept piling on the turns flight after flight until on its last flight the left turn all but disappeared from torque, it flew a little too far off course and landed missing a parked F1D by about 3 feet. What a disaster that could have been. Larry also flew an odd little flying wing (Zing-Wing?) that folded in half for launch, then catapulted quite high, unfolded, and glided in quick circles to a nice landing. Finally Larry broke out his tiny yellow RC Piper Cub. With a wingspan of about a foot, it was the perfect size for the hangar, and my daughter loved it. It was quite realistic and looked like a special effect for a movie.

One of the workshops along the near side was made available for flyer use, and has been equipped with an 8 foot folding table and a workbench. Stan Buddenbohm was sharing the space with Ralph and another flyer named Henry. Someone not in attendance was quitting the hobby and cleaning house. They left some balsa "sticks" for Stan to use in building his kits

(http://www.amaglider.schnable.net/assets/outdoorgliders/handlaunch_gliders/stans-stuff-2009.html).

These sticks were bigger than anything I'd ever seen. They looked like 4-by-4 fence posts about 40 inches long. Stan handed one to me and it was a light as a feather. He had a half-dozen or more enormous pieces of indoor contest balsa, and he was cutting 2 inches off one end of each so they would fit into plastic carrying cases made for Christmas wrap. Wow. Late in the day, Stan broke another record (his own) with his CLG. Stan re-set his cat 4, unlimited cat record. His previous record was a 2 flight total of 4:11. Stan flew a 2:16 followed by a 2:15! A new total of 4:31! On attempt #9, Stan hit the center roof beam and the plane landed on a girder, probably 120' high. I don't know if he got it down or not. Maybe the owls will return it.

It was really a terrific day. My son and daughter and I are now working on some new starter planes (stringless wonder, peck ROG, etc.) and also after seeing that heli float for 2:45 my daughter may be thinking about Science Olympiad. I probably also have to come up with a tip-launched glider for my son (Thanks, Ralph!), and a tiny RC airplane for my daughter (Thanks, Larry!)

Paul Wescott (USA)

Archive Action Column 8 - Roger Newman

It's some time since you all had an update on how things are going with the plans archiving. The latest Excel plan list is now live & can be accessed via http://www.co-op-plans.com . This list merges our DBHL web release 2 with the plans from Full Size Plans (FSP) run by Roland Friestad in the USA, AVANZ from Mark Venter in New Zealand and SAM122 from Lubo Hrncar in Slovakia. The latter set has yet to have the power & rubber models added. There is provision for merging further plans from Derick Scott in the UK & from Rufus Carswell in the USA at a later date. Our own list is, of course, still available via the SAM1066 website.

Earlier this year, I took a good quantity of plans up to Derick Scott in Lancaster, on the way back called in at John O'Donnell to collect a load of magazines for Roy Tiller & then on to Hinkley to collect more plans from Dr Stephen Lacey. This trip was combined with a couple of days holiday. Derick is helping with the scanning of plans & has a very impressive set-up comprising a wide bed scanner, corresponding printer & a networked PCs to control everything. He really has done a tremendous amount of work already.

As of now there are some 6700 plans & three views listed – roughly about half a million keystrokes so far! This year I have received donations from Dr Stephen Lacey & from Derek Ridley in the UK, for which I thank them very much. The latter donation from Derek was kindly handed over by his wife at the Easter meeting & took up much space in the back of their estate car! These plans are being sorted and all new additions will be added to our web release 3 & the Co-op list over the next few months. Similarly, Roy Tiller has given me the Bournemouth club library plans to add to the collection. All in all, this provides me with steady work through to the Autumn & probably beyond! Inevitably we are now getting duplicate copies of various plans, so we decided that these could be sold for a modest price at future MW meetings & the revenue generated should be put back into the Library. Look out for them & have a good rummage! Conversely any donations of surplus plans would be gratefully accepted, particularly of those earlier models. Contact me via email. (rogerknewman@yahoo.com)

For SAM 1066, I currently intend to keep the DBHL Excel list running concurrently with the FSP list, more work but this means new additions from the above donations will all appear in our next DBHL web release.

The expansion of the list means that we have a considerable backlog of scanning to get done, as I can probably list plans quicker than the scanning & clean-up process. As an interim, we decided – provided the scanned plan is adequate for building, we could release these without doing the clean-ups. The full FSP list shows the scan status for any given plan.

Quite a few requests are now taking advantage of being able to receive electronic copies of a plan & choosing where they want to get a printed copy. This makes life easier (& less expensive) as I don't have to drive to my local copy shop & the Post Office so regularly!

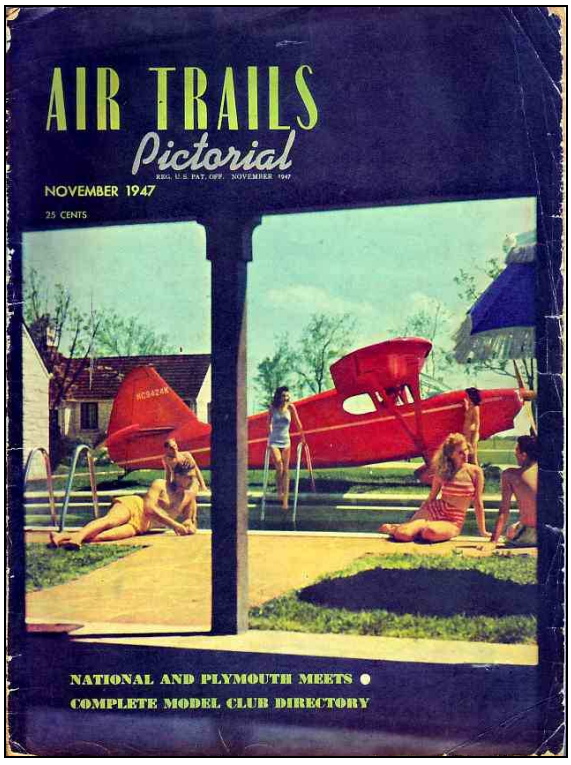
On a somewhat different topic, we (SAM 1066) made an application to the BMFA via the BMFA Southern Area for financial support concerning the digital archiving of magazines. The application was presented at the recent BMFA Council meeting but was withdrawn after (what sounds to me) some fairly hostile & ill informed questioning of what was proposed. I have no idea how the BMFA Council debates such issues, but with the support of the BMFA Southern Area, we will have the opportunity to represent a revised case in the not too distant future. Any help or advice would be much appreciated.

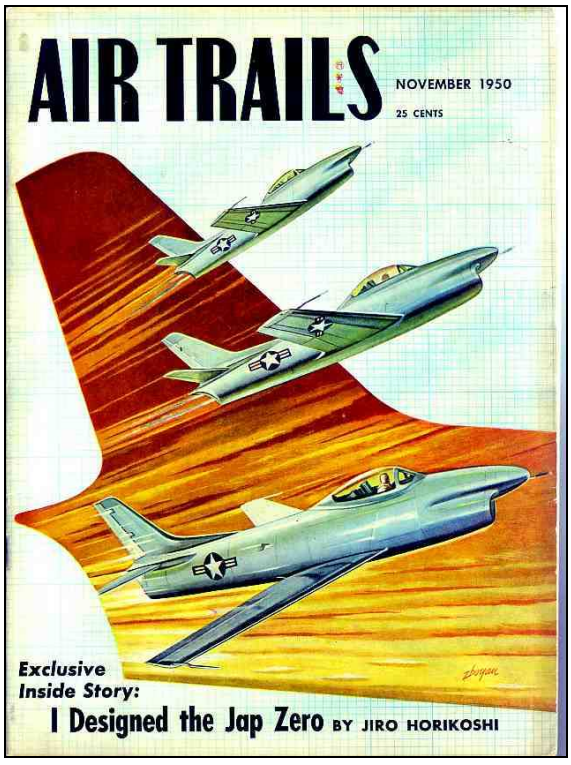
Roger Newman

The DBH Library (Magazines) - Roy Tiller

Report No 11 - U.S.A. Air Trails continued:

November 1947 and the title is back to AIR TRAILS PICTORIAL now A4 size and the glamour girls have arrived on the front cover. Plenty of full size airplanes, an engine powered dirt track race car and a radio controlled Stinson 150, 6ft wingspan, by Bill Tyler. It is highly recommended that you test fly and adjust the model before installing the receiver. A weight to be substituted for the receiver during the testing period.

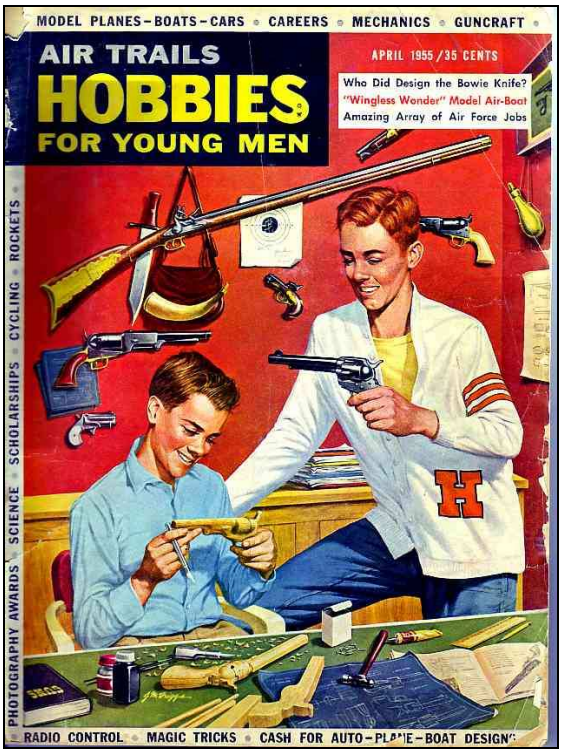


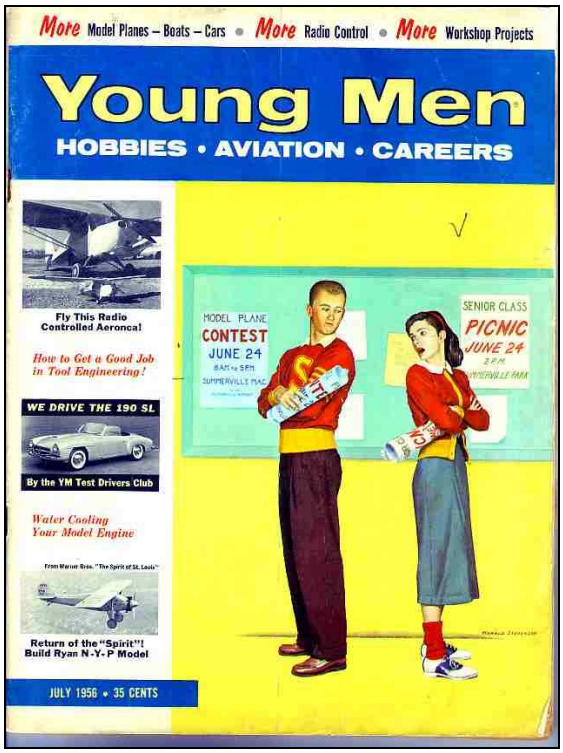


November 1950 now simply AIR TRAILS again. Full size aeroplane content includes the story of the Japanese Zero designer Joro Horikoshi. The Zero, officially a Mitsubishi 96-4(A5M4) seems also to have been called Zeke and Betty by the American forces. The numbering system is explained: 96 is the year put into service i.e. year 2596 of the Japanese Era or AD 1936 to us, the 4 is the forth revision, the A5M means fifth fighter prototype built by Mitsubishi. The last 4 is not explained.

Type 00 deck fighter. The first plane to be termed a Zero model was the 12-Shi land-based bomber designated "Betty" by the American forces.

Flying model plans include a Wee Bee scale model for free flight or U-C (Control-line to us), the Screamliner 60 world record speed control-line model at 142.16mph by Bob Hartlieb and a DeHavilland Moth by William Winter for control-line or rubber free flight, alternative wing and stabiliser construction is shown for each application. Finally the Kinglet a control-line biplane by Bernard O. Beck.





April 1955 and it is now AIR TRAILS HOBBIES for YOUNG MEN. In spite of the cover, aeromodelling contributes the Dreamboat, a semi scale amphibian radio control model by Ken Willard and a control-line delta, the Convair VTO, "the model must be held straight up for vertical take off".

July 1956 and its just YOUNG MEN and I fear our young aeromodeller is lost to the Mercedes 190 and the picnic with his girl. There is still an aeromodelling content, Cal Smith's radio control Aeronica Champion and Heny Struck's Spirit of St.Louis for control-line and free flight. How about team racing without wings "an exciting new game", or are we back to the front cover again.

Our last copy is October 1956 but I believe that the magazine ran through to 1975. See the SAM1066 website for the full list of magazines held.

WANTED Model Flyer March 2000. Model Flyer ran a series of articles by Norman Fallows on compressed air engines. We have Parts 1, 2 and 3 but no more, does anyone have Part 4 and anything else published. Probably March 2000 onwards. Whole magazine or photocopy of article please.
Contact. Roy Tiller Tel. No. 01202 511309 e-mail roy.tiller@ntlworld.com

Roy Tiller

Editor's Postscript

It's been a bit of a rush this month, I was at the indoor nationals and away for a few days, coming back with tummy trouble. The point behind this lament is that, in the panic, I may have held over or missed out some items you contributors have sent in.
If after the next issue you find that any of your submissions have not been acted upon, don't hesitate to remind me, my computer housekeeping is reasonably good but things can get lost.
If I don't feel that your stuff is appropriate for the new Clarion I will let you know, but it's only happened once up to now.
Finally an appeal to some of you UK free-flighters to pen a few words and take a few pictures, we don't want the mag to be all international.

Editor

2011 WESSEX TOMBOY LEAGUE COMPETITION
updated 1 February 2011

March 27th Sunday	Wessex League	Tomboy Round 1	WMAC	Cashmoor
May 1st Sunday	Wessex League	Tomboy Round 2	Wincanton Falcons	Templecombe
June 5th Sunday	Wessex League	Tomboy Round 3	venue to be	advised
July 17th Sunday	Wessex League	Tomboy Round 4	SMFC	Flamstone Farm
October 1st Saturday	Wessex League	Tomboy Round 5	WMAC	Cashmoor

Best 4 scores to count.

Note: Dates are provisional and subject to change. Please check before travelling.

Chris Hague/James Parry

2011 WESSEX LEAGUE
CONTROL LINE MINI SPEED COMPETITION

A simple formula using plain bearing 1.5cc diesel engines, 3 warm-up laps and timing over 5 laps.

Click on www.wessexaml.co.uk to find out more.

April Sunday 24	Wessex League	Speed event 1	SAM 1066	Middle Wallop
May Sunday 8	Wessex League	Speed event 2	SAM 1066	Middle Wallop
July Sunday 3	Wessex League	Speed event 3	WMAC	Cashmoor
August Sunday 28	Wessex League	Speed event 4	SAM 1066	Middle Wallop
October Sunday 16	Wessex League	Speed event 5 – The Final	WMAC	Cashmoor

When not attending a listed event then monthly speed scores, April to September, can be registered with James Parry or Chris Hague. See rules page on the website for full details. **Best 4 scores to count.**

Note: Dates are provisional and subject to change. Please check before travelling.

Chris Hague/James Parry

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

2011 dates

May 7th

Sep 17th; Oct 15th; Nov 12th; Dec 10th

2012 dates

Jan 7th; Feb 4th; Mar 3rd.

Admission - Flyers £5.50 - Spectators £2.00

For further information phone Colin Shepherd 0121 5506132

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

Brownhills Indoor Flying – Free Flight

Brownhills Community Association,

Deakin Ave. Brownhills WS8 7QG

Just off the A5

Saturdays 2-00pm until 5-00pm - £6

2011 dates:

May 14th; June 11th

Sep 10th; Oct 8th; Nov 5th; Dec 3rd.

2012 dates

Jan 14th; Feb 11th; Mar 10th;

Apl 7th; May 12th; Jun 9th.

Contact:- Tony Eadon-Mills

Tel: 01952 240451 - e-mail: tonyeadomills@gmail.com

Lulu 2011 International Postal Competition

April 1st. - October 31st. 2011.

Rules - Models must be John Barkers 50" Lulu, Nexus plan G338 or the 30" Lulu baby, or any scaled down version of 50" Lulu. I can supply a plan and suggested modifications help sheet if required. Also the Lulu baby plan.
Permitted alterations :- auto rudder, dethermaliser, towhook repositioned or adjustable, strengthening of main spar, mylar or plastic covering (if you must).
Help sheet of notes on above available.

Towline

Length of 50 metres (164ft) or bungee of 50 metres containing an elastic element of 12 metres. (39.5ft.)

Flights

3x90 seconds. If 3 maxes are scored make a further flight of unlimited duration. The first 3 flights must be made on the same day and may be doubled up from another competition. The flyoff flight may be made at a later date. Two attempts per flight - an attempt is a flight of 20secs. or less or a non-scoring attempt (i.e a tow in - model still attached to line). Flights must be nominated to a timekeeper beforehand. One entry per person only. No builder of the model applies. More than one person can use the same model or indeed a whole family. Lone fliers can self launch and time.

Prizes

A guaranteed 1st. prize of £75 pounds and prizes for 2nd. and 3rd. and a prize for the hardest luck story or an exceptional flight if deemed appropriate. Donations gratefully accepted and acknowledged.

Send scoresheet

To :- Jane Howick, Knoll House, 69 The Street, Hindringham, Fakenham,Norfolk, NR21 OPR. or e-mail to m.howick @btinternet.com Any anecdotes or photos welcome. I hope you will participate - and have fun and many satisfying flights. Please make sure entries received by Nov. 15th. 2011.

Lulu 2011 Scoresheet

Name.....Date flown.....Location.....

Flight (1).....secs. Actual.....secs.
Flight (2).....secs. Actual.....Secs.
Flight (3).....secs. Actual.....secs.
Flyoff .....secs.

Total- _____

Address
.....
.....
.....
.....
.....

N.B. Actual flight time is required as it may win the longest or exceptional flight prize.

FREE-FLIGHT TRIMMING ON SALISBURY PLAIN FOR 2011

For 2011 almost every weekend will be available for free-flight trimming and training by BMFA members on Area 8 on Salisbury Plain. Those flying any free-flight classes will be welcome, as well as those practicing for FAI FF contests. This is one of the best free-flight venues in Britain, and the aim is to improve overall free-flight standards in the UK.

There are a few simple rules to follow. Send an SAE to Bernard Aslett, 25, Honeyhill, Wooton Bassett, Swindon, Wilts, SN4 7D; in return you will receive a sketchmap showing where we fly on Training Area 8, a request for the one-off fee, now reduced to £20, which will allow you 43 weekends flying, and two copies of the users' guide. Sign one copy, return it to Bernard, and your name will be included on the Army security list (unless you're already on it). Alternatively, if you don't wish to pay the season ticket fee, once you are on the list you can pay £5 on the day. Please note that on some weekends only one day is available.

The following dates have been agreed, but because of the current military situation short-notice changes are more likely, so you must call Peter Tribe on 01225-862748 on the Friday before you plan to fly.

January:	1st & 2nd,	8th & 9th,	15th & 16th,	22nd & 23rd,	29th & 30th.
February:	5th & 6th,	12th & 13th,	19th & 20th,	26th & 27th.	
March:	5th & 6th,	12th & 13th,	19th & 20th,	26th & 27th.	
April:	2nd & 3rd,	16th & 17th,	23rd & 24th,	30th & May 1st.	
May:	7th & 8th,	21st & 22nd.	28th & 29th.		
June:	4th & 5th,	11th & 12th,	(**Not** 25th & 26th.)		
July:	2nd & 3rd,	9th & 10th,	16th & 17th,	23rd & 24th,	30/& 31st.
August:	6th & 7th,	13th & 14th,	20th & 21st,	27/& 28th.	
September:	4th,	10th & 11th,	17th & 18th,	24th & 25th.	
October:	1st & 2nd,	15th & 16th,	22nd & 23rd,	29/& 30th.	
November:	5th & 6th,	12th & 13th,	19th & 20th,	26th & 27th.	

VINTAGE RADIO [to Dec. 1969]* & CONTROL LINE at MIDDLE WALLOP, 2011

Courtesy of the Army Air Corp Centre, MAC

SUNDAY APRIL 24TH SAM 1066 Club Invitation Day
Control Line [no combat wings]+ Mini Speed.
also Tomboy 3 + Tomboy Senior Competitions
and 3 R/C Vintage Power Duration Competitions.

SUNDAY MAY 8TH SAM 1066 Fun Fly and Trimming day
Control Line [no combat wings]+ Mini Speed.
also Tomboy 3 + Tomboy Senior Competitions
and 3 R/C Vintage Power Duration Competitions

SUNDAY AUGUST 28TH SAM1066 Eurochamps
Control Line [no combat wings]+ Mini Speed.
also Tomboy 3 + Tomboy Senior Competitions
and 3 R/C Vintage Power Duration Competitions.

Note: ALL R/C MODELS , No Ailerons please!!

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

Because of MOD licence requirements no dogs are allowed .

For further information contact:
[C/L] James Parry, 01202625825, email.JamesIParry@talktalk.net
[R/C] Tony Tomlin, 02086413505, email.pjt2.alt2@btinternet.com
[VPD] Bill Longley, 01258488833, email.tasuma@btconnect.com
The meetings take place at the far side of the airfield
follow the peri-track to control

BMFA EAST ANGLIAN GALA,

Sculthorpe Airfield, 23 ,24 July 2011.

Sculthorpe airfield offers the largest unobstructed flying site in the UK set in the heart of the Norfolk countryside. Apart from the model flying there are plenty of other things to do in this part of the country. Visit Norwich, the Norfolk Broads, sandy beaches at Wells or Hunstanton and stately homes such as Houghton, Blickling. Felbrigge, or Holkham. Accommodation information is available from the
Fakenham Tourist Information Point, 075283 00103.
Camping nearby at Fakenham Race Course, 01328 862388
and the Garden Caravan Site, Barmer Hall, Syderstone, 01485 578220.

Saturday 23 July
BMFA Combined Glider,
BMFA Combined Rubber
Classic Rubber /Power
Tailless
SLOP
E30
HLG-CLG.

Sunday 24 July
Combined Power
Classic Glider
Mini Vintage
P30
C02

BMFA Senior Championship points for above events.

Start time 9.00 am, finish 6.00 pm. each day.
Competition entry £10.00 for first class, £2.00 thereafter each day. BMFA rules apply.
For further information on this BMFA event contact Michael Marshall 01223 246142

SAM 35 will hold the following
RC assist, pylon and non pylon competition on Saturday the 23 July start time 10.00am.
A Bowden competition, start time 11.00 am on Sunday.
Further information on these events contact Harry Perkins 01507 479 668.

Location. Sculthorpe airfield, OS Map reference TF 852300. 100 Metres in a NE direction along the B1454 from its junction with the A148 road from Kings Lynn to Fakenham. No refreshments on the field this year but there is a cafeteria close to the entrance. BMFA membership essential. Site regulations do not permit dogs or children under 16 years of age.

TIMPERLEY
MODEL FLYERS

TIMPERLEY MODEL FLYERS WEEKEND

Barkston Heath 13th/14th August 2011

F/F sport flyers welcome. Airfield charge applies. BMFA membership is required.

Saturday 13th---Timperley Saturday

Free Flight Contests. 10am-5pm. To BMFA or SAM35 rules.
Mini-Vintage. Combined Tailless. Combined Vintage Wakefield.
Straight tow glider (below A2 size 75m tow-line, A2 and above 50m line)
25in-Rubber (max 25in span, 8in freewheel prop, 2 leg u/c)
Cabin-power-ratio (ratio of flight time to motor run)

Sunday 14th---Timperley Gala

Free Flight Contests. 10am-5.30pm. To BMFA rules.
Combined-Rubber. Combined-Glider. Combined-Power (excluding electric)
Vintage (power engine run 15sec). Combined HLG/CLG.

Contact---Gerry Ferer. 0161.928.4955. timperleyMF@hotmail.com

16th Peterborough Flying Aces Nationals

Sunday 4th Sept 2011

at Ferry Meadows, Nene Park, Peterborough, PE2 5UU .

Open Rubber Scale: Scale competition flown to Masefield rules
Open CO2/Electric Scale: "Stand off" scale against plan, plus flight profile of launch/flight/landing. Any CO2 motor/tank permitted.
Kit Scale: ANY kit model, rubber powered, span 30" or less. Model judged against kit plan only.
Jetex/Rapier Authentic Scale Judged against model plan and flight profile
Jetex/Rapier Profile Scale Judged against model plan and flight profile
P-20. 20" span and length. Maximum 8" dia. plastic prop, 6 gram motors (may be external)
"Junior Miss" Rubber Duration comp. for Vic Smeed's classic design. 6 gram motor. Folding prop not essential. Note! If fitted with an 8"dia (max.) plastic prop model can also be flown in P20 event. If you cannot find a copy of the plan contact Brian Waterland on 01778 343722.
Open Rubber Rise Off Water Rubber Duration for floatplanes and flying boats on our 100 sq ft pond
Cloud Tramp 5 flights to Max agreed on day. Precision Fly Off if required
Jetex/Rapier Duration
Frog Senior Rubber Power Duration For plan send A4 sae with 1st class stamp
To: Marc Ashby, Thatched Cottage, Church Road, Leverington, Wisbech PE13 5DE
Catapult Glider
Duration Rubber Ratio Any rubber powered model with wing span 16" to 25" span (wing tip to wing tip). Flight score is total time in seconds (from three flights) divided by wing span (tip to tip) in inches.
Table Top Precision: Precision flight time event. Model must Rise Off Table of 1 metre diameter.
Electric Precision Precision flight time contest for any electric powered model
Silent Ebeneezer Cartoon profile models of semi-scale appearance. Flat plate wing section.
Power to be electric, CO2 or rubber.
Flying Swarm A mass launch for non electric models entered into any event during the day.
Last model down is the winner.
Concours
Young Flying Aces Any flyer who is less than 16 years old on 5th September 2010 will be awarded a 25% handicap advantage in all events.

Awards - Wine for 1st ,scrolls for 1st, 2nd and 3rd **Exclusions** - No I/C or radio flying of any type.
Proof of Insurance required for all flyers
Parking free before 10.00 am. Grass flying site. Toilets, café and Park Visitors Centre.

Revel in the special atmosphere created at the biggest outdoor small scale F/F meeting in Europe.

For more details of events visit the Peterborough MFC Website at http://Peterboroughmfc.org
OR contact Marc Ashby 01945 461392 or Brian Waterland 01778 343722

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.

THE NORTH COTSWOLD MODEL AERO CLUB

BMFA MID-WEST 166

'FLY FOR FUN'

EVENT

AUGUST 6th & 7th

AT

FAR HEATH FARM

MORETON-IN-MARSH

GLOUCESTERSHIRE

Signposted off the A44 Moreton to Chipping Norton road

TWO DAYS OF MODEL AIRCRAFT FLYING:
RADIO CONTROL SPORT, SCALE, AEROBATICS, GLIDERS, ELECTRICS, ETC.ALSO-
CONTROL LINE
AND
SMALL FIELD FREEFLIGHT

✈

RC FLYING 'OFF THE PEG' ALL WEEKEND
(PILOT'S PROOF OF INSURANCE REQUIRED.)

✈

SPECTATORS AND FLYERS WELCOME,
COME AND JOIN IN THE FUN.
CAMPSITE FOR CARAVANS & TENTS WITH ON-SITE TOILETS & WATER

SPECIAL ATTRACTIONS!

Following the success of last year's event, we will once again be running our

MODELLERS' BRING & BUY SALE

Come and pick up some real bargains or bring your own models/equipment to sell

---

CIRCLE FOR SMALL CONTROL LINE MODELS
(All types - MAX 1.5cc)
A very popular feature last time, we would like to see even more pilots and models this year!

For details, e-mail : northcotswoldmac@gmail.com

MSP PLANS PRESENTS FOR 2011

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 A0 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.martyn.pressnell.btinternet.co.uk

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.
ODENMAN'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 GLIDER Designed by Bill Farrance twice winner of the SAM Radislav Rybach trophy.
CRESTA A 38 in wingspan low-wing design for small diesel power and including electric motor installation.
FRED BOXALL'S 1956 OPEN RUBBER MODEL successful open rubber model. Twin plan with Boxall's ***SEAPLANE.***
FRED BOXALL'S SEAPLANE (1965) Completing this duo of contest machines,Twin plan with the ***1956 OPEN RUBBER MODEL***
LAST RESORT 1956 CLASSIC RUBBER small Open Rubber Model designed by Jim Baguley, Twin plan with ***FIRST RESORT.***
FIRST RESORT 2006 Designed by Martyn Pressnell for the BMFA Rubber Class. Twin plan with LAST RESORT.
WINDING BOY II 1956 design by Urlan Wannop, a 38 in.span, V dihedral wing. Twin plan with ***McGILLIVRAY'S LIGHTWEIGHT.***
JACK McGILLIVRAY'S LIGHTWEIGHT 1958 36 in. span Canadian lightweight rubber model Twin plan with ***WINDING BOY II.***
CAPRICE 1959 GLIDER The renowned lightweight glider of 51 in span, Twin plan with ***GAUCHO.***
VAKUSHNA 1959 A2 Designed by Brian Dowling this glider won the 1960 Pilcher Cup
GAUCHO 1960 POWER DURATION A first class model for 1.5 cc engines. Designed in 1959 Twin plan with ***CAPRICE.***

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 descendent of his 1936 Wakefield Cup winner,
HERMES MAJOR A 150% enlargemant to 61½ in span, of the 1949 ***HALFAX HERMES***
FRANK LOATES' 1949 WAKEFIELD Canadian Wakefield 5th in the World Championships at Cranfield, England, in 1949.
BORJE BORJESSON'S 1949 WAKEFIELD Swedish Wakefield 6th in the World Championships at Cranfield, England, in 1949.
GHOST WAKEFIELD 1951 John Gorham's 1951 Wakefield, One of the most successful rubber models from the early 1950's.
RON WARRING'S 1952 WAKEFIELD The geared geodetic model, developed by Ron Warring for twin motors,
NIGHT TRAIN Mk II 1960 George French's Night Train which pioneered the use of VIT systems in the UK

TO ORDER:

To order plans for UK delivery please write with cheque (£ sterling) made payable to Martyn Pressnell, 1 Vitre Gardens, Lymington, Hants, SO41 3NA.
For overseas delivery of Popular Plans send local bank notes equivalent to £10.00.
Enquiries: please write or email martyn.pressnell@btinternet.com

Provisional Events Calendar 2011

With competitions for Vintage and/or Classic models

January 23rd	Sunday	BMFA 1st Area Competitions
February 13th	Sunday	Middle Wallop – Crookham Gala
February 20th	Sunday	BMFA 2nd Area Competitions
March 6th	Sunday	BMFA 3rd Area Competitions
March 20th	Sunday	Middle Wallop - Coupe Europa *(Dec 2010)*
March 27th	Sunday	BMFA 4th Area Competitions
April 9th/10th	Sunday/Monday	Salisbury Plain – BMFA London Gala
April 22nd	Friday	Church Fenton – Northern Gala
April 23rd	Easter Saturday	Middle Wallop – Glider Day
April 24th	Easter Sunday	Middle Wallop - BMAS Day
April 25th	Easter Monday	Middle Wallop – Croydon Wakefield Day
May 8th	Sunday	Middle Wallop – Trimming, Crookham Coupe
May 28th	Saturday	BMFA Free-flight Nationals
May 29th	Sunday	BMFA Free-flight Nationals
May 30th	Monday	BMFA Free-flight Nationals
June 12th	Sunday	BMFA 5th Area Competitions
June 19th	Sunday	Odiham - BMFA Southern Area Gala
July 10th	Sunday	BMFA 6th Area Competitions
July 23rd /24th	Saturday/Sunday	BMFA East Anglian Gala -Sculthorpe
August 7th	Sunday	BMFA 7th Area Competitions
August 27th	Saturday	Middle Wallop – SAM 1066 Euro Champs
August 28th	Sunday	Middle Wallop – SAM 1066 Euro Champs
August 29th	Monday	Middle Wallop – SAM 1066 Euro Champs
September 3rd	Saturday	Salisbury Plain – BMFA Southern Gala
September 25th	Sunday	Middle Wallop – Trimming
October 16th	Sunday	BMFA 8th Area Competitions
October 23rd	Sunday	Middle Wallop – Trimming & A.G.M.
October 30th	Sunday	N. Luffenham - BMFA Midland Gala
December 4th	Sunday	Middle Wallop – Coupe Europa

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

For up-to-date details of SAM 1066 events at Middle Wallop check the Website – www.SAM1066.org

For up-to-date details of all BMFA Free Flight events check the websites www.freeflightuk.org or www.BMFA.org

For up-to-date details of SAM 35 events refer to SAM SPEAKS or check the website www.SAM35.org

Useful Websites

GAD - www.greenairdesigns.com
SAM 1066 – www.sam1066.com
Flitehook, John & Pauline – www.flighthook.net
Mike Woodhouse - www.freeflightsupplies.co.uk
BMFA Free Flight Technical Committee - www.freeflightUK.org
BMFA - www.BMFA.org
BMFA Southern Area - www.southerarea.hamshire.org.uk
SAM 35 - www.sam35.org
MSP Plans - www.martyn.pressnell.btinternet.co.uk
X-List Plans - www.xlistplans.demon.co.uk
National Free Flight Society (USA) - www.freeflight.org
Ray Alban - www.vintagemodellairplane.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

Are You Getting Yours? - Membership Secretary

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

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

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

That's All Folks! *John Andrews*