



NEW Clarion

SAM 1066 Newsletter

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Editorial

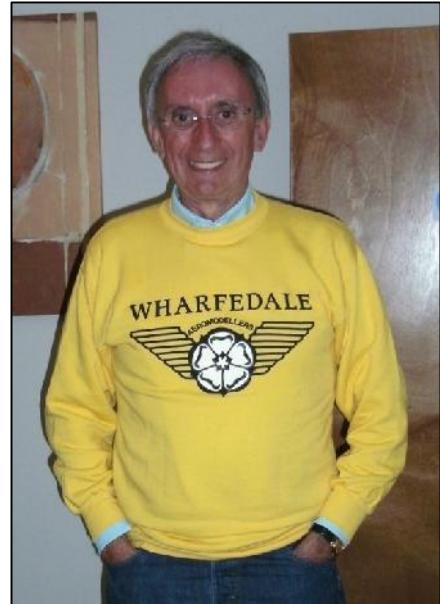
This time of the year is the height of the aeromodelling season and modellers are busy competing, repairing, replacing competition models etc. and the sport flyers are also busy at the various rallies. This leads to a serious lack of articles for this epistle. Please spare a little time to report on events, make a few observations on performances or incidents or even a witty piece of verse.

I really should not have written that, since I started this editorial bits and bobs have been flooding in and I have precious little time left to nail it all together. This month, with the Outdoor Nationals and the Indoor nationals taking up my time, I have only a week left to get the job done. I hope I have responded to all your emails, please bear with me if not.

At the Outdoor Nationals we had the pleasure of the company of a celebrity in the person of one Julio Isidro, a very well known Portuguese TV & Radio personality and President of SAM74 Portugal. Julio was staying at our hotel and we had the pleasure of taking breakfasts together.

One evening whilst chatting, we fired up the internet on Dr. Martin Pike's laptop and u-tube revealed many clips from Julio's shows. He also appears on Wikipedia, famous indeed.

Julio had brought Control-line models with him for the SAM35 events, no doubt his activities will show up in SAM35 Speaks. He tells us that he attends as many events all around the world as his busy work schedule will allow and he enjoys the anonymity he finds in foreign countries. I hope to hold him to his promise to provide an insight into SAM Portugal.



The Barbara Tiller Caption Contest



"Now you listen to me".

"You sell one more stick of balsa to my 'usband, and you'll have me to answer to young man."

(winner, Allen Teal, Newzealand)

[or A Nice Day Out in the Country!].

Sunday, 13th May, 2012 saw a good crowd of vintage fliers making their way to the excellent flying site of the Wimborne MAC at Cashmoor. Excellent is rather an understatement as we had a large, perfectly smooth strip, covered spectator seating plus 'facilities' and an all day BBQ and, surprise surprise [after recent events] wall to wall sunshine for the majority of the day.



The R6-B against a perfect blue sky with the odd wispy cloud

Around 24 signed on with a good selection of models including Junior Sixtys, a pair [or is it a flock] of Buzzard Bombshells, 1953 NZ designed R6-B, Mini Super and PB2s, down to a pair of Wee Snifters. Rob Smith had a wing fold on his Super Scorpion that did it the world of no good and unfortunately Mervyn Tilbury had a coming together with the prop on his PB2 and spent most of the day in hospital, returning at the end of the meeting with a heavily bandaged hand. Mervyn who always looks on the bright side said that at least he had a chance to watch the Spanish F1 race on TV in A+E!



A smart 'Buzzard Bombshell' and the ever popular 'Junior 60'

Competitions had been arranged for Tomboys and a duration event was also planned for George Fuller designs.

The George Fuller event [a still fairly new event with a number of models already in build], had 3 entries with Chris Hague and Tony Tomlin flying PAW 19 powered Zoot Suits, and Rick Farrar flying an electric Stomper.

The engine/motor runs were set at 20 seconds with a mass launch flyoff.

The mass launch was exciting and to quote an interested bystander "very quick!" Rick Farrar was soon in trouble with a trim problem on power and he unfortunately crashed with fairly major wing damage.

Tony and Chris were at a terrific height as their motors cut and both were looking for lift. After a time approaching 10 mins, Chris glided in with Tony 30+ seconds behind. To Tony's embarrassment his engine had not shut off and was still ticking over at very low RPM. There of course followed a lot of leg pulling and a suggestion that perhaps there could be a whip round to buy Tony a carb. that was not clapped out and full of air leaks!!

The Tomboy 3 and Senior events both had seven in each class with Tom Airey winning the Tomboy3 class, followed by Chris Hague and Paul Netton. Tony Tomlin was continuing to have carb. problems, this time with his Irvine Mills stopping with the tank 3/4 full.

The Tomboy Senior class went well with Peter Rose leading the way in a time of over 16 minutes, followed closely by Chris Hague and Tom Airey.

The normal light-hearted prize giving took place with Brenda Pearce handing out the certificates and awards.

All thanks go to James Parry, Chris Hague and friends for organising an excellent days flying.

Results,

Tomboy 3

1 st	Tom Airey	9mins 01 secs.	2 nd	Chris Hague	8mins 30secs.
3 rd	Paul Netton	6mins 06secs.	4 th	James Collis	5mins 36secs.
5 th	Bob Young	4mins 03secs.	6 th	Tony Tomlin	2mins 02secs.
7 th	Richard Farrar	1min 55secs.			

Tomboy Senior

1 st	Peter Rose	16mins 14secs.	2 nd	Chris Hague	15mins 33secs.
3 rd	Tom Airey	11 mins 42secs.	4 th	Barrie Collis	10mins 59secs
5 th	Tony Tomlin	8mins 37secs.	6 th	Richard Farrar	8mins 22secs
7 th	Derek Collin	5mins 22secs			

Tony Tomlin

The wife Rachel and I travelled to Barkston Heath on the Friday afternoon and after booking in at our accommodation and a bite to eat at the Railway Hotel in Ancaster, we visited the campsite on the airfield to meet up with our Timperley clubmates Kath and John Wingate. Following some frantic tent erection we retired to the hanger bar for a chat and some liquid refreshment.



Inside the hanger were RAF Display aircraft, Two Red Arrow's Hawks and a Euro-fighter mock-up

I'm not sure what was in the wine I drank but on leaving I barely reached the door when I realised I was legless. Unusually, as it turned out, it was not my normal affliction but my right knee had given up the ghost. I hobbled back to the digs and dived into bed hoping for recovery before the next morning.

Saturday, up with the lark, full English breakfast including black pudding, and limped off to the airfield for my first comp, BMFA Rubber.

My regular followers will know that I often make mistakes, well I started the Nationals this year with an absolute beauty. I assembled a model for my first flight, inserting a 50gm motor into 0-3's fuselage then attached the rear section including tailplane, checked the DT operation, then into the model box for the wing. This is where I went wrong, unknowingly I strapped 0-4's wing onto the 0-3 fuselage and wound for the flight. I launched the hybrid model and 2-49 later the model dropped out of sight over the compound. One max in the bag, however we could not find the model, which was odd as other models in the compound had recorded times around the three minute mark.



0-4 & 0-3, the wings and tails are supposed to be identical in size but decor is different and they're marked.
It takes an extremely competent idiot to mix them up

I decided to continue with my second model 0-4 and this was when I realised that I had mixed up my components. I puts the old brainbox into gear and concludes that "if a hybrid worked once it should work again" (wrong) so I assembled my 0-4/0-3 bits and wound for flight number two.

This combination did not work, the model flew in flat tight circles and failed to gain sufficient height so John Boy had dipped out again and one model (0-3/0-4) was still out in the boondocks somewhere.

I rested for the rest of the day, giving my dicky knee a chance to recover a little and in the evening our group feasted on Chinese food at the Railway Hotel again.

Sunday was a washout for us, although quite a few flyers obviously more hardy than ourselves were out there doing their business.

We paid a quick visit to the hanger for the swap meet then departed to take in the Newark Air Museum, a really good collection of aircraft and well worth a visit.



Your editor limping round one of the exhibition hangers with an umbrella for a walking stick



Here we have Dr. Martin Pike in a Canberra and son Rory doing the pre-flight checks

The gang met up again in the evening and we went for a little ride, looking for a seemingly mythical chip shop that John Wingate has visited in the past. We did not find it last year and this year was no different. We gave up and pulled into a hotel car park in Sleaford to make enquiries about the chippy but hunger prevailed and we stayed and ate in the hotel restaurant.

Monday saw us bright and early on the field in better flying conditions and I made an early mess of Classic Rubber with my 'Last Resort'. I released the model too square into wind and it looped straight over the top and vertically into the ground.

On retrieval I was amazed to find no damage, the over long grass had cushioned the aircraft's arrival.



Second mistake, immediate re-launch, third mistake launched too far out of wind and a couple of hair raising flat turns before climbing away in indifferent air. Did not make requirements. Just to prove that I was not totally incompetent I had a second flight which, of course, was a text book climb to good altitude and DT on button. Any fool can do it second time.

I started mini vintage with my old 'Hep-Cat' and a perfect first flight, DT'd high-up dropping down behind the campsite hanger. Flushed with success we decided to partake of a burger before we drove around to recover and this proved to be an error as the second flight failed to climb properly and the glide appeared badly under-elevated and failed to max. I conclude that the drizzle and wet grass affected the trim somehow. That was me finished for the 2012 Nationals.

Things then brightened up, I was sitting on the tailgate of the car packing up my models when a Brownhills indoor flyer Russell Lister appeared saying "John have you lost a model?". "Yes" I replied and Russell said that he knew where it was. He had been out looking for models and recognised my colour scheme on a model sticking up in a rape field way behind where we had been searching on the Saturday when we lost it. Rachel went off with Russell to effect recovery as I was still limping with my knee.

Time passed and I thought I'd better go and see what was going on. I drove to where I knew the model was and I climbed up the bank behind the compound and looked out over the rape field to see two heads bobbing about in the dense crop, one holding my model aloft. Eventually they appeared complete with undamaged model but water filled from two nights out in the rain. They too were both soaking wet from the waist down having had to work their way up and down the tractor paths to reach the aircraft, I owe Russell a bottle of wine for his efforts, I could not have fought my way through that rape.



Russell Lister in the rape and the two wet heroes with my undamaged model
A few days in the conservatory at home has dried it out fine.

The SAM35 Wakefield event saw two of our group competing in 8oz on Saturday. Reg Biddlecombe, a previous winner, lost his No1 'Contestor' with a four minutes plus flight out over the rape and it was not recovered. His No2 'Contestor' failed to perform, it has never equalled the performance of the original. John Wingate however, with his reliable 'Itsmee' managed to win the event, after being somewhat delayed due to the model being returned to control whilst he was still out looking for it. He was desperately short of time when he found out where the model was. It's no use putting mobile phone numbers on models if no one is going to use them. Contest Directors please note.



The happy SAM35 8oz winners, Mike Sanderson 'Warring Voodoo' and John Wingate 'Itsmee'

John Andrews

Article from FLIGHT magazine August 14th.1946

International Model Contest

Petrol-powered Aircraft Compete for Bowden Trophy at Heston

Let us be frank and admit right away that the miniature two-stroke engines which power the more ambitious types of model aircraft are extremely temperamental little things; easy starting is *not* their strong point!

This was clearly demonstrated (for those who may not already have known it) when the Society of Model Aero-nautical Engineers held the annual contest (suspended since 1939) for the Bowden International Trophy, at Heston on Sunday, August 4th. For, as the 70-odd entrants brought their machines to the launching board one by one, the frequency with which the tiny engines either refused to function at all, or performed so uncertainly that a take-off could not be effected within the prescribed three minutes, showed that they possess a "starting bug" still to be winkled out

Having said that, it must in fairness be added that the model "gas job" (most of them are American) produces terrific revs and an astonishing power output once it has been persuaded to motor, and very rarely stops before the time switch cuts it out

The contest was "flown off" with smooth efficiency in an atmosphere of genial informality, and it was a pity that the Dieppe mines prevented the French entries from arriving in time to compete. The Dutch entrants, how-ever, preserved the international aspect of the meeting,

The essential rules in this competition are that the entrant must start his engine from cold and get his model airborne within three minutes, the machine to remain in the air for not less than 40 sec, and not more than 60 sec.

The model must take-off from the launching board {a sort of wooden flying-deck laid on the grass) entirely under its own power, even the slightest push by the entrant means disqualification from the whole contest. The idea behind these rules is not only to bring out the inherent flying qualities of the model, but to foster controllability and that is where the skill comes in.

Lots were drawn for order of lying and the first man away was one of the Dutch, entrants his beautifully proportioned and finished model started with minimum trouble, gathered its full revs with obliging promptness, and made a straight, steady, and altogether "scale model" take-off. It climbed strongly, and when the time-switch cut the engine, it came down in an equally steady glide and made a perfect landing. But unfortunately it touched down some 10 sec, after the time limit, and so gained no marks for that flight.

(Each competitor had at least two tries, or three if time permits.)

After a few more failures, another Dutch competitor put up an equally impressive show, but this time the flight was about five seconds too short, so he gained no marks either. And so it went on through the afternoon, with the little machines suffering various fates and it seemed only a comparatively small proportion of those that were airborne managing to keep within that 20 second margin.

Automatic Ignition

One of the quickest to start up was a model powered by one of the new "diesel" type engines. The term is really a misnomer for although the charge is ignited automatically on compression, the normal system of carburetion is used with a special fuel comprising three parts of diesel oil to one of ether. This was the smallest engine in the contest (1 c.c.) and very nearly the noisiest, but after a singularly good take off and a really fast climbing turn, the rubber bands securing the "power egg" to the nose of the fuselage give way and the complete unit fell off in mid air. It landed on the grass without structural damage and the airframe fluttered unharmed to earth.

It was also unfortunate that, during this first round, two of the most interesting models—a tailless pusher and a twin-boom pusher—suffered from 'nonstartitis' and failed to show their flying characteristics, but many of the conventional type {high wing or shoulder wing) performed very well indeed. It would seem, therefore, that the model aeronautical engineer who favours the miniature petrol engine rather than rubber power, must seek far better 'startability' from his engine. Since the elimination of electric ignition would remove one source of possible trouble—and a little dead weight—there would appear to be a distinct future for the new automatic ignition.

The Bowden International Trophy was finally won by Mr. A. H. Wilson (Hayes), with Mr. 'Bob' Copland (Hampstead) second, and Mr. Silvio Lanfranchi (Switzerland) third.

2012 British F/F Nationals Barkston Heath

The Jubilee weekend was not blessed with the best of weather.

Saturday was overcast and blustery, Sunday was heavy drizzle virtually all day Monday started overcast, rained a little around mid-day, but then turned, to give perfect flying weather with abundant lift.

The opportunity to partake in trimming facility on the Sat & Sun evenings, was not utilised due to adverse weather conditions.

Some prospective competitors were lost due to being too soaked to continue after Sunday, whilst others were put off by the weather forecast.

Never the less, the diehards enjoyed the terrific conditions, only failing to score perfect maxes throughout, usually due to pilot error

Wes Denton flew his Jumping Bean in 'Contest class', dropping time on his second flight due to engine malfunction.

For 'Sport Class' he flew his newly constructed Belair Kits Buzzard Bombshell powered by a Saito 62 4 stroke. (this kit was the prize from this event last year). With 2 maxes from 3 flights this won the overall trophy, the Belair Cup.

Bill Longley flew only in 'Contest Class' with a Starduster 600 / K&B 19 Powered, this combination won him the 'Wireless World Cup'.

Ian Lever was unable to record any flight times due to damaging his transmitter whilst setting up.



Overall winner Wes Denton holding his 'Sports Class' winner, a 'Buzzard Bombshell' The 1940 US Nationals winner designed by Joe Konefes. 72" span, fitted with Saito 62.

The 'Open Sports Class' handicap system allows a motor run time of 22.5 secs in an endeavour to achieve a 5 minute (300secs) max flight time.



Bill Longley here holding his "Super Creep" winner in the contest class
The original "Creep" was designed by Brian Egglestone in 1955, an Aeromodeller plan

Bill actually built and flew a 'Creep' with an ED Racer in 1956. This version is scaled up by 25% and is fitted with K&B Torp 19.

Actually in this contest, Bill had some problems with the motor in this model and reverted to putting in the times with his 'Starduster 600' (a high thrust-line mid 50's Sal Taibi design) with which he won this competition last year

Prizeware was given out by SAM 35 President Brian Lever

In attendance was Julio Isidro, the president of the SAM chapter 74 of Portugal, He was giving invites to their big event early in September, **Wings Of Portugal** to be held at a venue near Lisbon.

Results

Contest Class

		Engine run	Flight time	Total
Winner	Bill Longley	19secs	155secs	
		19secs	292secs	
		19secs	300secs	747secs
Second	Wes Denton	19.8secs	300secs	
		10.5secs	88secs	
		20secs	300secs	688secs

Sport Class

Winner	Wes Denton	21.5secs	281secs	
		21.6secs	300secs	
		21.0secs	300secs	
				881secs

Many thanks to sponsorship from 'Belair' for the overall trophy and kit prizes

Bill Longley

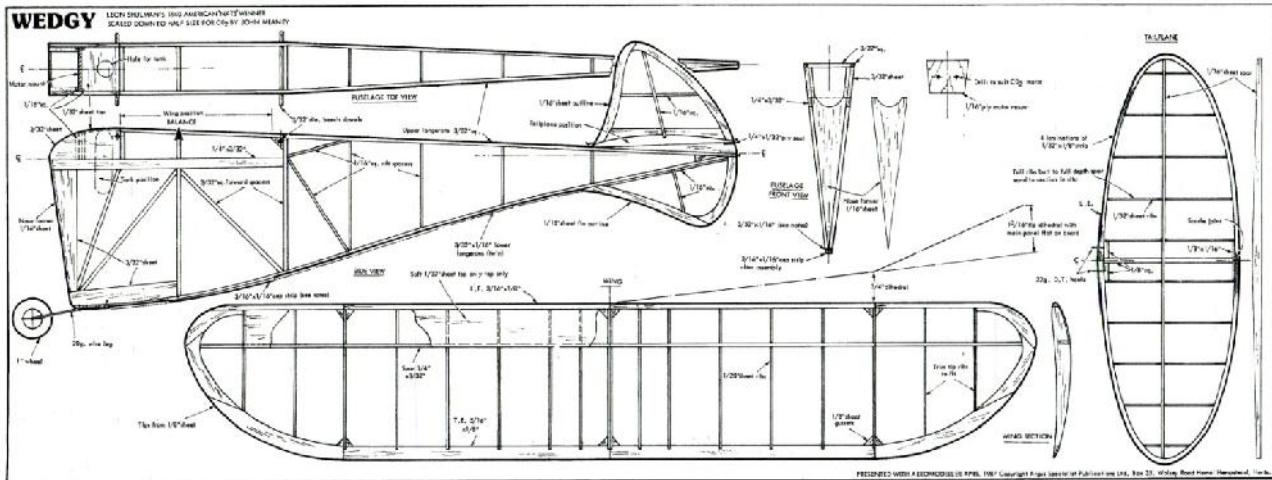
Plans from the Archive

Roger Newman

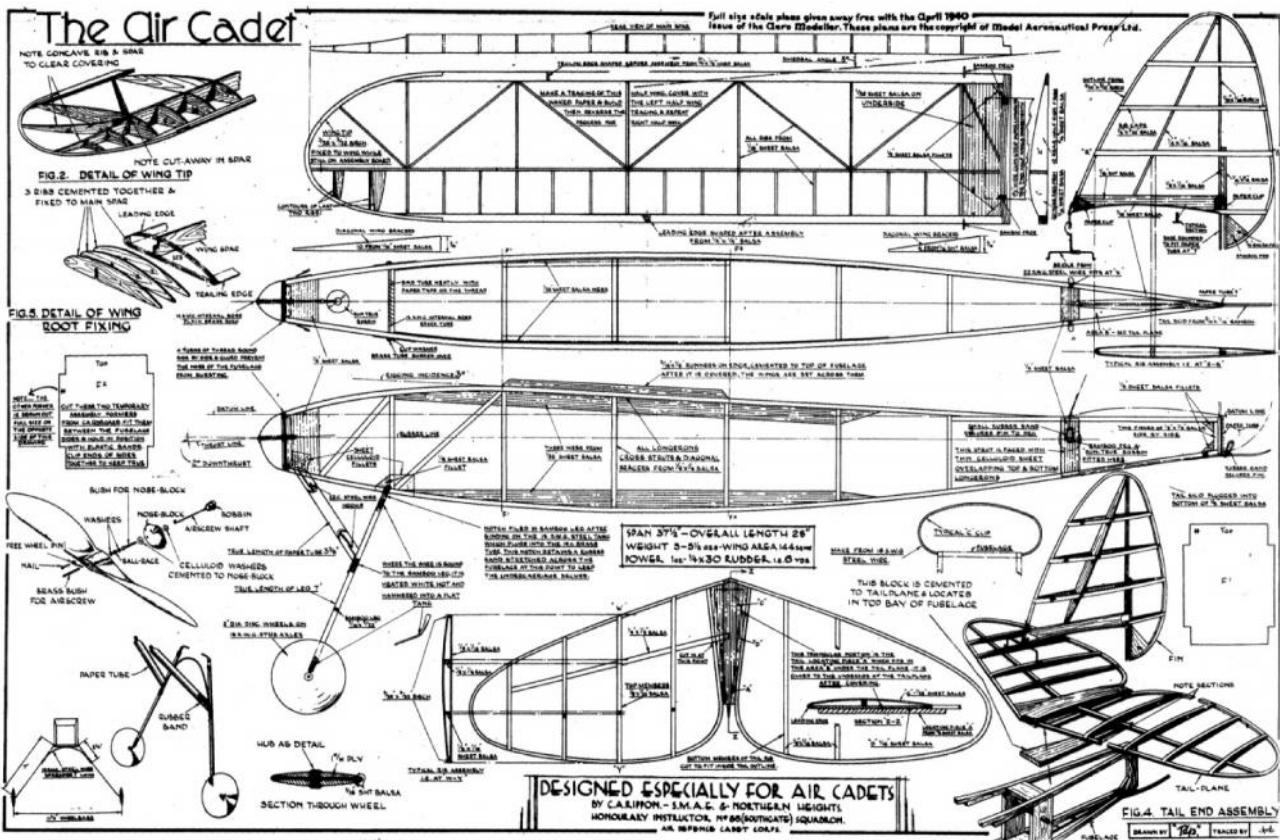
Including - Secretary's Notes

This month's plan choices

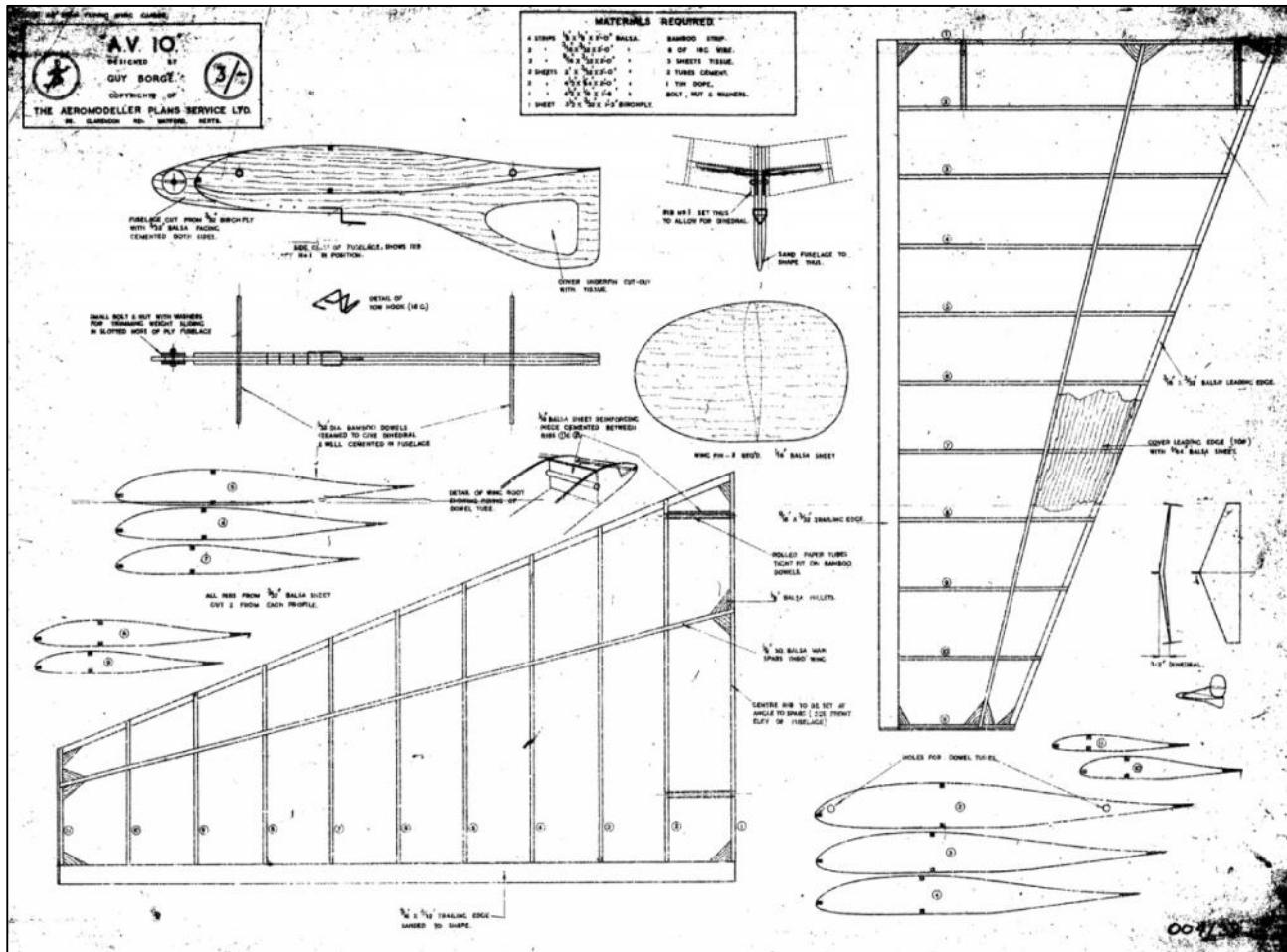
Power model is a CO2 'Wedgy'. Mine is a 42" span version & has a Merlin up front. It is a recent build. Early flights indicate reasonable stability & a nice floaty glide. I can imagine the CO2 model would float away quite easily.



Rubber model is the Air Cadet by C A Rippon. When I catalogued David Baker's plans, I came across a superb redraw of this plan together with several old copies. The scanned copy is one from New Zealand.



Glider is AV10 - unusual flying wing from late 1940's. I built this a long time ago but have to say that I couldn't get it to perform very well - probably because my building skills were somewhat deficient!



Notes:

Generally, it has been a very quiet time, with very little flying due mainly to the appalling weather over the past couple of months or so. When I did finally get to Beaulieu on Weds this week, I managed to lose my Baby Burd. As this is the third one, it can now only be put down to carelessness! However, all was not lost as my wife came to the rescue today, when we went back to have another look & she found it buried in gorse.

Another comp for SAM Champs August Meeting

Many of you will no doubt be aware of the recent sad passing of John Maddaford. In his memory, Brian Martin is to run a "fun" competition for spark ignition models - details are published elsewhere in this month's NC. How about digging out a suitable model & having a go.

Possibility for October Meeting

A very recent conversation with Ian Russell reveals that he is prepared to be CD & to donate one of his engines as a prize for a Bowden style competition. Again, this would be a "fun" event run to simple rules for anyone to participate.

So, it is quite likely that we will put on two or three impromptu comps for the October weekend - one of which will be Ian's comp. More details to follow next month.

Plan requests

Not too many lately - we are still experiencing delays in getting new scans from Roland in USA, probably because he has many other irons in the fire with SAM Speaks for SAM USA & his new Indoor RC monthly mag. So apologies for this - the scans do arrive in the end.

Roger Newman

JOHN MADDAFORD MEMORIAL TROPHY COMPETITION

A competition for all models powered by spark ignition engines.

Brian Martin will be running the event over the August SAM Euro Champs.

This will be run similar to the existing Tomboy duration event.

The rules are simple and the object is to fly and have fun .

Rules,

1. Any model powered by an original or replica spark ignition engine.
No modern converted engines will be allowed.
2. The event will run from 11.00 hrs on the Sat. to 14.00hrs on the Mon.
3. Any number of flights may be made and there is no engine run time limit.
4. The model **MUST LAND IN THE FIELD** to register a flight time.
5. Competitors may enter more than one model.
6. The longest recorded flight over the three days will be the winner.
7. Prizes will be given for the first three places
8. Times can be recorded either after each flight or at the end on each day.
9. Entrance fee will be £1.00 per model which will go to a charity chosen by the family of John.

Any information can be obtained from Brian on 01726 883726
or e-mail :- brianmartin047@btinternet.com

Obituary - JOHN MADDAFORD 1935-2012

- Bernard Aslett



The 21st. of May saw the passing of a remarkable man, John suffered a heart attack which, coincidentally, followed a serious illness borne in an exemplary manner. John was an engineer by profession, and was unusual in that he had combined great hand skills with a wide knowledge of academic engineering. This allowed him to speak with reassuring authority.

These attributes had also brought him to the point where he was, undeniably, the leading spark ignition expert, unmatched, in aeromodelling in this Country. Additionally, his knowledge of old engines was almost encyclopaedic. His output was prodigious. Over the last 30 years or so, he had constructed nearly 170 engines, many in batches which were occasionally repeated by another batch, responding to the keen demand for a John Maddaford engine. He thrived on a challenge, one of his last engines being a five cylinder Morton M-5, which ran faultlessly.

These remarkable skills were surpassed by the man himself. He had a keen sense of humour, injecting into conversation an unexpected twist that would both entertain and emphasize his point

He was generous. He gave unstintingly of his wide knowledge, positively enjoying, helping a colleague around a technical problem. Frequently, a difficulty discussed over the telephone, would be backed up with a letter and technical drawings (just one more of his skills), to ensure the enquirer's success.

His enthusiasm was unbounded, along with his modesty, so on following a 'phone conversation, one often felt able to accomplish what had previously been difficult.

Such became his reputation, that even the "great and good" of aeromodelling, came to his door, seeking help with a problem engine. His workbench often was confusing to the visitors eye with the plethora of awaiting projects.

John's engines have found their way into many hands around the World becoming collectors pieces (although John always expected an engine to function, rather than sit in a glass case), and will surely increase in value, as time passes.

Like many, I personally owe him a great debt of gratitude, he was remarkable in so many ways, and the World is poorer for his passing.

Bernard Aslett

Imagine.....a perfect day, a wide expanse of level greensward fringed by distant woods and spires, tranquil predictable air, short and easy retrievals, every flight a max. (almost). No not a dream, this was Andy Crisp's thirty-first annual Oxford Free-flight Rally at Portmeadow. 'Rally' is a little misleading.

'Retreat' might be more appropriate, for on arrival at the car park you are required to abandon all the sophistications and encumbrances of twenty-first century life and take up only the bare necessities of existence and like penitents, trudge across the meadow to cluster round Andy's Control Tent where, like the good shepherd, he has everything prepared and ready. From his elegant calligraphic notices and score sheets to his afternoon cakes and beautifully crafted prizes all is, as it always is, a celebration of traditional values.

The benign conditions allowed many to fly several classes. Andy Longhurst (how does he do it?) flew four and was Rally Champion, Chris Redrup was second, flying three. My job though is to report on the Coupe results from this fourth event in this year's Southern Coupe League. Only five out of a possible fifty-five maxes were dropped. Not, I'm afraid, evidence of the standard of flying for it was difficult to fail in these conditions and with an easy 1.30 max..



Andy had ordered a light northerly and so pitched his tent accordingly. Some misunderstanding produced a south-easterly so he was obliged to impose a short max to prevent escapees to the car park.

All five dropped flights were due to error or bad luck, not the air. In round one Peter Hall and Gavin Manion had prop. failures, Jim Paton's 'Bukin' DT'd early in round three, Chris Redrup's 'Etienvre' had the same problem in round five, by which time a light drizzle had set in and Dave Greaves stalled down. Now the water on a rained on forty square inch tailplane can weigh up to one gram - quite enough to upset things. But Dave was sceptical.

And so, six flew off at five p.m. The drizzle had stopped but it had left the air cool and lifeless, and now a light easterly brought the river dangerously close. Andy decreed a limited fly-off. For this, any DT time could be set, the launch was from a line, timers could follow and any model landing outside of the field was disqualified. Around 1.30 looked to be a safe time but Andy Longhurst (how does he do it?) spotted Ken Taylor's Senator in the mini-vintage class landing just but only just, safely at over three minutes. He set 2.30 and won easily over his more timorous and less observant opponents. He was lucky though. Roy Vaughn and Trevor Grey (second and third) flew forty seconds less and came down not far short of the river.

The most memorable flight of the day? In round three Peter Brown and Roy Vaughn launched together. Peter's VIT burst gave him an early advantage but he was soon joined at the same height by Roy's WW only model using a longer run. They flew perfectly synchronised right circles slowly descending side by side to D.T. Lovely. Innovation of the day? We are unfortunately getting used to the redundancy of this prize but we did spot Peter Brown's new Coupe wing. Torsionally the strongest I've ever come across yet down to weight. How? impeccably built, it has an unusually large diameter pre-preg. carbon tube main spar on the inboard panels (no 'D' box). He rolls them himself.

And now, a message to all those who have missed a few rounds, not done so well, or haven't thought of flying Coupe yet. There are still five events to go and only four scores count and no one is favourite. The next event is the Sixth Area on August 5th.

Results

Position	NAME	CLUB	MAXES	SCORE
1	A.Longhurst	SAM35	5	15
2	R.Vaughn	Crookham	5	14
3	T.Gray	Crookham	5	13
4	P.Brown	CM	5	12
5	P.Tolhurst	Crookham	5	11
6	R.Elliott	Croydon	5	10
7	C.Redrup	Crookham	4	8
8	J.Paton	Crookham	4	7
9	D.Greaves	B&W	4	6
10	P.Hall	Crookham	4	5
11	G.Manion		1	1

Peter Hall

Builder of the Model

- Tony Shepherd

Following a question from a member, we would just like to point out that for the competition classes detailed in the recently published SAM 35 and SAM 1066 Free flight contest rules, there is no requirement for the flyer to have built the model but the flyer is to be the owner of the model.

Tony Shepherd

Editors Note:

The most significant aspect of this, is that the many models passed on by modellers no longer fit enough to compete, or inherited from modellers who are no longer with us, can still be put to the use for which they were originally constructed.

8oz Wakefield & Tailless Leagues

- Spencer Willis

Since I wrote about the qualifying events for the above, two have been cancelled. So I've taken the liberty of including the Wallop Easter meeting results in the 8oz Wakefield league. I hope nobody objects.

In Tailless Roger Newman has kindly offered to run a Tailless comp' at the August Sam Championships to make up for Odiham not going ahead.

Here are the current standings after three events in 8oz Wakefield and just two in Tailless-.

8oz Wakefield League Table

Event		W Easter		Croydon		Nationals		SAM Champs		Points Total
Place	Competitor	Place points	Bonus points							
1	P.Jackson	7	6	8	7	6	5			39
2	J.Wingate					9	8			17
3t	M.Sanderson					8	7			15
3t	D.Powis	8	7							15
5t	B.Cox					7	6			13
5t	A.Longhurst			7	6					13
7	J.Andrews	6	5	1						12
8	R.Elliot			6	5					11
9t	T.Rushby					5	4			9
9t	R.Owstow			5	4					9
9t	R.Marking	5	4							9
12t	J.Northrop					4	3			7
12t	P.Michel			4	3					7
12t	K.Taylor	4	3							7
15t	R.Biddlecombe					3	2			5
15t	A.Thorn			3	2					5
15t	M.Gilham	3	2							5
18t	S.Feilding					2	1			3
18t	M.Marshall			2	1					3
18t	B.Stout	2	1							3
21t	C.Hawke					1				1
21t	R.Oldridge	1								1

Tailless League Table

Event		Nats		Oxford		5 th Area		E.Anglia		Timperley		SAM Champs		Pts Tot
Pl'c	Competitor	P Pts	B Pts	P Pts	B Pts	P Pts	B Pts	P Pts	B Pts	P Pts	B Pts	P Pts	B Pts	
1	P.Woodhouse	9	8											17
2	C.Foster	8	7											15
4	C.Strachan	6	5											11
5	M.Marshall	5	4											9
6	R.Mosley	4	3											7
7	J.White	3	2											5
8t	S.Firth	2	1											3
8t	A.Longhurst			2	1									3
10t	R.Taylor	1												1
10t	R.Oldridge			1										1

Spencer Willis

Aeromodeller Reborn

ADH Publishing are hoping to re-introduce the Aeromodeller later this year. I ask anyone who is interested to make their interest known to the publishers by emailing, writing or telephoning (read the add), it's no use leaving it to someone else, you must do it yourself otherwise the enterprise will founder.

Don't let apathy lose us this chance of getting our magazine back.

We need you!

AERO MODELLER



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Tell your friends - your clubs and spread the word that Aeromodeller is coming back...

Letters to the Editor

JO'D Retires:

Last words at the Nats.

Those who left the F/F Nationals early will not have heard my 'speech' at the end of Monday's prizegiving. The gist of what I said is as follows:

You all know that I have been flying for a very long time. This, in fact, is my 62nd consecutive F/F Nationals. However there is not going be a 63rd !

It has become ever more difficult to find the requirements (retrieval ability, energy, effort and determination) that I consider necessary to compete 'properly'. To do otherwise is unappealing.

I have seen many good flyers deteriorate and end up merely 'going through the motions'. This is not a route I intend to follow. I believe it is better 'to go with a bang rather than a whimper'.

Topping the Rubber fly-off at this Nationals, added to winning the Gamage a few weeks ago, would seem to me to be enough of a Bang - so -

I am retiring from Free Flight Competition - effective immediately

For me the game is over

John O'Donnell

Pelly-Fry:

Dear Mr Andrews,

I see in the latest New Clarion that David Parker has written in to get more info on J H Pelly-Fry.

I think I may be able to provide a few details.

About twenty years ago James Pelly-Fry (-note the hyphen!) published a book called "*Heavenly Days - Recollections of a Contented Airman*", which of course was his autobiography.

I had this book in my quite extensive library and remember being just a little bit disappointed with the aeromodelling content.

P-F had a distinguished RAF career; at one time being equerry to H.M. King George VI

I had to agree with my late, great friend, Bill Daniel that he, P-F, was a bit of a name dropper.

I hope the above will help Mr Parker.

The book should be available through a library,

Best wishes Ian James

Hello John,

Outside the rain is pouring down, the wind is howling, but never mind, the June Clarion is on line. What a lifeline! Thanks a million for all your work and for all the contributors.

Gratefully yours, John Knight

Jerry Litschi, Secretary Crossing Free Flight Group, Southeast PA, USA

DT Fly-offs:

Dear John:

First an absolutely excellent Job with the "New Clarion". Read your editorial about DT fly-offs with much interest. I do not believe we use anything like it here in the U.S. I can understand the desire and necessity of staying on the field. You posted some question at the end that I would like to voice an opinion on even though I do not compete on your home turf.

Question "a" about there being a standard format is important. I feel that in order to be prepared for a fly-off at any contest one might attend that a standard set of rules would be most helpful.

Question "b" is a real land mine. I am at this time converting to RDT. An upgrade from the electronic "Smoothie" timer. Both of these gadgets are quite an advantage over guessing the proper length of fuse and the right number of turns on a "Tomy" timer in a DT fly-off. Personally I would ban RDT in the event of a DT fly-off unless everyone was so equipped.

I decided to use the RDT because it takes me a very long time to build a model and I only make it to one maybe two contests a year. I just do not want to spend all day looking for a errant model or lose the plane totally. It would be a totally grand day to even make the fly-off, so what if that is where my flights end "I came, I flew and hopefully I'll go home with everything I came with!"

Jerry Litschi (USA)

Jim Paton - Model ID query:

Hello John,

Do you have any contact addresses for Dr Stephen Lacey?

I have recently bought a few models of his from a seller at Old Warden.

My mystery model has a diamond fuselage, but did not come with a wing. I will attach a photo. Andrew Longhurst tells me he was into Italian designs. I am not sure what class it would fit into. I have re-covered the bits I have so far as the tissue was damaged.

Maybe you can identify the model. I hope you had a more successful Nationals than me!!

Post Script:

Further to my previous request for info about Steven Lacey and the rubber model fuse. that I have; He and it are on the front cover of SAM 35 Speaks November 2011, which I have just picked up to read. It is a Kaydet. I just need to make contact or find a plan now.



Jim Paton

Yewlands Crundalls Lane Bewdley Worcs DY12 1ND England Tel 07967325447

Tim Westcott - Pelly-Fry:

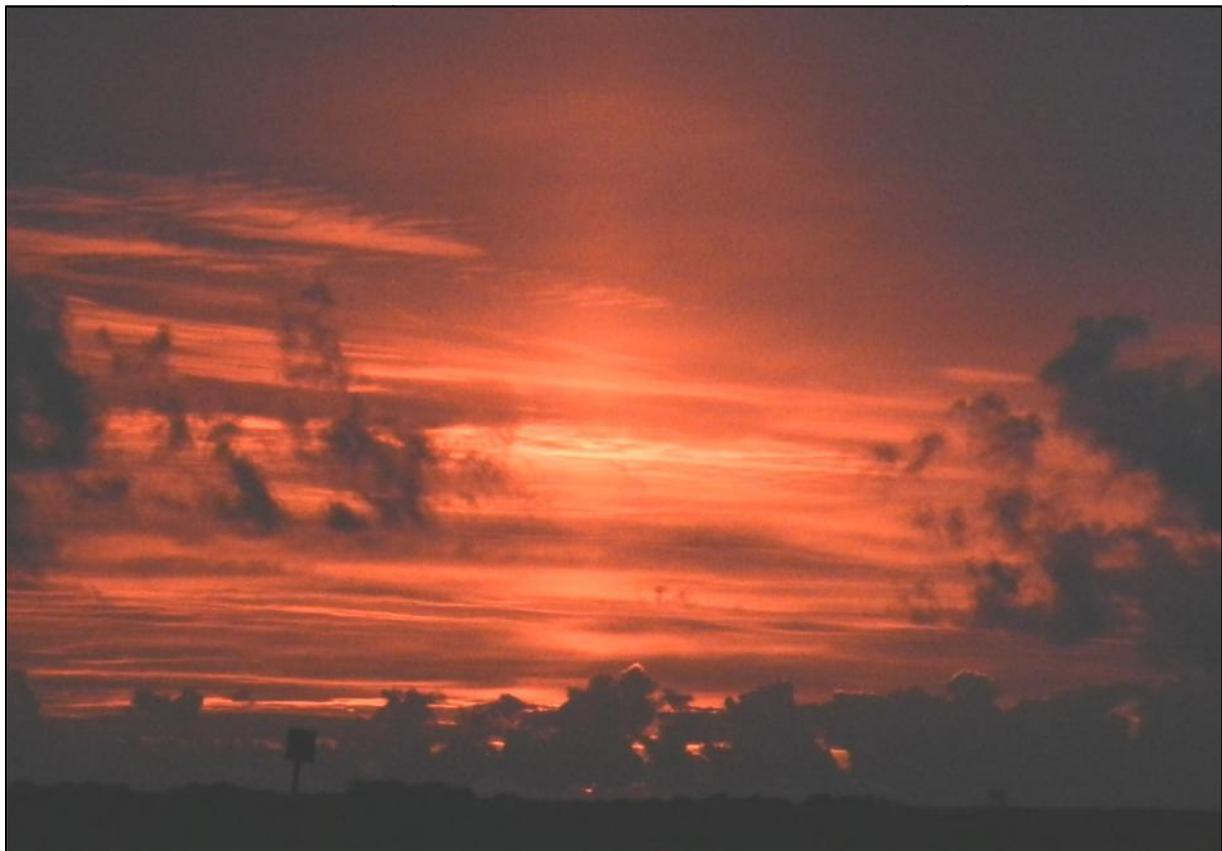
Dear Mr. Andrews,

I read with interest the letter from David Parker, in the latest edition of the *New Clarion*, concerning Pelly-Fry.

I'm sure everyone is familiar with Group Captain James E Pelly Fry (or Pelly-Fry as he became known) of model aircraft and second world war fame. I am also aware of the existence of JE's Son - J Pelly-Fry - as I had the pleasure of returning his father's photograph album to him. The latter Pelly-Fry resides in England so I am intrigued to know the identity of the Pelly-Fry referred to in the letter!

As you may know, I own most of the late Alwyn Greenhalgh collection of model aircraft and memorabilia so if I can be of any assistance to Mr. Parker I will be happy to help.

Regards, *Tim Westcott* Tel. 01481 200131

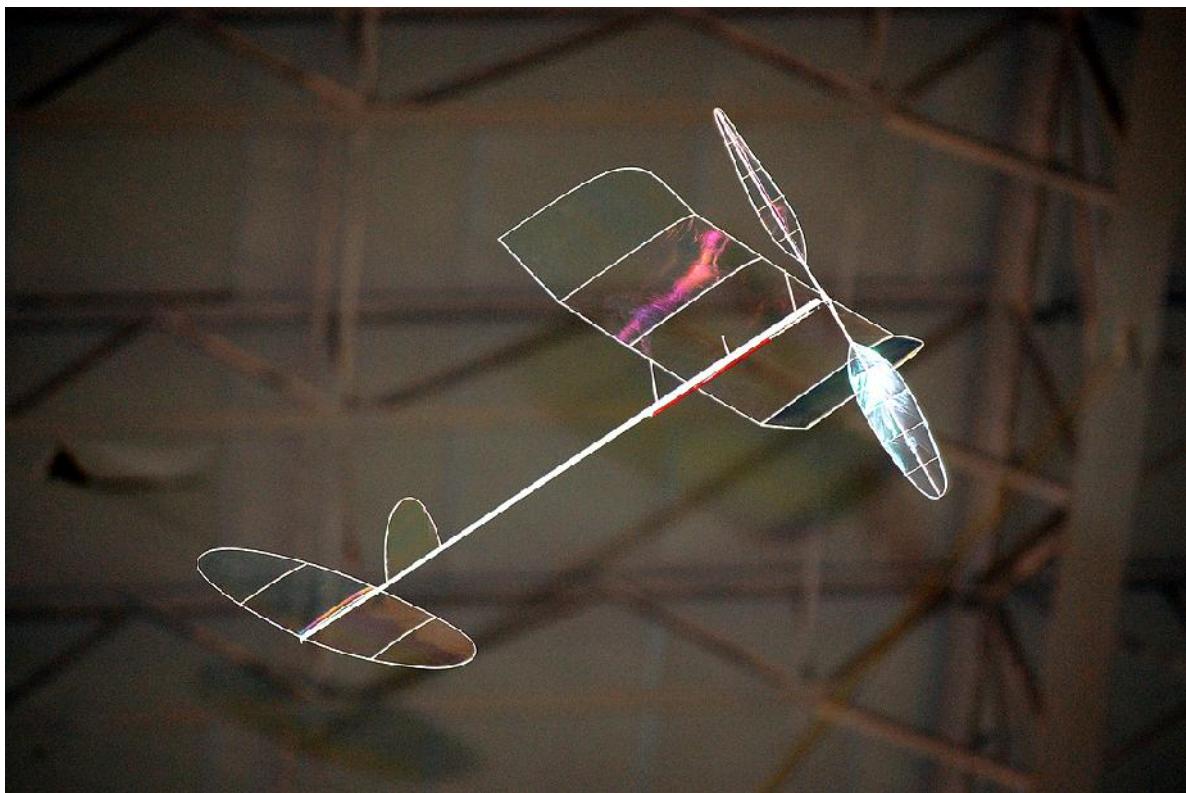
Picture Gallery

Sunrise at the BMFA Nationals, Barkston Heath, June 2012

Picture by Keith Miller



A 60inch Simplex by Newzealander Allen Teal
sitting awaiting some small finishing bits before covering
It will be fitted with an Ohlsson 23 with all new electrics.



An Elegant unidentified F1D
Appears to be flying on a 1/3rd motor and weight bar



Our elegantly bow-tied Lindsey Smith
shows off his equally elegant "Mr Smoothie".

Picture by Keith Miller

Aeromodeller Departed: Bob Hewitt

-

John Down

It is with great sadness that I have to report the passing of a veteran member of South Bristol MAC, SAM35 and 1066, Bob Hewitt aged 86 on May 27th after a long battle with cancer. He attended as many of the events as he could at Middle Wallop with his friends over the years from South Bristol although he did not fly, he was always a willing helper, particularly if it was vintage wakefield. He had hoped to have come to M/W this year but the weather and ill health was against him. He will be greatly missed.

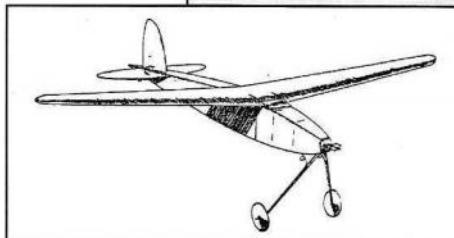
John Down

VINTAGE CORNER

with Alex Imrie

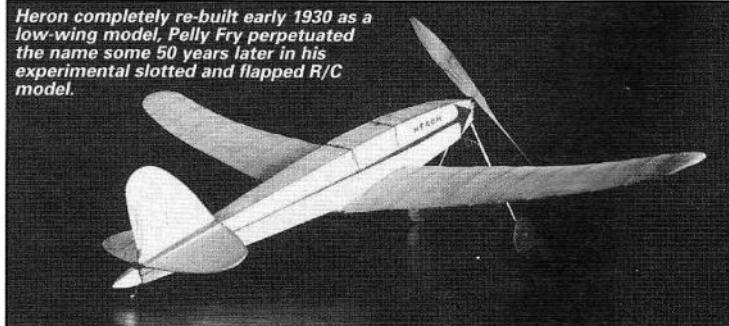
An Appreciation of James Ernest Pelly Fry.

With the passing of James Pelly Fry who died on 6 December 1994, while attending a lunch with his publisher to celebrate the launch of his autobiography 'Heavenly Days', the movement has lost one of its true pioneers. When, at the SAM 35 AGM held in Bristol in October 1982, as President, I put forward the names of Pelly Fry and van Hattum as being deserving of Life Membership of our association, few of the members present were then aware of the very significant contribution made to the hobby by my two nominees. Because of van Hattum's international involvement, his pen was still to be read in the model journals at that time, thus he was perhaps not entirely unknown to vintage enthusiasts (See Vintage Corners

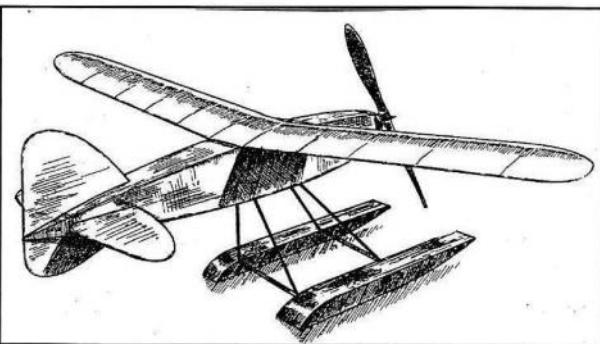


Above: Pelly Fry test flying Gordon Light's Miss America model before proxy-flying it into 2nd place in the 1933 Wakefield International Trophy.
Left: Perspective sketch by van Hattum of the original 1929 high wing Heron described in Pelly Fry's letter to CEB as mentioned in the text.

Heron completely re-built early 1930 as a low-wing model. Pelly Fry perpetuated the name some 50 years later in his experimental slotted and flapped R/C model.



Perspective sketch by van Hattum of the re-designed Pelly Fry Seaplane.



December 1989 and January 1990). But, who was Pelly Fry? After having made a firm impact on British model aeronautics in the late 1920s and early 1930s he had left the scene, there were no follow-up articles in the model aeronautical press to remind readers of his contribution to the hobby, so unless one had a historical bent and delved into musty old copies of 'The Model Engineer', the name Pelly Fry was a thing of the past.

Early Days

There were a number of 'Frys' in the Ceylon tea trade, and to prevent confusion Joseph Fry began to use his middle family name of Pelly as an identification feature. The name as adopted was not hyphenated and was already in general

use when his son James Ernest was born on 22 November 1911 at Kings Langley, in Hertfordshire. (The hyphen was intermittently inserted by some model writers around the 1930s, but not by James until an RAF clerk wrote it into the records, thereafter working on the assumption 'if you can't beat 'em join them' it seems that Pelly Fry gave up the unequal struggle). After initial years spent in Ceylon, he returned to UK to be educated and spent school holidays with relatives at Epping in Essex and it was RAF fighters from nearby North Weald that provided the germ of airmindedness that was to determine his future.

Like many boys of the time he was attracted to aeronautics sufficiently to try making model aeroplanes, exactly what these machines were

we do not know, they were probably card and stick designs from the boys' magazines of the early-1920s. One thing is certain, none of them flew, and it was our good fortune that James chanced upon Percival Marshall's wonderful journal, 'The Model Engineer', since in its pages he found constructional details of model aeroplanes capable of flight and mention of organised model aeroplane activity. By this time he was undergoing an apprenticeship into the tea trade and living in the London area of West Kensington he found it easy to attend the model flying meetings that were held on Wimbledon Common. He became a regular spectator and the sixteen year-old never lost an opportunity to ask questions from the experts who were all grown-up men like Bullock, Pavely, Newell, Houlberg, Evans, Langley, etc., and found them such a 'friendly bunch' of enthusiasts that he joined the SMAE being allocated membership number 139. He has recounted that his first successful model aeroplane was a 'high wing monoplane with a fuselage of triangular cross-section that was described in 'The Model Engineer'; although he ascribed this design to W E Evans, there seems little doubt that the model in question was 'Firefly' which was described by H Jackson (then Technical Secretary of the SMAE) in a July 1927 issue.

Pelly Fry's enthusiasm for the hobby was soon recognised and he was elected onto the SMAE Council. Apart from his very considerable aeronautical knowledge acquired by an avid study of every aviation periodical that he could lay his hands on, James was most

willing to promote the aims of the SMAE and volunteered for any tasks involving such presentation. His was a most valid input, and although classed as a 'junior member' he was seen as a fine ambassador for the movement. He flew his lightweight model in the first Wakefield Cup contest at Hendon in September 1928 when his best flight of 33 seconds duration gave him 4th place. Earlier that year Pelly Fry produced a small high wing monoplane which he named Mosquito, and this was the forerunner of his famous 22 inch span seaplane which, despite its twin gears and hardwood and silk construction, weighed the incredibly low figure of 1.3/4 ounces with floats and a mere 1.1/4 ounces as a landplane - this at a time when the average SMAE weight for a standard fuselage machine was in the region of 5-6 ounces! James was very careful to emphasise that his model did not weigh two ounces, but one and three-quarters of an ounce! This was the beginning of his campaign to make really lightweight models and of his early adoption of the new-fangled balsa wood, a material looked upon with scorn by the British aero-modellists of the time.

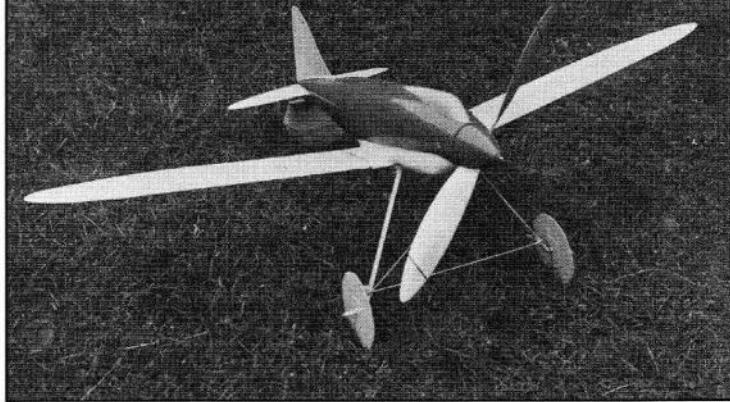
Balsa Wood

An account of Pelly Fry's first encounter with balsa wood has been related in this column before (Vintage Corner September 1982) but it is opportune to tell that story again just as James recounted it. 'The scene is the shop run by Mr A E Jones at 97 New Oxford Street, London. It was what I call a 'narrow' shop, but its length was adequate for the amount of aeromodelling trade in the late 1920s. One day, armed with my few shillings, I visited Mr Jones' shop. (He was always 'Mr Jones' - none of this fancy 'Fred' stuff that puts us all in the democratic lowest common denominator in these enlightened days). Mr Jones opened a drawer under the counter, produced an object, and threw it on the counter with a disdainful 'Have a look at this bit of rubbish that has just arrived from America'. I asked him what it was, having picked it up, and noting that it was very light and had a soft, satin-like feeling; the object, by the way, was something like 8 x 2 x 1 inch. 'Balsa wood' said Mr Jones; 'it is supposed to be good for model aeroplanes, but who in their right senses would use such soft stuff? I tentatively asked him if I could take that bit of balsa away - to experiment with. 'Of course', he said, 'no damn use to me - keep it'. And I did, using it for wheel fairings and tail cones'.

When the US National Championship winners Tom Hill and Aram Abgarian visited UK in 1928 with Merrill Hamburg accompanied by Jack Loughner and Ford Grant, that party's programme did not allow them to attend the Wakefield competition in September but a special international contest for the visitors was organised. This was held on a windy July day over the long grass on Croydon aerodrome and the SMAE representatives naturally included Pelly Fry. Grant's stick model made a flight of over two minutes, but it was Pelly Fry's diminutive fuselage model Mosquito that stole the show when it was lost OOS. This model was described in the SMAE Journal for September 1928 and, surprisingly, does not appear to have attracted the attention that it obviously warranted at the time, but this came later once the model was slightly re-designed and published in The Model Engineer in April 1930.

The 1929 Aero Show at Olympia included an SMAE stand, most of the work and all the arrangements for this showing fell mainly on

Speed model powered by special Pavely 3-cylinder compressed-air radial engine which drove the 14 inch diameter propeller at 3000 rpm. Fuselage made from two halves of pine shaped externally then scooped out; undercarriage from Tiger Moth streamlined bracing wire; solid wood tailplane fin and rudder. Wing loading was 36 ounces per square foot!



Pelly Fry who had, even at this early stage, become 'exhibition organiser' and was responsible for the SMAE stands at the annual Model Engineer Exhibitions. At Olympia his Heron was on display, shown at this time in the high wing configuration. This model was designed in April 1929 and used some of that first balsa wood in its tail cone. Pelly Fry also exhibited a twin-float seaplane, about which details are lacking but the particularly fine workmanship of this model afloat in a tank on the stand attracted much attention.

Apart from other British models like Bullock's low-wing Wakefield winner and his red and white racing monoplane, Pavely's compressed-air model, Newell's Falcon and van Hattum's Flying Dutchman, the Americans across for the Wakefield, also attended and exhibited models. As a result of this show a good number of new members were enrolled into the SMAE. Funnily enough, not all members were given membership numbers on joining, Bullock was 100 and van Hattum, one

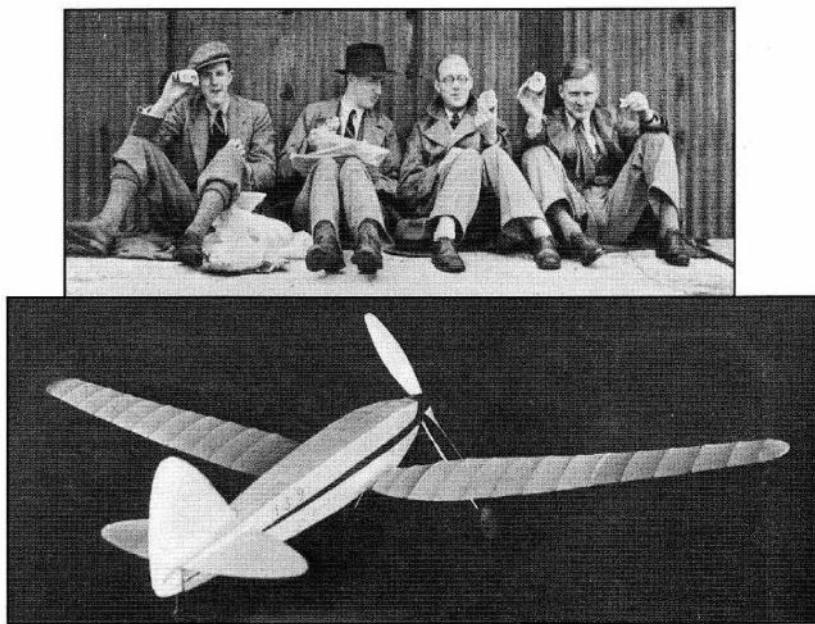
of the earliest overseas members was 108. About this time it became the practice for members to display the SMAE initials on their models and also show their membership number, and this caused some of the 'numberless members' to have identities allocated at long last. A new member at this time (November 1929) was Captain C E Bowden who was given membership number 169.

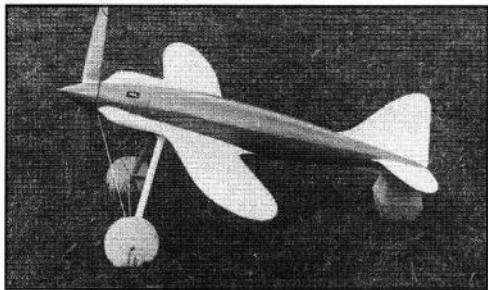
Various 'buses

When Pelly Fry wrote in 'The Model Engineer' on 9 January 1930 about his 22 inch span seaplane he was contacted by a number of enthusiasts who expressed an interest in 'small fuselage models'. One of the enquirers was C E Bowden. Fortunately Pelly Fry's letters in reply to CEB are to hand and the contents give us some interesting facts about the 'goings on' at the time. He wrote 'With reference to a description of my small seaplane, I am starting

Bottom: Flamingo was designed to be a clean fast Wakefield - propeller by Bullock (as usual). Note waisted wing root for higher aerodynamic efficiency, leading and trailing edges from 22 swg piano wire, the wings were doweled to the fuselage hence there was no fore and aft movement for trimming purposes.

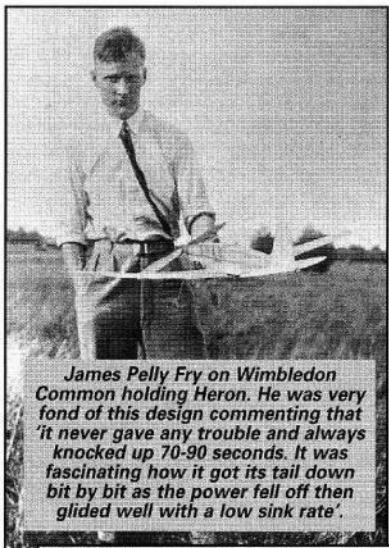
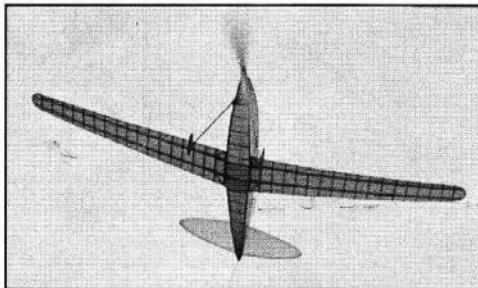
Below: SMAE contingent invited to fly at Brooklands by Captain Duncan Davis holding up their Joe Lyons Swiss Rolls. Left to right:- John Mertons (killed in WW2 on a Blenheim), Ed Richardson (killed in WW2 on a Fairey Battle), Juste van Hattum and James Pelly Fry. James won the Brooklands Aero Club Competition three years running from 1930 with his Heron.



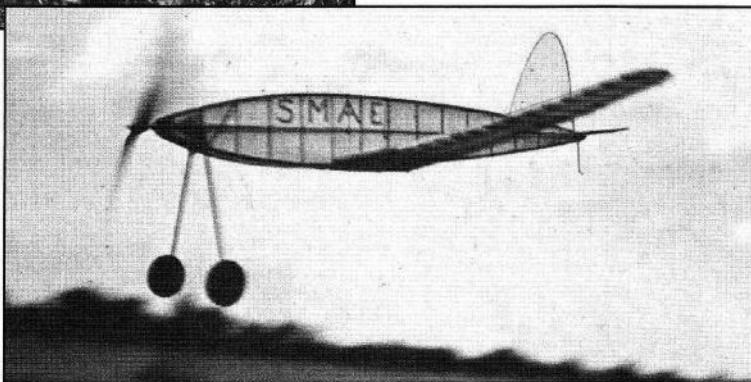


James said 'nicest design (shape-wise) I ever knocked up', was supposed to beat Ralph Bullock's 34 mph record over 100 yards, but the green and beige enamel finished beauty was never flown because no really smooth ground could be found to allow it to reach sufficient speed to ROG. Considered to have been the best model aeroplane exhibited at the 1930 M.E. Exhibition.

The majority of Pelly Fry's models were developments of his beloved Heron, this 54 inch span design weighing only 2 1/2 ounces was unnamed but has since become known as 'Drinking Straw' since fuselage spacers and wing leading edges were made from natural reed straws that James obtained from a friendly Frenchman in Soho!



James Pelly Fry on Wimbledon Common holding Heron. He was very fond of this design commenting that 'it never gave any trouble and always knocked up 70-90 seconds. It was fascinating how it got its tail down bit by bit as the power fell off then glided well with a low sink rate'.



Avenger flying on Wimbledon Common on 15 August 1931 after its return from USA. When both mainplane spars were fractured by holding the model against an unexpected gust of wind in 'The Model Engineer No 1 Cup', the ease of repair of balsa with 'Ambroid' was demonstrated by Pelly Fry making so successful a field repair that he went on to win the competition with a flight of 77.6 seconds.

on an article dealing with it, which will be produced in the M.E. shortly. If you are anxious to start construction at once you might be able to obtain a copy of the September 1928 issue of the SMAE Journal from our editor Mr W E Evans. Of course, the model is not exactly of new design, and for that reason I am going to slightly re-design the model to bring it a little

more up to date. I shall still keep the main dimensions, e.g. wing span 22 inches, chord 2 1/2 inches, length 12 inches. The total weight of the original seaplane was 1.3/4 ounces which gave a wing loading of 4.6 ounces per square foot. Of course, as a landplane this was reduced quite a bit. The photo in M.E. that accompanied my letter was taken at Croydon just before the contest with the Americans. The best flight was the third when it did 50 odd seconds and flew out of sight. I suppose the model is still on the aerodrome somewhere'...

Some 10 days later James wrote to CEB again... 'the drawings of the re-designed seaplane are complete and the improvement is quite good. In fact the 'bus' is now quite up to date in many ways. I have still to write a description to go with the drawings and when that is done I shall send it up to the M.E. (This model was described in that magazine in April 1930. A.I.) I expect that you have seen my article on 'Undercarriages' in the last two

copies of the M.E.? I only hope that somebody will find them useful. The drawings, as a matter of fact, are more interesting than the article. All the models illustrated have actually been built, all except the large power driven 'bus'. It is going to be made one day I hope, at any rate it has already passed the drawing-board stage. The model when finished will be a

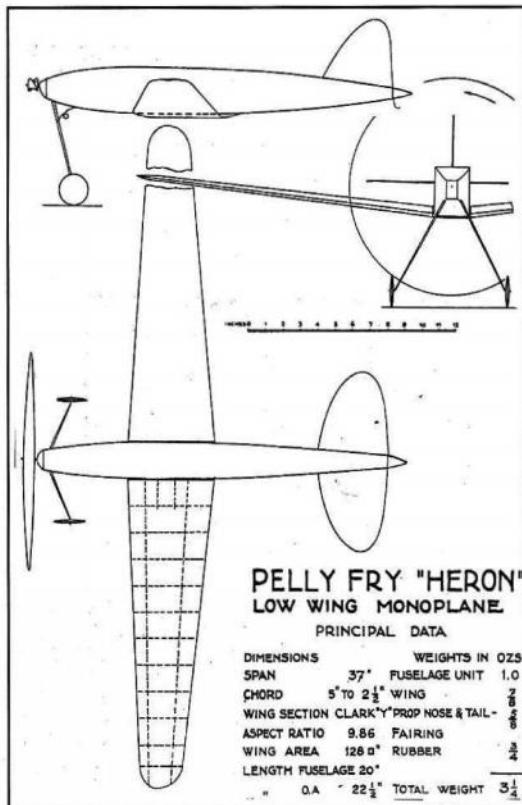
combination of the efforts of Messrs Westbury, van Hattum and myself... The small lightweight duration 'bus' is mine. It gained 4th place in the Wakefield Cup last year. So far the most I have got out of it is 65 seconds ROG. The wingspan is 36 inches, length about 20 inches and it is driven by two skeins of rubber (4 strands of 3/16th strip). The total weight is about 3 1/4 ounces. The Racer is also a potential real model as I am now going to start construction on a compressed-air driven 'bus'. I am using a specially made DAP 3-cylinder radial compressed-air engine... Pavey (who has made the CA engine) says it ought to do over 50 mph... my chief aim is to beat the Power Boat record of 40 mph set up by 'Chatterbox' and also to try and create an interest in the Speed Contest.'

It is interesting to note the mention of S H Clifford's metre flash-steam power boat 'Chatterbox III' which at that time held the official world's record at 43 mph. Although James did not indulge in this side of the model engineering hobby he was keenly interested in it and in internal combustion engines, as his mention of Edgar Westbury's involvement in the creation of the 'power driven 'bus' shows. Had CEB not produced Kanga for Westbury's modified Wall two-stroke, there seems little doubt that Pelly Fry would have become one of our pioneer petrol modellers. He was present on 15 May 1932 and assisted CEB to get Kanga airborne from the overlong grass on Fairey's Great West Aerodrome to break David Stanger's 1914 petrol-driven record.

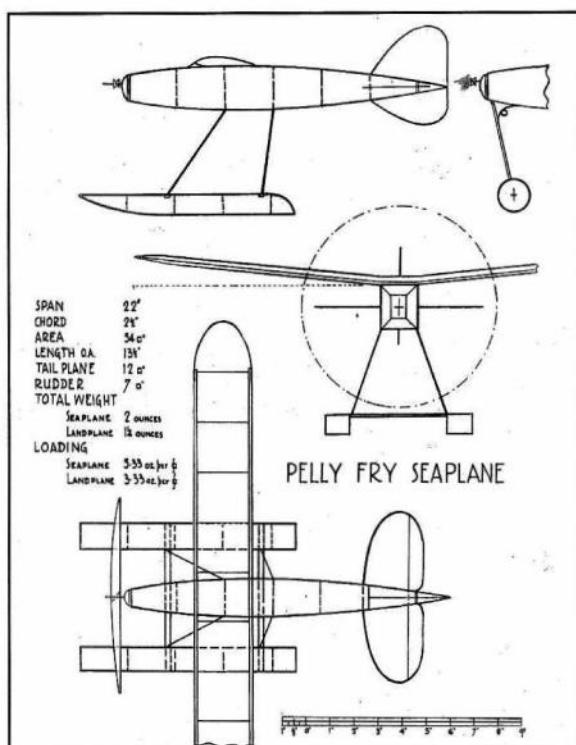
As it was, he was into speed with a vengeance but his beautiful green and beige compressed-air racer was never flown due to the lack of a suitable smooth surface to fly it from. He did, however, re-design van Hattum's 'Ghost' into a racing model reducing the wing area and increasing the power both by 50% and proxy-flew it in the SMAE Speed Cup on 3 October 1931 to win at 29.2 mph.

Heron

The model mentioned in his letter as the 'small lightweight duration 'bus' was the high wing Heron which was extensively modified into a low wing model and eventually by early 1930 only the four longerons of the original machine remained. He was a great supporter of the low-wing model, doubtless taking advice from Ralph Bullock whom he considered to be 'the finest aero-modellist of them all'. In a letter to the writer James wrote 'Personally, I favoured the low-wing configuration because in the initial power run with a fully wound motor the couples of thrust/drag gave a stable climb that did not end up spectacularly in a steep dive with either a 'roll off the top' or a stall. It was fascinating to see the model very gradually increasing its angle of attack as the power fell away. With good trimming the model ended up - or should have done - in a slow, steady glide with the minimum rate of sink. Another point is that my models were never over-powered; I used to regard this (and still do) as a sign of poor design; brute strength overcoming aerodynamic inefficiency'. That the 37 inch span low-wing Heron did its stuff in his skilful hands is shown by this model (using, of course, a Bullock propeller - see Vintage Corner December 1991) winning the 1929 Pilcher Cup, and the following 1930 contests: 'Weston' Cup for weight lifting, 'The Model Engineer No 1 Cup', and the Brooklands Aero Club Competition amongst others. He considered Heron to be his most



The various low wing models are not always easy to identify. This model previously said to have been Flamingo, being launched by Pelly Fry at RAF Halton under the watchful eye of Richard Langley the official SMAE timekeeper, may in fact be Stork, his 1932 Wakefield, so named because of the length of its undercarriage legs necessary to obtain clearance for its 18 inch diameter propeller.



Pelly Fry and his original Mosquito taken at Croydon in July 1928 just before the contest with the Americans.



successful model and it was fully described in 'The Model Engineer' in three issues in June 1931 by his 'accomplice in crime' Juste van Hattum who was also responsible for the many fine drawings, not only of Heron, but the majority relating to model aeronautics to appear in that journal at this time.

Avenger

The loss of the Wakefield Cup in 1930 as recounted in this column (Vintage Corner April 1993) meant that the British modellers were forced to look more closely at the American balsa and tissue covered models and Pelly Fry, already a 'lightweight specialist', suggested that Ehrhardt's design could be improved upon by using a tapered wing and lengthening the span. He was a staunch advocate of span-loading as opposed to wing-loading, could see the advantages of using the American method of stretch winding and felt that free-wheeling propellers were 'the right idea'. Early in 1931 he produced 'Avenger', a low-wing 38 inch span tapered wing model of high aspect ratio (1:12) having a wing area of 106 square inches with a single-surfaced tail unit. This 'exquisite piece of workmanship' weighed only 1 3/8 ounces, used a single skein motor driving a balsa propeller of some 12 inches diameter. He did not wish to have this design published until he was satisfied that its performance was 'better than anything yet'.

Showing the model to SMAE members he emphasised that the construction using balsa and 'Ambroid' cement was far simpler than one expected, while Jap tissue was easier to apply than silk. The model was flown at the Pilcher Cup competition on 2 May on Wimbledon Common when its best flight was 88 seconds, and it later qualified for a place on the Wakefield team with a best flight of

90 seconds. So this model went to USA where it was proxy flown in the 1931 international competition on 30 June at Dayton, but unfortunately did not live up to its name, managing only 12th place with 52.4 seconds. Bullock's model took 4th place with 162 seconds, but Ehrhardt did it again, thus retaining the Wakefield Cup with 264.8 seconds.

Pelly Fry was also a keen competitor in 'applied flying' events like weight lifting and speed. The Avenger, although capable of good duration, its best time being 2 minutes ROG, was apparently not suited for weight-lifting as the following excerpt from the report for the 1931 Weston Cup shows: 'Mr Pelly Fry carried a load on his 'Avenger' which proved to be too much for the undercarriage, one leg of which folded up underneath the body. It was then induced to fly without any wheels at all and moved at quite a high speed for a 1 1/2 ounce balsa model. Fry then asked the 'Avenger' to take-off on one wheel, which it did with great ease and consistency'.

In the original SMAE Journal, which had a life span of six years (March 1926–March 1932), we find frequent mention of Pelly Fry as a leading light in making suggestions to improve the functioning of the Society, his authoritative lectures (that in December 1929 on Indoor Models using the American experience of balsa wood 'opened a new chapter in British Model aeronautics') and his articles on models and techniques were seen as 'providing information years ahead of any published book on the subject'. Some of his articles from 'The Model Engineer' were reprinted as chapters in 'The Model Aeroplane Manual', he also contributed to 'The Boy's Own Paper' designing a model named 'Skywayman' for that publication and also wrote a series of articles in 'Model Aircraft' where his main



Ron Moulton
photo of
James and his
R/C Boston at
Goosedale.
On the left is
Pelly Fry's
navigator
Jock Cairns,
while the
Devon
'RAFAIR 532'
can be seen in
the
background.

theme was lightweight duration models. In the September 1932 issue he gave some general rules emphasising the advantages of increased aspect ratio (never less than 7 or 8) and indicated that it was increased span and not increased chord that cured an overloaded model, ending with his own personal motto which one still often sees quoted today - 'simplify and add more lightness'. A member of the British Wakefield team for five years from 1928, he almost won that coveted trophy when he proxy-flew Gordon Light's model into second place in the 1933 Wakefield, as he himself said 'Crumbs, what would have happened had I won for the opposition?' The name of James Pelly Fry is inherent with the development of model aeronautics in this country between the years of 1927-1934 and deserves to be remembered.

Book Review

'Heavenly Days'-
Recollections of a Contented
Airman: By Group Captain
James Pelly-Fry DSO, RAF.
Hardbound, 392 pages,
illustrated. Published by Crécy
Books Limited, available from
The Aviation Bookshop, 656
Holloway Road, London, N19
3PD. Price £18.95 plus £3.30
postage in UK.

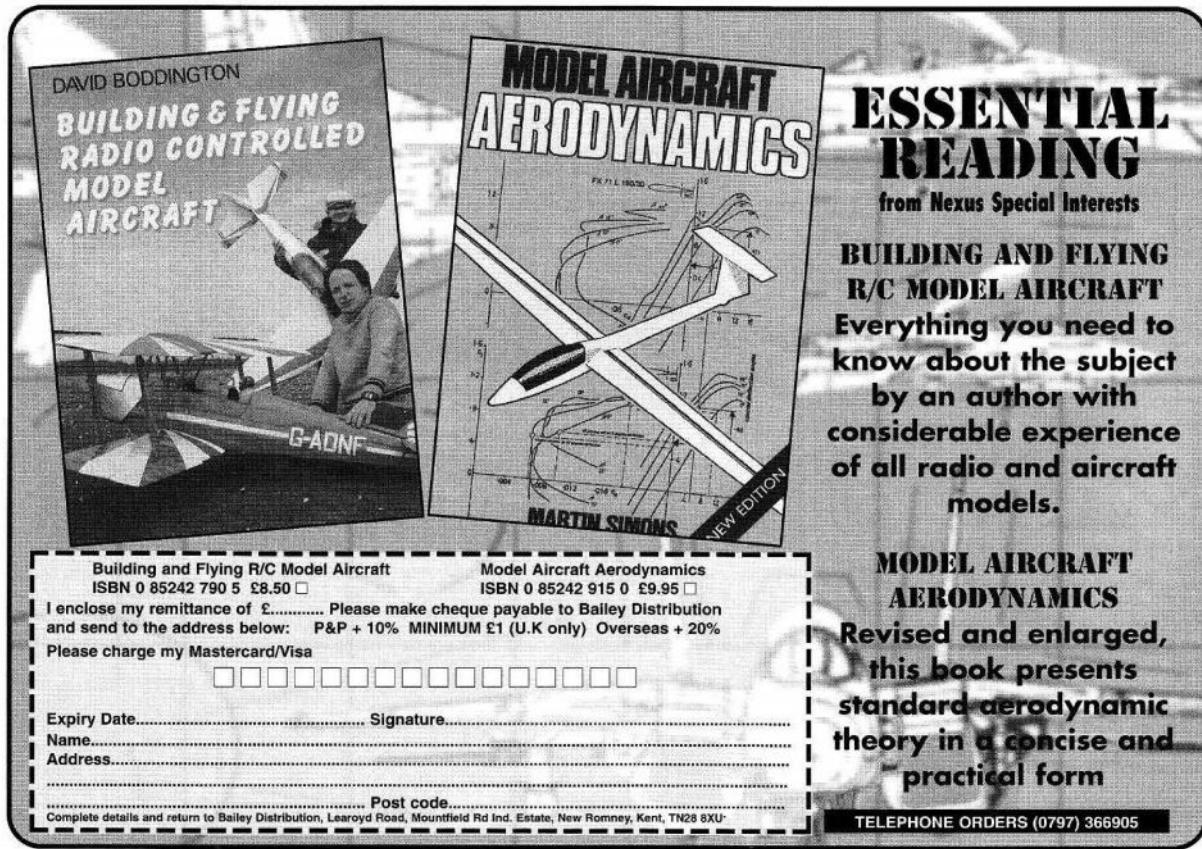
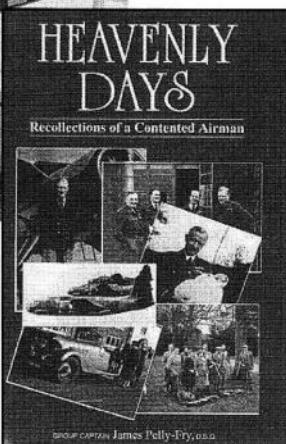
The book commences and ends with aeromodelling but in between the author tells the story of his life as a pilot in the Royal Air Force which he joined in 1935, flying some seventy different types of aircraft before finally leaving the service in 1958. Well written, this is a fascinating tale where famous personalities flit across its pages and takes the reader from open-cockpit

twin-engine Vickers Valencias in Egypt via Wellesleys (the high aspect ratio wing must have pleased him) in the Sudan to Douglas Bostons in No 2 Group and a well-earned DSO for his part in the low-level attack on the Phillips factory at Eindhoven. That senior appointments follow is no surprise, after a spell as equerry to King George VI, it is back to Bert Harris's Bomber Command, No 4 Group this time, as Station Commander of the Halifax aerodrome at Holme-

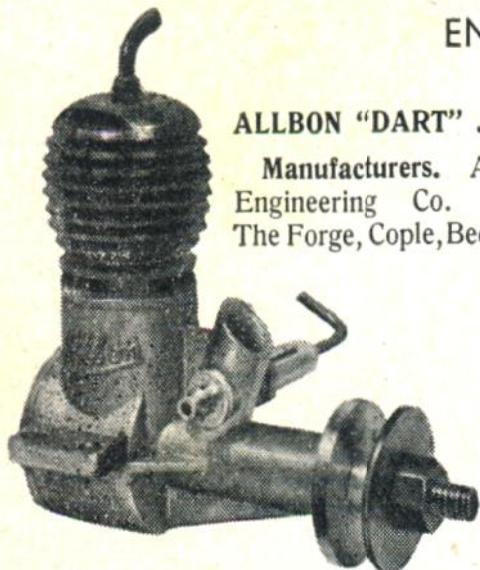
ONLY
YS
contented Airman

The author is not afraid to expose his own shortcomings when he shows that even a Group Captain could let a Mosquito swing on take-off and so suffer the ignominy of having to taxi back across the grass to the runway and try again, and also experience the acute embarrassment of being at 'the sharp end' during an inadvertent wheels-down even though the 'other-

... during an inadvertent wheel-up landing in the Devon even though the 'other chap' was driving! The return to aeromodelling already mentioned resulted in the creation in miniature of the Wellesley, Boston and Devon aeroplanes that the author loved so much. They are fortunately preserved today in the Goosedale Model Museum for all to see. A fine book that is highly recommended - Ralph Bullock would have been proud of his protégé.



Engine Analysis, Allbon Dart



ENGINE ANALYSIS

ALLBON "DART" .5 c.c.

Manufacturers. Allbon Engineering Co. Ltd., The Forge, Cople, Bedford.

Retail Price. 52s. 6d. plus Purchase Tax.

Delivery. Immediate.

Spares. Full spares and repair services available.

Type. Compression ignition.

Specified Fuel. Mercury No. 3 or No. 8.

Capacity. .54 c.c., .033 cu. in.

Weight. 1.2 oz.

Compression Ratio. Adjustable.

Mounting. Beam, upright or inverted.

Recommended Airscrew. 6×4 in., or 7×3 in.

Bore. .350 in. **Stroke.** .350 in.

Cylinder. Meehanite. Radial ports, 3 exhaust, 3 transfer. Cylinder screwed into crankcase.

Cylinder Head. Dural screwed on to cylinder.

Crankcase. Aluminium pressure die casting.

Piston. Meehanite, dural gudgeon pin carrier, conical top. No rings.

Connecting Rod. Dural.

Crankpin Bearing. Plain.

Crankshaft. Nickel chrome. Hardened, ground and lapped.

Main Bearing. Plain.

Little End Bearing. Plain.

Induction. Rotary shaft inlet valve.

Special Features. Gudgeon pin being retained inside piston prevents scoring of cylinder bore.

TEST

Engine. Allbon "Dart" .5 c.c. Diesel.

Fuel. Mercury No. 8.

Starting. Extremely good. Care must be taken not to flood the engine when run in an upright position, as the air intake of the carburettor is then vertical and may become filled with fuel.

Running. Very steady over a wide range of speeds, but careful adjustment of the fuel-control needle is necessary at speeds above about 13,000 r.p.m.

B.H.P. Starting at .012 b.h.p. at around 5,000 r.p.m., power rises steadily to a peak output of .0445 b.h.p. at 13,300 r.p.m. The engine may be considered to be running efficiently at speeds between 11,000 and 13,500 r.p.m. so that a fairly wide choice of airscrews is presented.

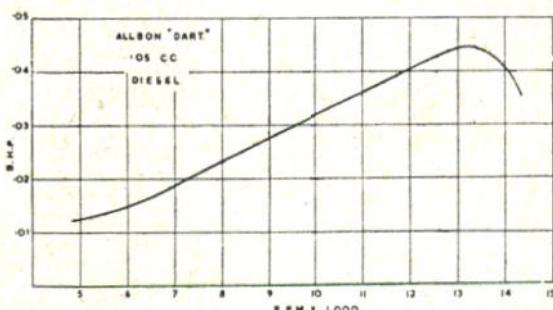
Checked Weight. 1.25 oz. less fuel tank.

Power/Weight Ratio. .575 b.h.p./lb.

Remarks. Tests were carried out with two separate engines, and the performance of one was better at the peak speeds. This may have been due to more careful running-in on the one engine, the latter having had two hours at about 6,000 r.p.m. with a fuel containing an added amount of lubricating oil.

The .033 cubic inches capacity prompts a comparison of Dart performance with that of contemporary American glow-plugged miniatures of between .035 and .045 cubic in.

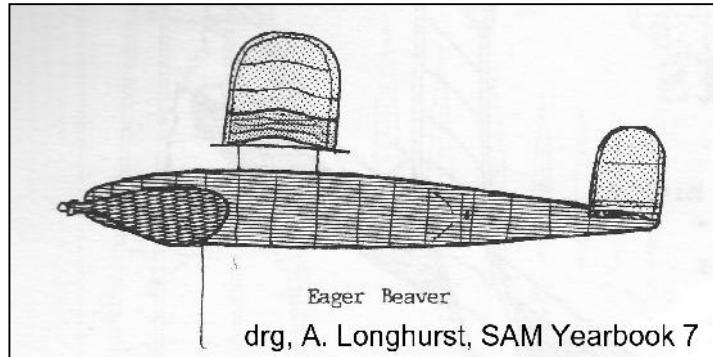
Having operated the Dart quite successfully with an 8×4 in. propeller, we would have little hesitation in stating that here at least is a capacity at which the diesel shows superior power over its glow-plugged equivalent. No doubt many of our friends in the U.S.A. will find this motor a must for their "half A" classification of contest models.



Report No. 20

Eager Beaver

The only plan that I had seen of the Eager Beaver was from FMDC Vol 2 No. 1 Winter 1993/4. This was drawn full size to suit the layout of the magazine by B.A.M. but who was the original designer, was it a kit or where was it published? No answers were forthcoming although in my index

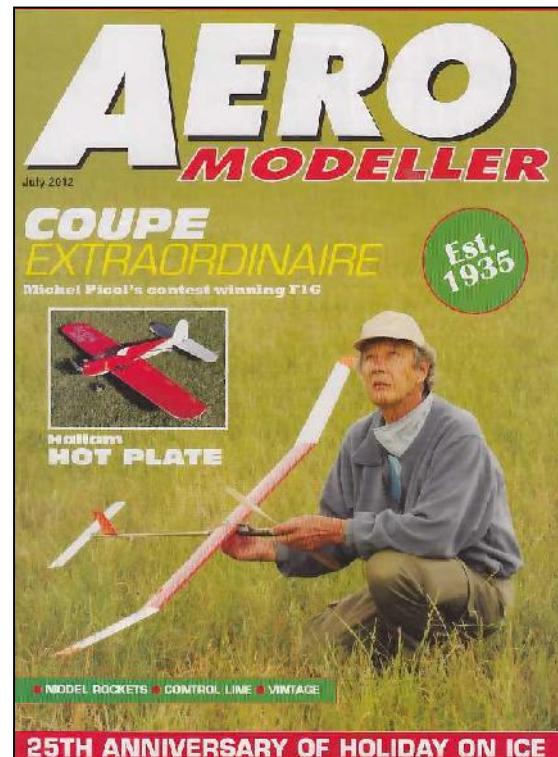


to plans it is shown as a "Welsh Kit". I am not sure where that information came from and I am not even sure of the spelling. Then I noticed in Roger's plan list an Eager Beaver plan credited to "Precision Aircraft". An e-mail to Roger brought forth the plan file which revealed the caption "copyright of Precision Aircraft, Model Dept, England. Printed by T W Thornton Ltd, High Street, Beckenham" but no designer or even initials in the corner. So not a lot the wiser. Looking for any other "Precision Aircraft" designs in the index of plans revealed Airflo Mite a 32" power job and Hells Angel a 41" power job both designed by Ron Warring. So did Ron Warring design the Eager Beaver, did he fly it in comps, what do you know about this? Have you ever heard of Welsh Kits? Any info, please send an e-mail.

Aeromodeller

My July copy of "AMI with Aeromodeller inside" (see photo of cover) arrived with a letter telling me that that was the last issue. As I did nothing to respond to the letter I next received the July copy of "Radio Control Model Flyer". This contained a list of Model Flyer plans, mostly RC of course but not all. There is a fair sprinkling of free flight scale/sport/contest/vintage including 30 (yes thirty) Ebenezer types. (See photo from Model Flyer cover)

But there will be no more! "Radio Control Model Flying is being re-launched dropping its free flight and control-line content." The publishers hope to re-launch Aeromodeller late this year subject to there being sufficient interest, so if you would like to have Aeromodeller dropping through your letter box, register your interest by e-mail to aeromodeller@adhpublishing.com.

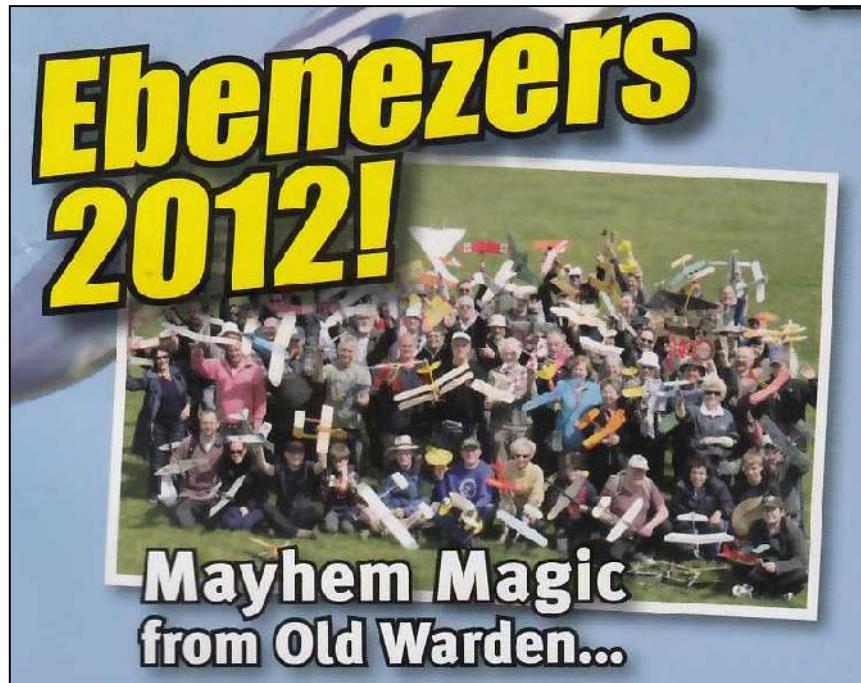


We have a just a few Model Flyer/Radio Control Model Flyer in the library collection but I feel that it would be good to complete the series from its start in December 1999 through to the issue before going totally RC i.e. July 2012.

If you can help with the supply of any Model Flyer magazines please get in touch or bring them to Middle Wallop.

Still seeking:-

The Scale Buff No 11



Roy Tiller

Wallop Camping August

Roger Newman

Camping Arrangements for SAM Champs in August

There is no other competing event at the Museum this year, so there shouldn't be any problems with camping.

To book a pitch, please ring Museum on 01264 784421 & ask for Rebecca Clay (new Marketing & Business Manager) on any weekday. She will take your booking. Price per night will be £8.00, payable direct to the Museum on arrival.

Although the arrangements haven't yet been finalised, it is planned that toilet arrangements will be as per last year: there will be two Portaloos placed on the site. Also a rubbish container will be provided. The Museum facilities will be available during normal Museum opening hours.

All campers are kindly requested to contribute a small levy of £5.00 per booking to contribute towards the cost of the Portaloos & waste bin, as these are fairly expensive. Any shortfall will be met from Club funds.

You can turn up from Friday onwards.

The only request that Rebecca makes is that the gate into the campsite is closed at night.

Any further information will be included in the July edition of the 'New Clarion'

Roger Newman

1979 Itzhak Ben Itzhak, 27, Israel



Taft, California, the United States of America, even in October, is a hot, dry, and very dusty place due to the wind, and or "dust devils". These atmospheric phenomenon will take the wings and tail off of any F1B, while stuffing the fuselage with dirt, the kind that grinds up rubber.

Also aeromodels have a tendency to dry out, and lose weight in this environment, especially after 10 rounds of flying. Apparently warnings were given during processing about this problem of aeromodel dehydration, but what could be done about it?

The weather at Taft is tricky after late morning, your thermister will indicate the presence of thermal activity, and you may "buy" into it, and decide to launch, but what you launched into is a thermal shaped like a "broom stick", with the broom head already well beyond the spot where you launched from. Now you can only watch helplessly as your F1B comes gliding down in less than 180 seconds. With all this advice, contestants from (N), (QE), (VH), (C), (ZK), (B), (I), (F), (QY), (B), (J), (LV), (SE), (JIB), (PH), (D), (PP), (OH), (XA), (EC), (YV), (LN), and (4X) prepared for the best. Where was (P), (CCCP), (DDR), (HA), (SP), (OK), (L), (CU), and (YR)? Kim Dong Sik, the 1977 Wakefield World Champion of the Democratic Peoples Republic of Korea, had attended the WC since 1973! Good ole boy politics?

ROUND 1-7: Sunday, October 7, was clear and warm at 8:30am in the morning at Taft, the home of the "Kitty Litter" Plant. Forty-one, of the sixty-three F1B contestants, got a close-up view of the Plant, as they chased their aeromodels, for their first round 180 second max. Then thirty-four in round two made it. 35 in Round 3, 45 in Round 4, 45 in Round 5, 37 in Round 6, 38 in Round 7. Now believe or not, there were only five left in the fly-off. There could have been seven, but G Cassi of Italy missed the fly-off by one second.

ROUND 8: At 3:45pm the temperature on the field was an even 90 degrees F, and as the horn sounded Paul Lagan of New Zealand was the first off. Then Pollard GB, trailed by Zachhalmel (Austria) and O'Grady (Canada). Ben Itzhak (Israel) launched next, while Van Leuven (Australia) burst his motor, and just got airborne as the round closed. Only four survive this round, Lagan and Pollard are out.

ROUND 9: The temperature had now fallen to 75F. At 4:15pm the round opened. Ben Itzhak began by bursting a motor while Van Leuven launched into good lift. Zachhalmel is away also, and he too climbed up, and centered into a thermal. O'Grady launched, but his hand got into the way of the propeller, and sheared off both blades. Was it an attempted flight? O'Grady quickly readied his back-up F1B. His lame F1B meanwhile clocked in 284 seconds in good lift. Ben-Itzhak is away now. The field judges call O'Grady's flight an attempt, and he is allowed to fly again. This time he is down in 237 seconds, O'Grady will be third today. THIRD? What about Zachhalmel?

ROUND 10: This round will start at 5:45pm, it will be a 360 second round.

The air was not "hostile" as some referred to it, but six minutes is doing "hard time".

Thinking they had picked good air, Van Leuven and Zachhalmel launch together.

Down line Ben Itzhak, son of the desert, watched his thermal detector, and waited. Not yet, not yet, let it build. Above, the air which seemed so right for Van Leuven and Zachhalmel, now brought their F1Bs down, and landed them in the gray dust in 124 and 144 seconds.

Ben Itzhak now launched his F1B. The world watched as "floater" circled above. One minute. Two. Three. Four. Five. SIX MINUTES!

All of the fly-off aeromodels were immediately impounded by the contest officials for inspection. There is a problem. One of the F1B is one gram under the required 190 gram minimum! Dehydration? Hans Zachhalmel (Austria) is disqualified! All of his flights are scored as "ZERO"!

Individual Placings						
Place	Name	Country	Round 1-7	Round 8	Round 9	Round 10
1	I Ben Izhak	ISR	1260	240	300	360
2	P Van Leuven	AUS	1260	240	300	124
3	D O'Grady	CAN	1260	240	284	
4	P Lagan	NZL	1260	237		
5	R Pollard	GBR	1260	155		
6	G Cassi	ITA	1259			
7	J Petiot	FRA	1234			
8	H Chmelik	AUT	1231			
9	J Kristensen	DEN	1229			
9	P Rassmussen	DEN	1229			

1979 Team Results for Penaud Cup

Place	Country	Abbreviation	Total	Team member places		
1	Italy	ITA	3655	6	15	17
2	Denmark	DEN	3625	9	9	25
3	Great Britain	GBR	3502	5	27	41
4	Argentina	ARG	3498	14	25	32
5	France	FRA	3494	7	22	39
6	USA	USA	3465	12	13	46

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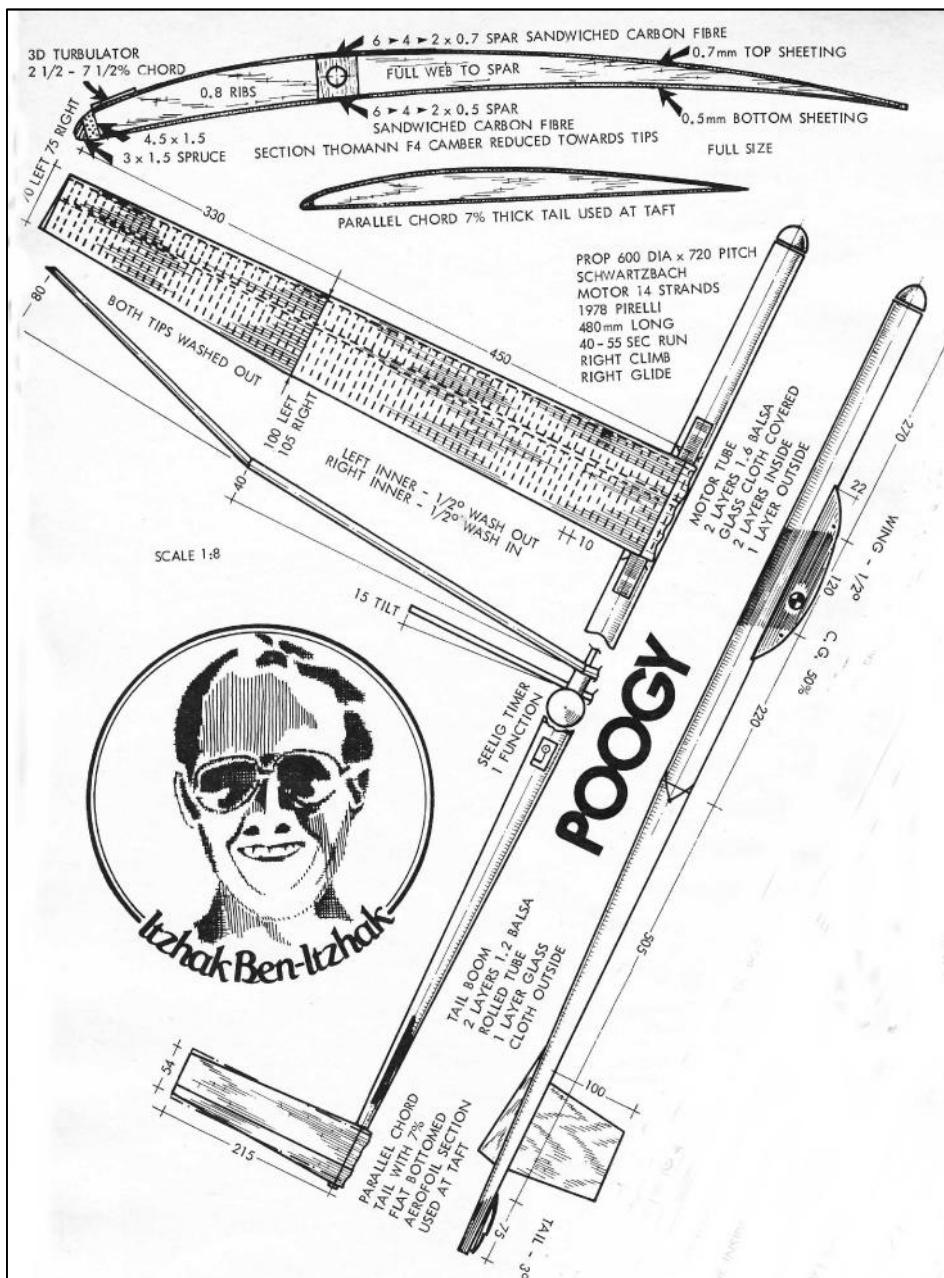
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Charles Dennis Rushing

The following images are courtesy Roy Tiller and the DBHLibrary

Ben's own description of his flying tactics

In preparation for Taft I had flown at least twice a week for 15 months prior to the Championships, increasing my training for the final month. My tactics on the day of the event were to fly using thermistor techniques for the first and final rounds, and simply relying on piggybacking with other competitors during the day, when thermals were easily marked. The rubber I used was Pirelli from a September 1978 batch and all day long I didn't break any motors until the one when winding for the five minute max fly off flight. Our thermistor has two heads, one at the launch point and one 30 metres upwind both feeding information to a single chart recorder. The technique is to wait until the upwind thermistor starts to show a reduction in temperature, indicating the upwind limit of the thermal, before choosing the moment of launch. That this method could locate a good thermal so late in the day is testament both to the equipment and the consistency of the model.



Roy Tiller

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

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

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

This service is provided at no charge.

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

Michael Woodhouse

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

Plans of models designed by Geoff Lefever

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

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

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

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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.
ODENJAN'S 1950 NORDIC A2	Swedish Championship glider, placed second in the first World International in 1950.
SENATOR 1950	RUBBER Designed by Albert Hatfull and kitted in 1950. Twin plan with ACE .
ACE 1950 RUBBER	Designed by Bill Dean and kitted in 1950. Twin plan with SENATOR .
ENGLISH VIKING 1953 A2 GUDER	Designed by Bill Farrance twice winner of the SAM Radislav Rybach trophy.
CRESTA	A 38 in wingspan low-wing design for small diesel or electric motor installation.
FRED BOXALL'S 1956 OPEN RUBBER MODEL	Twin plan with Boxall's SEAPLANE .
FRED BOXALL'S SEAPLANE (1965)	Twin plan with the 1956 OPEN RUBBER MODEL .
LAST RESORT 1956 CLASSIC RUBBER	Open Rubber Model designed by Jim Baguley, Twin plan with FIRST RESORT .
FIRST RESORT 2006	by Martyn Pressnell for the BMFA Rubber Class. Twin plan with LAST RESORT .
WINDING BOYII 1956	by Urstan Wannop, 38 in.span, Twin plan with McGILLIVRAY'S LIGHTWEIGHT .
JACKMcGILIVRAY'S LIGHTWEIGHT 1958	36 in. span lightweight rubber model Twin plan with WINDING BOYII .
CAPRICE 1959 GLIDER	The renowned lightweight glider of 51 in span. Twin plan with GAUCHO .
GAUCHO1960	power duration model for 1.5 cc engines. Designed in 1959 Twin plan with CAPRICE .
VAKUSHNA1959 A2	Designed by Brian Dowling this glider won the 1960 Richer Cup

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

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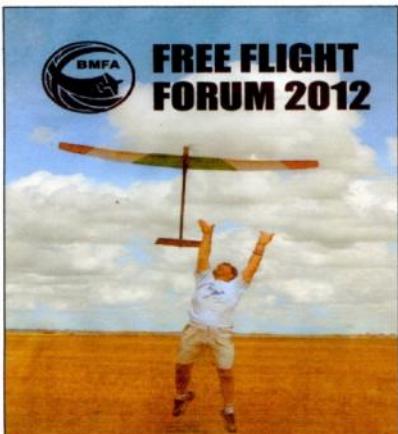
This has just been produced to replace my former website which BT have declined to support and which I am now unable to maintain The new address is; www.msp-plans.blogspot.com

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

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

HOT OFF THE PRESS – THE 2012 FREE FLIGHT FORUM REPORT

The new 2012 BMFA Free-Flight Forum Report has just been published, this time with a full colour cover. It's the 28th year that these Reports have been produced and this one is packed with useful information on new developments in a wide range of free-flight activities, as the following contents list shows.



Anodizing - Simon Dixon; Playing with Pistachios - Paul Seeley; Model Aircraft Construction with an Emphasis on F1G - Neil Cliff; Experiences with Electronic Timer Design and Use - Alan Jack; F1D Indoor Topics - Mark Benns; Model Aircraft Technology - A Review of Invigorators as an Aid to Stable Flight - Neil Cliff; Model Construction Using Brown Paper Gumstrip - Ivan Taylor; Printing Tissue for Models - Paul Seeley; Indoor Rookies Abroad - A Flyer's Perspective - Tony Hebb; Indoor Rookies Abroad - A Team Supporter's View - Allan Weighell; Experiences in BMFA Electric in 2011 and the Rule Changes for 2012 - Chris Strachan; Grappling with a Slippery One (Low Drag Airfoils) - Chris Edge; Rice Pudding Skin Pullers - 2011 Rules for E30 - Peter Tolhurst; Some Notable Models from 2011, selected by Phil Ball.

The UK price is £12.00 including postage and sales of the Forum Reports provide funds to defray the heavy expenses of those representing Great Britain at World and European Free-Flight Championships. Cheques should be payable to 'BMFA F/F Team Support Fund'; you may also order by credit card.

Copies are available from :

Martin Dilly
20, Links Road,
West Wickham,
Kent,
BR4 0QW

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

2012 FREE FLIGHT FORUM - CALL FOR PAPERS

November 2012 sees the twenty-ninth BMFA Free Flight Forum and your help is needed to make it all happen. As usual, we aim to cover the widest possible range of free flight, with the papers presented at the Forum published later as the Forum Report. Topics can range from how-to-do-it items, theoretical pieces and building and flying techniques to the philosophy of what we do and how we do it in free-flight.

Please contact Martin Dilly (martindilly@compuserve.com), phone 020 8777 5533, or Mike Evatt (mikeevatt@hotmail.com), phone 01327-842746 before Oct. 4th with your offers; better still, do it now, while you think of it.

The continuing success of the Free Flight Forum depends on you.

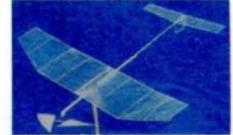


Flying North is a 163 page book covering the model flying career of Jack North, and including 23 previously un-published plans of his aircraft. Access to Jack's drawings and notes dating back to 1938 means that there are a number of designs in the book likely to be tempting to the nostalgia-minded.

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.

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


2012 Dates


1st September 29th September
20th October 17th November
15th December

Admission - Flyers £5.50 - Spectators £2.00
 For further information phone Colin Shepherd 0121 5506132
 or e-mail colin@colinwilliam.wanadoo.co.uk

BMFA South West Indoor Flying
 organised by
Cornwall Vintage Aeromodellers
 at
Saints Health and Fitness Centre
St Austell Rugby Club
Tregorrick Park, St Austell
Cornwall, PL26 7AG

Flying from 1200 to 1600 on the following dates,

Sunday 23 September 2012
Sunday 21 October 2012
Sunday 18 November 2012
Sunday 16 December 2012

**Mainly free flight but some micro R/C
 (fixed wing & helicopters)**

Admission: Flyers £7 Spectators £3
Contact:
Cornwall
David Powis on 01579 362951
(dave_powis@hotmail.com)
Devon
Roger Bellamy on 01752 311786
(rogerbellamy9@hotmail.co.uk)

ITC Indoor Events Planned for 2012

15th Jan and 12th Feb at Werrington Sports Centre, Peterborough. Lightweight Indoor Duration day.
Contact mark.benns@ntlworld.com

John Shaw organises monthly Lightweight Indoor Duration days
at Bartholomew Sports Centre, Eynsham near Oxford.

21st Jan is the first date in 2012. Contact johnshaw@alvere.wanadoo.co.uk

18th Feb Manchester Velodrome, NW Area FF Gala, L/wt radio, Scale, FF classes.

25th Feb Manchester Velodrome. Normal Indoor Fly In with 30 min slots for Light and Heavy classes.

11th Mar Impington Village College, Cambridge. Contact chris.strachan@btinternet.com

25th Mar Manchester Velodrome, Normal Indoor Fly In with 30 min slots for Light and Heavy classes.

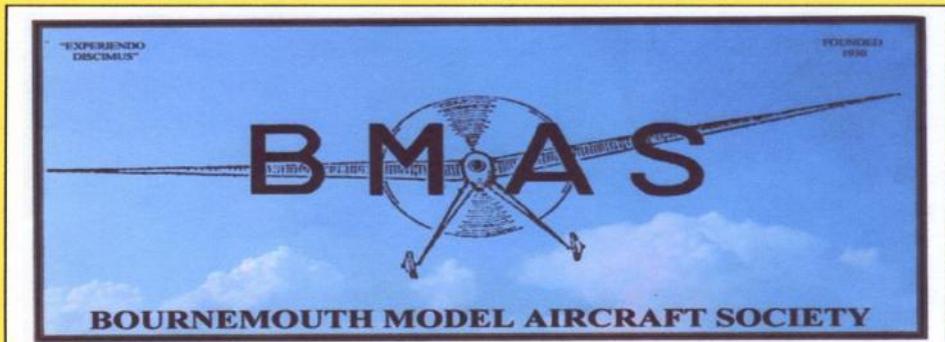
Your Velodrome contact is Dave Whitehouse at dave.whitehouse@aone.uk.com

Mid Jun (Date to be finalised) Boulby, Cleveland, Indoor Nationals Lightweight Duration. Details will be published in the BMFA magazine. Contact Allan Weighell at littleal28@btinternet.com

Early Aug (Date to be announced) Belgrade, Serbia, DORCOL Cup events.

Contact Tony Hebb for further information. Followed by F1D World Championships.

Mid Sep (Date to be finalised) Boulby. Events for Heavier classes of duration models. Details to be published later.



INDOOR FLYING

TUESDAY 25TH SEPTEMBER 2012

TUESDAY 23RD OCTOBER 2012

TUESDAY 27TH NOVEMBER 2012

TUESDAY 22ND JANUARY 2013

TUESDAY 26TH FEBRUARY 2013

TUESDAY 26TH MARCH 2013

7pm to 10pm

ALLENDALE CENTRE

HANHAM RD. WIMBORNE BH21 1AS

FREE CAR PARKING IN PUBLIC CAR PARK IN ALLENDALE RD

FREE FLIGHT ONLY

COMPETITIONS incl GYMINNIE CRICKET LEAGUE

ALL FLYERS MUST HAVE BMFA INSURANCE

FLITEHOOK NORMALLY IN ATTENDANCE

Adult Flyers £4 Accompanied Juniors & Spectators £1.50

CONTACTS: JOHN TAYLOR TEL. No 01202 511502

ROY TILLER e-mail roy.tiller@ntlworld.com

BMFA EAST ANGLIAN GALA

Sculthorpe Airfield, 21, 22 July 2012. 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, Felbrigg, 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 21 July
BMFA Combined Glider,
BMFA Combined Rubber
Classic Rubber /Power
Tailless
SLOP
E30
HLG-CLG.

Sunday 22 July
Combined Power
Classic Glider
Mini Vintage
P30
C02
Bowden

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.

Bowden competition start time 11. am on Sunday.

BMFA rules apply.

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. Accompanied children under 16 years of age now permitted. No dogs.

For further information on this event contact Michael Marshall 01223 246142

TIMPERLEY GALA

Saturday 18th August 2012

Barkston Heath, 10am-5.30pm

Contests

Comb-Rubber, Comb-Glider, Comb-Power (no electric)
Comb-HLG/CLG, Comb-Tailless, Mini-Vintage.

All to BMFA rules.

F/F Sport flyers welcome. BMFA membership required.
Airfield charge.

Contact---Gerry Ferer, 0161.928.4955, gferer@hotmail.com

Note: this is only a Saturday event

Coupe Europa

Middle Wallop 2nd December

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

F1G for Aeromodeller Trophy

Vintage Coupe d'Hiver for AAA Cup.

Flitehook Europa Team Trophy for F1G teams

10 a.m. start. F1G in rounds

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

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

VINTAGE RADIO & CONTROL LINE

at MIDDLE WALLOP, 2012

Courtesy of the Army Air Corp Centre, MAC

SUNDAY APRIL 8th SAM 35 Gala

Control Line [no combat wings] Mini Speed & Spitfire Scramble.
Tomboy 3 & Tomboy Senior Competitions

R/C Vintage Power Duration Competitions including George Fuller designs RC class

SUNDAY MAY 6th SAM 1066 Wakefield Day

Control Line [no combat wings] Mini Speed & Spitfire Scramble.
Tomboy 3 & Tomboy Senior Competitions

R/C Vintage Power Duration Competitions including George Fuller designs RC class

SUNDAY AUGUST 26th SAM1066 Eurochamps

Control Line [no combat wings] Mini Speed & Spitfire Scramble.
Tomboy 3 & Tomboy Senior Competitions

R/C Vintage Power Duration Competitions including George Fuller designs RC class

SUNDAY SEPT 23rd SAM1066 Fun Fly + Trimming Day

Control Line [no combat wings] Mini Speed & Spitfire Scramble.
Tomboy 3 & Tomboy Senior Competitions

R/C Vintage Power Duration Competitions including George Fuller designs RC class

***NB....ALL R/C MODELS, No Ailerons please!!**

Vintage Radio to December 1969

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

For further information contact:

[C/L & George Fuller RC comp] James Parry, 01202625825, email. JamesIParry@talktalk.net

[R/C] Tony Tomlin, 02086413505, email. pit2.alt2@btinternet.com

[VFD] Bill Longley, 01258488833, email. tasuma@btconnect.com

More details of mini speed, Spitfire Scramble and George Fuller RC class see

<http://www.wessexami.co.uk/>

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

Salisbury Plain Trimming 2012

Changes in use for free-flight trimming on Salisbury Plain for 2012

For 2012 almost every weekend will again be available for free-flight trimming and training by BMFA members on Area 8 on Salisbury Plain, subject to the usual call to Peter Tribe on 01225-862748 on the Friday before you plan to fly to check that there is no Army activity.

However, a small number of non-season ticket holders have been using the site without paying the single day fee. Therefore in future Area 8 will be available ONLY to those holding a valid pass for the year. The good news is that a 2012 pass will cost only £15. Send an SAE and your cheque, payable to BMFA, to Bernard Aslett, 25, Honeyhill, Wooton Bassett, Swindon, Wilts, SN4 7DX; in return you will receive a sketch map showing where we fly on Training Area 8, and a 2012 pass to display on your windscreen. If you come as a passenger, bring your pass anyway. Your name will be included on the Army security list (unless you're already on it). Please send Peter Tribe (petertribe46@talktalk.net) your e-mail address in case of any short-notice changes.

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. The following dates have been agreed, but because of the current military situation short-notice changes are more likely, so don't forget to check your e-mail every Friday or call Peter Tribe on 01225-862748.

Dates

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

R/C Tomboys all set for 2012

The Tomboy events in 2011 were well supported, although three out of the nine planned events were lost to the weather. There was a new venue for the sixth round of the competition at the North Berks Club, Vintage Event in July, that went very well and following this we have been invited back in 2012. In total there are 10 events planned with certificates and small prizes for the winners at each meeting and a league award for both the Tomboy 3 [36"] and the Tomboy Senior [48"] class.

The League will as before be based on a competitors best 5 results.

Meeting Dates and Venues:

08.04.2012	Middle Wallop,	06.05.2012	Middle Wallop,
13.05.2012	Cashmore Dorset,	02.06.2012	St Albans,[a Saturday].
17.06.2012	Cocklebarrow Farm Nr Aldsworth Glos.		
08.07.2012	North Berks Radio MAC A338N of Wantage,		
12.08.2012	Cocklebarrow Farm,	26.08.2012	Middle Wallop,
23.09.2012	Middle Wallop,	07.10.2012	Cocklebarrow Farm.

For Further details: Please contact Tony Tomlin. Tel: 02086413505

Email pjt2.alt2@btinternet.com.

Provisional Events Calendar 2012

With competitions for Vintage and/or Classic models

January 29 th	Sunday	BMFA 1 st Area Competitions
February 12 th	Sunday	Middle Wallop - Crookham Gala
February 19 th	Sunday	BMFA 2 nd Area Competitions
March 4 th	Sunday	BMFA 3 rd Area Competitions
March 18 th	Sunday	Middle Wallop - TBD
March 25 th	Sunday	BMFA 4 th Area Competitions
April 6 th	Good Friday	BMFA Northern Gala - Church Fenton
April 7 th	Easter Saturday	Middle Wallop - Glider Day; Club Classic
April 8 th	Easter Sunday	Middle Wallop - SAM35 Gala
April 9 th	Easter Monday	Middle Wallop - SAM35 Gala
April 28 th /29 th	Sunday/Monday	BMFA London Gala - Salisbury Plain
May 6 th	Sunday	Middle Wallop-Croydon Wakefield day
Jun 2 nd	Saturday	BMFA Free-flight Nationals
Jun 3 rd	Sunday	BMFA Free-flight Nationals
Jun 4 th	Monday	BMFA Free-flight Nationals
Jun 17 th	Sunday	Spring Gala - Odiham - Cancelled
June 24 th	Sunday	BMFA 5 th Area Competitions
July 21 st /22 nd	Saturday/Sunday	BMFA East Anglian Gala - Sculthorpe
August 5 th	Sunday	BMFA 6 th Area Competitions
August 18 th	Saturday	Timperley Gala - Barkston
August 25 th	Saturday	Middle Wallop - SAM 1066 Euro Champs
August 26 th	Sunday	Middle Wallop - SAM 1066 Euro Champs
August 27 th	Monday	Middle Wallop - SAM 1066 Euro Champs
September 1 st	Saturday	BMFA Southern Gala - Salisbury?
September 16 th	Sunday	BMFA 7 th Area Competitions
September 23 rd	Sunday	Middle Wallop - Crookham Coupe Day
October 14 th	Sunday	BMFA 8 th Area Competitions
October 21 st	Sunday	BMFA Midland Gala - N Luffenham
October 27 th	Saturday	Middle Wallop - TBD
October 28 th	Sunday	Middle Wallop - Trimming & A.G.M.
November	Sunday	BMFA 28 th Free Flight Forum - Hinckley
December 2 nd	Sunday	Middle Wallop - Coupe Europa

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

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

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

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

Useful Websites

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

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