

	NEW Clarion SAM 1066 Newsletter	Issue 072014a July 2014
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Editorial

Another hectic month for me, as I write I have just finished the framework of an EZB Indoor model for the Indoor Nationals at Boulby in Yorkshire. I still have a propeller to make before we travel north in three days time. The model has been built in a bit of a rush and is not as light as I would like but at least I will have a model to compete with. I will be away 5 days then a couple of days back home and off to Sculthorpe. I'm holding over a lot of material until the next issue as time is short.

This issue our Chairman John Thompson has provided the published material for another power model, the 'Toreador' and has also reported on the performance of his simplified version.

I managed to find the test report of the extremely popular PAW 1.5, it's the original with the built in vertical carb, this model is the preferred one for FF Power due to its lighter weight.

Steve Riley from the USA reports on an indoor meeting in a domed hall, part of which is sunk into the ground making the venue stable temperature wise.

I report on my feeble efforts at the BMFA Nationals, the only positive result was for the wife Rachel who has achieved fame with her picture in the Aeromodeller.

I've stuck in another Paper Airplane, they seem to be making waves in the States as Rob McKeon reports on more press coverage on the drone front. The original 'Power Up' conversion unit having been developed into a drone version.

We had a bit of a vintage newbie in Mike Woodhouse at the May/June Wallop meeting, he competed successfully (he now leads in the league) in 8oz Wakefield picking up a bottle at the prize presentation. He has weighed in with a report on his experiences.

There appears to be the possibility of some progress towards a Model Aviation Museum and I report on the statement on the BMFA website.

Spencer Willis continues to ferret out the 8oz Wakefield & Tailless results and reports on the current standings in the leagues.

I hope to make a late run in Tailless in the hope of rising above my current position of last place.

Editor

The Toreador

Claude McCullough

From (USA) Flying Models June 1948

TRY THE *Toreador*

● When the new rules first appeared, many modelers raised their collective eyebrows and predicted an avalanche of super-light "floaters," held together by hope and dragging along acres of wing area. This was probably a natural first reaction to the complete abolition of wing loading requirements. But, anyone who goes off this particular deep end is going to be left holding the sack at most contests.

The hawk-like glide that low wing loading can produce is nice to look at, but what good does it do you if you haven't gotten a reasonable amount of altitude (which you will never get by piling on wing area), up into thermal-grabbing territory? And too, there is a more practical limit to this question. If the ship's structure is to have any durability and if you don't want to hire a moving van to truck it around, then a medium, lightly loaded job is definitely the answer.

It is in this classification that The Toreador falls, having an $8\frac{1}{2}$ ounce per square foot wing loading when a .29 cubic inch engine is used. This amount of wing area does not seriously restrict the climb, motors like the K & B Torpedo will produce a

rolling, vertical altitude-getter, and the glide resulting is calculated to stick in even a weak thermal. The ship is strong, durable and of convenient size, due to use of a fairly low aspect ratio.

If you don't quite agree with me on this wing loading affair, then use a .23 or .24 cubic inch engine. This will reduce the required power loading weight and really kick the props out from under ole man wing loading. In either case you'll find the Toreador stable and easy to adjust to the type of contest performance that pylon jobs are famous for—a really dependable trophy-collector.

One of the main features is the lack of ignition—made possible by that happy little gimmick, the glow plug. It and one of the new D-E fuel shut-off valves hooked to an Austin timer are an unbeatable combination for carefree flying. In fact you'll be astounded at how much more fun model flying can be when all the worries attendant to ignition are tossed out of the window.

You'll note that the ship does not feature that horrible creature of the "New Look" in modeling, the pencil fuselage. In this regard I think it is well to remember that the cross-sec-

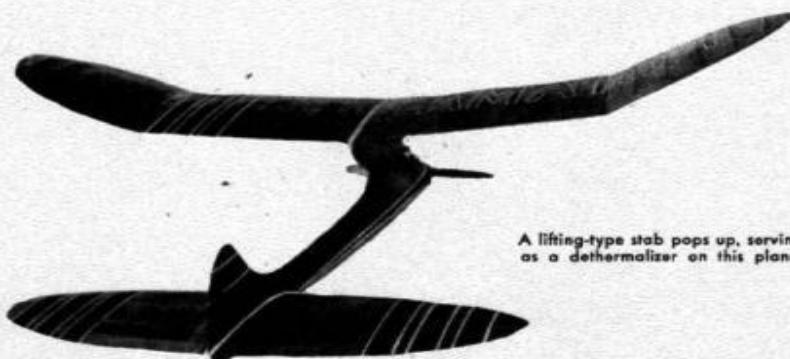
tion rule was eliminated not because the A.M.A. Contest Board thought this a progressive step, but rather because of necessity, to cut down on the endless processing required at meets.

Besides, these spindly little pencil bomber fuselages have none of that end-to-end strength that comes in so handy in a hard landing or a cartwheel in a high wind. As far as I'm concerned, the argument that pencils are less drag is mainly an academic one at best. So my personal rule for cross-section reads, "Enough fuselage for durability and sufficient, convenient space for the motor."

One disappointing feature of the new rules is their inconclusive approach to the question of R.O.G. In my opinion, either R.O.G. should be required under *all* conditions or done away with entirely—preferably the latter.

Since it is more than likely that a good many contest directors, harkening to the screams of anguished contestants down to their last prop, will not require R.O.G.—even at the expense of no record recognition—a removable landing gear is used on The Toreador. It is a two-wheel sturdy affair, of $\frac{1}{8}$ " steel wire and Hely-Arc low drag wheels. This is much more reliable than these one wheel pop-up booby traps which always prove to be an unreliable and nervewracking compromise. With a removal gear you have a reliable unassisted take-off accessory that can be gotten completely out of the way when not needed.

In building the ship for a .29 cubic inch engine use heavy, hard balsa and you will hit the required weight pretty nearly on the nose and have a super-strong ship as well. For smaller motors use lighter grades of wood and weight will be correspondingly reduced. Strength will not be adversely affected, since the lighter versions will have a slower flying speed and less impact.



A lifting-type stab pops up, serving as a dethermalizer on this plane.

Designed by a national expert, this class B ship for engines from .23 to .29 meets the new 1948 A.M.A. rules.

by Claude McCullough

The plans may be enlarged through the use of the scale ruler which appears on the drawing. Many builders find "gridding" helpful when blowing up plans. In this method scale blocks are ruled on the plan, usually $\frac{1}{2}$ " square. These are duplicated on the full-size drawing and the corresponding points are marked off and the outline completed by connecting the various points which have been established on the grid.

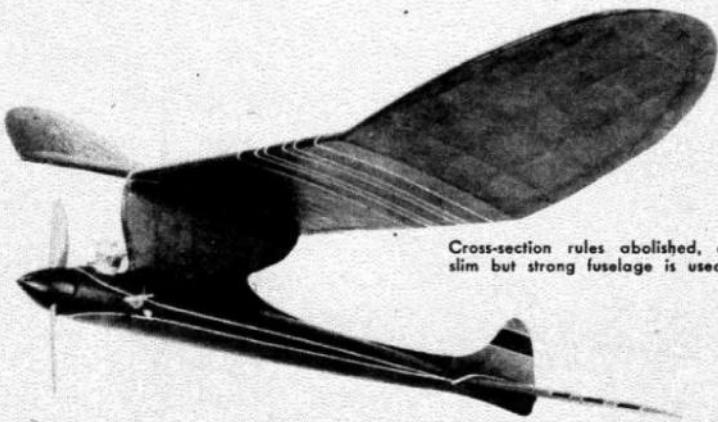
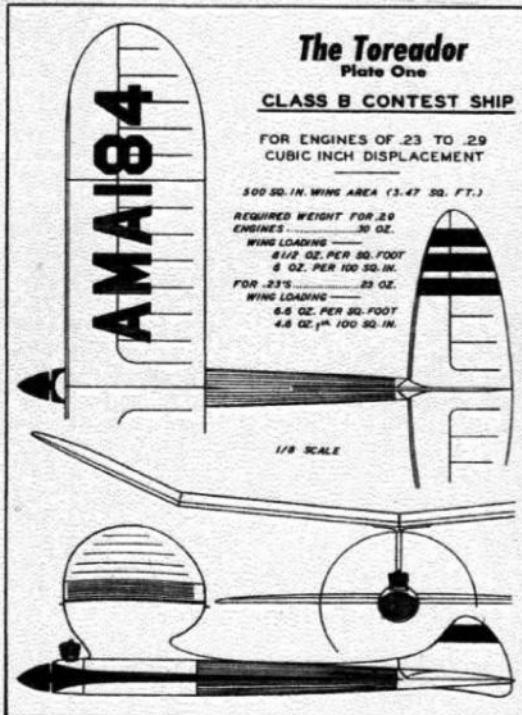
The wing is the popular and durable multi-spar design. Cut the wing ribs from $1/16$ " sheet balsa using the patterns which appear full size on the pattern sheet. Slide them over the $3/16$ " spars, which are cut from sheet balsa stock. Add the $1/4$ " x $1/2$ " balsa leading edge and the $1/4$ " x $7/8$ " trailing edge which is notched to receive the ends of the wing ribs. Cement all joints thoroughly.

The wing tip sections are cut from $3/16$ " sheet balsa and glued in place. Block up the wing to the indicated amount of dihedral. Note that the center section spars must be pushed slightly out of line in each direction to make the lap joint. When completely dry, add the leading edge planking, which is $1/16$ " sheet balsa. The wing center section is also planked both on top and bottom. With a carving knife and several grades of sandpaper, bring the trailing and leading edge to airfoil shape and sand very smooth. A little time spent in careful sanding will pay off in appearance. Remember, the covering can look no better than the structure to which it is fastened.

The fuselage is built around a diamond main frame of $3/16$ " square balsa. Two sides are built on the main frame drawing (one on top of the other for accuracy) and connected with cross pieces to form the necessary square section. Then the little formers of $1/8$ " sheet from A to G are added on (Turn to page 38)

FLYING MODELS

With no loading restrictions, wing area was increased to give $8\frac{1}{2}$ oz. per square foot.



The Toreador

(Continued from Page 17)

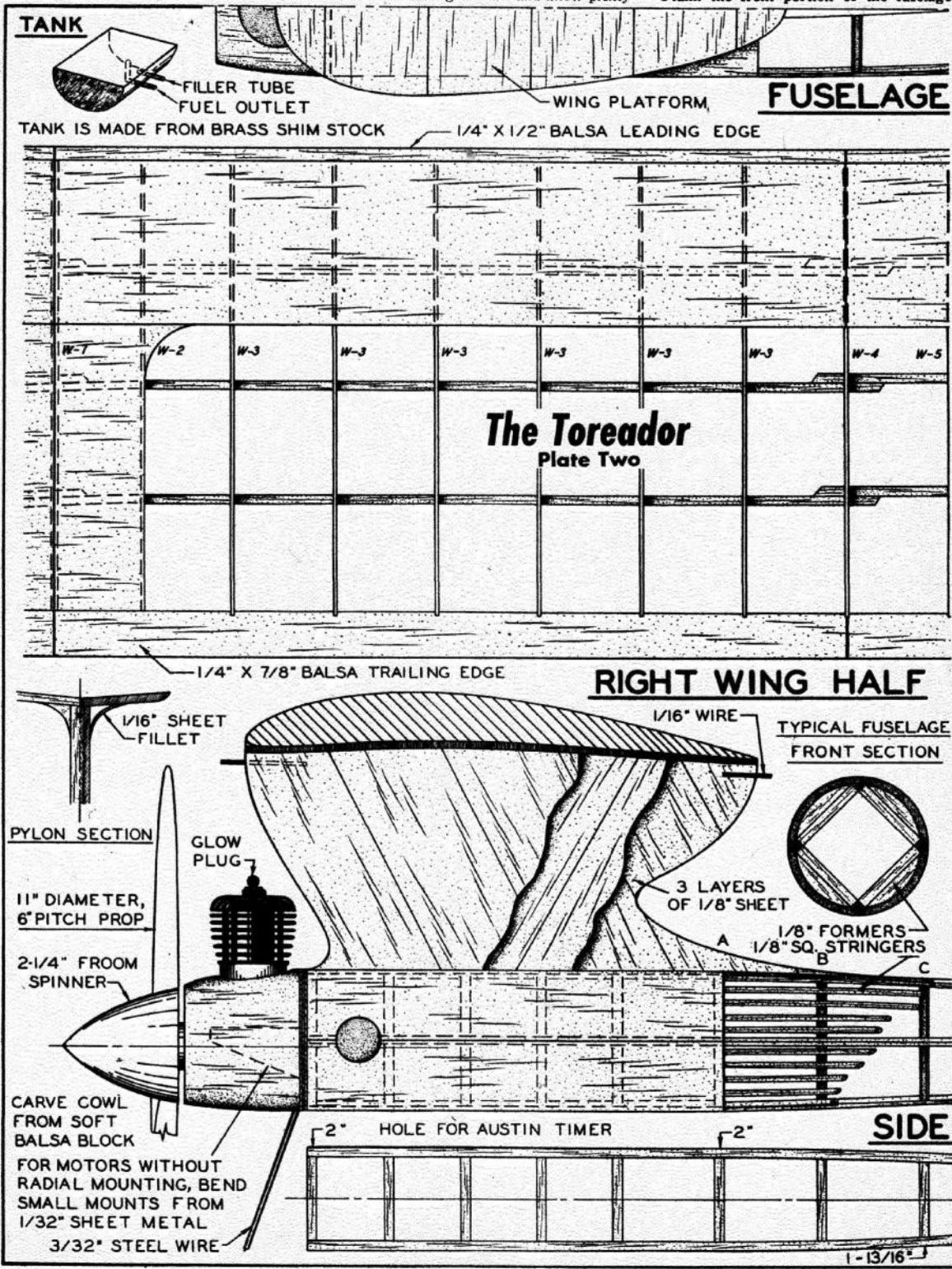
all four sides of the diamond to form a cir-

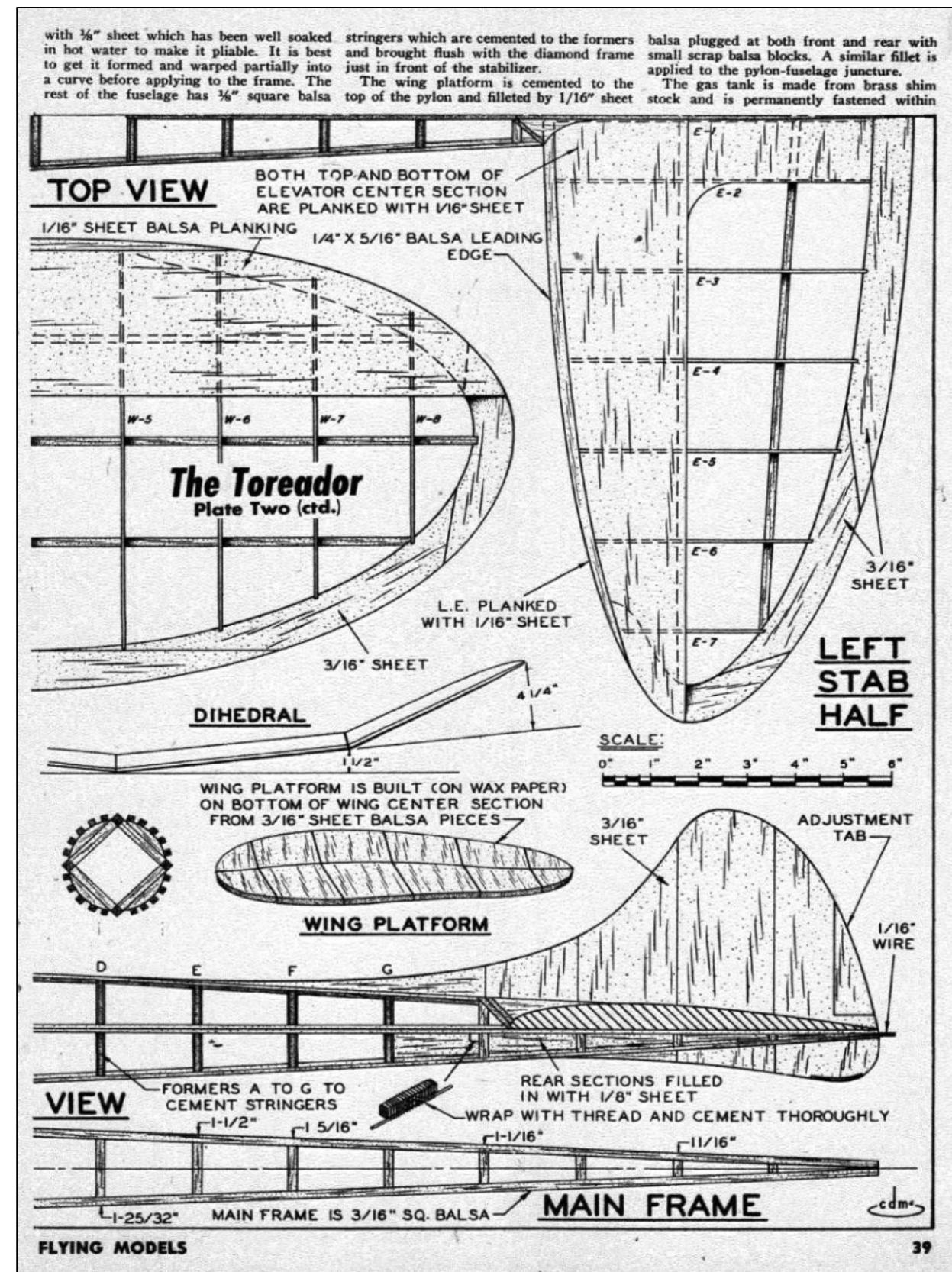
cular section. Note that all of the formers under the planking are "A" formers.

The pylon is made from three laminations of $\frac{1}{8}$ " sheet balsa with grain running opposite. Pin and weight down and allow plenty

of time for drying. Sand and carve to streamline shape. Notch the bottom to fit snugly against the top longeron of the diamond main frame and cement in place.

Plank the front portion of the fuselage





the fuselage directly under the Austin Timer (unless you have an engine like the De Long or Forster, with the intake extending behind the engine crankcase—in which case it may be necessary to move it back a section).

The fuel outlet of the tank and the filler tube extend through the planking. The tank is filled with a pump can with a piece of neoprene tubing on the spout, which is slipped over the filler tube. This set-up works best with such engines as K & B Torpedos, rotary Ohlsson 23s, etc. The tank can then be sealed from the outside with no fuel leakage problem inside the fuselage. Radial mounting also has the advantage of doing away with motor mounts. The firewall of $3/16$ " spruce plywood is added last and securely fastened.

The elevator is constructed in the same fashion as the wing. Notice however that the rear spar of $3/16$ " square wood is cemented in toward the top of the rib as far as it will go. The small gaps remaining at the bottom of the ribs are filled in with small chips of balsa to complete the bottom line. In this way the spar will not touch the bottom covering, helping prevent the uneven pull which causes the bottom of the elevator to warp down.

The rudder is $3/16$ " solid sheet balsa and is sanded to streamline shape and cemented to the center of the elevator before it is planked. An E-1 rib is placed on each side to serve as a ledge to cement the planking to. The leading edge and center section, top and bottom, are planked with $1/16$ " balsa. A small fillet forms a smooth juncture with the fuselage.

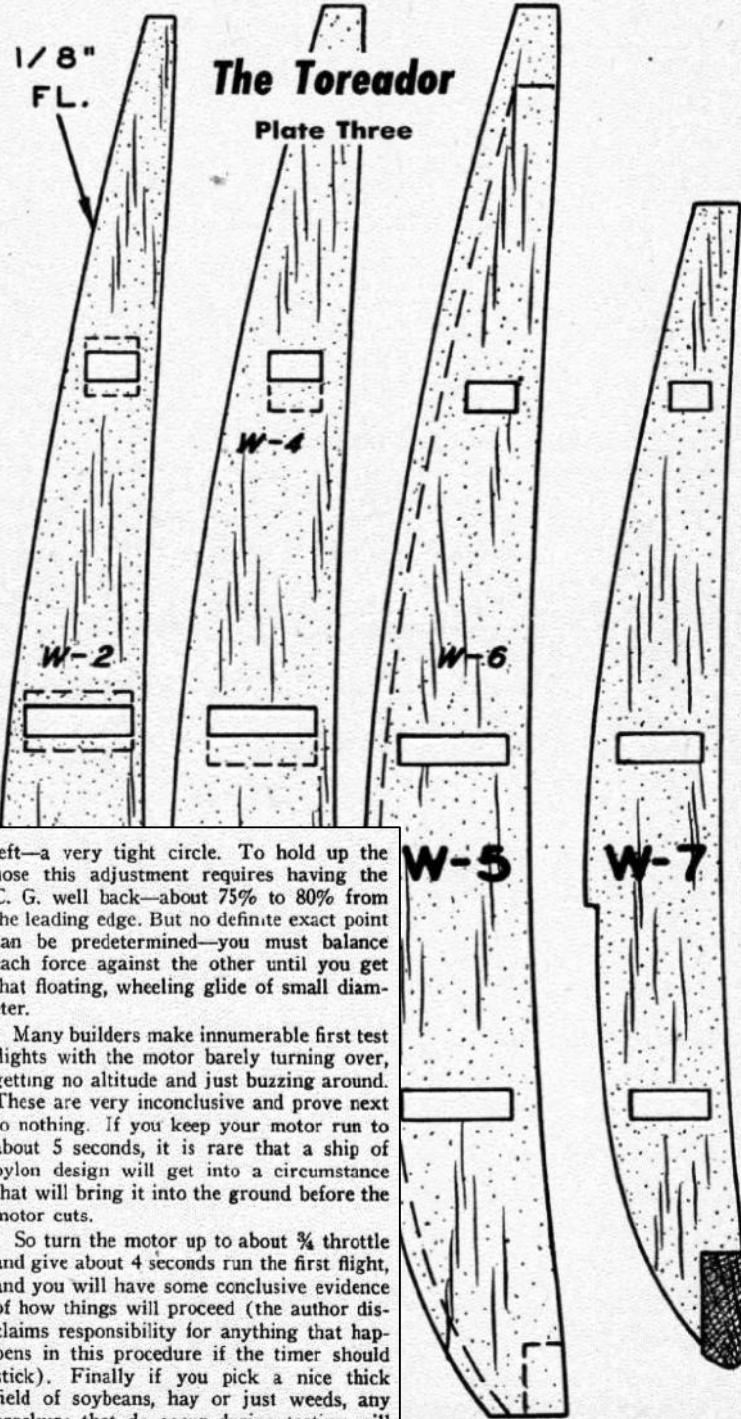
The original Toreador was covered with silk which had been dyed red with ordinary household dye. Trim was black colored dope with aluminum pin striping. Try to make your decorations distinctive and individual. If you are unable to obtain silk, a double covering of Jap tissue is recommended, with the grain of the two layers opposing. Attach the covering with a mixture of 50% dope, 50% cement. Give about three coats of clear dope before applying color dope decorations.

Because most glow plug fuels are very hard on both clear and colored dope, it is advisable to use one of the new plastic varnishes on the entire plane, particularly near the motor. Testor's Hot Fuel Proofer was used on the original Toreador and proved to be very satisfactory, being completely impervious to hot fuel and adding a mirror-like glossy finish.

The really important final touch to a potential contest winner is the adjustment. This cannot be just a matter of turn-the-tab until you have the ship flying around and making safe landings. You've got to set your sights on a particular type of flight and test . . . test . . . test until you get it. I've flown pylons of various types out in our big meadow (the advantage of being a farmer-modeler!) by the hour, using every type of adjustment.

To make a general statement (which isn't the best thing to do, since every job is an individual problem), pylons generally perform best with a left circle in the glide and a right circle in the climb. This generally requires some right offset of the thrust line. And for top performance, hopping the slightest ground thermal, the glide must not be just left, but definitely (Turn to Page 62).

PATTERN SHEET

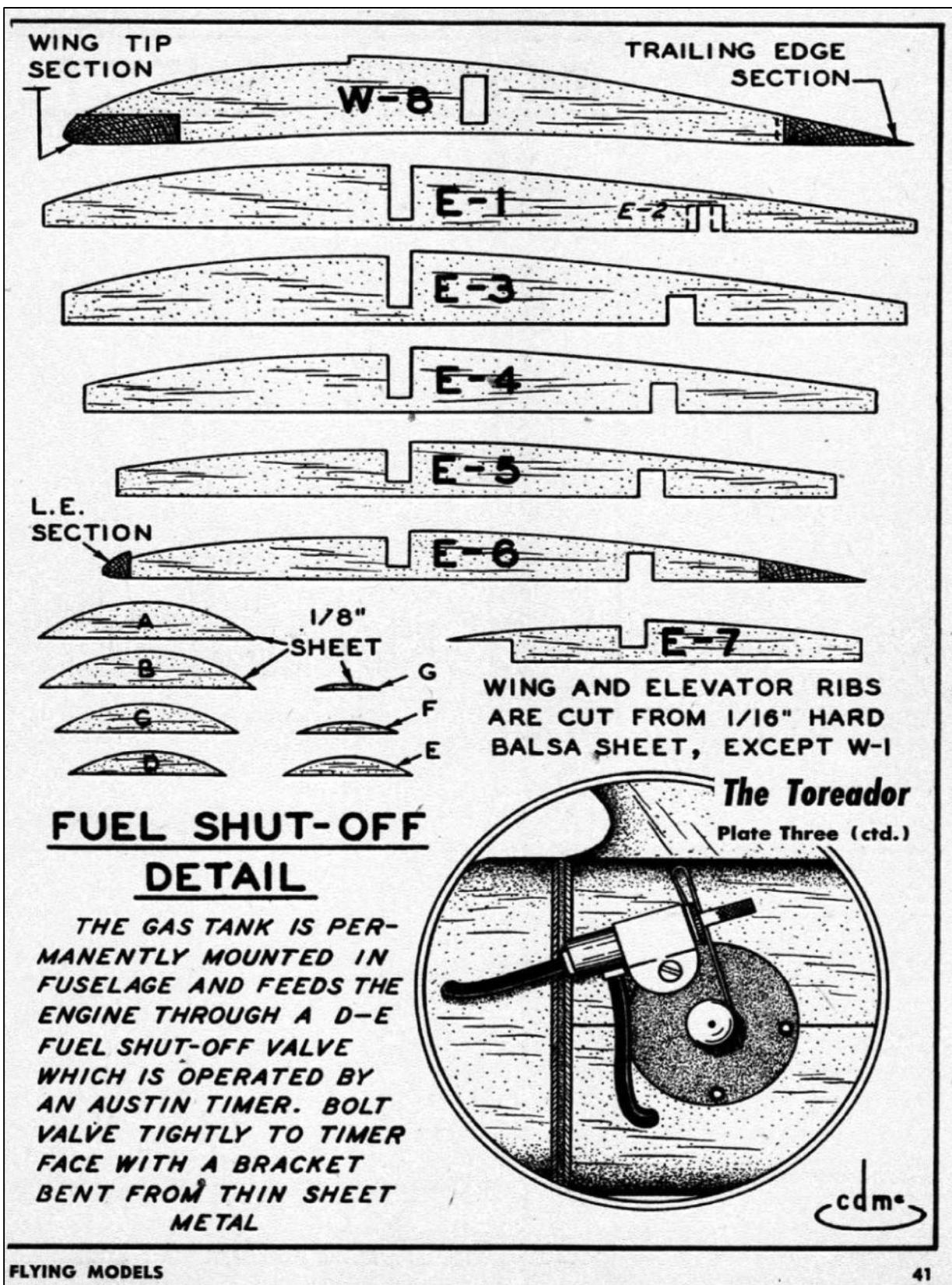


left—a very tight circle. To hold up the nose this adjustment requires having the C. G. well back—about 75% to 80% from the leading edge. But no definite exact point can be predetermined—you must balance each force against the other until you get that floating, wheeling glide of small diameter.

Many builders make innumerable first test flights with the motor barely turning over, getting no altitude and just buzzing around. These are very inconclusive and prove next to nothing. If you keep your motor run to about 5 seconds, it is rare that a ship of pylon design will get into a circumstance that will bring it into the ground before the motor cuts.

So turn the motor up to about $\frac{3}{4}$ throttle and give about 4 seconds run the first flight, and you will have some conclusive evidence of how things will proceed (the author disclaims responsibility for anything that happens in this procedure if the timer should stick). Finally if you pick a nice thick field of soybeans, hay or just weeds, any crackups that do occur during testing will be of no consequence.

FLYING MODELS



Claude McCullough (USA)

Almost a Toreador

John Thompson

Well it's a model, not a pretend bull fighter.

Designed and published in 1948 by Claude McCullough to meet the new AMA rules (doing away with the cross section rule as it took too long to process and check at competitions! common sense rules OK). Claude was an inveterate modeller who, in the mid '50's, became president of the AMA in the USA. In fact in the AMA obituary (see AMA web page) it was mentioned that he devoted his life to model airplanes.

I wished to have a go at this model in that the only examples I had ever seen, were badly trimmed, or was the design questionable? Asking around, some other modellers had recollections of nothing but crashes on any examples they had seen.



I decided in my usual fashion that a simplified construction would be used, but using all the same dimensions and airfoil sections. In those days they liked a lot of building satisfaction, I think. The fuselage became a box with the same side and top dimensions, rather than the rounded one shown on the plan. Just webbed spars on the wings with no sheeting. All simple and probably lighter than the original construction.

The one thing I was apprehensive about was the very short moment arm (why, when the cross section rule had been done away with?) and the relatively small tailplane. In fact Claude had various power model designs published and all had these short moment arms.

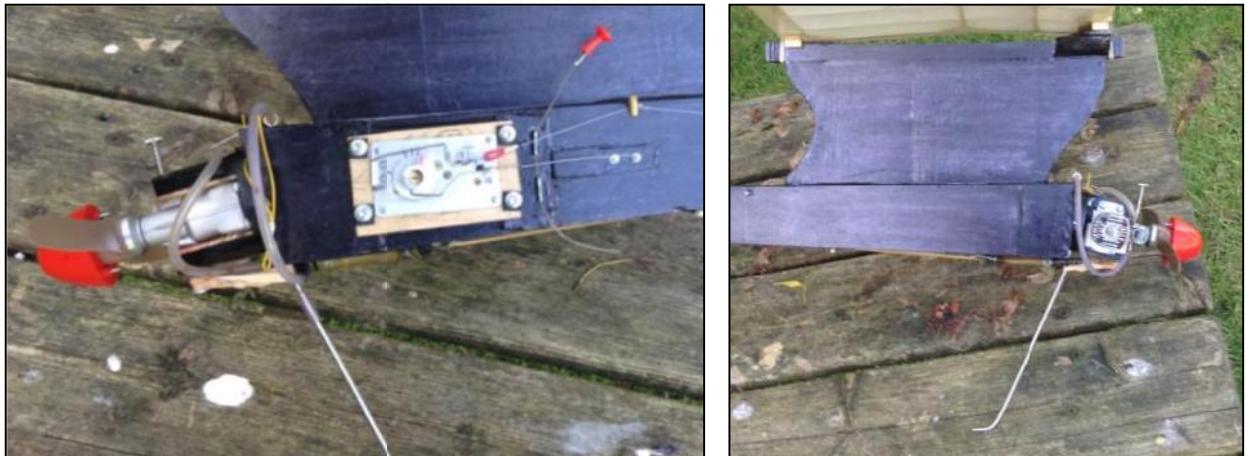


My model turned out a lot less at 470gm (18.6 ounces) than the original, with weights of the components as follows : Tail / Fin 31gm Wing 116gm Fuselage 140gm, with a power package timer etc. 183gm I used an OS 15 LA (Nelson - Dixon head) which turned a Bolly 8.5 x 4 at 15.4 k on 40 % nitro, running on pressure.

Both wing tips washout 2degs, no other warps. CG 60% root chord, 10degs down thrust and 3degs left side-thrust. Wing +4deg Tail +1.5deg all approximate.

Trimming proved fairly simple, launch vertically the model goes up in an excellent right hand spiral reaching 606 feet in about 11 seconds.

The model will remain in the pattern for at least 20 seconds, I did not try more as it is almost out of sight by then. The transition to glide is excellent. A drag flap is used for glide turn. The glide is rather good, much better than I expected.



Altogether a very pleasing model, which if built according to the plan would be eligible for vintage comps, and utilising the permitted 18 seconds run, would result in a climb height of some 900 feet, more than enough to obtain a 2.30 max.



As an aside, anyone trying my set ups, should make sure the model is launched at a very high angle or vertically, as otherwise the flat flight across the field, is rather off putting and should not be attempted when other folk are around. One of these days I might reconfigure it to try with an 80/85 % cg, as is vaguely mentioned, and see what happens.

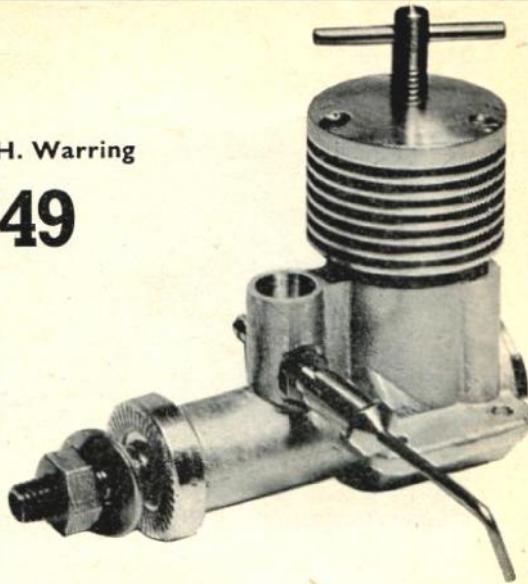
John Thompson

Engine Analysis No. 69 by R. H. Warring the P.A.W. 1·49

PROPELLER—R.P.M. FIGURES

Propeller dia. pitch	r.p.m.	Propeller dia. pitch	r.p.m.
6 x 6 Trucut	13,600	8 1/4	11,200
6 x 3	18,000	8 1/5	10,000
6 x 4	16,500	9 1/3 1/2 Tiger	9,000
8 x 4	11,400	8 1/4	11,800
9 x 4	9,000	8 1/3 1/4	12,700
10 x 4	6,500	7 1/4	Frog Nylon 15,400
8 x 6	8,400	6 1/4	20,000 plus
12 x 4 Stant	5,000	8 1/4	11,600
6 x 4	16,800	8 1/5	9,500
6 x 5	15,300	8 1/6	8,500
7 x 3	15,500	7 1/6	13,600

Fuel: Mercury No. 8



BESIDES BEING ONE of the best made engines we have had the pleasure of examining for some time, the PAW 1·49 diesel proved, on test, to be the most powerful 1·5 cc. engine we have yet handled, coupled with operating characteristics which made it as easy for starting and adjusting as any "beginners" design. Flexibility of performance is truly remarkable. It ran just as consistently on a 12 x 4 propeller at 5,000 r.p.m. as on a 6 x 4 Frog nylon at 20,000 r.p.m. Nor was it fussy about fuel mixtures and high speed running was just as smooth on "straight" diesel mixtures as nitrated fuels. Hand starting was virtually instantaneous, following finger-choking, hot or cold. Starting with a rich mixture and compression well backed off, there was not the slightest trace of viciousness on 6-in. diameter propellers and the engine ran so evenly on any given setting that it was difficult to know just when one had arrived at the optimum setting.

The high peak power is due largely to the fact that torque is maintained through the upper speed range so that peak B.H.P. is reached at 17,000 r.p.m.—which is an extremely high figure for diesels or any plain bearing engine. Even at peak the fall-off is quite moderate and so right from 10,000 r.p.m. up the performance on any propeller load is outstanding, and really smooth. There is not a single item that could be faulted about performance or handling characteristics—except perhaps the fact that the intake tube is very near the cylinder finning and choking a hot engine can mean a burnt finger.

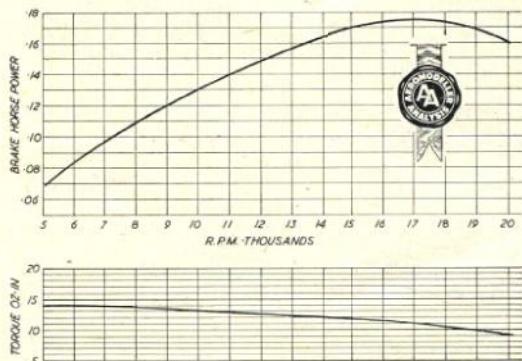
Essentially the PAW 1·49 is a scaled down version of the 2·5 cc. "Special" (see AEROMODELLER Test Report No. 42, December 1957), with a number of detail design modifications. Basically, these comprise the elimination of the rear ball race in favour of a full length plain bearing, modification to the propeller driver and the adoption of a right-angled, as opposed to an angled spraybar. The cylinder walls are also somewhat thicker, resulting in a very rigid warp-free unit.

The gravity die-cast crankcase follows the same geometry as on the larger engine and is a first-class job. Quite extensive machining is carried out on this unit and the bearing length is fitted with a cast iron bush which appears to be reamed and lapped to size. The hardened steel shaft is of substantial diameter ($\frac{1}{2}$ in. nominal), ground between centres. The intake port is a high aspect ratio rectangular slot cut with a Woodruff (key) cutter matching a similar but slightly wider slot cut in the bush. The purely circular intake tube hole opens directly into this slot which has the effect of giving extremely rapid opening and closing and no doubt contributes markedly towards the excellent high-speed performance.

The front end of the crankshaft is machined to a taper to take the dural propeller driver, stepping down to a 1B.A. threaded length. A groove is cut at the back end of the taper length, presumably to ensure that the driver cannot bind on the crankcase. The front of the taper protrudes slightly beyond the driver, which is a nuisance in that it requires the propeller hub to be counterbored or the back diameter opened out slightly to clear.

The crankshaft web is of generous thickness, machined away for counter-balance. The hollow crankpin is $\frac{1}{2}$ in. diameter, ground to finish and a beautiful fit in the connecting rod big end. Similarly with the little end bearing. There is no "play" whatsoever in the assembly. Another excellent feature of the crankshaft unit is the employment of generous radii at all changes of section.

The hardened steel cylinder has an o/d of .687 in., consistent with a wall thickness of nearly 1/10 in. Three exhaust ports are cut through the walls and three fluted transfer passages on the inside, extending up almost to the top of the exhaust openings. The cylinder is not ground externally and the bore is ground and lapped to size. There is a certain amount of taper towards the top of the bore but the relief provided at the bottom is quite small. Exhaust timing is orthodox (approximately 140 degrees opening) and there is a fair amount of sub-piston induction.



March, 1960

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AERO
MODELLER

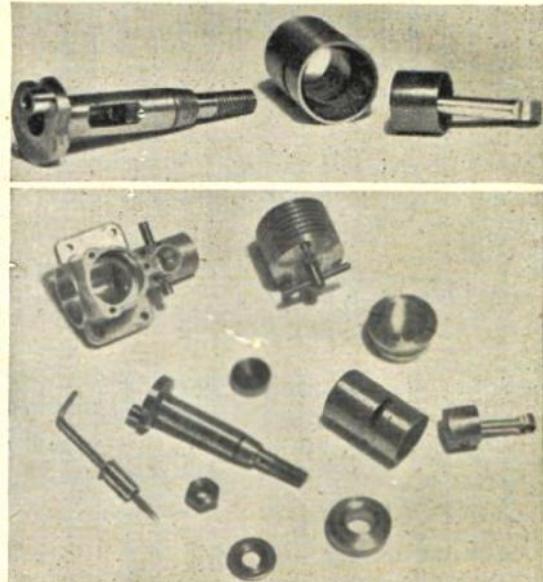
The piston is of cast iron with a shallow conical top. Piston-cylinder fit is very good indeed. Gudgeon pin is $\frac{1}{8}$ in. diameter and a press fit. The connecting rod is machined from high duty light alloy with an oil hole feeding the big end bearing. The contra-piston is also of cast iron, quite shallow in depth, but again, obviously adequately proportioned for here was never any indication of it working back from a setting, nor was it ever stiff to adjust.

The cylinder seals on a machined ledge in the crankcase casting, being held down by three 8 B.A. screws passing through the jacket into the crankcase. The jacket itself is machined from dural to an easy fit over the cylinder. No gaskets are employed, nor is there any definite location for cylinder position. It is strictly advisable, therefore, not to disassemble the engine after running in; or if this cannot be avoided, to mark the cylinder so that it is reassembled in exactly the same position (with the piston also the same way round as originally).

The crankcase rear cover is machined from dural and screws into the crankcase, again sealing without a gasket. The spraybar is of brass, of sensible proportions, the needle lock being provided by a split brass thimble which proved fully reliable.

The whole engine is constructed on rugged, rigid lines, yet this is achieved without the penalty of too much added weight. Offsetting the large cut-out in the crankshaft, the generous diameter ensures adequate strength and the detail design is consistent with high shock strength, despite the fact that this unit is rendered really hard. The thick, perfectly plain cylinder should be quite free from heat distortion, which again is shown in practice by the outstanding high speed performance. And throughout, the quality of the workmanship is excellent—and thorough. Finishing the bore, for example, is no easy job with this type of internal transfer porting, yet it would be difficult to better it on the example examined.

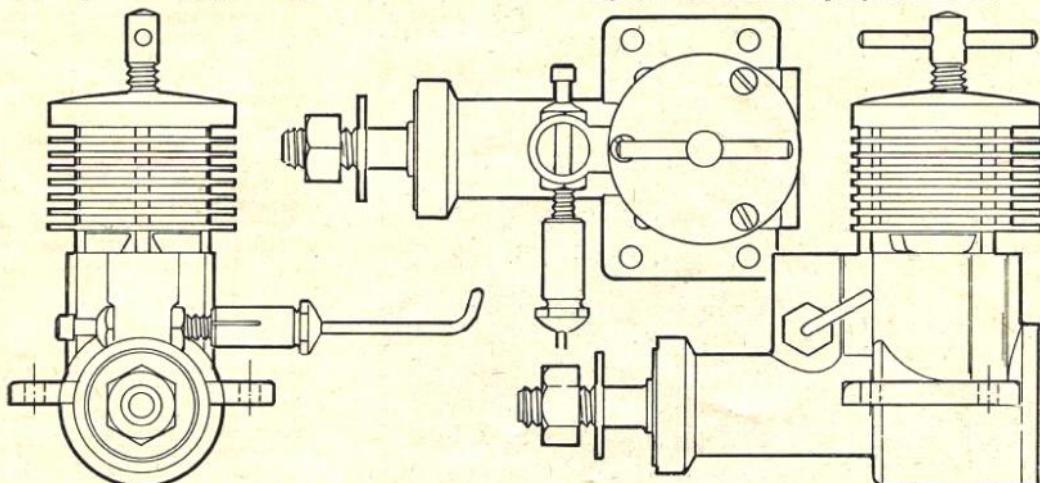
On a limited production engine like this, obviously each one receives considerably more "individual" attention than on a mass-produced article, which also accounts for the difference in price. But the ultimate performance is still dependent on the design layout. In the case of the PAW 1.49 the customer appears to be getting the best of two worlds—a design in the top class and "model engineering" custom manufacture. There may be certain variations in individual performance as a result of the production technique, but any PAW 1.49 would have to be well "down" on average standards not to compare favourably with any other 1.5 for contest



or sports work. It certainly has a "contest" performance with the opportunity of operating it at speeds up to 17,000 r.p.m. with no loss of power—and equally it is such a nice engine to handle and appears so durable that its extra cost would more than justify its selection for Sunday flying!

SPECIFICATION

Displacement: 1.473 c.c. (0.09 cu. in.).
Bore: .494 in. Stroke: .469 in.
Bare Weight: 3 $\frac{1}{2}$ oz. Max. Torque: 14 oz.-in. at 7,000 r.p.m.
Max. Power: 1.76 B.H.P. at 17,000 r.p.m.
Power rating: 1.2 B.H.P. per c.c.
Power/Weight ratio: .05 B.H.P. per ounce.
Material specification:
Crankcase: Gravity die-casting in light alloy. Cylinder: Hardened steel.
Piston: Brico cast iron. Contra-piston: Brico cast iron.
Connecting rod: Machined from Hiduminium light alloy.
Bearing: Cast iron bush. Spraybar: Brass.
Cylinder Jacket: Machined from dural.
Manufacturers & Distributors:
PROGRESS AERO WORKS, Chester Road, Macclesfield.
Retail price £4 6s. 0d. inc. P.T. Export price £3 12s. 10d.



Arizona Indoors**Steve Riley (USA)**

**Arizona Indoor Free Flight Champs
ROUND VALLEY DOME
2014 Contest Report**

This year we were able to add Friday as a practice day, we got a lot of good feedback and will do that again next year.

An interesting fact about how they built the Round Valley Dome came to light. By having the floor of the dome 15' below grade and with all the insulation in the ceiling, the temperature stays quite comfortable regardless of the outside weather. Saturday was very windy with gusts over 65 mph and a bit of snow, and most of us were quite comfortable in shirt sleeves or light sweaters.

We held a Delta Dart class for the Middle School students earlier in the week before our contest and had 27 students participating. All built airplanes followed by an indoor flight session in the Dome, guided by several Club members. The students then competed for the longest flight, with the top three finishers awarded prizes of model kits. To our surprise on Saturday, one of the students, Colter Hogle, who had won a 'Stringless Wonder' kit on Thursday brought his newly-built plane to the Dome! He had built the kit himself, with no wrinkles in the covering, no warps, and all the glue joints were excellent! He definitely gets an A+! With only a little bit of help from Bill Leppard, the 'Stringless Wonder' flew very well.



Colter Hogle & Bill Leppard with the 'Stringless Wonder'

Saturday evening we had a seminar with presentations on tools and techniques used in building indoor models. Very informative and a lot of fun. We will do it again next year. We have had some scheduling conflicts the past several years, our dates for 2015 have been set for April 18-19, 2015, with Friday, April 17th as a practice day; Monday, April 20th will be the Delta Dart day with the students.

Hope to see you in 2015 in the Round Valley Dome, a really great Cat 3 site.



Rick Pangell with his 'No-Cal' and the rest of the 'No-Cal' gang

ROUND VALLEY DOME CONTEST Results - April 26, 27, 28 - 2014

F1D

1st - Bill Leppard 17:07

F1L

1st - Bill Leppard 27:18
2nd - Richard Wood 15:57
3rd - Elmer Nelson 14:30

F1M

1st - Bill Leppard 24:48
2nd - Tom Iorger 14:13
3rd - Rick Pangell 12:49
4th - Jerry Murphy 12:34

Easy B

1st - Bill Leppard 14:02
2nd - Richard Wood 8:09
3rd - Tom Gaylor 6:41
4th - Rick Pangell 4:02

Catapult Glider

1st - Jean Andrews 84.1
2nd - Rick Pangell 56.9

Unlimited Catapult Glider

1st - Jean Andrews 91.2
2nd - Rick Pangell 60.5

Limited Penny Plane

1st - Tom Iorger 7:51
2nd - Jerry Murphy 6:34
3rd - Elmer Nelson 5:37
4th - Rick Pangell 5:35

Open Penny Plane

1st - Bill Leppard 10:37
2nd - Rick Pangell 9:35
3rd - Jerry Murphy 8:23

A6

1st - Bill Leppard 6:39
2nd - Rick Pangell 4:52
3rd - Richard Wood 3:31
4th - Elmer Nelson 2:24
5th - Tom Gaylor 2:22

Mini Stick

1st - Bill Leppard 8:52
2nd - Richard Wood 4:36
3rd - Tom Gaylor 3:12

FAC No-cal Scale

1st - Bill Leppard 9:18
2nd - Rick Pangell 7:13
3rd - Jerry Murphy :46

Mass Launch

1st - Bill Leppard
2nd - Rick Pangell
3rd - Jerry Murphy
4th - Jean Andrews

Dime Scale

1st - Rick Pangell 28.7
2nd - Jerry Murphy 20.8

Peanut Scale

1st - Rick Pangell

Round Valley Dome Site Records

F1D-Bill Leppard 2013 **45.09min** **F1M**-Bill Leppard 2013 **27.48min** **F1L**-Y. K. Lee 2012 **31.54min**

Easy B-Y. K. Lee 2012 **22.04min**

Open Penny Plane-Bill Erwin 2012 **15.53min**

Limited Penny Plane-John Alling 2012 **11.02min**

A6-Bill Leppard 2014 **6.39min**

Mini Stick-Rob Romash 2012 **9.46min**

No Cal *-Bill Leppard 2013 - **10.02min**

Hand Launch Glider-Rob Romash 2013- **97.4sec**

**(6.2 gm. minimum 7" max. prop. Dia.)*

Unlimited Catapult Glider-Rob Romash 2013- **166.6sec**

Catapult Glider-Mike Keller 2013- **124.49sec**

Steve Riley (USA)

My Free-Flight Nationals

John Andrews

It was a wet and windy FF Nats at Barkston this year and it may well be the last one at this venue as all casual user licences are being revoked, the future situation with the airfield is not yet clear but only the two National Championship meetings have survived this year.

Rachel and I lodged at Byards Leap again this year, travelling across on the Friday. After settling in we visited the airfield and in the relative calm of the Friday evening I had a few initial trimming flights with my new tailless model 'Mayzee II'. I got the climb looking stable but the glide was a bit weird and tight. As the light faded, I packed up before I broke it and we repaired to the Ermine pub in Ancaster for the evening meal.



Saturday: Day 1: Rain:

Spent most of the morning in the Hanger flying chuck gliders and small rubber powered sheet jobs with Martin Pike and his two children Catlin and Rory, they had a good time in spite of the rain.

The rain began to ease somewhere around lunch time and I decided to prepare my BMFA Rubber model 0-3 ready for flight in the hanger in the dry. Old bumble fingers stove in a longeron and out came the cyno to stick it back in place then balsa cement to get the tissue back in place. The cement dried a solid white in the damp atmosphere, but the old model is looking a bit rough anyway these days.

Early afternoon we set up on the flight line awaiting a break in the drizzle and when the opportunity presented itself, 0-3 was wound and sent on its way. A textbook maximum and Rachel set off for retrieval. She returned with an armfull of bits and pieces, 0-3 had D/T'd onto the peri-track and now had only one longeron still intact but cracked anyway and a two piece wing.

I assembled 0-4 and had a test flight which promptly spun in bending the propshaft and shunting the tailplane into the fin, another model down the pan.

I finished off the comp with two indifferent flights with 36-3 my really old fast climber, but it needs lift and I did not find any. Looking on the bright side at least 36-3 finished unscathed.



Rachel returns with 36-3 in one piece

Later I attempted to fly 'Mayzee' in tailless but spun in twice for a 22sec flight on the second attempt. I did have another flight after more trimming and managed over a minute on half turns but the glide was spinning tight and I was not sure what to do with the elevons so I called it a day. Another evening meal at the Ermine.

Sunday: Day 2: Sunshine and windy:

We had a quick look round the swapmeet then, as the weather improved out of all recognition from the day before, we moved out to the flightline.

Blazing sunshine but windy, I was entered in Vintage so I assembled the 'Korda'. I had the 'Jaguar' with me, which is a better performer, but being unflown since piling in last year I did not want to risk it in the wind.

I wound the 'Korda', cast it aloft and as reliable as ever it climbed away. The model needs lift to max these days and as I recall I did not find any.

Rachel set off in pursuit and, sods law prevailing above all else, found the model on the peri track again and the two piece wing was now threepieces. I filled in the rest of the flight card with a couple of flights with my old 'Hep-Cat' then played with Martin Pikes children while he flew scale. That was Sunday done and dusted as far as flying went.

On the 'what do others fly' front I was invited to take a peek into Bill Longley's van which was full, and I do mean full, of very large scaled up power models for the radio duration competitions which he promotes.



As you can see there were quite a few electric powered ones which is Bills current preferred motive power. In total there must have been well over a dozen models, all huge, where he finds the time to build them is a mystery and the amount of wood required is mind boggling. His Radio Duration competitions are slowly catching on and must be a boon to those who can no longer chase freeflighters. His latest idea is decentralised meetings with times being mobile phoned in on the day.

Later we ate chinese with the Wingates and Pikes at the Railway pub in Ancaster as the Ermine is not open on Sundays.

Monday: Day 3: Rain and fine:

Started off wet and we played in the hanger again until it dried up and then we moved out to the flightline. The wind was quite light and in Classic my first flight was a simple max D/Ting down less than 100yds away. I even fetched it back myself. Then things went wrong and I spent time messing with motors and just scraped a max on flight two then dipped out on flight three.

I don't even remember whether or not I actually flew in Mini-Vintage, There have been no results available as yet to jog my memory and after three days flying, in my state of health, I'm not at my best. The first of the two signs of senile decay, loss of short term memory takes its toll and I can't recall the second sign.

I must have flown because I've just found this picture of yours truly winding the old 'Hep-Cat' dated May 26th.



SAM 35 Events:

The Wingates ran vintage events for SAM35, I did not participate myself and do not know the results but here are one or two pictures.



Kath Wingate at SAM Control



John handing over a magnificent trophy to Mike Sanderson possibly 4oz Wakefield



Reg Biddlecombe winds his 8oz 'Contestor'



Peter Jackson & 1950 'D Knight'

John Andrews

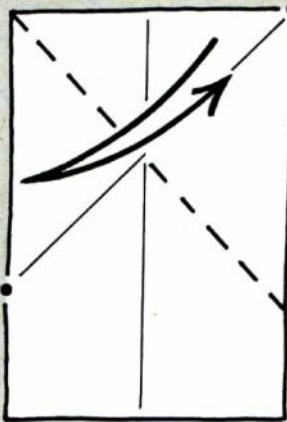
SNUB-NOSED DELTA

This is a variation on the Hawk Dart which avoids the more difficult folds on the nose cone and has beautifully clean lines. The lock that holds the nose together is simple yet effective. This design can also be made from almost any shaped rectangle. It is thought to have originated in Japan.

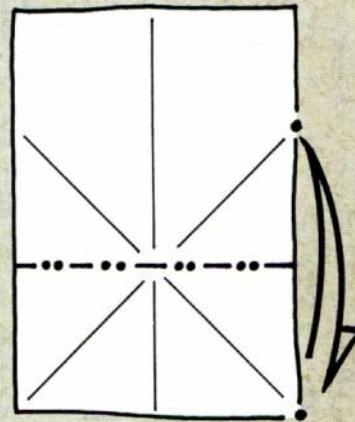
Starting with the coloured side down, fold in half width-wise and open.



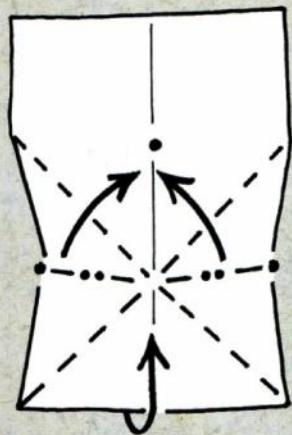
1 Fold the nearest short edge to the left-hand edge, crease firmly and return.



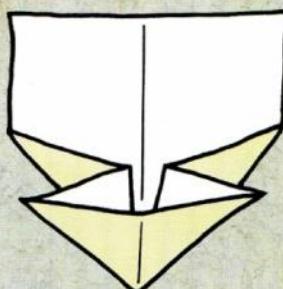
2 Repeat to the right-hand side.



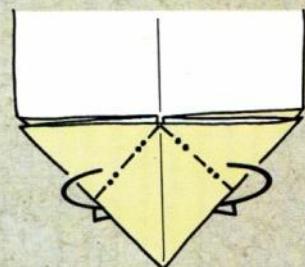
3 Add a mountain crease which passes through the intersection of the valley creases. (It is easiest to turn over and make a valley.)



4 Press in the centre of the creases; the sides of the mountain crease should "pop" upwards. Using the creases you have made, swing the three lower dotted points towards the upper one.

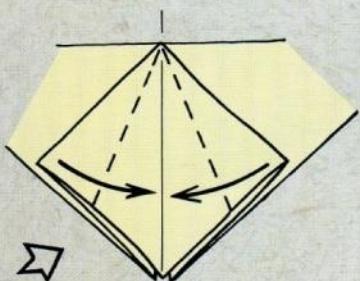


5 This is the half-way stage.

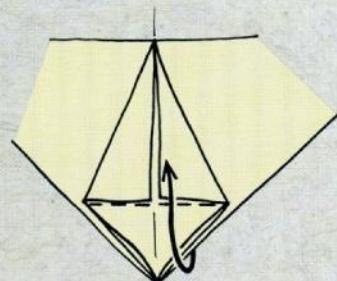


6 Mountain fold the loose point on either side behind to touch the bottom corner.

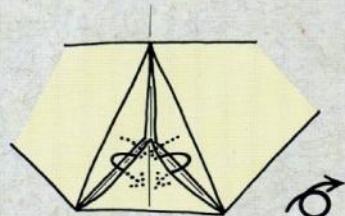
SNUB-NOSED DELTA



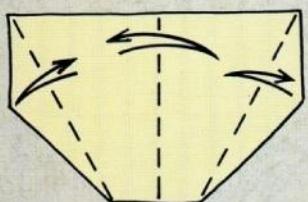
7 Enlarged view. Fold the upper edges of the square shape to line up with the centre crease, forming an upside down kite shape.



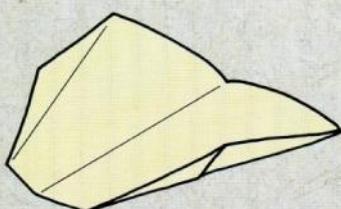
8 Fold the lower triangle upwards over the folded edges.



9 Bring the hidden corners out and tuck them into either of the two small pockets on the sides of the triangle. Turn the paper over.



10 Make two creases joining the lower corners with the upper corners and reinforce the central crease as a valley. Adjust these creases to match the profile.



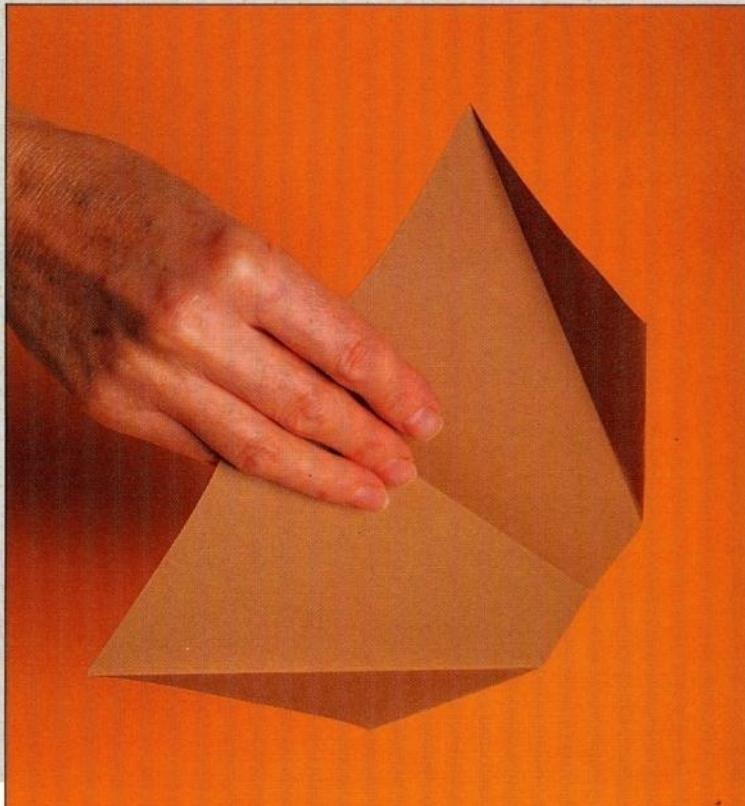
11 Finished.



Front view of the finished craft.

FLYING HINTS

The difficult part is actually holding the paper. Try to hold it by the two edges of the kite shape underneath, but don't hold it so tightly that the paper starts to buckle. The glider will fly long distances and is very well-balanced.



From the book 'Paper Airplanes' by Nick Robinson

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Clobber-ed

What we British modellers seem to lack at present is an identifiable uniform. It is true that we now have our international teams decked out in track suit regalia as opposed to the shirt and braces or cricket order of aeromodelling's pre-sport image, but we still make for a pretty variegated bunch dress wise on the home patches, although attempts at a common identity in the past have not been all that flattering.

In the fifties we had the dirty motor cycling kit, worn in all weathers, heat wave and otherwise, at a body temperature of 112 degrees Farenheit ('You could fry an egg on his chest'. Yes, *but who would eat it*), and there were the funny hat brigade and the even funnier T-shirt battalions, the latter making something of a comeback down south.

However, since the model flyer became car borne he seems to have forsaken all those clannish rigs for what he threw off the night before. But there are some who always wear their special aeromodelling clothes. These are usually of incredible age and of great volume: at least two pairs of baggy, cement caked trousers and up to six pullovers, cardigans and what Aunty knitted for National Service. Were the wearers to hang about a street as long as they do for a thermal to warm up, they would be taken in for vagrancy.

Very useful the rig, though. It will ensure that the wife will say, *I'm not going with you if you're dressed like that*, and there is always the possibility when retrieving over crops that you could be mistaken for a scarecrow.

I have just discovered what the letters BIGGLES mean, which are to be seen on those midland T-shirts: *But I Go Gliding Like Every Sunday*.

Pylonius



Sometimes it's Hot



&

Sometimes it's Cold

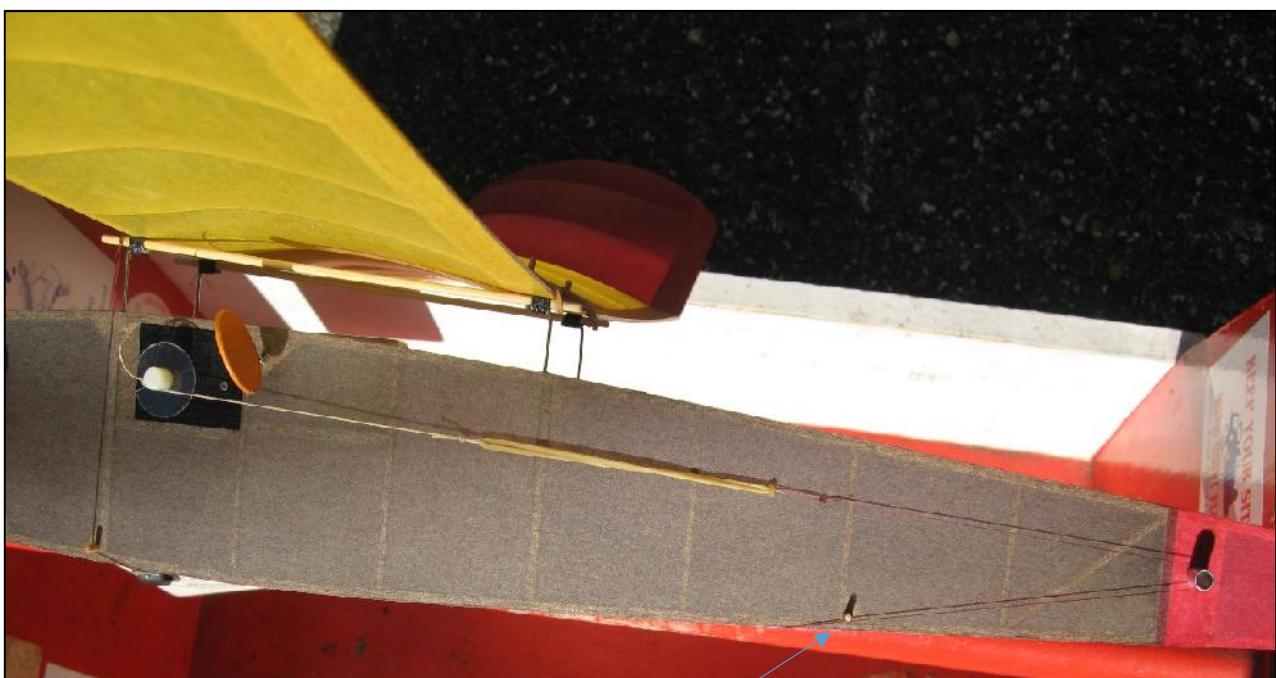
Dethermalisers:

I was interested to read Jim Paton's comments on tip up wing DTs (Senator D/T, New Clarion April 2014).

I have used tip up wing DTs quite successfully on a number of models, using this simple device.

If the line from the wing LE is wrapped one turn around a short dowel peg, as shown in the photo below of my Pinocchio and tightened, a gentle band tension to the Tomy timer is quite sufficient to hold the wing firmly.

In this case, the DT line continues to a half turn around the motor-peg tube.



Peg to wrap DT line around

Vartian Glider Drag-Flap

Those who read my brief article on the Vartanian glider (New Clarion, March 2014) may be interested to know that increasing the area of the drag flap by about 70% has markedly increased its destabilising effect.

The current flap is 15mm x 93mm, compared with the 13mm x 63mm shown in the published photographs.



BOURNEMOUTH CLUB CLASSIC RUBBER - Middle Wallop May 2014

This was the first of our two annual Club Classic events in 2014 and I am pleased to say the weather was very good to us. A modest wind from the North West carried models across a long stretch of the airfield, well containing flights to the 2 minute maximum set. One should not complain but the grass was long, awaiting mowing that made walking a bit tiring for some older legs. The sun progressively warmed the day and thermals were in evidence most of the time.

There were nine entries this time and the models consisted of 4 Urchins, 2 Last Resorts and one each: Trip Stick, Flip Flop and a Late Night Special. This confirms Urchins as the favourite again although several other types have won over the years.



Peter Jackson launches the winning flight



John Andrews



Ron Marking



John Lancaster

Four entrants made the fly-off to compete in the final D/T limited flight set at 2 minutes. The winner for the second time was *Peter Jackson* with his Urchin, followed very closely by previous winner *John Andrews* with his Last Resort. The longest flight was recorded by *Mike Gilham* from CVA but because of a D/T mishap he recorded a negative fly-off. Yours truly was last, but very pleased to be flying again.



Bob Taylor

Our next Club Classic event at Middle Wallop will be in August, so please have those models ready again for the splendid weather that is predicted (by me).

Results Bournemouth Club Classic Rubber

	Competitor	Model	Score	D/T Fly-Off
1	Peter Jackson	Urchin	6.00	2.11
2	John Andrews	Last Resort	6.00	2.09
3	Ron Marking	Urchin	6.00	1.24
4	Mike Gilham	Late Night Special	6.00	-
5	Bob Taylor	Urchin	5.51	
6	John Lancaster	Urchin	5.46	
7	Robin Kimber	Trip Stick	5.24	
8	Ted Stevens	Flip Flop	5.23	
9	Martyn Pressnell	Last Resort	4.17	

*Martyn Pressnell***Vintage in Black & White**

-

Keith Miller

Editor: We continue to plough through the archive of Keiths pictures, I think I will probably expire before we run out of material. There are in excess of 250 all told and he is still snapping away with his new camera so we may well see some colour in due course.



An unknown Seaplane flies at the 1952 All Herts Rally at Radlett



Jack North R.O.W's his stick floatplane at the 1952 All Herts Rally at Radlett



J L Pitcher R.O.W's his lightweight floatplane at Radlett in the 1952 All Herts Rally

037 Halton



Our Treasurer
Ed Bennett (CDMAC) & his Wakefield at the Northern Heights Gala at Halton in the 50's



**Ed again, launching the first of his 300sq.in. models at the first Waterbeach Nationals.
These models immediately preceded the Thin Man.**

Keith Miller

Is It a Toy Plane? Or a Drone? Rulings Land as New Craft Take Off

Technology Transforms Paper Projects, Fueling Issues About Air Space; FAA's View

BY JACK NICAS

DURHAM, N.C.—It took Chuck Pell less than a minute to build his drone.

He folded a piece of paper 11 times, clipped on a battery-powered plastic propeller and rudder, then opened an app on his iPhone.

Next he flung the aircraft skyward, steering it above the trees with turns of his phone. The plane soared out of sight.

It's a good technology, according to Mr. Pell, who has suffered plenty of nose dives. It just "needs more pilot training."

Aerial drones have fought in wars, filmed movies and factored into the ambitious plans of high-tech executives who want

to supply Internet service from the air.

Now there is a new but familiar shape to the fast-growing world of unmanned aircraft: the paper airplane.

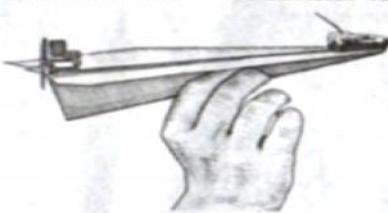
The PowerUp 3.0, brainchild of former Israeli Air Force pilot

Shai Goitein, is a lightweight guidance-and-propulsion system powered by a dime-size battery. It clips onto origami aircraft and connects to iPhones using Bluetooth, transforming them

into remote-control drones.

Pocket-size drones like the PowerUp aren't as sophisticated as the devices Jeff Bezos says could one day deliver packages for Amazon.com, or the big solar-powered models being engi-

Please turn to page A10



PowerUp plane

Is It a Toy Plane? A Drone? FAA Weighs In

Continued from Page One
neered by companies that Google and Facebook recently acquired.

But enthusiasts are embracing these minidrones as a cheap, souped-up way to get high.

In less than a year, Estes-Cox Corp., a Colorado maker of model rockets, has sold more than 500,000 versions of its remote-controlled nanodrone, which is 1.8 inches square and retails for \$40. French company Parrot SA, one of the largest drone makers, is launching a minidrone with detachable wheels that allow it to land and immediately start driving—even up walls.

Harvard University researchers have developed a still tinier drone, the RoboBee, which has insectlike wings that span the diameter of a half dollar. The whole machine weighs less than a third of a penny.

The researchers say the potential uses of tiny drones range from pollinating crops to military surveillance to traffic monitoring.

Mr. Goitein says he and a rocket-scientist friend came up with the idea for PowerUp in

2006. After developing an un-piloted version, Mr. Goitein went on crowdfunding website Kickstarter in November seeking \$50,000 to make a remote-controlled edition. He got that in 8 hours. Two months later the total was \$1.23 million. The first 50 kits went to beta testers like Mr. Pell in February. It costs \$50.

With the extra funds, Mr. Goitein is adding a dogfight mode that lets one pilot shoot down an enemy paper plane with a Bluetooth signal that stops the rival's engine. The next-generation PowerUp will have a magnetometer, accelerometer and gyrometer, he said. Eventually, he said, "It'll definitely be a real drone."

Users are adding their own innovations. Andre Bowen, an artist in Berlin, says he plans to 3-D print some airplane models to make them fly with the PowerUp. Zachary Read, a high-school junior from Flower Mound, Texas, is working on a PowerUp flying saucer, stealth bomber and F-16 fighter.

Here in Durham, about 180

miles west of where the Wright brothers made their first flight in Kitty Hawk, N.C., Mr. Pell carried two boxes of planes folded from paper, parchment and papyrus—"pounded reed, not that cheap stuff," he said.

Mr. Pell, a scientist and inventor who started his career building animatronic dinosaurs for museums, has found that flying paper planes still involves a lot of failure. Most of Mr. Pell's planes nose-dived. A few flew loops until crashing. Only a handful stayed aloft longer than a well-made, unpowered paper plane, including the one that glided out of sight.

"That's the beauty of paper planes," Mr. Pell said. "Lots of quick, cheap failures are a desirable thing...I don't learn much when it succeeds; I learn a lot when it crashes."

In 1998, U.S. Air Force aeronautical engineer Ken Blackburn tossed an unpowered paper plane in Atlanta's Georgia Dome that flew for 27.6 seconds, a Guinness World Record that went unsurpassed until a Japanese origami

expert broke it by 0.3 second in 2009. Recently, a Swiss man posted videos of himself flying his PowerUp paper plane for several minutes.

Does that count? "I wouldn't doubt there are a few purists out here who tend to ignore it because it's not a real paper airplane," Mr. Blackburn said.

Current court cases, however, are wading into debates over whether a powered paper plane could legally be a real aircraft.

The Federal Aviation Administration for years allowed the model-aircraft industry to largely regulate itself, relying on voluntary guidelines issued in 1981 that urged model pilots to fly below 400 feet and stay away from airports and densely-populated areas. But in recent years, in reaction to the surge in U.S. drone use, the FAA has staked out greater authority to regulate unmanned aircraft.

The agency says it regulates "the airspace from the ground up," and that all flying devices are subject to its regulation. In March, a National Transportation



Chuck Pell holds a paper plane outfitted with a PowerUp engine.

Safety Board judge overturned a \$10,000 FAA fine levied against a man for allegedly flying a drone recklessly, saying "model aircraft" aren't subject to the FAA's rules regarding manned aircraft. If the FAA's argument that all types of flying devices are aircraft, the administrative judge wrote in his opinion, then the agency should also regulate "paper aircraft, or a toy balsa wood glider."

In an email statement, the FAA said the PowerUp is a toy and that users should "fly safe and have fun."

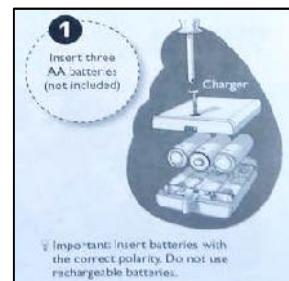
Mr. Blackburn, who has written four books on paper planes, said he's excited about the PowerUp because it solves a longtime problem.

"I was always looking for ways to add propulsion," he said. As a child, he taped bottle rockets to his paper planes. "Not that I encourage kids to do that—though the explosion at the end is kind of spectacular."

Online»

Watch the paper drones in flight at WSJ.com/Ahed.

Rob McKeon



Editor: above is the original 2006 free-flight version of the 'Power Up', it is designed to add to paper airplanes as a power pod. The battery power pack is plugged into unit for up to 12 seconds and then the motor runs until the capacitor? power unit is depleted.

Middle Wallop 31/05 - 01/06/14

Firstly what a glorious weekend of weather for a well-organised event and for my first go with an 8oz Wakefield in a UK contest.

Over the years I've been to Middle Wallop for various events (flying in the Stonehenge and the Croydon Wakefield plus attending other odd meetings) however this was my first time flying in a SAM1066 event. For me the distance to Middle Wallop is the issue the field being 200 miles each way. The route includes a big chunk of the M25. I would like to attend there more often but this journey is the big issue. However it was a two-day event and a good forecast so June and I made the trip. The deal with June was for a decent hotel and proper evening meal, so not a cheap weekend! However it was fun excursion. We met up with our old ally Jim Wright. Jim and I flew F1A together when it was A/2 in the 60's. There was the trip that Jim his wife Norma, June and myself undertook in 1971 to the World Championships in Sweden. We drove all the way in my VW Beetle (model box on the roof) and much fun was had. There was also the time June jumped on Jim and broke one of his ribs, but that's another story!



Jim Wright with his 'Scram' and myself with one of my 'Yankee V's

This last year or three I've travelled to France with Chris Strachan in February to the rubber days at Viabon. So I needed something other than my usual F1Bs to fly. As a result there are now P30s in the model box. I also wanted a "real" Wakefield, after discussion and not getting on with a 4oz "Lanzo" Spencer Willis and Chris suggested a

"Yankee V". Now this model is right up my street, being rugged and it goes like a good 'un. 8ozs weight all up, half of which is rubber, sort of shit off a shovel type climb! I have two "Yankees" from Spencer's kits and both have trimmed out in a couple of flights. I had to add a bit of right side and proportionally a little more down plus a bit of strip on the left of the left fin, for the left glide. Provided I don't put any left bias on the launch it's pretty well straight up for a minute plus 10 seconds or so climb on 900 turns (20 strands of 3/16") I can push to a 1,000 but I've broken a couple at that number. I have gotten more on but I will have to consider winding outside the fuz. Ala F1B if I start pushing too hard. A bit of left on the launch in France in February it looped and produced a large hole and needed a new fuz! The rebuilt fuz. is covered with tissue over Mylar, the first was only tissue, lots of patching required with motors bashing through the covering. The second was silk but that to is now tissue and Mylar. I've tried thinner and longer motors but the climb suffers so I'll stay with the thick motor. It's all rather different to the F1Bs, however the big plus from that class is that I'm very used to pushing the rubber hard, which certainly helps.

The SAM 1066 June 1st event was flown in super weather. I just needed a couple of Actifed to keep the hay fever at bay. My first flight was AOK. The second was in duff air but also made it without a real struggle. The last had a bad fold but again all was OK. I'm not happy with the tensioning of the motor and hitting the spring stop. Each motor is a bit different both in power and length meaning each flight the fold can vary. I pre-tension the length, to some extent, in order to get the spring stop to work neatly. The problem would appear to be not just the tension but, in the overall weight of the motor. Getting the correct spring tension is not easy. Too weak a spring and there is no movement, whereas too strong a spring and a lot of those last turns will be lost. So the answer, I hope, will be a free wheel folder and at the same time keeping the motor relatively tight to avoid bunching, so far I've not had this as an issue. This is now more like the F1B approach and should help getting a more consistent fold. The tighter motor will also allow the last turns to run off more effectively.

For the fly off I sorted the pre-tensioning on a new motor. I wanted to put on at least 900 turns but it was very tight at 850 so I stopped winding, as I didn't want to break a motor, knowing that there would be little time to make a change. The climb was as good as I had had all day and the power run was a minute plus a bit. I had been d/ting at 2:12. So I wound the timer to the same slot and counted off 20 before launching. The DT went at 1:56 and the model was down at 2:44. From the height it D/ted at I would have expected a longer descent but It goes up fast and when on the DT is just as quick in t'other direction. It falls like a stone through the biggest of bumps. However it was just the right side of a close run thing. This was the second DT fly off I have made, previously it was a single flight with an F1B to win the open rubber at the Scottish Nats that was a few years ago. Despite the DT that time I landed in the trees the fly off was supposed to avoid!



Jim Wright, Mini-Vintage winner



I accept my bottle from SAM1066 Chairman John Thompson

Overall Middle Wallop was a very enjoyable day/weekend plus my old mate Jim won the mini vintage as well. My thanks to all those involved with putting the event on.

We'll have to do it again!?

Michael J. Woodhouse

Xernes

-

Bob Pickernell



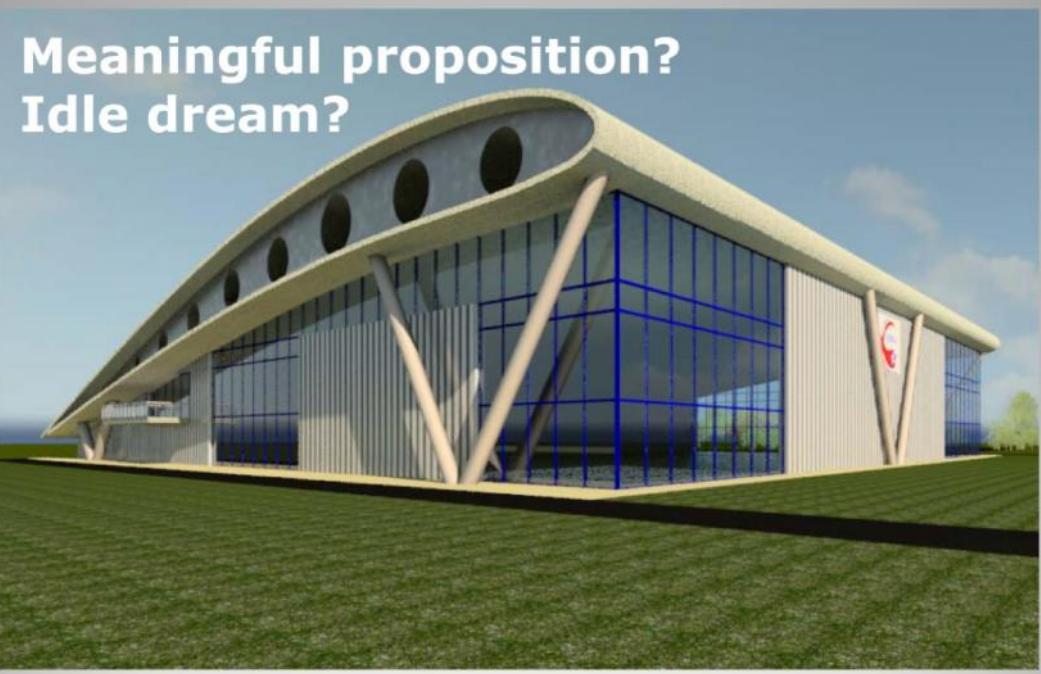
Here is a photo of my Xernes, taken at the Northern Heights Rally, Halton in 1965. You showed the plans in the June clarion with the question:

"a challenger to the Penumbra?"

I have to say in my experience and having built both, the answer is a resounding **NO!** The Xernes is a far easier build and I seem to recall was easier to trim but had a higher wing loading and was not in the same league as the Penumbra performance wise.

Based on my experience I would describe the Xernes as an excellent warmish sport model but I would be quite surprised if one ever beat a Penumbra in a competition. Now there's a challenge to somebody!

Bob Pickernell



**Meaningful proposition?
Idle dream?**

B.M.F.A. NATIONAL CENTRE

National Centre for Model Flying Feasibility Study Launched

After years of discussion and speculation amongst members, the BMFA is to conduct a feasibility study to fully assess 'once and for all' the viability of establishing a 'national centre' for model flying.

Announced at the meeting of the BMFA Council on the 17th May, the study will be based on a discussion/framework document produced by Manny Williamson – BMFA Development Officer.

The primary purpose of the study is to promote discussion and vision on a broader and more structured scale than has previously been the case and further details can be viewed on the BMFA website.

The study is expected to last for 12 months and will consider all aspects including location, land acquisition, design, sustainability and sources of funding. The study will utilise the services of professional consultants in the relevant areas in addition to BMFA staff and volunteers.

The study is being financed entirely through sponsorship provided by our insurance brokers, Doodson Broking Group. Ian Hesselden, Director of Sport at Doodson commented; "the suggestion of the BMFA having a national centre strikes us a good thing for numerous reasons, namely the sustainability of the sport, the promotion of the sport and the increased significance of the BMFA as a "National Governing Body".

The outcome of the feasibility study will be presented to the BMFA Council in May 2015 after which the report will then be published more widely.

If you believe that you have skills which would assist us with this project or require any further information, then please contact:

the BMFA: admin@bmfa.org or Tel: 0116 2440028

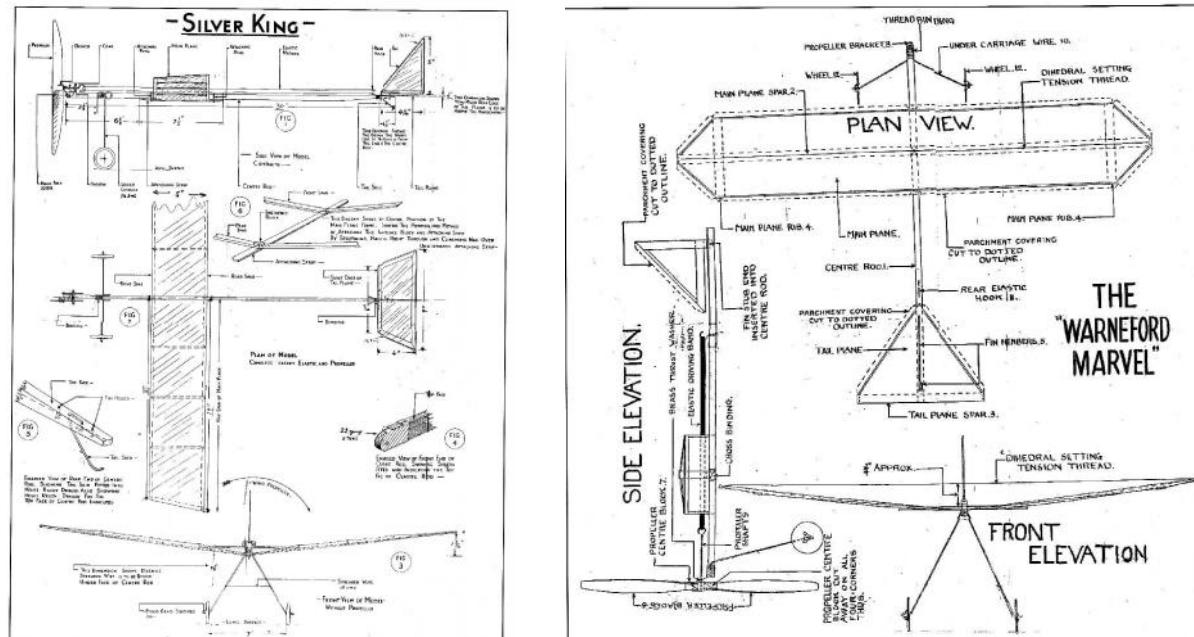
Report No. 44.

Plans from Kits, British made, excluding scale, cont.

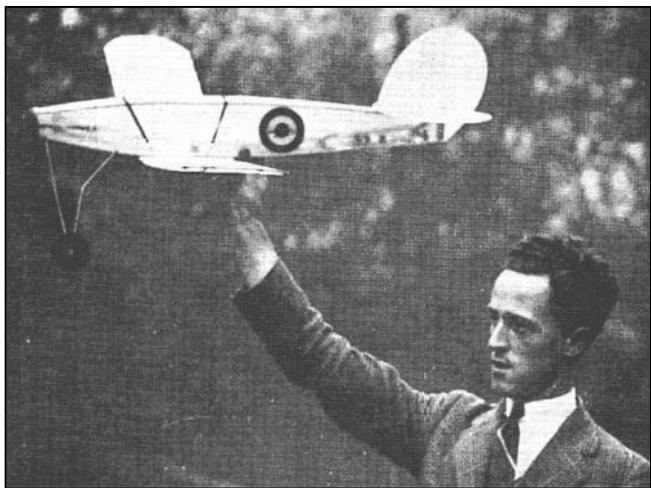
Warneford

The history of Warneford was covered by Alex Imrie's "Vintage Corner" in Aeromodeller June 1991 and September 1999. The products of F.J.Mee of Greenwich London, marketed under the trade name Warneford, were ready to fly stick models of spruce and wire covered in oiled silk. The advertisement from Mecanno Magazine December 1928 shows some of the range which Alex Imrie identified as being designed by Ralph Bullock. Being ready to fly models it may be assumed that no plans exist, unless of course, you know better.

Construction sets, not yet called "kits", were featured in a Warneford Descriptive A



A leaflet of 1935 lists the Marvel (for indoor flying), the Silver Knight, the Silver King and the Wizard. The Wizard being Warnefords commercial kit version of Ralph Bullock's 1929 Wakefield Cup Winner.



The performance stated for these models is not in flight times as we would expect today but more in the style of full size aircraft performance i.e. Bullock's Wakefield has a Rate of Climb of 120 ft/min, a flying speed of 1410 ft/min, a distance of 1500 ft, a ceiling of 120 ft and a glide of 1 in 10.

It is not until Aeromodeller March 1949 that an advertisement has been found for anything new by Warneford.

This advert offers the Corinthian a 36" span sailplane, the Sunbeam a 30" span tailless glider, the Flying Saucer a 17" wing span stunter, and the Decojet a new easy starting Jet Motor. In Model Aviation Summer 1950 the Warneford advert includes the Tornado, a super streamlined C/L speed model for speeds exceeding 100mph, no picture of the model is shown and the price is "to be announced".

Did it ever happen?

WARNEFORD
FLYING MODEL AIRCRAFT LTD.
GREENWICH · LONDON · S.E.10

The "CORINTHIAN"
36" Span Lightweight Sailplane,
Amazing performance 5/6

The "FLYING SAUCER"
17" Span Primary Stunter of
unique design 12/6

The "SUNBEAM"
30" Span Tailless
Glider, Graceful
duration 5/6

The "DECOJET" The new easy starting
Jet Motor £5-17-6
Inc Tax
Kit of unfinished parts £2-2-0

"J" BOLTS for many
purposes 3d. each

Warneford Kit	Designer	Span	Type	Date	Plan From
Marvel	Bullock R.	15	Indoor	Pre1935	Aeromodeller Sept 1999
Silver King	Bullock R.	38	Rubber	Pre1935	Aeromodeller June 1991
Silver Knight	Bullock R.	18	Rubber	Pre1935	
Whippet	Bullock R.	30	Rubber	Pre1935	S35s Feb 2000 G/A Drg
Wizard, Wakefield	Bullock R.	48	Wakefield 1929	1929	Tim Westcott
Corinthian		36	Glider	1949	
Flying Saucer		17	C/L Saucer	1949	
Sunbeam		30	T'less Glider	1949	A/M Ann. 1948 G/A Drg
Tornado			C/L Speed	1950	

If you have any of the missing plans or can name the designer of the last four please get in touch.

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

Roy Tiller

Just to report on the state of play so far-

8oz Wakefield		
Position	Competitor	Points
1	M. Woodhouse	23
2	R. Kimber	22
3	P. Jackson	19
4	J. Andrews	14
5	P. Michel	12
6	R. Marking	9
7	M. Sanderson	3
8	R. Biddlecombe	1

Mike Woodhouse is in the lead in 8oz with just one comp under his belt. There are two more competitions that score, still to go - Odiham and M/W in August. There were only three entries at the Nationals, not surprising as it was very windy.

Tailless		
Position	Competitor	Points
1	C. Foster	15
2	M. Marshall	12
3	M. Doyle	11
4	C. Strachan	7
5	D. Taylor	7
6	A. Longhurst	6
7	J. White	6
8	R. Elliot	3
9	J. Andrews	1

At the Nationals there were eight entries, not bad considering it rained for most of the day. Comps still to go (at the time of writing) are- D. Spires Gala, Odiham, East Anglian Gala, 5th Area (plugge points) and 7th Area.



Here, over from Northern Ireland is Maurice Doyle (left) and Peter Watt.

Maurice's model dates back a few years and he managed 3rd place.

Peter is holding a brand new Mini Manx. Unfortunately it hadn't been trimmed and wasn't flown in the comp.

Spencer Willis

Quiet June for me so far, other than a very pleasant day of flying at Beaulieu last Friday. Came home rather tired but happy. Sum total of people seen (other than the two of us) was two joggers & two dog walkers yet driving home took for ever due to heavy traffic on the M27 - not unusual.

Results from last Middle Wallop Meeting: May 31st/1st June

Weather conditions: Sunshine with light winds throughout the two days. Attended by over 230 folks who all seemed to have a very enjoyable time.

SATURDAY

Combined Over 50in. Vintage/Classic Glider. (Jim Baguley trophy)

1 st - R.Marking (Lucifer)	6.00 + 2.10	2 nd - D.Cox (Arch Angel)	6.00 + 2.05
3 rd - T.King (Aurikel),	5.52.	4 th - G.Smith (Mantis),	5.49.
5 th - P.Michel (Sperber),	5.58.	6 th - D.Etherton (Seraph),	5.04.
7 th - P.Tomlinson (AH-24),	4.59.	8 th - V.Driscoll (Mad's Dream),	4.38
9 th - R.Kimber (AH-20),	4.27		

Combined Vintage/Classic CLG/HLG

1st - E.Horsey (Heave-Ho), 228sec. 2nd - R.Taylor (H.O'Donnell), 125sec. 3rd - G.Smith (Dingbat), 108sec.

Club Classic Rubber

1 st - P.Jackson (Urchin),	6.00 + 2.11.	2 nd - J.Andrews (Last Resort),	6.00 + 2.09.
3 rd - R.Marking (Urchin),	6.00 + 1.24.	4 th - M.Gilham (Late Night Final),	6.00 + (1.06).
5 th - R.Taylor (Urchin),	5.51.	6 th - J.Lancaster (Urchin),	5.46.
7 th - R.Kimber (Trip Stick),	5.24.	8 th - E.Stevens (Flip Flop),	5.23.
	9 th - M.Pressnell (Last Resort),	4.17.	

Under 25in. Vintage Rubber. (Tip Top trophy)

1 st - R.Tiller (Fledgling),	5.36,	2 nd - Barbara Tiller (FA Moth),	4.44.
3 rd - P.Jackson (Fledgling),	4.33.	4 th - E.Stevens (FA Moth),	4.04.
	5 th - Anne Stevens (Eaglet),	3.30.	

Vintage Open Power 1st - A.Shepherd (Le Timide), 6.00.

SUNDAY

Combined 4oz/8oz Wakefield

1 st - M.Woodhouse (Yankee IV),	6.00 + 2.44.	2 nd - N.Peppiat (Northern Arrow),	6.00 + 2.40.
3 rd - R.Kimber (Fullarton),	6.00 + 2.39.	4 th - J.Lancaster (Lanzo Stick),	6.00 + 2.04.
5 th - P.Hall (Duplex),	6.00 + 1.01.	6 th - J.Paton,	6.00.
7 th - P.Michel (Korda),	5.31.	8 th - P.Jackson (Tangney),	5.30.
9 th - J.Andrews (Jaguar),	5.26.	10 th - R.Owston (Lim Joon),	5.24.
	11 th - R.Oldridge (Northern Arrow),	4.54.	

Lightweight Rubber

1 st - J.Wright (Scram),	6.00 + 2.29.	2 nd - P.Jackson (RAFF V),	6.00 + 2.26.
3 rd - J.Lancaster (RAFF V),	6.00 + 2.18.	4 th - M.Gilham (Gollywok),	6.00 + 1.47.
5 th - R. Tiller (Senator),	6.00 + 1.40.	6 th - J.Russell (Blackpool Rock),	6.00 + 1.18.
7 th - C.Redrup (Dynamite),	6.00.	8 th - Michelle Hooper (Scram),	5.50.
9 th - M.Parker (RAFF V),	5.47.	10 th - E.Tyson (Buckeridge),	5.45.
11 th - D.Thomson (Hep Cat),	5.16.	12 th - Ian Hooper (Cherokee),	5.10.

E36 Electric Power

1 st - C.Redrup (T'Banana),	5.31	2 nd - D.Chilton (O/D),	5.19.	3 rd - T.Grey (O/D),	5.16.
4 th - F.Chilton (O/D)	4.55.	5 th - P.Hall (B'Banana),	4.30.	6 th - P.Jellis (O/D),	4.25.
7 th - P.Tolhurst (?),	4.03.	8 th - R.Elliott (Satellite),	4.02.		

Combined Vintage/Classic 36in. Hi-Start (bungee)

1 st - P.Michel (Corsair/Mad's Dream),	5.32.	2 nd - R.Kimber (Nord),	4.24.
3 rd - A.Thorn (Dream Bogey),	3.49.	4 th - A.Longhurst (Gnome),	3.48.
5 th - E.Horne (Corsair),	3.13.	6 th - D.Etherton (Corsair),	1.28.
7 th - B.Tiller (Dream Bogey),	0.06.		

Combined Vintage/Classic Under 50in. Glider. (Heath trophy)

1 st - R.Marking (La Mouette),	5.10.	2 nd - D.Etherton (Nord),	5.05.
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Jimmy Allen mass launch

1st - N.Peppiat (Skokie), 2.32. 2nd - Barbara Tiller (Jimmy Allen Special), 1.27. 3rd - R.Tiller (Skokie), 0.55.

Combined Tailless 1st - A.Longhurst (Answer), 3.09**Airfields**

Latest FFTC news indicates some activity to explore what might be available. Looking thro the list of 22 possibilities mentioned last month doesn't uncover much of promise. Most are now "in other use" or not available - an exception is Upper Heyford, which seems to have been abandoned & not yet used for anything?

Early reminder for SAM Champs in August

This event takes place on Sunday 24th & Monday 25th August.

Sunday 24th Aug:

Combined Vintage/Classic Bungee Glider; Over 50" Combined Vintage/Classic Glider;
SI Precision (Brian Martin); Maxwell Bassett SI; E36 Electric Power; Vintage Coupe;
Flight Cup (Vintage Middleweights); Club Classic to BMAS Rules
Spar Tractor/A-Frame Mass Launch; Natsneez (P E Norman); Jimmy Allen Mass Launch;
Tomboy Vintage Duration; Top Time Trophy

Monday 25th Aug:

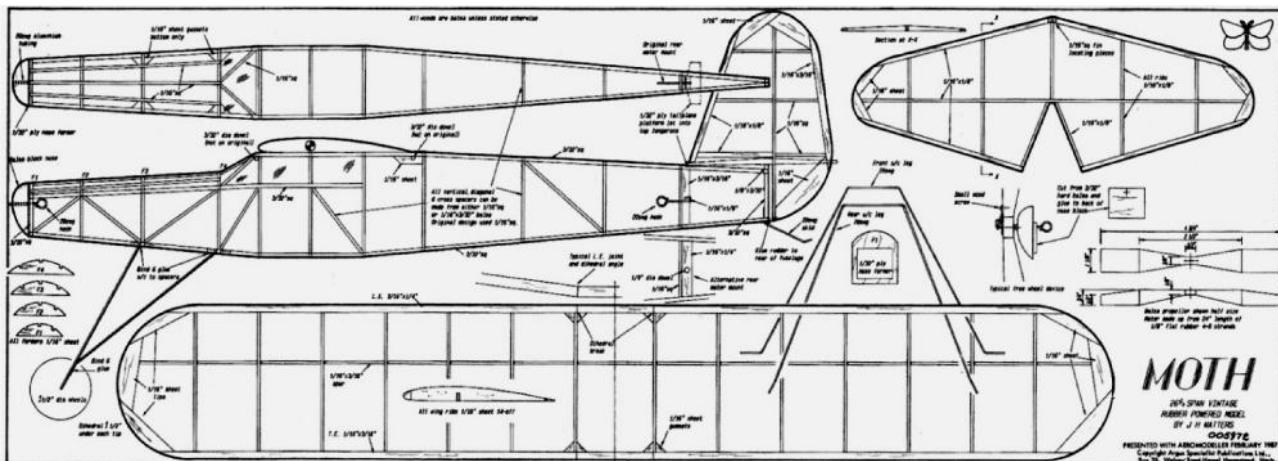
Vintage / Classic CLG/HLG; Under 50" Combined Vintage/Classic Glider; Ryback Glider;
SI Precision (Brian Martin); Combined Vintage/Classic Open Power;
Vintage Lightweight Rubber; Combined 4oz/8oz Wakefield;
Tailless (Combined Glider, Rubber and i/c Power)
Natsneez (P E Norman); Wallop Bowl; Mini-Vintage Low Wing Rubber;
Tomboy Vintage Duration; Top Time Trophy
R/C Assist (Tomboy etc); Control Line

Roger Newman

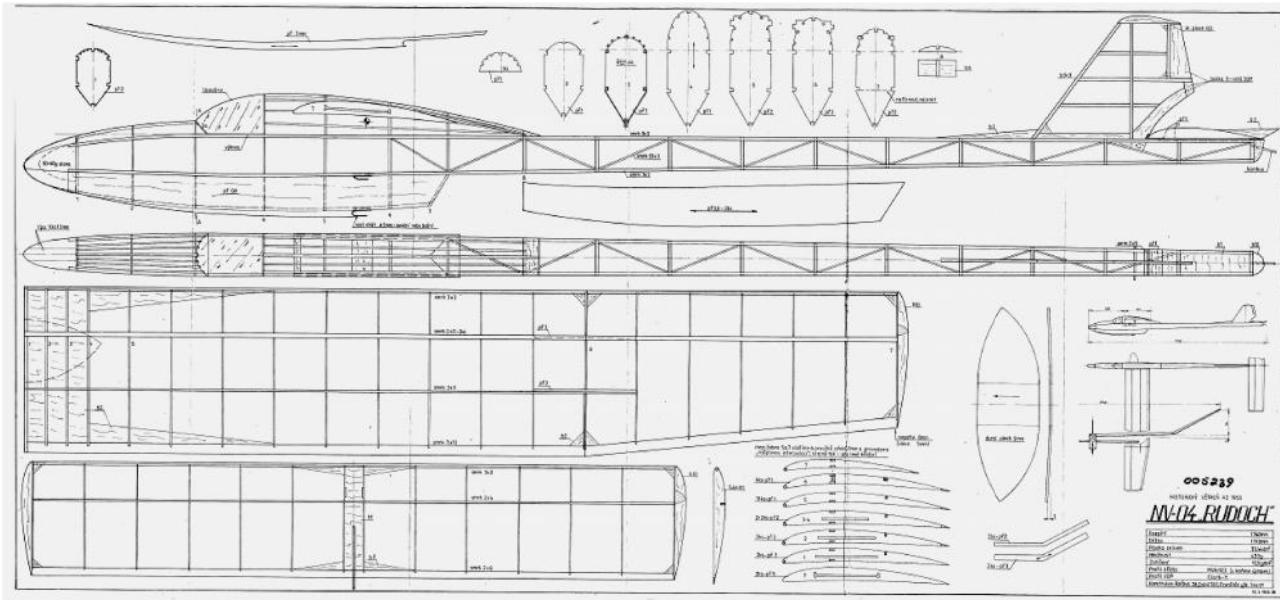
Plans from the Archive

Roger Newman

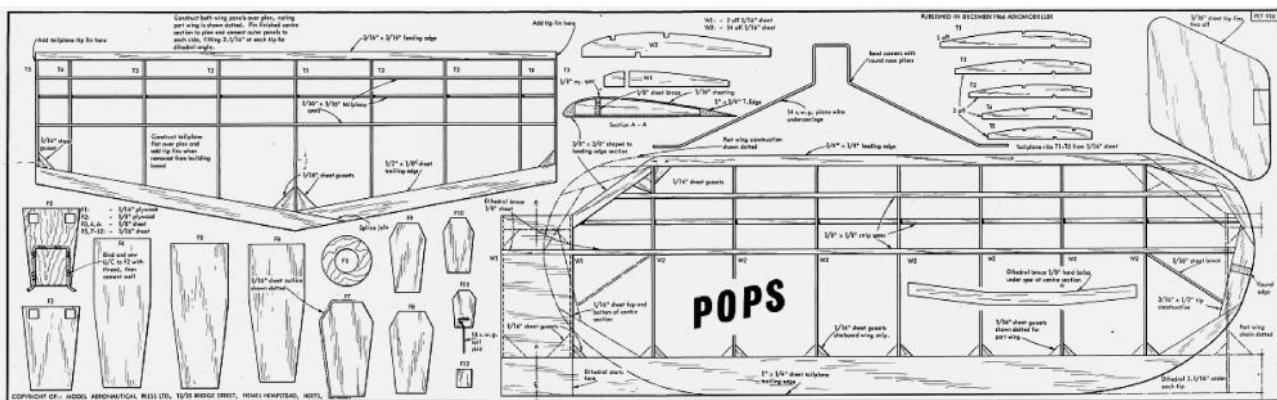
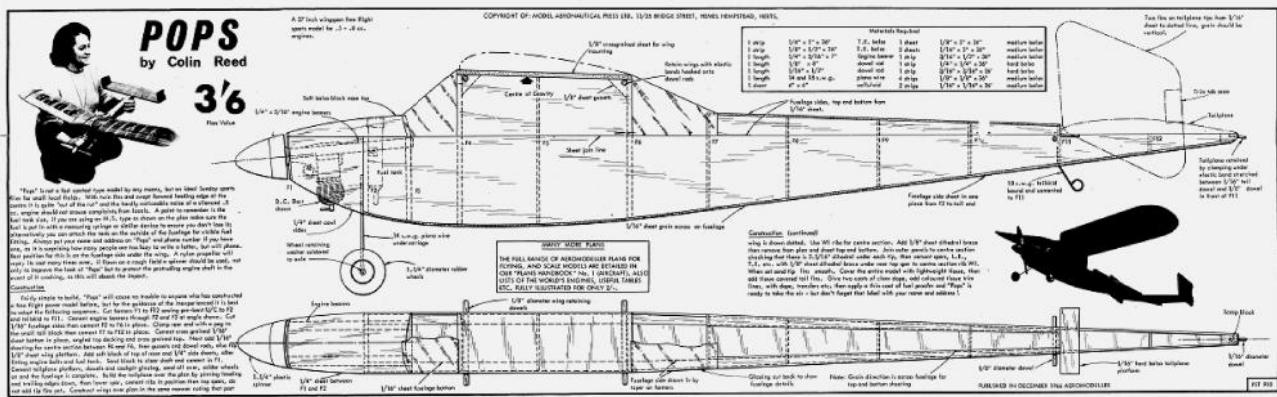
A selection of those on my "to build" list that may never get done!



Rubber: Moth - nice small sport model



Glider: NV-04 "Rudoch" - elegant design from Czech Republic.



Power: Pops - memories of the designer from my early days.

Roger Newman

SOUTHERN AREA BMFA SPRING GALA

RAF ODIHAM

Saturday 19th July 2014

- This event is possibly the longest continuous free flight event at the same venue in the UK , this being the 66th year. We do not wish to discontinue this long tradition, and it may be difficult to get it back if we failed to use it for one year . However if we can't cover the costs this year, next year may not be a possibility.
- I would be grateful if you would **act now**, and return your registration to allow me to calculate well in advance of how to cover the costs incurred.

Sports flying for glider, rubber & small power models.

Completions

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

A DT fly off may be used dependant on conditions

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

Please note:

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

To register please send:

- Your vehicle registration number, the vehicle occupants names, addresses together with their BMFA numbers (if applicable) and the non-returnable registration fee of £10 per flyer (sport or contest). Please note that MOD fees have gone up. Enclose a **self addressed and stamped envelope**. (Please make cheques payable to Southern Area BMFA*). Please include email and telephone number to enable us to contact you in the event of last minute changes or cancellation.

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

To:

John D Thompson. Beechmede, Meadow Lane, Hartley Wintney, Hants, RG27 8RF.
Tel: 01252 842471 Email: johnd.thompson@btinternet.com

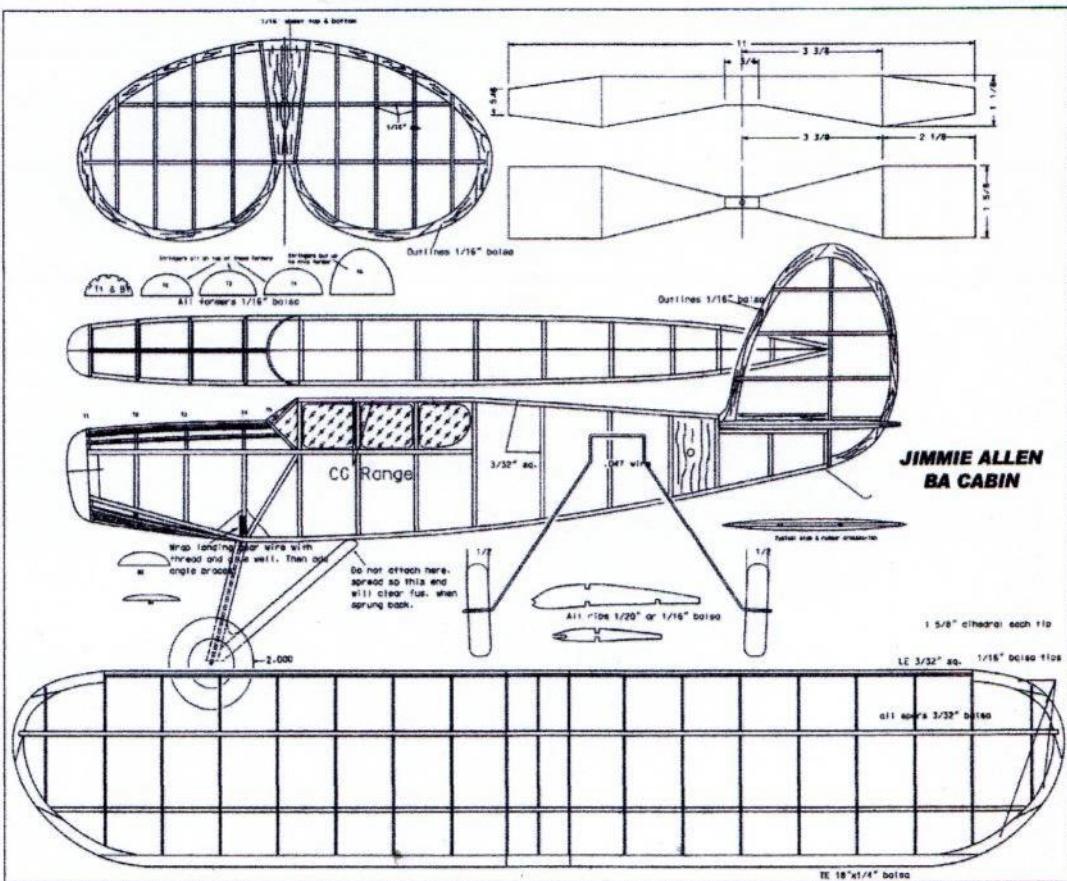
- Could all those who received trophies last year please bring them along on the day (hopefully inscribed with their names), or make alternative arrangements for their return in time for the event. (Please note that we have no administrative mechanism for reimbursement of the costs incurred).
- Full details including the entry registration number will be sent to registrants prior to the event.

JIMMIE ALLEN 2014

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

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

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



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

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

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

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

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

Small Vintage Rubber LOW WING

Inaugural Competition

Middle Wallop Monday 25th August 2014

SAM35 and SAM1066 Free Flight Competition and Small Vintage Rubber(Vintage Lightweight) rules apply i.e. Dec 1950 cut off, under 34" span, three flights and fly off. Plus all models must be low wing. Let's revive some good old models, like Cruiser Pup and Kamlet. Scale models, why not? Perhaps one will be the winner.

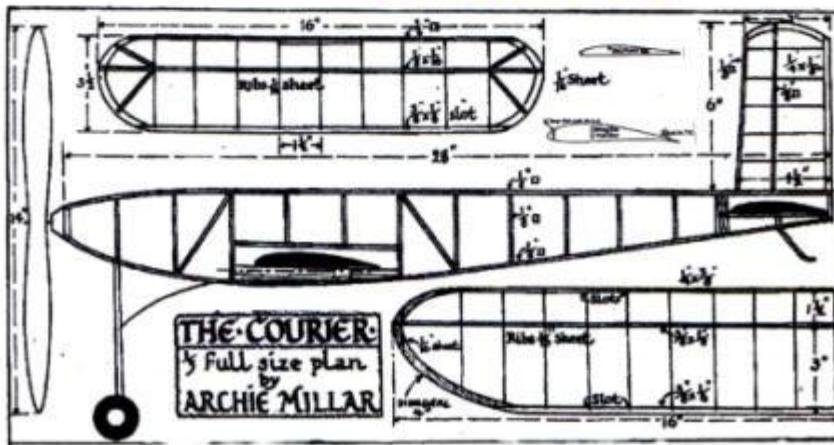
The chart shows some qualifying models.

MODEL NAME	DESIGNER/KIT	SPAN	PLANS
VERONITE SERIES No4	LEADBETTER J	22	Smith
MIDGE	M.S.Kits	24	Scott
GOBLIN	EVANS J	25	Aeromodeller Jan 1946 drg X 2
CHIEFTAIN	Berkely kit	26	Scott
SWOOSE	CLEAVE Alfred	26	Clarion Mar 1994 drg A5 to A4
EAGLET	KNIGHT M R	28	SAM1066, ID4548. Woodhouse(Bob Jones plan)
CRUISER PUP	RIPPON C A	29	SAM1066, ID4935
CRUISER PUP mark VI	RIPPON C A	29	Buckle
SKYLARK II	PRIDMORE H J	30	X List
KAMLET	KNIGHT M R	31	Buckle
COURIER	MILLAR Archie	32	Aeromodeller Jan 1941 drg X 3
HURRICANE	STAHL Earl	32	Scott. Woodhouse(Bob Jones plan)
SILVER STREAK	Skelly Oil Co	32	SAM1066, ID5026

Plans from:-

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

Any queries contact roy.tiller@ntlworld.com





News from SAM 35



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

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

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

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

Retro/Vintage event: Pontefract on 8th June.

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

Sam 35 Indian Summer Meeting: Barkston Heath Sun 21st September **Meeting Cancelled due to loss of Barkston**

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

For more details contact Ian Lever 01706 659603 email: ian.lever@ntlworld.com
To join Sam 35 contact Kevin Richards 01609 772818
email: kevin.richards2@tiscali.co.uk

THE NORTH COTSWOLD MODEL AERO CLUB

BMFA MID-WEST 166

'FLY FOR FUN' EVENT 2014



Celebrating the club's
65TH ANNIVERSARY

AUGUST 9th & 10th

at FAR HEATH FARM
MORETON-IN-MARSH

GLOUCESTERSHIRE



Signposted off the A44 Moreton to Chipping Norton road

**TWO DAYS OF MODEL AIRCRAFT
FLYING, FEATURING:**
RADIO CONTROL SPORT, SCALE,
VINTAGE, AEROBATICS,
GLIDERS, ELECTRICS, ETC.

ALSO-
CONTROL LINE
AND
SMALL FIELD FREEFLIGHT

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

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

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

**REGULAR ATTRACTIONS:
MODELLERS' BRING &
BUY SALE**

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

**CIRCLE FOR CONTROL LINE
MODELS**

No engine size limit.
Max line length 60 feet.

**DESIGNER'S
EVENT**
FOR MODEL DESIGNS BY THE LATE
DERECK WOODWARD



A GATHERING IN HONOUR OF THE ORIGINAL
'WEEKEND PILOT'
ANY DESIGN BY DERECK IS WELCOME
INFORMAL JUDGING & PRIZES

Website: <https://sites.google.com/site/northcotswoldmac/home>

Timperley Free Flight Gala

Sunday 17 August 2014

North Luffenham Aerodrome

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

Five events :

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

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

All fliers charged £5 to cover Airfield Fee.
Contest entry further £5 for one or more events.
No doubling up, no re-entry.

Contact : John O'Donnell Tel: 01942 211742
or email: john@odonnel3737.co.uk

Southern Coupe League Events 2014

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

The five best scores from seven events count

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

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

Coupe Europa

Sunday September 28th

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

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

10 a.m. start. F1G in rounds.

Contacts:

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

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

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

Tasuma Trophy 2014

Competition dates

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

Competition co-ordinator: Bill Longley

Tel: 01258 488833 e-mail: tasuma@btconnect.com



Indoor Technical Committee

THE INAUGURAL GLOBAL F1N POSTAL

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

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

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

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

mark.benns@btinternet.com

Ceiling Category

Category I. - less than 8 metres.

Category II. - between 8 and 15 metres.

Category III. - between 15 and 30 metres.

Category IV. - higher than 30 metres.

Current World Record Time

49.8 sec

1 m 0.1 sec

1 m 32.2 sec

1 m 52 sec

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

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

IMPORTANT... The Rules

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

It can be downloaded here:

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

Note: No local rules will be allowed.

When?

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

The competition

Bronze, Silver & Gold recognition will be awarded to the successful entrants in all four ceiling height categories.

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

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

'How the scoring will work'

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

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

The Postal rules parameters

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

mark.benns@btinternet.com

Indoor Flying with the South Birmingham MAC
Free Flight Only

Thorns Leisure Centre.
Stockwell Ave.

Off Thorns Road - Quarry Bank - West Midlands - DY5 2NU
 Saturdays 1pm until 4pm

2014
10th May;
6th Sep; 27th Sep; 25th Oct;
22nd Nov; 20th Dec.

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

SOUTH HANTS INDOOR FLYERS

www.wcaff.info

2013 -2014 INDOOR FREE-FLIGHT MEETINGS

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

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

2013

October 31st November 28th

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

2014

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

SUMMER BREAK

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

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

The Main Hall at Wickham Community Centre is suitable for indoor free flight models
 of all types, with a ceiling free of obstructions.
 Tables and chairs will be available in the hall.

The organisers are always grateful for help with moving furniture.
 Please note that NO remote-control models may be flown at these meetings.

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

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

Flitchook, who carry a large stock of indoor models and accessories,
 will attend many of the meetings.
 There is also now a drinks machine on site.

For further details please contact:

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

**Bournemouth MAS
Indoor Flying Meetings
at the Allendale Centre,**

**Hanham Rd,
Wimborne,
Dorset, BH21 1AS,
7.00 p.m. to 10.00 p.m.**

Free Flight only.

Competitions including Gyminnie Cricket League.
Flitehook normally in attendance.

Free parking in public car park in Allendale Road.

Contacts John Taylor Tel. No. 01202 232206

Roy Tiller e-mail roy.tiller@ntlworld.com

Tuesdays

23rd September 2014 28th October 2014

25th November 2014

27th January 2015

24th March 2015

24th February 2015

28th April 2015

Flitehook

**Indoor Free Flight Meetings
Totton Community Centre,**

**Hazelfarm Road,
Totton,
Southampton,
SO40 8WU.**

10.00 a.m. to 4.00 p.m.

**Contact Flitehook
Tel. No. 02380 861541**

Sundays

12th October 2014 9th November 2014

11th January 2015 8th February 2015

8th March 2015

L'AQUILONE SAM 2001
TOMBOY RALLY INTERNATIONAL POSTAL CONTEST

01/06/2013 – 31/05/2014

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

Model

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

Engine/motors

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

36" WINGSPAN

I.C. Engines:

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

Electric Motors:

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

48" WNGSPAN

I.C. Engines:

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

Electric Motors:

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

Flights and results

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

Awards :

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

Special prize for best flight in float version.

Results

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

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

SPECIAL PRIZE VIC SMEED

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

Good ROW and flight

SPECIAL PRIZE DAVID BECKER

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

Good thermals

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

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

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

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

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

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

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

email: caleyannhand@yahoo.com

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

Caley Hand

Competition Rules Follow

World Wide Postal EVENTS:-

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Biplane scale build is the Antonov AN-2

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

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

Salisbury Plain Dates 2014

Free Flight On Area 8

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

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

Trevor Grey - trevorgrey@talktalk.net

The following dates are provisionally available.

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

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

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

It is advisable to contact Trevor Grey on Friday before travelling

VINTAGE RADIO & CONTROL LINE

at MIDDLE WALLOP, 2014
 (Courtesy of the Army Air Corp Centre. MAC)

(Vintage Radio to Dec 1959)
 Radio 27MHz. 35MHz +2.4GHz

SUNDAY APRIL 27th SAM 1066

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

SUNDAY JUNE 1st SAM 1066

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

SUNDAY AUGUST 24th SAM 1066

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

MONDAY AUGUST 25th SAM 1066

Note:- only 2.4GHz to be used on Mon Aug 25th
 Vintage Power + Vintage Precision

SUNDAY SEPT 28th SAM1066

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

FLYERS MUST BE COVERED BY BMFA INSURANCE,

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

For further information contact:

*[C/L] James Parry, 01202625825, email. JamesParry@talktalk.net
 [R/C] Tony Tomlin, 02086413505, email, pjt2.alt2@btinternet.com*

*[Vintage Power Duration + Vintage Precision]
 Bill Longley, 01258488833, email, tasuma@btconnect.com*

*For more details of mini speed, Spitfire Scramble etc.
 see <http://www.wessexaml.co.uk>*

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

WESSEX AEROMODELLERS LEAGUE + C/LINE

2014 COMPETITIONS

website: www.wessexaml.co.uk

April 2014				
Sunday 6	Wessex AML	Tomboy Round 1	WMAC	Cashmoor
Sunday 13	Control line only	Open	WMAC	Cashmoor
Sunday 20	R/C Vintage	Open + VPD+ c/line + TT	DMFG	Blandford
Sunday 27	Wessex AML	600RES Round 1	WMAC	Cashmoor
May 2014				
Sunday 11	Scale &	Aerotow	DMFG	Blandford
Sunday 18	Wessex AML	Tomboy Round 2	Winc'n Falcons	Templecombe
Sat 24 S 25 M 26	Vintage	event	Brize	Norton
Saturday 31	Wessex AML	600RES Round 2	DMFG	Blandford
June 2014				
Sunday 1		Control line	SAM 1066	Middle Wallop
Sunday 8	Wessex AML	600RES Round 3	SMFC	TBA
Sunday 22	r/c Vintage	Open + VPD + c/l	DMFG	Blandford
Sunday 29	Wessex AML	Tomboy Round 3		West Winterslow
July 2014				
Sunday 13	Wessex AML	Tomboy Round 4	Ilmin'r SAM 35	Merryfield
Saturday 26	Scale & WW1	+ Military	DMFG	Blandford
Sunday 27	Wessex AML	600RES Round 4	DMFG	Blandford
August 2014				
Sunday 17	Wessex AML	600RES Round 5	Marlboro' MFC	Collin' Kingston
Sun 24 & Mon 25	Bank holiday	Control line	Sam 1066	Middle Wallop
Sunday 31	Wessex AML	Tomboy Round 5		West Winterslow
Sept 2014				
Sunday 7 reserv.	Wessex AML	600RES Round 5	Marlboro MFC	Collin' Kingston
Sunday 28		Control line	SAM 1066	Middle Wallop
October 2014				
Sunday 5 reserv.	Wessex AML	600RES/Tomboy	DMFG GALA	Blandford
Sunday 12	Control line only	Open	WMAC	Cashmoor
Sunday 26 reser	Wessex AML	600RES/Tomboy	DMFG GALA	Blandford
Nov 2014				
Friday 7 or Saturday 8	Wessex end of season/pub day	Tomboy & 600 RES	Fly/Feast/Freeze Prize giving	Blandford
Friday 14 or Saturday 15 res'	Wessex end of season/pub day	Tomboy & 600 RES	Fly/Feast/Freeze Prize giving	Blandford

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

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

Plans of models designed by Geoff Lefever

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

DBHL Plan Service: IMPORTANT:

The rules for obtaining plans have changed.

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

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

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

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

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

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

This service is provided at no charge.

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



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

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

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

MSP PLANS PRESENTS

Vintage, Classic, Sport and other Duration Designs

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

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

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

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

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

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

MSP PLANS PRESENTS NEW PLANS

AVENGER 1952	HI-START GLIDERS 2013 - 36 in span
CAPRICE 1959	John Gorham's classic A2
VINTAGE A2 1950	Neville Willis' classic lightweight glider
SATU 1950	Odenman's.
PETREL 1964	HI-START GLIDERS 2014 - 36 in span
MAD'S DREAM 1959	J Bennett's vintage A2
	Frog's beginner's kit glider
	Brian Dowling's classic A2.

To order plans for UK delivery please write with cheque (£ sterling) made payable to

Martyn Pressnell, 1 Vitre Gardens, Lymington, Hants, SO41 SNA.

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

Enquiries: please write or email martyn.pressnell@btintemetcom

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

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

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

Provisional Events Calendar 2014

With competitions for Vintage and/or Classic models

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

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

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

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

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

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

For up-to-date details of all BMFA Free Flight events check the websites
www.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.vintagemodelearplane.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.antiquemodele.org
Peterborough MFC	-	www.peterboroughmfc.co.uk/index-old.htm
Southern Coupe League	-	www.southerncoupeleague.org.uk

Are You Getting Yours? - Membership Secretary

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

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

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

Tail end Charlie:

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

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