



# NEW Clarion

## SAM 1066 Newsletter

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## Editorial:

This issue is a little late, I've been on holiday for a couple of weeks and although I put a fair bit of the epistle together before I went away, I only came home on the 30<sup>th</sup> so it's been a bit hectic since then.

We have the three days of the championships at the end of the month to look forward to and I should be getting things ready. The array of competitions over the three days is listed on our website [www.sam1066.org](http://www.sam1066.org).

One competition worthy of mention is the 'Top Time Trophy', which was introduced by Dick Twomey. The award is for the flyer who records the longest flight time for any competition flight (Tomboy excepted). All competition flyers should have all their flights timed to the ground or OOS and this time must be recorded on the flight card irrespective of the maximum for the class. The winner could well be a competitor who has a flyaway due D/T failure on one of his flights.

**DON'T FORGET TO COME TO WALLOP WITH YOUR BMFA MEMBERSHIP CARD WHICH MUST BE SHOWN ON ENTRY TO THE FIELD.**

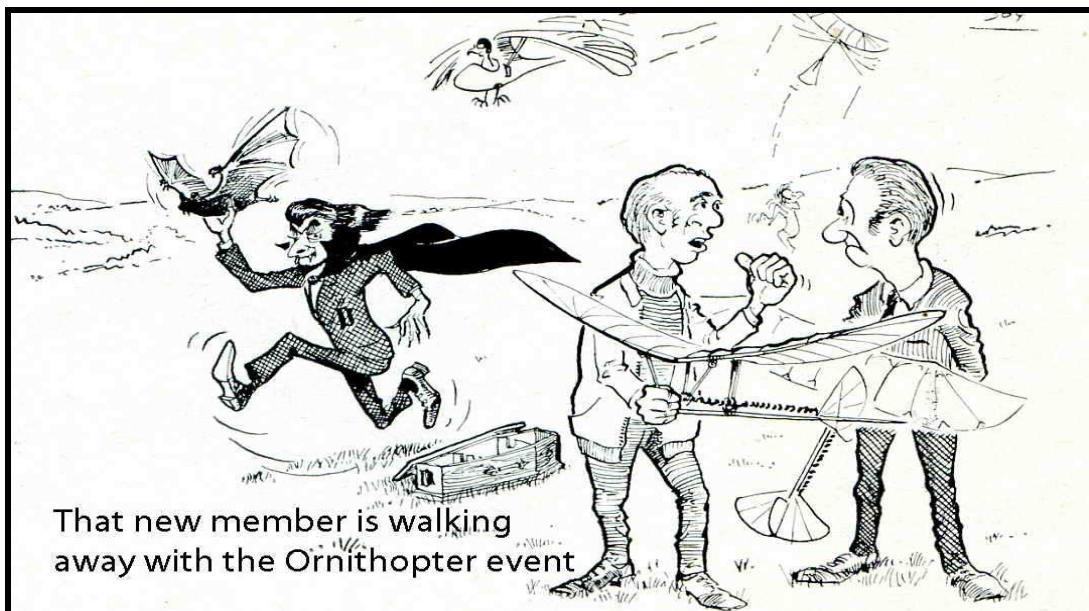
The vice chairman of SAM35, Andy Brough, has been working with the BMFA Free Flight Technical committee to produce guide lines for Radio Assisted Free-flight and his observations and the guidelines appear elsewhere in this issue.

Santoni Curzio from Rome informs us that an Italian 'Tomboy' postal competition is being run, for the longest flight by IC or electric Tomboys.

The results should sent, by e-mail, to him at [cusanton@tin.it](mailto:cusanton@tin.it) or to his friend and co-editor Gianfranco Lusso at [gfl@orange.fr](mailto:gfl@orange.fr) by June, 15th 2012.

The prize for the winner, for this year to, will be a OSMF 36" short kit of Tomboy (IC or Electric version).

Santoni wishes you good luck and hopes that you will send pictures of your Tomboy with your results.



## IMPORTANT INFORMATION FOR SAM CHAMPS 2011

Please be aware that a military vehicle display/event has been arranged at Middle Wallop for Saturday and Sunday and will affect access to both the airfield and campsite on Saturday.

We are informed that access to the airfield (**and campsite**) on Saturday will be via the airfield crash gate on the main road (by the windsock), with campers accessing the campsite via the Museum gate (our normal entry point) in the reverse direction.

We are also informed that some of these military vehicle occupants will also be camping!!

We are aware that this is not very satisfactory and your committee is working to clarify the situation.

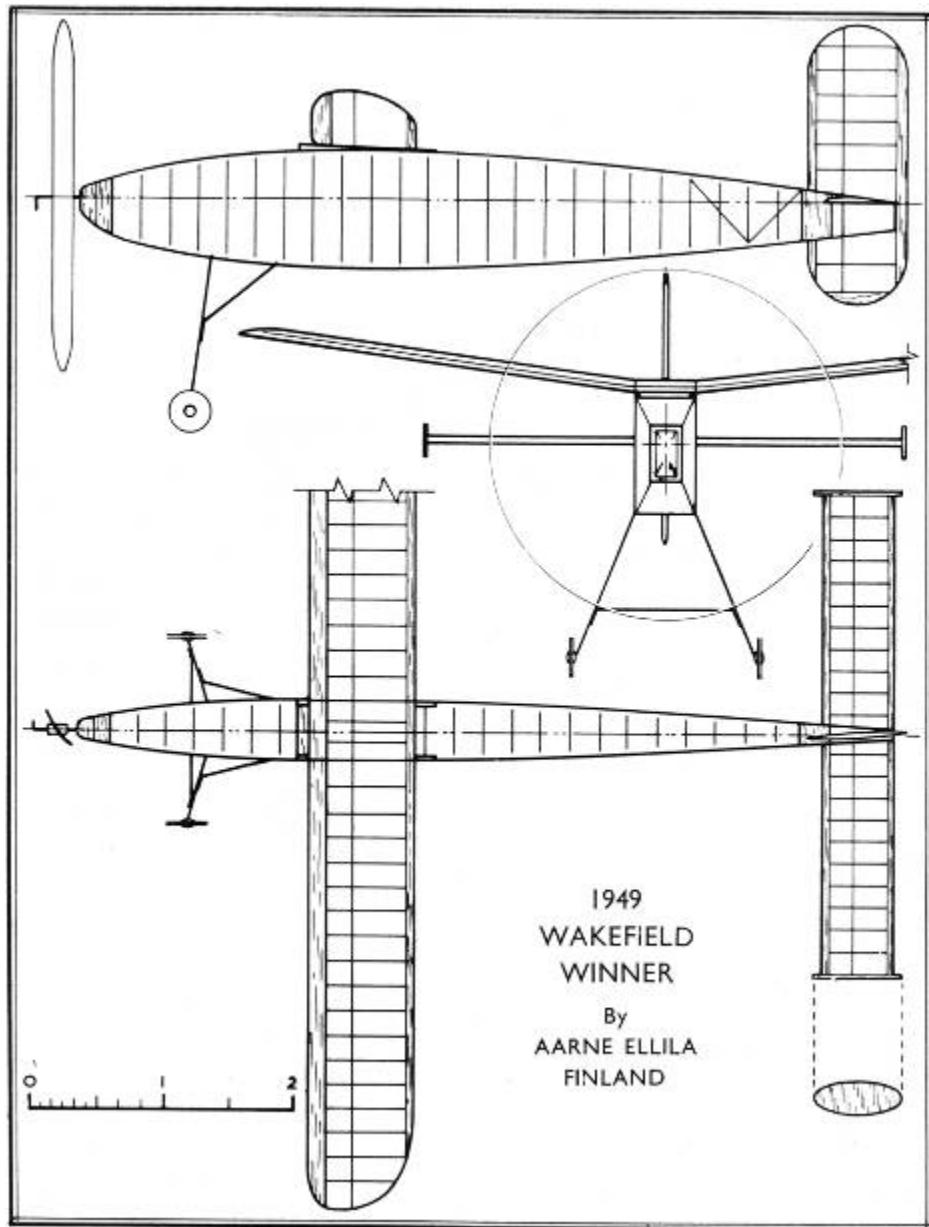
**IF** more information is available by early next week it will be posted on the website and an email sent to SAM 1066 members.

Mike Parker  
Secretary

## Arne Ellila's 1949 Wakefield Winner

- Martyn Cowley

In reply to Gary Hinze's 100 year Anniversary of Wakefield Cup initiative requesting historic input, I have rediscovered some pictures, quite probably "never-before-published", shared with me by the late Ron Moulton in 1978. At the time, Ron was preparing an article for AeroModeller on the 50th Anniversary of the "new" Wakefield Cup event. These pictures show Arne Ellila's 1949 Wakefield Cup winning model after the event. Built a decade earlier in 1939, the model was flown to victory in the very windy conditions, which prevailed at Cranfield, England that year (as recalled recently in NC 0810, page 18).



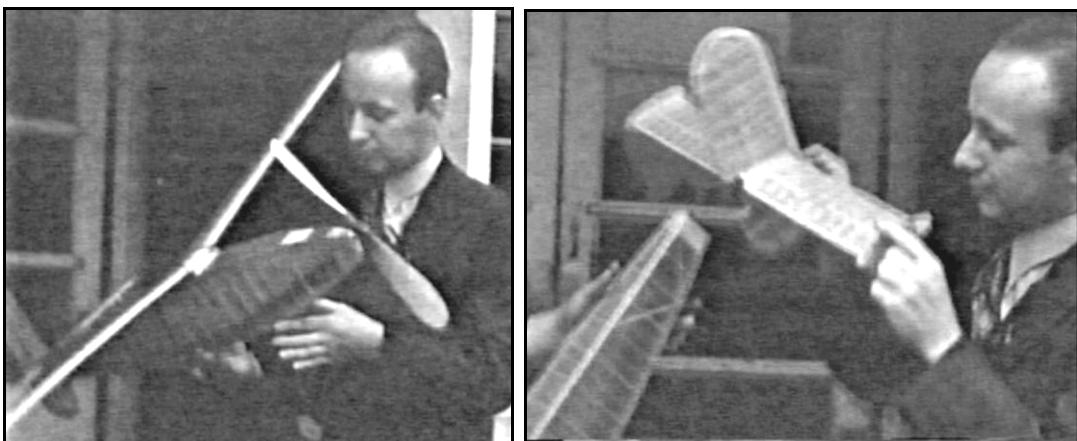
Dimensions shown on the plan (AeroModeller Annual 1949, page 159) are evidently wrong, as at first glance this appears to be an 8 foot span monster. However, if the 2 (ft) shown is really equal to 12 inches, this would indicate 44 inch wing span and 16 inch diameter propeller, which seems about right (although likely designed in metric units).

Born in Helsinki and retired from the Finnish Air Force, Arne Ellila was in his early 20's when he became Wakefield Champion in 1949 and he was also an accomplished glider flyer. His model was described at the time as being ...

*"a straightforward slabsider, with parallel chord wings, large central fin and small end-plates to the tailplane, the undercarriage being wire-strutted. The only unorthodox feature was the rear-mounted twin return-gears, which provided a very long and sustained motor run from the twin skeins of rubber".*

Details depicted include the removable tail section revealing the very compact twin return-gear mechanism.

Quite likely the model's vintage and the tail installation would have precluded use of a tip-up tail DT mechanism. Hence to become Champion, Arne had to be both good enough to win and lucky enough not to loose the model in the process ! As the model was over 10 years old and thus, it was reported, built when he was only 13 years old, it was said that Arne knew the model inside-out and knew the trim for any weather condition ! As proved to be the case.



Arne Ellila, with his 1949 winning model, quite probably on the day of the awards banquet. Note translucent fuselage covering (possibly silk?) and twin motors visible draped inside, with free-wheeling propeller and shallow dihedral.

The tail and fin was one assembly, which affixed to the rear of the fuselage. Note diagonal fuselage bracing at rear.



View from the rear with the tail and fin assembly removed, twin motors again visible. Note small cross section and neat gear assembly.

Gear Detail: Close-up detail of gear mechanism. Note keys top and bottom to help accurately locate tail assembly. 10 year-old model appears to be in good condition.



A rather poor quality but historic image, shows a relaxed and smiling Arne with the Wakefield Cup after the award ceremony at the ensuing Banquet (I understand that food Rationing was still in effect in Britain at the time, so perhaps the menu was rather sparse that year?). I have since had the pleasure of drinking Champers from that very same vessel in 1987, in the tradition of celebrating the new Wakefield Champion, when Bob White won

the Cup in France ! And indeed the last time balsa wood was employed in a winning model, as the primary material in construction.



Leaders Group: The leaders assemble, presumably immediately after the 3rd and last flight. Warren Fletcher and Joseph Boyle of the USA had been 1st and 2nd after the second flight, and yet only Arne is shown holding his model.

Nobody is smiling, so perhaps the group was awaiting announcement of the official results.

Left to Right: 2nd Edgardo Sadorin Italy holding winder;

8th Arne Blomgren Sweden; 6th Borje Borgesson Sweden (plans still available from Mike Woodhouse [www.freelflightsupplies.co.uk](http://www.freelflightsupplies.co.uk));

1st Arne Ellila Finland; 5th Frank Loates Canada; 3rd Warren Fletcher USA; 10th Ron Warring Great Britain; 4th Edward Naudzus USA.

Martyn Cowley



Panoramic view of the complete Boulby potash mine site



The Nationals took place over the weekend June 19/20<sup>th</sup> in the sports hall, converted from a salt store by the look of it. After last years late September meeting, when high winds and extreme cold spoilt the meeting, the Indoor Technical Committee (ITC) wisely brought the meeting forward into June resulting in a pleasant weekend of good indoor flying.

I don't claim to be a good indoor flyer in the really lightweight classes but I can build down to 3gm or so for 'Penny Planes' and 'Gymnastic Crickets' so these were my competition classes together with a hurriedly built 'Legal Eagle' for the ITC's 2011 promotion. I do have some special indoor balsa cut by Derek Richards but as yet I have not dared to show it a razor blade.



On the left we see yours truly keeping a watchful eye on my 'Gymnastic Cricket' circling about halfway up towards the ceiling which is about 50 foot of clear space with a further danger zone of an extra 15 feet above the bracing wires. If models do stray above the wires there is only about a fifty fifty chance of getting down as the central gathering of the bracing wires is a certain death zone. I believe we left three models up there and at least three others were knocked to pieces on recovery. Altitude control is a top priority when flying at Boulby.

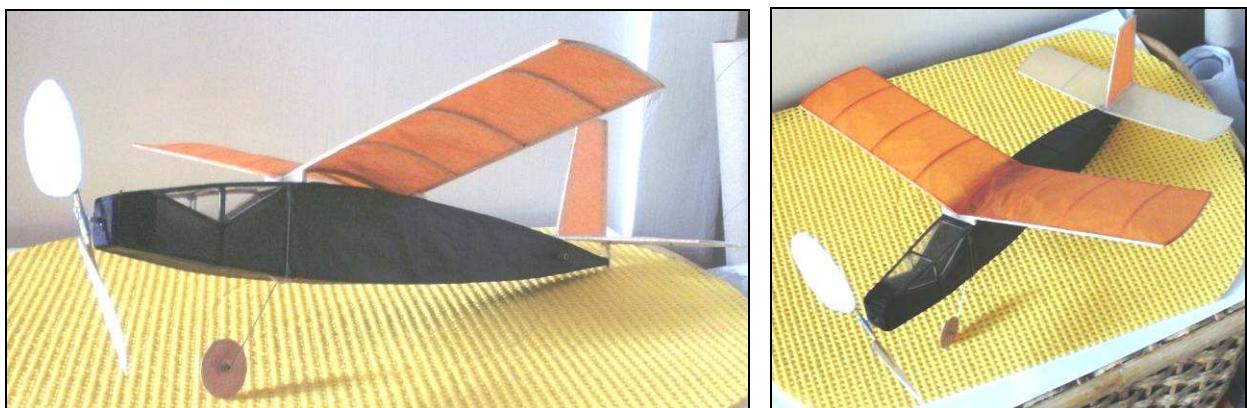
I was defending my 2010 win in 'Gymnastic Cricket' and things were looking good as my first flight was a few seconds shy of 6mins. Unfortunately things did not improve as I failed to match that first flight due to wall

interventions, overflying the pit zone and a collision with the wires of death which resulted in a terminal velocity dive. I did however manage to finish in second place and stepped up for my Silver Award at days end.



My 'Penny Plane' performance was without merit, I had not got round to building another since last year so I was flying a repaired over weight model which was never going to be competitive, but at least I flew to make up the numbers.

My 'Legal Eagle' performance pleased me as I had built the model in a hurry a couple of weeks before the off, building the model had not been without drama as I had screwed up my first attempt. I'm a bit bumble fisted when handling light 1/16<sup>th</sup> square and as I put my first effort together I cracked a few bits, then decided the design was going to be too heavy, so I clapped hands with the fuselage in between and started again. I had the chance to test fly at Brownhills the weekend before and trimming and takeoffs saw much prop damage. I had anticipated the problem and carried extra blades to Brownhills so the model was something like trimmed. To forstall any like problems at the Nats I made a couple of yogurt pot blades as standbys and sure enough Murphy's law prevailed and no problems with the prop were experienced at Boulby.



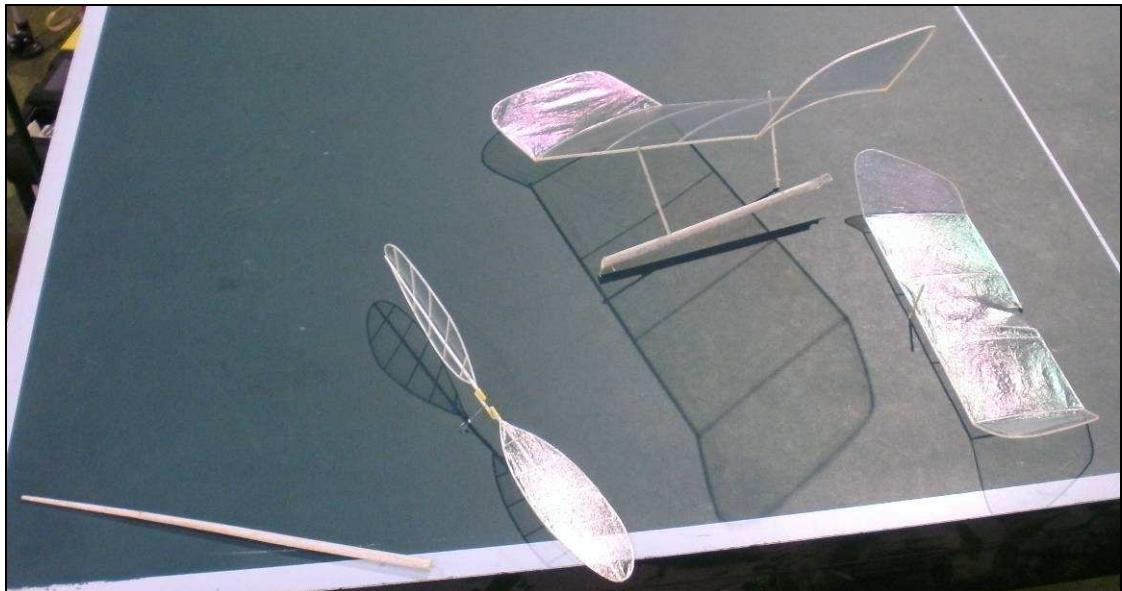
*'First Trial' my Legal Eagle*

At Boulby 'First Trial' needed a bit more trimming as it had no cruise but just flew down as the motor ran down. I had made the tailplane incidence adjustable by only sticking the L/E and having a pin and tube for rear end adjustments. I decreased the tail incidence and put in a little downthrust and got the trim near enough to make three flights. I only got my times up to just over the 1-30 mark but managed third spot in the comp. There was no great merit in 3<sup>rd</sup> place as only three people returned times. But I was pleased to have flown.

I'll finish this epistle with a few random pictures.



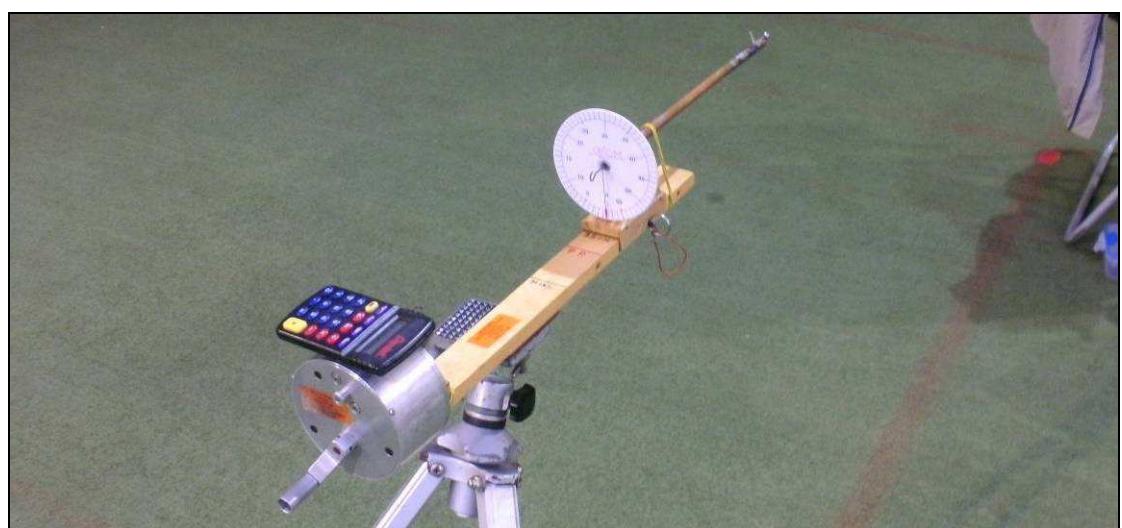
*A general view of the much cluttered Pit Area*



Component parts of a 35cm model awaiting assembly



John Shaw's F1D model



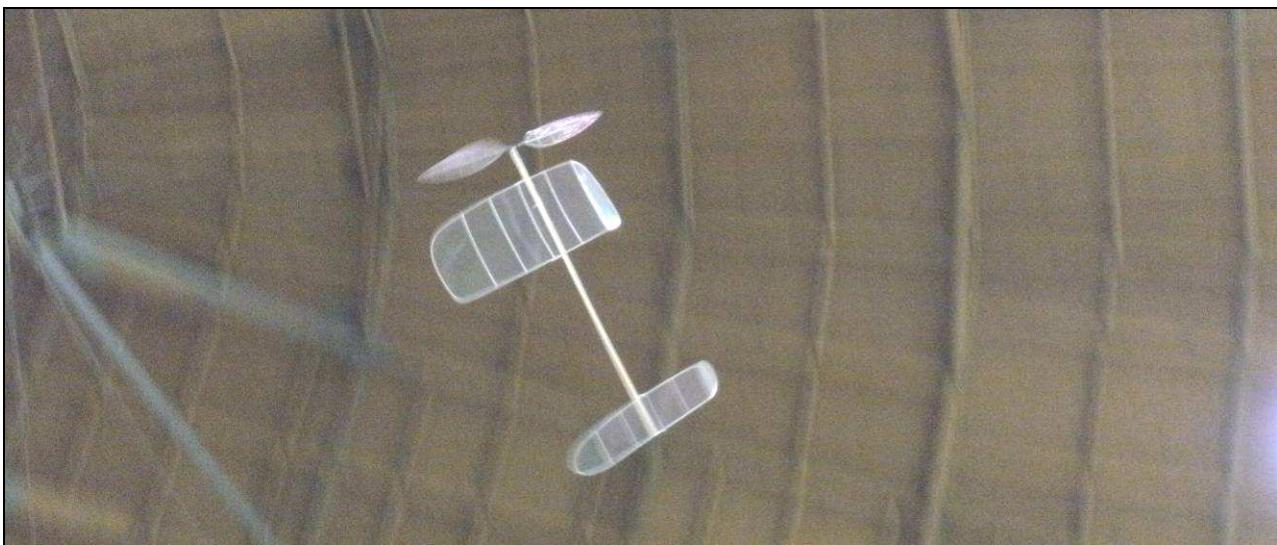
John's motor winding jig, winder, counter and torque meter



Clive King fits his F1D 1/3<sup>rd</sup> motor before releasing the model over the pits barrier wall



Mark Benns readies a model for flight



A 35cm model circles overhead silhouetted against the domed wooden structure of the roof. On the left of the picture you can just about make out the bracing bars and wires of the centre roof supports. A significant hazard if you got too enthusiastic with your rubber motor selection, like I did last year. A few living room stick models used this upper area and most managed to get away with it including one Cat II ceiling British Record flight of 7-28 by R.O'Neill.

*John Andrews*

Noted contest flyer GEOF LEFEVER here presents a most attractive and vice-less Wakefield design. His comprehensive notes will enable you to duplicate this really successful model



THIS model is the result of logical development of a line of Wakefields. First started when the amount of rubber used was in the region of 50 per cent, of the total weight, they have been modified and redesigned as made necessary by subsequent reductions in the amount of rubber that could be used. The *Oltair* (M.A. Plan 258) was designed to accommodate 80 gm. (2.8 oz.) of rubber, and was flown in the 1956 Wakefield Cup contest. *Fevair* retained many of the features incorporated in *Oltair*, but modifications were made to take advantage of the new rubber weight reduction to 50 gm. (1.75 oz.). The result was a much cleaner design with detail refinements which resulted in a performance comparing very favourably with the 80 gm. Motor Wakefield.

The average evening performance of *Oltair* was in the region of 3.30 – 4.00 min., whereas the performance of *Fevair* is between 3.15 and 3.30 min.

Modellers who cannot afford to spend several seasons developing a design, may well find *Fevair* a good basis for further development. The design is completely free from vices and will prove to be a most simple model to trim for contest performance, providing the following points are religiously adhered to.

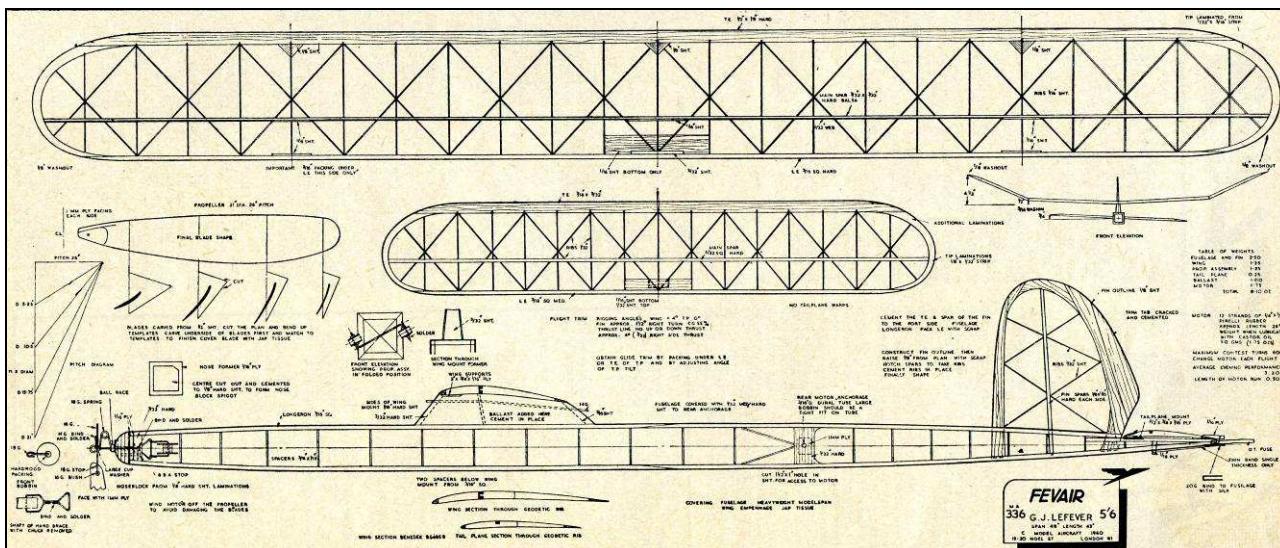
The rigging angles should be carefully checked, and with the e.g. in the position shown, no more than 1/32 in. packing under the L.E. or T.E. of the tailplane will be required for final trim.

The tailplane mount is fixed so that the tailplane is not horizontal. The starboard tip being raised to give right turn. This gives right hand turn proportional to the lift generated by the tailplane, and is far less sensitive to changes in flight speed between power and glide, than rudder turn. A small amount of trim tab turn will be needed, but this should be used sparingly. The tailplane and fin should be free from warps but the warps which are built into the wing are most important. A small amount of washout, (approximately 1/8<sup>th</sup> of packing under the T.E.), should be built into both wingtips. The port wing inner panel should be flat, while the starboard wing inner panel (i.e. the inside wing when the model is turning to the right on climb and glide), should be given 3/16<sup>th</sup> in. washin. The model cannot be trimmed properly without these warps.

A schedule of weights of the component parts of the model is given on the plan. These should be followed fairly closely as a wing or tailplane which is much lighter than tabled will not be strong enough. On the other hand a propeller assembly which varies much from the given weight will affect the rigging angles and alter the trim. The model should certainly not be overweight or the performance will be seriously affected. The contest performance can only be achieved with first class rubber motors. Each batch of rubber varies in quality and must therefore be tested before being made up into motors for contest work. Also each batch varies in density and cross sectional area, therefore, motors can only be made up by weight. Allowing 2 or 3 gms. for lubricant, the skein is cut up into lengths weighing about 47gms. each. When these lengths are made up into 12-strand motors, the length will be in the region of 26 in. It is a sound practice to keep each motor in a small labelled polythene bag. A note of the date, batch, number of times used and number of turns applied can be noted on the label and the motor is always returned to the same bag after use. Motors last much longer this way and, of course, it is invaluable for contest work to be able to see the history of each motor at a glance. With the exception of the quality of the rubber, the final performance of the model will depend on the efficiency of the propeller more than on any other single factor. Care should be taken to ensure that the pitch is correct and the blades well balanced. It will be found that an extra coat of dope on one blade will usually provide the final balance. The blades should be quite thin and very light. Because of this it is advisable to remove the propeller assembly before winding the motor, thus avoiding any risk of damage to the blades.

Many rubber powered models have their appearance, and also no doubt their performance, spoilt by having folding propellers whose blades do not fold neatly along the sides of the fuselage.

The easiest way to ensure a neat fold is as follows: when the propeller assembly is almost completed, but before the brass bushes are cemented into the blades, assemble the unit and fix the nose-block into place on the fuselage. Hold the blades in the folded position against the sides of the fuselage with thin bands. The bushes can now be cemented, making sure that the pitch is not affected, this way the blades will always fold perfectly. Remember to oil the main shaft and the ball race before each outing. It makes a lot of difference to smooth running.



The building of *Fevair* is quite simple and will present no problem to a fairly experienced modeller. The notes on the plan providing sufficient building instructions. There really is no substitute for Japanese tissue for this type of model, and it is obtainable if you really try. Two coats of glider dope will be sufficient for the wing, tailplane and fin. I have found that heavyweight Modelspan is ideal for the fuselage. It is tough enough to strengthen the thin sheet and if black is used, will not show marks made by hands that have just handled lubricated motors. Some will say that black is not a good colour as it gets very hot in the sun. This is true, but a motor should not be left in a model that is left in the sun, and in any case, strong sunshine does not do the model much good. This objection apart, black is a most practical colour and excellent for visibility. The propeller blades should be covered with Jap tissue and after several coats of dope may be polished with metal polish.

Provided that the rigging angles, warps and weights are followed carefully trimming will present no problems. It is not a good idea to hand-wind the motor by the propeller as it is not designed for this kind of treatment. One hundred turns should result in a safe, slow, right-hand climb with the propeller folding at the top and not on the way down. With the stop adjusted to retain about 40 turns on the motor, this should be the flight pattern. Increase the turns slowly and when the model is getting quite high the glide can be "ironed out." Initial trimming should be carried out in the calm evening or morning air. Do not trim the glide too near to a stall in calm conditions or a stall will develop when flying in a wind. Maximum turns are in the region of 600, but should be approached very carefully. Not every batch of rubber will give a maximum as high as this, and for normal non-contest flying a maximum of 500 will result in motors lasting much longer. The motor run with 600 turns will be in the region of 50 sees, giving an average late evening performance around 3:20.

A fuse dethermaliser has always been used on *Fevair* but I would suggest that a Tatone d.t. timer could well be fitted on the wing mount in place of some ballast. This will take much of the drudgery out of contest flying and the added accuracy could well mean the difference between winning or losing a contest.

*Geof Lefever*

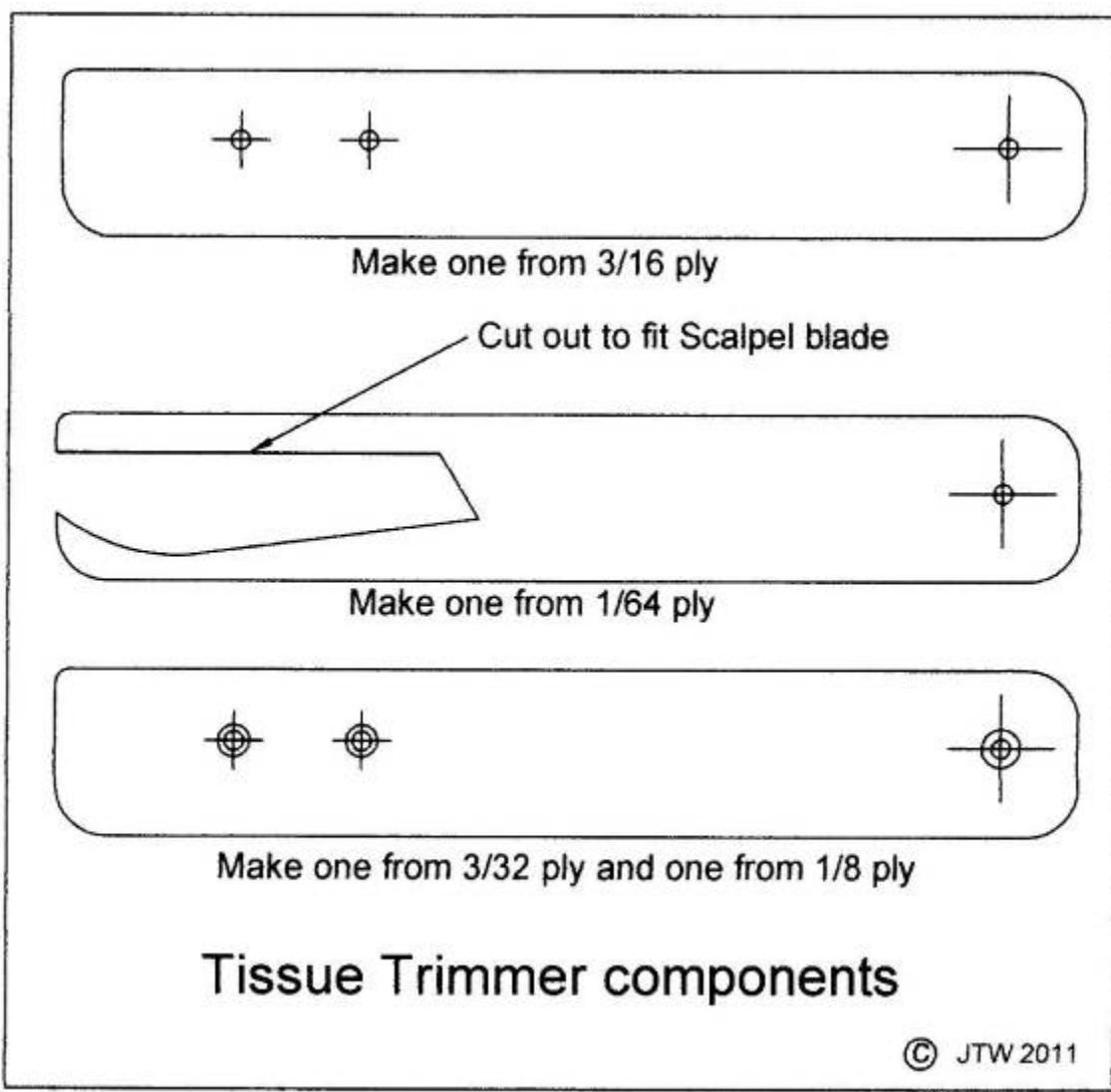
**Editors note:** This model could make a superb BMFA 50gm competitor.

**Tissue Trimmer:**

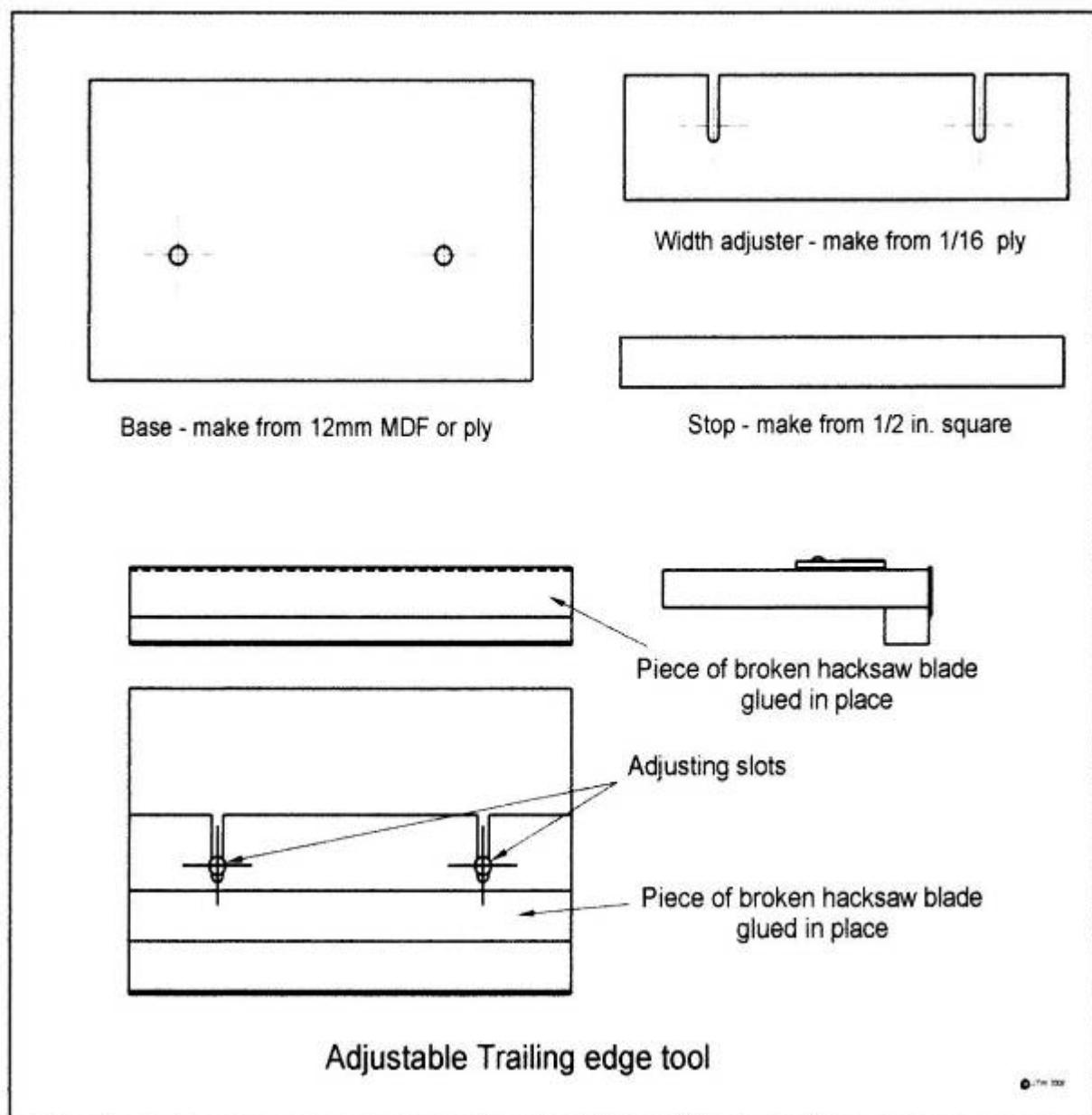
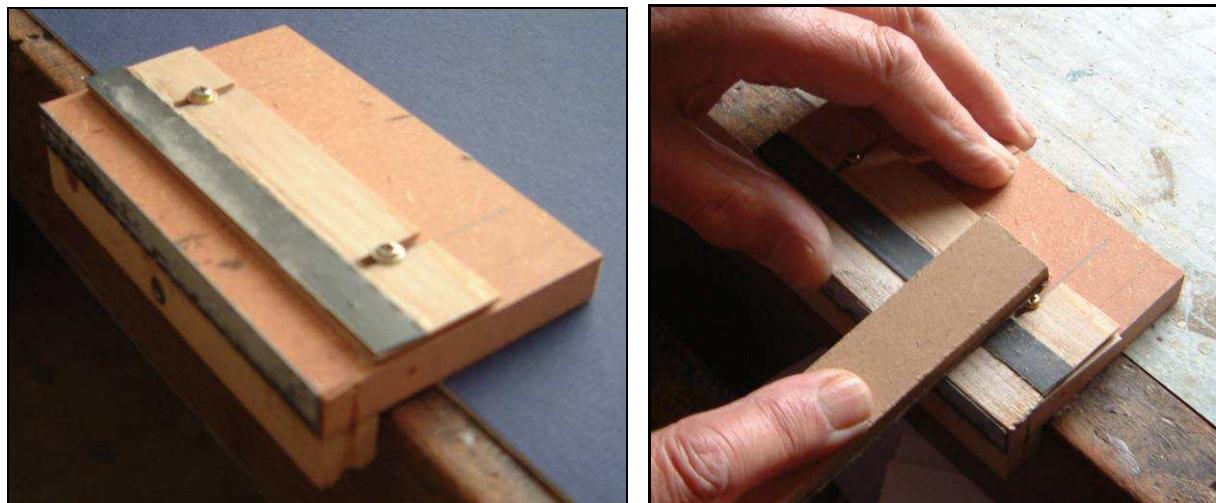
I like to seal fuselage tissue covering by folding it over top and bottom by the same width as the longerons. To do that accurately I came up with the tool shown below. The drawing shows the full-size components, which may be used as templates. The blade holder should be glued to the top component. The components are joined by No.4 CSK brass screws. The one shown is for a right-handed person. Gluing the blade holder on the other side of the top component will make a left-handed version. The blade shown is a No 22A but any blade with a curved cutting edge can be used.

When in use it is essential to keep the part of the tissue being trimmed in contact with a flat surface and the side of the trimmer in contact with the fuselage. I find it produces a very neat finish and effectively seals the covering so there is no tendency for it to peel.

I also found recently that Mylar could be stuck on effectively with Pritt Stick! It is easier to use than thinned Evostick or Balsaloc.

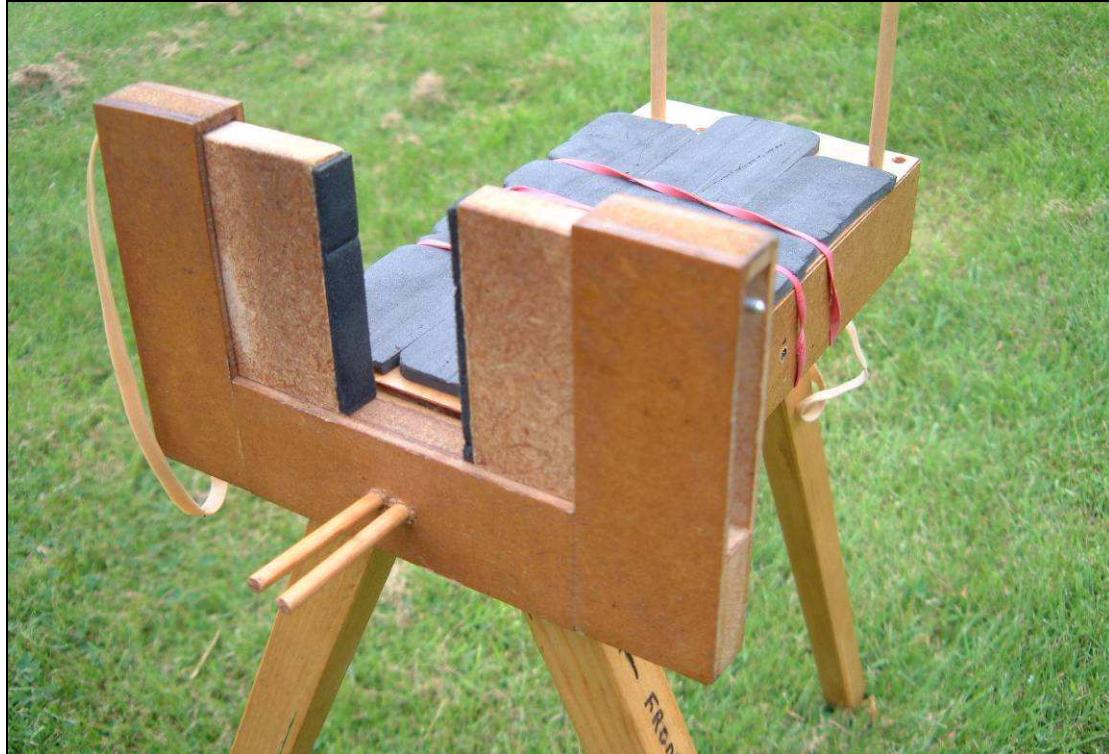


## Trailing Edge Tool:



**Power Model Stooge:**

A modeller friend asked me if I would make him a stooge to hold his power models, as he was becoming wary of holding them while tuning the engine, so I designed and made him the one shown below. It is easy to make and holds the model firmly in place while starting and tuning the engine. Much safer than holding the model in ones hand!



If anyone wants details of construction contact me on [jandiworsley@o2.co.uk](mailto:jandiworsley@o2.co.uk)

*John Worsley*

## St Alban's Open Glider

By Richard Henderson

**Number  
96a**

**designed . . .**  
by the experts  
of one of the  
leading clubs

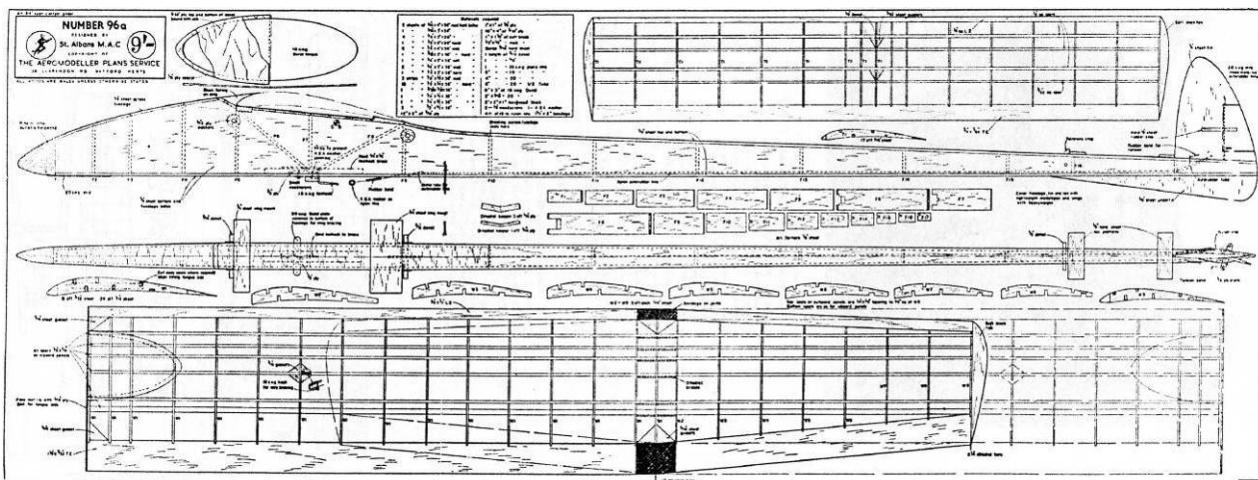
**proved . . .**  
in three contest  
seasons

**easy . . .**  
to build and fly  
with simple lines  
for inexpensive  
and very quick  
construction

At right: is the tail tip-up for detethering, a vital operation, which maximizes - making design as the Number 96a. Note auto-rudder tab set for left turn on the glide.

FULL SIZE COPIES OF THIS 1/16th SCALE F

In the late fifties a consortium of the club's leading competition members, B.Cox, J.Simeons, I.Crawshaw, D.Tipper and G.Fuller designed an 84inch span open glider called the "Number 96a".The model was successfully developed through eight prototypes and aluminium templates were manufactured at the local aircraft factory to simplify construction for club members. The name of course, came from the club's address, 96a Victoria Street.



Competition wise the model was very successful over a number of years.

1st place at South Midland Area Rally for three years,  
and for the 1959 and 1960 "Model Engineer" Cup,  
2nd place at the 1959 Devon Rally and Croydon Slope Soaring Rally,  
and 3rd place at the 1959 Surbiton Gala.

Plans of the glider were sold to the "Aero Modeller" for ten guineas and published in February 1962.

(Extract from)

("St Albans Model Aero Club. A History Of The Club 1910 - 2000" Page:23)

*Richard Henderson*

## TOPICAL TWISTS

by Pylonius

### Branching Out

We modellers have been exhorted to get together more. Great though the gulf that divides the free flighter from control liner, and indoor flyer from the radio pylon fan, we are brothers under the skin, be it microfilm, tissue or plastic, all sharing a common pursuit.

Quite right, too, I thought. That radio flyer may not be a rich banker or the bloke who robs him, but just an ordinary poor bloke like myself who just happens to keep his wife very firmly in her financial place. And that control line chap; he may be quite civilised really – might listen to Beethoven and read poetry. Who knows? They may be approachable. Why not give it a try?

Nothing lost, I took the plunge. Holding my rubber model as a badge of identity I strode boldly over to the group of radio flyers.

“Good afternoon . . .”

“You can't fly that thing here. This is strictly radio.”

“I had no intention of doing so. I . . .”

“Come to that, you have no right to be on the take off area at all. It says it quite clearly in the flying field rules: flyers and helpers only.”

“But I come in a spirit of detente.”

“I don't care what fuel you're using. Off.”

Bloody but unbowed, I next made my way to the control line circle.

“Good afternoon.”

“Can't you see I'm lap counting.”

“Well, I only want to ask a few friendly questions.”

“You won't if you stand there. You need a head for that sort of thing.”

“Sorry, I was only trying to find out what C/L is all about.”

“That's all right. Come back when we're not so busy.”

Not all that encouraged by my progress so far, and not wishing to look in on the Indoor flyers in case I opened the door too quickly and brought about a general catastrophe. I decided that 'togetherness' between the various branches of the hobby needed the services of a Kissinger if any sort of rapport was possible. Meantime it was back to the old desperate factions and the usual acres of flying field betwixt our pet obsessions.

### Narrow Mindedness

One particular authority, floundering about in the mire of bureaucratic restriction, has introduced a 'toy size' limit of 36in. wing span on model aircraft using it's open spaces.

This is something of a blow, particularly in these days of high aspect ratios, but the ruling, however silly, could be taken as a challenge. It is surely not beyond the ingenuity of model flyers who get out of sight flights on 10 grammes of rubber strip, to produce a viable Wakefield or A/2 within that span limit. Could be the basis of an exciting club contest – or even a national one.



## Picture Gallery



Spencer Willis's Thermaleer



Geoff Kent and his Shorty glider



Trevor Grey chats to Chris Strachan taking it easy with his 'Zero' in his lap

Pictures from Spencer Willis



### A Montage of Timperley Model Flyers with their Wakefields

Left to right, top to bottom

John Wingate and 'Itsme'

Chris Hawk and 'Gypsy'

Ron Brownson and 'Northern Arrow'

Dennis Bean and '36 Copland'

Pictures from Gerry Ferrer



Your Editor on the Hong Kong model clubs flying field at Sha Tin in 1956  
Myself with Vincent Wong's S/C Radio model, Vincent right was model shop owner

The flying field was a couple of stops up the railway Kowloon side after passing through the mountain. We used to sit in the rear coach looking out of the rear and watch the entrance to the tunnel slowly disappear due to the rise of the railway track in the tunnel centre. An eerie feeling.



Vincent's model shop 'Radar Co Ltd' at 2 Observatory Road, Kowloon  
He advertised in the Aeromodeller.



The Vic Smeed 'Popsy'. Brushless electric and radio at the moment. Although it is trimmed for free flight when I put a timer on it. It flies a lot better than my Tomboy.



Buckeridge Lightweight, found by a farmer 16 miles from its launch point (Salisbury Plain). I forgot to set the D/T of course. It landed the other side of Longleat. I reckon it must have flown 1hr 20mins. Its a shame it was not the fly off.

*Jim Paton*

Sunday July 10<sup>th</sup> Barkston Heath airfield for the BMFA 6<sup>th</sup> Area meeting. I took with me my 'Pinochio' and my repaired 'Hep-Cat' to fly in mini vintage. The ever present Walt Hodkinson was on the gate to lift the barrier and I was soon set up alongside Mike Turner and raring to go. The metcheck forecast had been good with light winds and I was surprised not to see more competitors, I knew my Timperley club-mates were intending to compete at Church Fenton so that accounted for a few absentees.

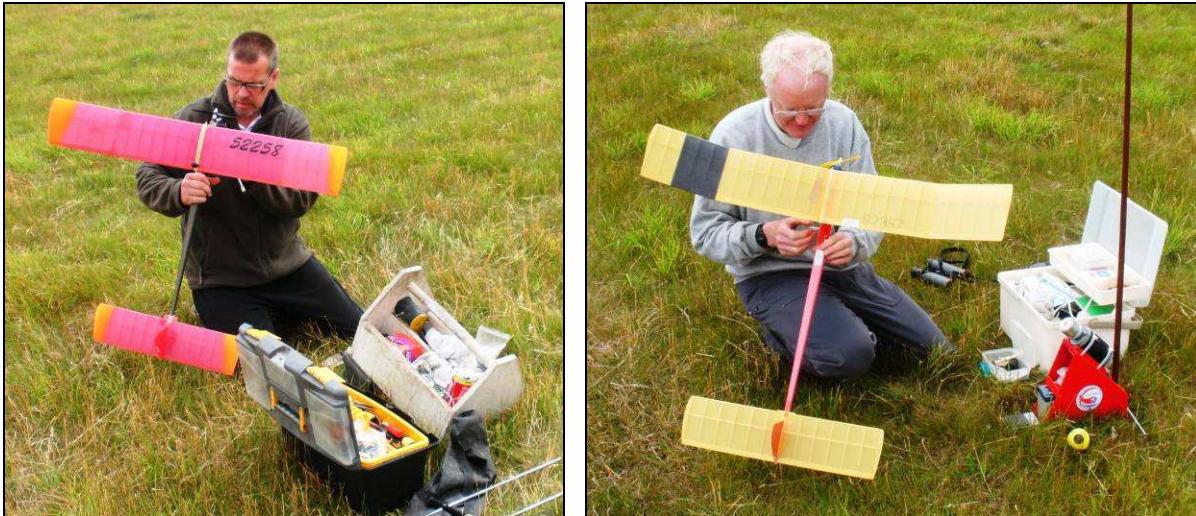
I put the 'Pinochio' together and had a short test flight which stalled and wallowed about. A significant warp had developed on the L/H wing tip but as there was no way to straighten it I just packed the tail plane to get rid of the stall and had another test flight with over half turns on. The model climbed away well, still with a dutch roll wallow but picked up a boomer and was soon way up and fading fast. I had not got my binoculars with me but I did manage to keep the model in sight until it D/T'd then I lost sight of it about halfway down. I took a line on it and thinking that the model would probably on the edge of the field, I went round in the car to search. I was right, the model was still on field and I was only about 100yds off line and soon was back at base with the 'Pinochio'.

Flushed with success I rushed off and entered then, with Walter Hodkinson on the watch, I wound for my first comp flight. The air felt warm when I cast the 'Pinochio' skyward but it was not my day. The wind had veered and my model went off over the control tower heading for the hanger, there was no lift over there and I was down in little over 1-30. No longer being in the running I re-trimmed my repaired 'Hep-Cat' and completed my flights with that. I did find good air on my final flight so my total was not too bad and may get a few Plugge Cup points for Timperley.



Mike Turner launching Keith Horry's Wakefield 'Horry'

Mike Turner was trimming the late Keith Horry's own wakefield with the object of competing with it at the August Championships at Wallop. The model had not been flown for some years and Mike had no information as to rubber required etc. so he was starting from scratch. His cause was not helped by the fact that the model came complete with two fins for him to choose from. By mid afternoon Mike seemed to have the 'Horry' performing respectably, should be ready for Wallop.



I hung around for the fly-offs and snapped Frank Rushby and Pete Watson setting up what appear to be 'Top Banana's' for the mini vintage fly-off. Both were powered by Cox .049's with diesel cylinder heads fitted. Pete confided in me that he had had trimming difficulties all day and his only working solution was fitting the prop on back to front.

*John Andrews*

### Letters to the Editor

Hello John,

I have been reading past issues of Clarion and Sam Speaks. There has been a lot of discussion there (and in other sources) about keeping the model off prohibited areas around flying venues, and also how to keep models within the boundaries of the field in fly-offs. The fly-off solutions all seem very unsatisfactory. The most popular seems to be timed DT. Recently, my local club has had complaints of overflying an adjacent caravan site. I think radio DT is now a major advance towards improving these situations. Last year I fitted an "Aeris" radio DT to the 50g rubber model I built. It works a treat and simplifies trimming and avoiding bad landings (crashes). However, it now languishes in its box until it is officially allowed at area centralised meetings. I am off to Old Warden at the week-end. This is an ideal situation for radio DT. It is a very confined free flight area and there has been serious hassle with the neighbouring farms. The system is very light. Of course it is not cheap, but buying a replacement Mills is now in the £100 region on eBay. Last

year I made a return trip to collect my model found by a local farmer. It cost me about £50 in fuel. I have no doubt purists won't be keen, but it is a whole world better than Radio Assist, as the flight is still "free". Fly-offs could be timed and restricted to landing in the field or some other specified area. I think its use in the future is inevitable.

*Regards  
Jim Paton*

Hi John

I seldom respond to these sort of things but wanted to indicate my support to your comments in the latest newsletter. (July editorial)

I fly both vintage and sport models R/C and F/F.

I am a sport only. Poor health has made me decide that I can no longer do F/F but I can continue to fly vintage models in a free-flight style.

It is inevitable that R/C will dominate our hobby.

I think this spirit is best embraced in the "sticks and tissue" newsletter.

The new technology is fantastic and would have been used if available in the 40's.

*Kind regards  
Steve Edwards*

### **Radio Assisted Free-flight**

Andy Brough

Finished guidelines jointly produced by the BMFA and Sam 35 have been issued.

I think it is self explanatory and much needed to allow the use of modern technology to especially help those who are no longer able or have limited mobility, to enjoy the basic attributes of free flight, that of trimming a model to fly itself. In this case of course, control is available but should be limited to easier retrieval, the avoidance of flyways or prevention of flying out of the site. It is certainly not a green light to fly a radio model from a free flight flight line. Operated sensitively this should encourage many modellers to keep flying and even bring in new modellers who have never flown a self trimmed model.

Radio Assisted Free Flight is a form of flying which is very suitable for those still interested in free flight, but who have limited mobility or indeed wish to take up free flight but are not physically able to retrieve.

The arrival of both 2.4GHz radio and micro equipment at very reasonable prices has provided the possibilities to add radio to any type of model and for it to be flown without the need for traditional flight line control. Vintage enthusiasts were quick to see the opportunity to fit the equipment to free flight models to allow them to be flown on smaller sites and to avoid the long walk to retrieve. The vintage community tend to be at the older end of the general modelling population so this feature is very attractive.

Indeed I'm sure many club sites have a number of such models on their patch flying in circuits along with the 'proper' radio models. However, as vintage modellers like to gather at free flight meetings issues then arise as to what can and can't be done. Clearly, just turning up and flying a radio model in the midst of a group of free flight modellers is not acceptable!

Therefore Sam 35 and the BMFA have come up with a set of guidelines applicable for this type of model flying. The normal guidelines for radio flying are not applicable for two main reasons; you must not fly circuits in front of the flight line and the fact that models drift downwind means modellers will cross the flight line. The guidelines address these issues along with the amount of control allowed and organisation.

### BMFA Radio Assisted Free Flight Guidelines

1. Models must be free flight models in original design and concept with radio fitted solely to assist in trimming and recovery. Models must be operated in a 'free flight' manner with a clear climb to height followed by a glide phase.
2. Radio assist is limited to rudder plus one other function (which must be either elevator or throttle). Additional channels may be used, but only as a motor cut off and/or to activate a dethermaliser.
3. Only legal 2.4GHz radio equipment to be used.
4. Only fly on sites that are clear with adequate open space in compliance with any local rules or conditions and with due consideration for other people and property.
5. When radio assisted free flight is taking place on a multi use site, it is important that one person is nominated to co-ordinate the activity and liaise with other site users.

Note: where a group of flyers wish to fly assisted free flight one would expect their flight line to be adjacent to the free flight line, a precedent set by the FAIR rocket flyers who also fly assisted rocket launched gliders.

*Andy Brough*

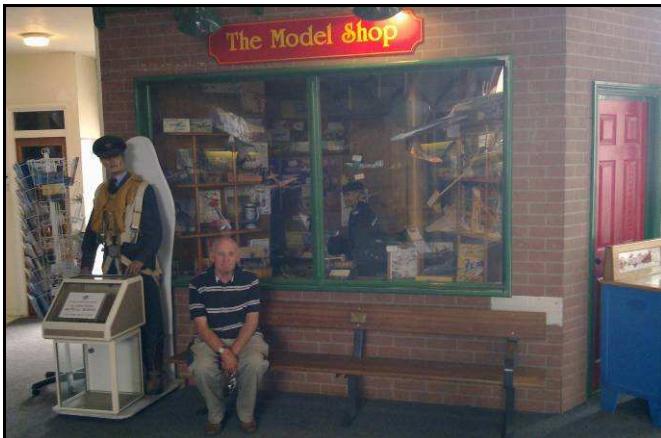
### Model Shop within Solent Sky Museum

- Roger Newman

When I took a load of plans for scanning to Derick Scott earlier this year, for whatever reason the talk got around to Museums and related topics. Anyway, to cut a long story short, as well as having an extensive collection of Frog plans, Derick also has many other bits & pieces - amongst which was a full size image of an old Frog model shop promotional banner. He kindly printed a couple of copies after listening to me carrying on about the Model Shop display housed in the Solent Sky Museum at Southampton, as I guessed it would be of interest to the guys who have put that display together.

You may recall at the back end of last year, a visit was made to Pam Urquart (daughter of H J Towner) & she very kindly gave me one of H J Towner's models - a Macchi M33. The full size version raced in the Schneider Trophy races in the 1920's. I got in touch with the Museum in the Spring & by coincidence this year is

the 80<sup>th</sup> anniversary of when this country won the trophy outright with the Supermarine S6B - a full size original of which now resides in the Solent Sky museum. They were delighted to have the model & Pam was very pleased that it had found a good home. So on the back of that visit, another contact was made & a further visit arranged to donate the Frog banners.



Dennis Underwood & I finally made it last week & before meeting with David Carpenter, who has been the driving force behind the Model Shop display, we had a quick look round as Dennis had never been to the museum. Just inside the entrance is a small display featuring the M33 model & a later Macchi M39 model, as a precursor to a larger display that will be touring the local area later this year to celebrate the 80<sup>th</sup> anniversary event.



David then arrived & we spent the next hour in his company whilst he explained the origins of the model shop & its contents - quite fascinating. It all started due to the presence of Wilmot Mansour in Totton (part of Southampton), who of course were the creators of the Jetex range of products. David had collected quite a bit of Jetex & Frog related aeromodelling plans, kits, models & engines. On researching further, he found that Mike Ingram & Peter Cock (both of whom were employed by Wilmot Mansour) still lived in Southampton. Both also possessed Jetex related modelling goods - from plans to complete kits & generously donated them to David. A display was initially set up for the annual Netley Marsh Steam Fair, which then evolved into a larger display within the Museum. As the Museum expanded & moved into a newer building, space was found to construct a replica model shop front. David proceeded to fill it with models & kits arranged as a model shop should be! Not content with that, he managed to contact Bert Judge, who worked for Wilmot Mansour before moving to Frog & Bert very kindly donated more Frog related

products to add to David's own quite large collection. So now we have a splendid example of nostalgia which certainly gets a lot of attention from visitors to the Museum & gives a lot of pleasure to those who have contributed to the whole project.

As a foot note, for a mere £220 or so, you can purchase an ARTF Kyosho M33 kit for RC - see photo. Looks good but not my cup of tea!



If any of you are in the Southampton area with a few hours to spare, I recommend a visit to the Museum as it encompasses a very good display of full size aircraft as well as many models and a great deal of information about aviation in Hampshire, including - of course - much about the Spitfire. Look at [www.spitfireonline.co.uk](http://www.spitfireonline.co.uk) for details. Southampton City Council has recently unveiled plans for a £8m museum celebrating Southampton's maritime and aviation history. The Aeronautica attraction, based at the docks, would house historic aircraft and ships linked to the city. It would eventually replace the current Solent Sky Museum & (quote) could open by 2015! I have my doubts but if it goes ahead, there will have to be a massive effort to move all the exhibits & archives currently contained within the Solent Sky premises.

Roger Newman

### Tailless Results & 8oz Standings

Spencer Willis

#### Tailless

The entries are down this year. Five out of the six comps were blow outs. This prevented three new tailless recruits from risking their new models in the horrible conditions.

At the last event to count we had a draw for first place between Peter Woodhouse and Michael Marshall, so a fly off was needed but Michael hadn't

brought his model to Sculthorpe. So Peter just did a token flight to win. In third place was Chris Strachan with nine points. I look forward to more competitors and better weather next year. It couldn't be worse could it? By the way scoring is taken from the best three events.

### Tailless League Results

Entrant	Nats		Oxford 1		5 <sup>th</sup> Area		Oxford 2		Odiham		E Anglian		Total
	Place	Bonus	Place	Bonus	Place	Bonus	Place	Bonus	Place	Bonus	Place	Bonus	
P Woodhouse	2	1									4	3	<b>10</b>
M Marshall					1	0	5	4					<b>10</b>
C Strachan					2	1	2	1			2	1	<b>9</b>
J Kay	4	3											<b>7</b>
A Longhurst							4	3					<b>7</b>
R Mosley	3	2											<b>5</b>
C Foster											3	2	<b>5</b>
T Thorn							1	0	1	0			<b>2</b>
K Harrison	1	0											<b>1</b>
D Brawn			1	0									<b>1</b>
S Firth											1	0	<b>1</b>



Pete Woodhouse Winner



New Tailless recruit Geoff Kent

### 8oz Wakefield League Standings

Entrant	Croydon		Nats		Odiham		Timperly		SAM Champs		Total
	Place	Bonus	Place	Bonus	Place	Bonus	Place	Bonus	Place	Bonus	
M Turner	7	6									<b>13</b>
M Howick	6	5									<b>11</b>
M Sanderson			6	5							<b>11</b>
P Brown	2	1	4	3							<b>10</b>
B Stout	5	4									<b>9</b>
D Taylor			5	4							<b>9</b>
R Marking	4	3									<b>7</b>
C Hawk	3	2									<b>5</b>
P Jackson			3	2							<b>5</b>
T Rushby			2	1							<b>3</b>
D Beales	1	0									<b>1</b>
R Biddlecome			1	0							<b>1</b>

Spencer Willis

Back in 2008, on looking at the remains of my 1949 10 foot canard glider, I came to the conclusion that I either needed to scrap it altogether or restore it in time for its sixtieth birthday the following year.



Having decided on the latter course of action, I then spent quite a bit of time on repairs. Firstly removing the heavily black doped rag tissue from the fuselage which, apart from a few missing or broken spacers, was still practically intact.



After replacing these, mending the odd broken longeron and rebinding some of the side mounted tow hooks in place, it was time to start on the 2 wing halves. These were in a rather tattier state, with various ribs and wing tip parts missing or broken. I used intact ribs and wing tip sections as templates to cut out replacements for the missing pieces. Broken sections of leading edge sheeting also needed replacing and new wing joiners had to be made, this time from aluminium sheet and plywood laminated together. I thought the original three sixteenth ply ones were insufficiently strong for the job.



The 2 halves of the forward elevator had apparently suffered the most damage during the model's long lay off and especially their tip sections had to be rebuilt

almost from scratch using an old photo as a guide. Even so, I was still able to incorporate a number of dusty old parts into the new structures. For this re-build I decided to use White Mikelenta tissue as covering for both the fuselage and the flying surfaces but once again finishing the fuselage with black glossy dope. The final job was to glue the massive wing platform back onto the equally massive fin and fit some sort of rudder.



I reckon the whole operation was spread over about 8 months. I brought it to both the 2009 and 2010 Eurochamps at Middle Wallop but on each occasion I considered the wind to be too strong for trimming. I don't remember ever having towed it up successfully on the line back in 1949 at Fairlop. It mystifies me how I managed to get it there on the London Underground in those days, as I then had no model box large enough to take it. I built a special heavy duty box to put it in when we moved to the Isle of Wight 25 years ago and it now resides in a somewhat lighter 8 foot box which I made for my unsuccessful ten foot open rubber fly off model some years back. I intend to bring it once again to Middle Wallop this August and put it up for sale as I'm sure none of my offspring or grandchildren would be interested in taking it on. Who wants to buy the ugliest bird ever, going cheap cheap?

Maybe I should advertise it on twitter.

John H White

This month sees the closure of my local Copy Shop due to a severe downturn in business this year. It has been successfully run for many years as a subsidiary of an architects practice, but with the collapse of construction projects the practice has been forced to reduce its costs - hence the closure.

So far I've not been able to find an economic alternative within easy travelling distance - the nearest being a 26 mile round trip. The current one is only 9 miles, which I've subsidised since we started the plans project by not charging any travel costs, but 26 miles is too much. This means only digital files of requested plans will be available whilst other possibilities are explored. One small plus - over the years there have been a few defaulters who have not bothered to pay for printed plans - I won't have to worry about that now.

The digital files, if the original plan was listed in our DBHL library, will continue to be supplied at no cost. However, if the plan is listed on the Co-op website but not in our DBHL list, then the digital file can be purchased direct from the Co-op website. Only a modest charge is made to cover web & storage costs. See details at [www.co-op-plans.com](http://www.co-op-plans.com).

Last month I mentioned donations - my thanks to "Rob" who kindly sent me some Flying Models magazines, which will be passed to our Librarian. On the plans side, if you have any plans that are not listed, you can choose to donate them in exchange for your "wants" on a "1 for 1" basis.

Now - a request for feedback. We have a large backlog of plans still to be scanned. The question being debated is "how much clean-up should be applied to digitised images?" Opinions vary from (my) pragmatic view "that if there is enough clarity to build, then a clean-up is not necessary" to "we need to make the scanned image as good as possible before putting it on the website". This latter approach - by definition requires a lot of man-hours potentially spent and as the time is all by volunteer effort, there must be a limit. A middle compromise path might be to have an arbitrary view of what constitutes "acceptable" once scanned & only clean up those images that are less than "acceptable". Your views would be welcome - as usual you can contact me via email.

Finally - a separate request for help. When listing the details of any given plan, I try to get the data as correct as possible by consulting whatever reference material exists in my possession, but inevitably there are omissions & errors. Does anyone have or know the whereabouts of a full list of plans published by Aeromodeller & Model Aircraft - inclusive of the original plan reference e.g. FSP 234 & date of publication? The recourse is to refer to printed copies of these magazines but mine are all stacked away & not easy to drag out. Any info in digital form would be useful.

Roger Newman

**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 31<sup>st</sup> 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](mailto:rogerknewman@yahoo.com),  
quoting Plan Name & I.D. number (1<sup>st</sup> & 2<sup>nd</sup> 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](http://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.

**2011 WESSEX TOMBOY LEAGUE COMPETITION**  
updated August 2011

March 27 <sup>th</sup> Sunday	Wessex League	Tomboy Round 1	WMAC	Cashmoor
May 1 <sup>st</sup> Sunday	Wessex League	Tomboy Round 2	Wincanton Falcons	Templecombe
June 5 <sup>th</sup> Sunday	Wessex League	Tomboy Round 3	venue to be advised	
August 20 <sup>th</sup> *Saturday*	Wessex League	Tomboy Round 4	Marlborough MFC	Collingbourne Kingston
October 1 <sup>st</sup> Saturday	Wessex League	Tomboy Round 5	WMAC	Cashmoor

**Best 4 scores to count.**

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

\*If wet Rd4 will be run on Sunday August 21<sup>st</sup>.

Chris Hague/James Parry

**2011 WESSEX LEAGUE  
CONTROL LINE MINI SPEED COMPETITION**

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

Click on [www.wessexami.co.uk](http://www.wessexami.co.uk) to find out more.

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

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

**Best 4 scores to count.**

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

Chris Hague/James Parry

**Indoor Flying with the South Birmingham MAC**  
**Free Flight Only**  
**Thorns Leisure Centre, Stockwell Ave.**  
Off Thorns Road - Quarry Bank - West Midlands - DY5 2NU  
Saturdays 1pm until 4pm

Lulu 2011 International Postal Competition

April 1st. - October 31st. 2011.

**Rules** - Models must be John Barkers 50" Lulu, Nexus plan G338 or the 30" Lulu baby, or any scaled down version of 50" Lulu. I can supply a plan and suggested modifications help sheet if required. Also the Lulu baby plan.

Permitted alterations - auto rudder, dethermaliser, towhook repositioned or adjustable, strengthening of main spar, mylar or plastic covering (if you must).  
Help sheet of notes on above available.

Help sheet of notes on above available  
Tuesday

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

metres  
Flight

**Flights**  
3x90 seconds. If 3 maxes are scored make a further flight of unlimited duration. The first 2 flights must be made on the same day and may be doubled up from another

3 flight

competition. The flyoff flight may be made at a later date. Two attempts per flight - an attempt is a flight of 20secs. or less or a non-scoring attempt (i.e a tow in - model still attached to line). Flights must be nominated to a timekeeper beforehand. One entry per person only. No builder of the model applies. More than one person can use the same model or indeed a whole family. Lone fliers can self launch and time.

### Answers

A guaranteed 1st prize of £175 pounds and prizes for 2nd, and 3rd, and a prize for the hardest luck story or an exceptional flight if deemed appropriate. Donations gratefully accepted and acknowledged.  
Send scoresheet.

Send scoresheet  
To: Jane Howie

To :- Jane Howick, Knoll House, 69 The Street, Hindringham, Fakenham, Norfolk, NR21 0PR, or e-mail to [m.howick@btinternet.com](mailto:m.howick@btinternet.com) Any anecdotes or photos welcome. I hope you will participate - and have fun and many satisfying flights. Please make sure entries received by Nov. 15th. 2011.

## Lulu 2011 Scoresheet

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

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

Total- \_\_\_\_\_

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

### FREE-FLIGHT TRIMMING ON SALISBURY PLAIN FOR 2011

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

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

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

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

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

Courtesy of the Army Air Corp Centre, MAC

#### SUNDAY APRIL 24<sup>TH</sup> SAM 1066 Club Invitation Day

Control Line [no combat wings]+ Mini Speed.

also Tomboy 3 + Tomboy Senior Competitions  
and 3 R/C Vintage Power Duration Competitions.

#### SUNDAY MAY 8<sup>TH</sup> SAM 1066 Fun Fly and Trimming day

Control Line [no combat wings]+ Mini Speed.

also Tomboy 3 + Tomboy Senior Competitions  
and 3 R/C Vintage Power Duration Competitions

#### SUNDAY AUGUST 28<sup>TH</sup> SAM1066 Eurochamps

Control Line [no combat wings]+ Mini Speed.

also Tomboy 3 + Tomboy Senior Competitions  
and 3 R/C Vintage Power Duration Competitions.

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

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

**Because of MOD licence requirements no dogs are allowed .**

For further information contact:

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

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

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

The meetings take place at the far side of the airfield  
follow the peri-track to control



### **TIMPERLEY MODEL FLYERS WEEKEND**

**Barkston Heath 13th/14th August 2011**

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

#### **Saturday 13th---Timperley Saturday**

Free Flight Contests. 10am-5pm. To BMFA or SAM35 rules.

Mini-Vintage. Combined Tailless. Combined Vintage Wakefield.

Straight tow glider (below A2 size 75m tow-line, A2 and above 50m line)

25in-Rubber (max 25in span, 8in freewheel prop, 2 leg u/c)

Cabin-power-ratio (ratio of flight time to motor run)

#### **Sunday 14th---Timperley Gala**

Free Flight Contests. 10am-5.30pm. To BMFA rules.

Combined-Rubber. Combined-Glider. Combined-Power (excluding electric)

Vintage (power engine run 15sec). Combined HLG/CLG.

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

## **16<sup>th</sup> Peterborough Flying Aces Nationals**

**Sunday 4<sup>th</sup> Sept 2011**

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

**Open Rubber Scale:** Scale competition flown to Masefield rules

**Open CO2/Electric Scale:** "Stand off" scale against plan, plus flight profile of launch/flight/landing.

Any CO2 motor/tank permitted.

**Kit Scale:** ANY kit model, rubber powered, span 30" or less. Model judged against kit plan only.

**Jetex/Rapier Authentic Scale** Judged against model plan and flight profile

**Jetex/Rapier Profile Scale** Judged against model plan and flight profile

**P-20** 20" span and length. Maximum 8" dia. plastic prop, 6 gram motors ( may be external)

**"Junior Miss"** Rubber Duration comp. for Vic Smeed's classic design. 6 gram motor. Folding prop not essential. Note! If fitted with an 8"dia (max.) plastic prop model can also be flown in P20 event. If you cannot find a copy of the plan contact Brian Waterland on 01778 343722.

**Open Rubber Rise Off Water** Rubber Duration for floatplanes and flying boats on our 100 sq ft pond

**Cloud Tramp** 5 flights to Max agreed on day. Precision Fly Off if required

**Jetex/Rapier Duration**

**Frog Senior Rubber Power Duration** For plan send A4 sae with 1<sup>st</sup> class stamp

To: Marc Ashby, Thatched Cottage, Church Road, Leverington, Wisbech PE13 5DE

**Catapult Glider**

**Duration Rubber Ratio** Any rubber powered model with wing span 16" to 25" span (wing tip to wing tip). Flight score is total time in seconds (from three flights) divided by wing span (tip to tip) in inches.

**Table Top Precision:** Precision flight time event. Model must Rise Off Table of 1 metre diameter.

**Electric Precision** Precision flight time contest for any electric powered model

**Silent Ebeneezer** Cartoon profile models of semi-scale appearance. **Flat plate wing section.**

Power to be electric, CO2 or rubber.

**Flying Swarm** A mass launch for non electric models entered into any event during the day.

Last model down is the winner.

**Concours**

**Young Flying Aces** Any flyer who is less than 16 years old on 5th September 2010 will be awarded a 25% handicap advantage in all events.

**Awards** - Wine for 1<sup>st</sup>, scrolls for 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> **Exclusions** - No I/C or radio flying of any type.

**Proof of Insurance required for all flyers**

Parking free before 10.00 am. Grass flying site. Toilets, café and Park Visitors Centre.

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

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



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

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

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

**THE NORTH COTSWOLD MODEL AERO CLUB**  
BMFA MID-WEST 166

# 'FLY FOR FUN'

## EVENT

**AUGUST 6th & 7th**

AT



**FAR HEATH FARM**  
**MORETON-IN-MARSH**

**GLOUCESTERSHIRE**



Signposted off the A44 Moreton to Chipping Norton road

**TWO DAYS OF MODEL AIRCRAFT FLYING:  
RADIO CONTROL SPORT,  
SCALE, AEROBATICS, GLIDERS,  
ELECTRICS, ETC. ALSO-  
CONTROL LINE  
AND  
SMALL FIELD FREEFLIGHT  
+**  
**RC FLYING 'OFF THE PEG' ALL WEEKEND  
(PILOT'S PROOF OF INSURANCE  
REQUIRED.)**  
→  
**SPECTATORS AND FLYERS  
WELCOME,  
COME AND JOIN IN THE FUN.  
CAMP SITE FOR CARAVANS &  
TENTS WITH ON-SITE  
TOILETS & WATER**

**SPECIAL ATTRACTIONS!**  
Following the success of last year's event, we will once again be running our  
**MODELLERS' BRING & BUY SALE**  
Come and pick up some real bargains or bring your own models/equipment to sell

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



For details, e-mail : [northcotswoldmac@gmail.com](mailto:northcotswoldmac@gmail.com)



## INDOOR FLYING

TUESDAY 25<sup>TH</sup> OCTOBER 2011

TUESDAY 22<sup>ND</sup> NOVEMBER 2011

TUESDAY 13<sup>TH</sup> DECEMBER 2011

7pm to 10pm

ALLENDALE CENTRE  
HANHAM RD. WIMBORNE BH21 1AS

FREE CAR PARKING IN PUBLIC CAR PARK IN ALLENDALE RD

FREE FLIGHT ONLY

COMPETITIONS incl  
GYMINNIE CRICKET LEAGUE

ALL FLYERS MUST HAVE BMFA INSURANCE

FLITEHOOK NORMALLY IN ATTENDANCE

Adult Flyers £4 Accompanied Juniors & Spectators £1.50

CONTACTS: JOHN TAYLOR TEL. NO 01202 511502  
ROY TILLER e-mail [roy.tiller@ntlworld.com](mailto:roy.tiller@ntlworld.com)

## MSP PLANS PRESENTS FOR 2011

Vintage, Classic, Sport and other Duration Designs

MSP PLANS drawn by Martyn Pressnell, offer a collection of model aircraft designs selected for their aesthetic qualities or unique origins. 'Popular Plans' are stocked, the more complex 'Collectors Plans' are printed to order including Historic Notes. All drawings are A0 size, some as twin plans.

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

Photos of most models can be seen on my website - [www.martyn.pressnell.btinternet.co.uk](http://www.martyn.pressnell.btinternet.co.uk)

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

**MICK FARTHING 1942** The 40 in span *Lightweight Contest* rubber model with a diamond fuselage.

**MICK FARTHING'S 'THE PAPER BAG'** Mick Farthing's last lightweight rubber model of 1946.

**RAFF V 1947** Designed by Norman Marcus who was National Champion in 1946.

**ODEMAN'S 1950 NORDIC A2** Swedish Championship glider, placed second in the first World International in 1950.

**SENATOR 1950 RUBBER** Designed by Albert Hatfull and kitted in 1950. Twin plan with *Ace*

**ACE 1950 RUBBER** Designed by Bill Dean and kitted in 1950. Twin plan with *SENATOR*.

**ENGLISH VIKING 1953 A2 GLIDER** Designed by Bill Farrance twice winner of the SAM Radislav Rybach trophy.

**CRESTA** A 38 in wingspan low-wing design for small diesel power and including electric motor installation.

**FRED BOXALL'S 1956 OPEN RUBBER MODEL** successful open rubber model. Twin plan with Boxall's *SEAPLANE*.

**FRED BOXALL'S SEAPLANE (1963)** Completing this duo of contest machines, Twin plan with the **1956 OPEN RUBBER MODEL**

**LAST RESORT 1956 CLASSIC RUBBER** small Open Rubber Model designed by Jim Baguley. Twin plan with *FIRST RESORT*.

**FIRST RESORT 2006** Designed by Martyn Pressnell for the BMFA Rubber Class. Twin plan with *LAST RESORT*.

**WINDING BOY II 1956** design by Ural Wannop, a 38 in. span, V dihedral wing. Twin plan with *McGILLIVRAY'S LIGHTWEIGHT*.

**JACK MCGILLIVRAY'S LIGHTWEIGHT 1958** 36 in. span Canadian lightweight rubber model Twin plan with *WINDING BOY II*.

**CAPRICE 1959 GLIDER** The renowned lightweight glider of 51 in span. Twin plan with *GAUCHO*.

**YAKUSHINA 1959 A2** Designed by Brian Dowling this glider won the 1960 Pilcher Cup

**GAUCHO 1960 POWER DURATION** A first class model for 1.5 cc engines. Designed in 1959 Twin plan with *CAPRICE*.

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

**JUDGE 1945 WAKEFIELD** by Bert Judge to the 1945 rules as a direct descendent of his 1936 Wakefield Cup winner,

**HERMES MAJOR** A 150% enlargement to 61½ in span, of the 1949 *HALFAX HERMES*

**FRANK LOATES' 1949 WAKEFIELD** Canadian Wakefield 5<sup>th</sup> in the World Championships at Cranfield, England, in 1949.

**BORJE BORJESSON'S 1949 WAKEFIELD** Swedish Wakefield 6<sup>th</sup> in the World Championships at Cranfield, England, in 1949.

**HOST WAKEFIELD 1951** John Gorham's 1951 Wakefield. One of the most successful rubber models from the early 1950's.

**RON WARRING'S 1952 WAKEFIELD** The geared geodetic model, developed by Ron Warring for twin motors.

**NIGHT TRAIN Mk II 1960** George French's Night Train which pioneered the use of VIT systems in the UK.

### TO ORDER:

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

Martyn Pressnell, 1 Vitre Gardens, Lymington, Hants, SO41 3NA.

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

Enquiries: please write or email [martyn.pressnell@btinternet.com](mailto:martyn.pressnell@btinternet.com)

## Provisional Events Calendar 2011

With competitions for Vintage and/or Classic models

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

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

For up-to-date details of SAM 1066 events at Middle Wallop check the Website -  
[www.SAM1066.org](http://www.SAM1066.org)

For up-to-date details of all BMFA Free Flight events check the websites  
[www.freeflightuk.org](http://www.freeflightuk.org) or [www.BMFA.org](http://www.BMFA.org)

For up-to-date details of SAM 35 events refer to SAM SPEAKS or check the website  
[www.SAM35.org](http://www.SAM35.org)

## Useful Websites

GAD -	<a href="http://www.greenairdesigns.com">www.greenairdesigns.com</a>
SAM 1066 -	<a href="http://www.sam1066.com">www.sam1066.com</a>
Flitehook, John & Pauline -	<a href="http://www.flighthook.net">www.flighthook.net</a>
Mike Woodhouse -	<a href="http://www.freeflightsupplies.co.uk">www.freeflightsupplies.co.uk</a>
BMFA Free Flight Technical Committee -	<a href="http://www.freeflightUK.org">www.freeflightUK.org</a>
BMFA -	<a href="http://www.BMFA.org">www.BMFA.org</a>
BMFA Southern Area -	<a href="http://www.southerarea.hampshire.org.uk">www.southerarea.hampshire.org.uk</a>
SAM 35 -	<a href="http://www.sam35.org">www.sam35.org</a>
MSP Plans -	<a href="http://www.martyn.pressnell.btinternet.co.uk">www.martyn.pressnell.btinternet.co.uk</a>
X-List Plans -	<a href="http://www.xlistplans.demon.co.uk">www.xlistplans.demon.co.uk</a>
National Free Flight Society (USA) -	<a href="http://www.freeflight.org">www.freeflight.org</a>
Ray Alban -	<a href="http://www.vintagemodelairplane.com">www.vintagemodelairplane.com</a>
David Lloyd-Jones -	<a href="http://www.magazinesandbooks.co.uk">www.magazinesandbooks.co.uk</a>
Belair Kits -	<a href="http://www.belairkits.com">www.belairkits.com</a>
John Andrews -	<a href="http://www.freewebs.com/johnandrewsaeromodeller">www.freewebs.com/johnandrewsaeromodeller</a>
Wessex Aeromodellers -	<a href="http://www.wessexaml.co.uk">www.wessexaml.co.uk</a>
US SAM website -	<a href="http://www.antiquemodeler.org">www.antiquemodeler.org</a>

### 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](mailto:membership@sam1066.org) to let us know your new cyber address (snailmail address too, if that's changed as well).

*That's All Folks! John Andrews*