



NEW Clarion

SAM 1066 Newsletter

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Editorial

First up, it was necessary to re-issue the July edition of the New Clarion as the 'Toreador' article had one page missing. The issue on the website now is up to date and also contains a correction to the titling of the 2nd Ed Bennett picture in Keith Miller's Vintage in Black and White.

A further discrepancy remains, the caption to the picture on page 17 at the end of my article shows Peter Jackson with a John Knight wakefield not D Knight as incorrectly stated. Sorry about that folks.

Things are easing off a bit on the modelling front but I still have repairs galore from my miss-haps at the Nationals. However I seem to have a little more time this month to catch up on my held over materials.

First up is a delightful article, with many excellent photographs, from Russell Lister on sport and scale from Wallop.

David Lovegrove has weighed in with a piece on 'Other Hobbies', mainly bird watching.

I've welded together reports from Andy Crisp, Peter Hall and Roy Vaughn on the June Oxford Gala at Port Meadow, makes good reading.

There are a few more odds & ends from Steve (USA) Riley with a follow up, on a School Delta Dart project with jigs and advice.

David Parker has written in on the Builder of the Model Rule, he suggests that competitors declare the origin of their models. One problem I see is that some high tech models have many more commercial parts in their construction than the small amount of BOM bits. Debate please.

There is a report from Tony Hebb on the Indoor Nationals, which is taken from the Indoor GBR website, and I have taken the liberty of replacing some pictures and adding a few more.

A newcomer to the nationals, Stewart Mason, recounts his feelings and aspirations.

Tony Tomlin reports, with pictures included, on another of the R/C Tomboy events.

Jim Paton reports on his activities at Sculthorpe. John Wingate and I performed on the Saturday and I, after a reasonable first flight in tailless, proceeded to make adjustments in the wrong direction and completely destroyed the trim. We both chickened out on the windy Sunday and went to the seaside instead.

Ron Marking is really sticking his neck out for the Alzheimer's charity by making a sky diving jump, see his article appeal. Should make another good article after the event.

Steve Brewer reports on airfields and poses a few questions and offers opinions.

An additional benefit this issue is the absence of an article on my own goings on, I felt that you all needed a rest. I have however put in an Indoor Nationals Picture Parade to supplement Tony Hebb's report.

Finally in the adds section there are details of a supplier of Free Flight ModelTracker bugs from Pete Brown.

Middle Wallop 31st May ~ 1st June

After every visit to Middle Wallop I resolve to return with something to enter in the vintage competitions... unfortunately I have yet to succeed! My building and flying tends towards the sport and scale end of the free flight scene, so this is what I will report on here.

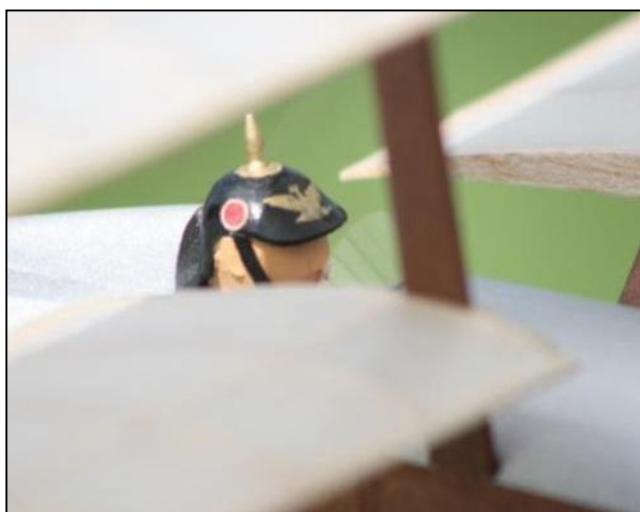
The weather forecast for the event looked good, and the reality did not disappoint. I arrived late afternoon on the Saturday having originally decided to only fly on the Sunday. With such conditions it would be rude not to fly, so I did some trimming with my new 36" bungee glider intended for the 'Peterborough Rules' competitions and a Veron Slingsby Skylark that I had built for the Indoor Scale Nationals.

Sunday was the only day that I got the camera out... so most of the photos are from this day.



One of the reasons I like Middle Wallop is that it is one of the few places where I see 'the big stuff' fly!

Camera in hand, I started to wander up the line. First stop was to watch Nick Peppiatt preparing his superb Sablatnig for flight ... I was particularly taken with the pilot!



The Sablatnig was great sight in the air as it climbed into the blue.

Next stop was for this 'Water Sprite'. I wish that I had seen it flying too ... I can imagine it rivalling the marvelous 'GB2s' that I have seen flying at Peterborough.



I was pleasantly surprised to see that scale experts Mike Stuart and Peter Smart had made the journey ... they had laid a carpet of models of the highest quality over the Middle Wallop grass.

Mike's Sig Mr. Mulligan has been flying for what must be at least a decade now ... the still conditions and good light enabled me to get the best photos I been able to get of the model over this time.

Mike is a regular competitor at the FAC Nats in the US. Here are a couple of the models that Mike is preparing for this year's event. Good luck Mike!



Below we see Peter Smart launching the 'Bluebottle' Fw190D designed by Peter himself. Mike Stuart launches his Doug McHard designed Heinkel He 46



For a small model, the Heinkel is a surprisingly good outdoor flyer. Flying in these conditions it was a delight to watch. Below is a flying shot of the Heinkel and also Howard Metcalfe launching his Staggerwing.



The next couple photos are launch shots. The first is Peter Smart with his Ju88 ... just slightly out of trim after this launch, but I have no doubt that Peter soon had it sorted. The second is Lindsay Smith with his Jimmie Allen finished in a very scale-like manner.



The photo below gives an idea of the size and quality of the Smart/Stuart 'camp'!



The Smart & Stuart carpet of models flattening the Wallop grass

To the right is Simon Firth putting the winds on his 'Skokie'

With regards to my own flying, I will remember some particularly exciting flights I had with my reduced (20 inch) version of Dick Twomey's 'Twizzler'.

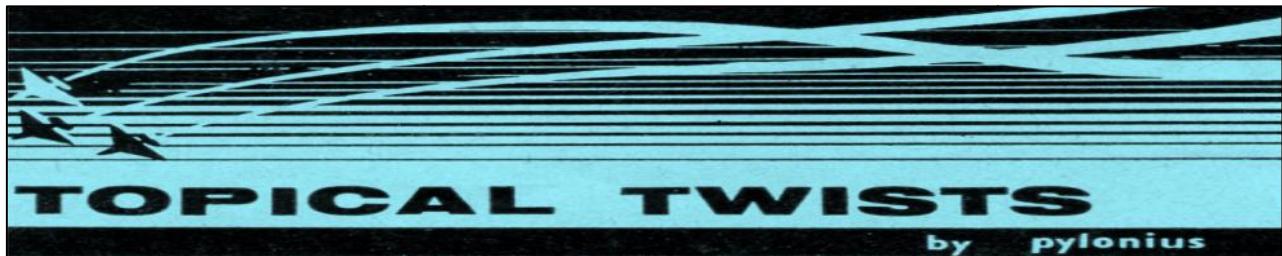
After a few sedate flights with the standard L2 motors I had, I was kindly gifted some '275' motors ... what a transformation!

I don't think I have experienced before the rapid spiralling climb these motors gave, with any rapier powered model.



A weekend to remember... I wish that weather like this was more frequent.

Russell Lister



from the Aero Modeller January 1976

World chumps

What the world Free Flight Championships have gained in professionalism over the years, they have certainly lost in charm. All those experts flying their standardised, super efficient models leaves little room for the eccentrics and duffers who made such a joyous contribution to the old Wakefield scene.

All who enter now are in with a chance, grimly notching up the successions of maxes in the specially snuffed patches of air. Gone are the old characters with their canards and six skein motors, the game lady competitor ready to defy tradition by launching the model the wrong way about, and the tardy purist winding up by finger.

It's now all so scientific, with everyone scoring maxes like mad, when I can remember everyone crashing like mad in a spirit of carnival.

Then there were the colourful result sheets, not just cold statistics, but full of poetic model names: Lurchin Urchin, Smoghog, Fatso, and many other lyrical titles. A model wasn't just another stick and a wing as it is nowadays, but something of real character, almost like a pet dog - which is the way many of them performed. And the scores. Here again there was real character, with a number of self effacing nils, and evidence of quite a few who had crossed the world for a sub twenty second total. "Coo," we used to say, "/ could do better myself."

Nowadays, looking at the result sheet, we say, "Coo, I think I'll take up plastic soldiers."

I make no bones about it -models powered by anything stronger than rubber bands make me nervous, and even the noise from a wobbly noseblock gives me the jitters I am all for the quiet life, and my policy is never to fly anything that could hurt a fly or deafen a ladybird. I also reserve the freedom to object whenever anybody is behaving on the flying field in a way that diminishes my comfort and restricts my enjoyment.

Four engined beginners beware.

Simply Monstrous

At a time when beginners are opting for twelve foot span, four engined radio models, there comes a salutary shot across the billowing bows of the L-plate lashups from the Air Ministry. That piece of bulgeosity, says the regulations, might well have sized itself into yer actual flying machine class, and as such would need special clearance (likewise if it crashes). Obviously the chaps at the Ministry have enough trouble on their hands with Concorde, and do not relish a plague of monster models just at this time. Now why we get these cuckoo type monsters stuck in our flying nests is that, in defence of pure model flying freedoms, we react against any outside interference with a great show of solidarity - mostly above the ears. What has lost us friends and airfields more than anything else is the cry of 'treachery' that goes up whenever a small voice is raised in protest against the depredations of some low flying, noise rabid 'fellow' modeller. It is bad enough, the embattled modellers say, to get that thing from outside - we model flyers must stand together.

Pylonius

(with feathers that is)

I've been reading Roger Newman's piece about his 'Other Hobby' - train-spotting - in the June edition of the *Clarion*. Not one I can claim for myself, but a lifetime ago I lived in what was then a small Berkshire town served by one of the ubiquitous "Bunk" trains, running on our branch line. That was before the evil Dr. Beeching wielded his bloody axe, of course. The main line was an uncomfortable, smelly, smutty, unimaginably expensive three-mile journey away and I didn't own a bike, so that put paid to any possibility of ever collecting steam engine numbers. Besides, the more compelling reason was that we had a busy RAF station on the edge of town and an RNAS station only a few miles down the road. There were always exotic machines buzzing around, so not surprising that aeroplanes were my thing.



I confess, "exotic" is a bit strong. The RAF station was actually a Transport Command base, and the reality far less glamorous than I've suggested. I only remember Ansons, Hastings and DC3s, but there would have been others. Later, the plug-ugly but impressively large and noisy *Blackburn Beverley* joined the fleet. The Paras and their training school were also in residence at the base, which meant that Saturday nights in town were always lively!

Sadly, these days, the old aerodrome is occupied by the Army and the only aircraft activity is an occasional visiting helicopter. But back in its heyday it was the town's sole claim to fame and it certainly played a big part in consolidating my lifelong love of aircraft. I still enjoy wandering around the hangers at Old Warden, soaking up the vibes of all those gorgeous old aeroplanes. Maybe this explains why my aeromodelling "bag" encompasses all manner of models, right across the spectrum, even including r/c helicopters, and with practically every available power source being employed!

But this is supposed to be about my other hobby and I haven't got there yet, so getting back to the point, aside from building and flying toy aeroplanes, my alternative "fix" is bird watching. Still not really all that far removed from aeroplanes, is it?

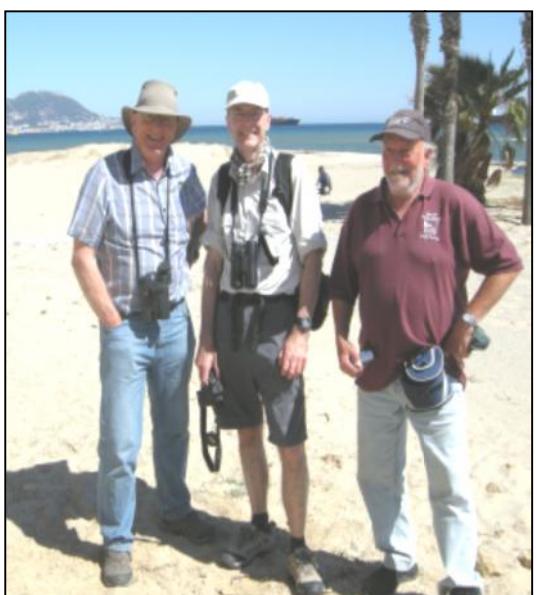
It started with a love of the countryside and nature, from way back in my earliest childhood, when we could safely roam anywhere we fancied! However, it's only since retirement that I've been able to put in the time to get more seriously involved as a birder.

Note that word - "birder". I suspect that seeing this, many of you will immediately have thought something along the lines of "*Ah! He's one of those twitchers!*". Wrong. I am categorically just a "birder", twitchers being a completely separate breed. The former usually has a favourite local patch which they visit regularly, binoculars and telescope at the ready, and that territory is known, intimately. Quite apart from the birdlife, this familiarity means the individual is able to note and enjoy

all those subtle little seasonal changes, something most "townies" are barely aware of. Incidentally, not only the seasons change - as one set of birds departs another completely different lot of migrants arrive!

Now contrast this relaxed approach with that of the twitcher. He or she carries a pager linked to a "Rare Bird" reporting service. They'll be ready to dash off, literally at a moment's notice, to record a coveted "tick" when they've seen the "mega" (shorthand for "mega rarity" - this caper has its own arcane jargon). That might involve a journey of hundreds of miles to some remote spot in the British Isles, often at significant expense. And as you might imagine, the sacrifices required to pursue this obsession can be considerable, credit cards will often be maxed-out; family lives constantly disrupted. And quite how these people manage to hold down a steady job is a mystery. Most probably don't!

But for me and my saner brethren, the hobby is far more relaxed. Nevertheless it does still get me to some very pleasant places, like southern Spain, where I've just been.



There, my mates and I (me left) were clocking such magnificent birds as *Short-Toed Eagles* (one of these snake eaters precipitated a huge "twitch" when it turned up in Dorset recently). Other highlights included Griffon Vultures galore and - surely a contender for the title of *Ugliest Bird On The Planet* - the Bald Ibis. This creature certainly has character, but only its mother could love it! If you ever fancy seeing a different side to Spain, I can recommend a brilliant English birding guide, based in a stunning mountain-top white village with a fairy-tale Moorish castle perched over it.

Wingspan Bird Tours is where to look.



Short-Toed Eagle
(Photo Internet)



Bald Ibis
(photo by Martin Smith)

Anyway, getting back where we came in, Roger's reflections reminded me that a few weeks ago I'd visited the delightful little Popham aerodrome in Hampshire on the occasion of one of the several full-size aircraft rallies held there.

The theme was modern light machines. The airfield was packed with them, with more arrivals queuing up to land, all through the day. The weather was beautiful although the wind was quite gusty and often veered at an angle of up to forty-five degrees to the narrow runway. Spectators thronged both sides of the mere 40-metre-wide runway, plus trade stands and parked aircraft, left no margin for error by the incoming pilots. The BMFA would have had kittens!



Cambell Cricket Gyroplane
(photo David Lovegrove)

And the train spotting parallel? Just that almost every spectator was clutching a pad and pen, busily jotting down the registrations of all the aircraft...

Some things never change.

David Lovegrove

Rubber Lubricant

- AeroModeller Dec 1935

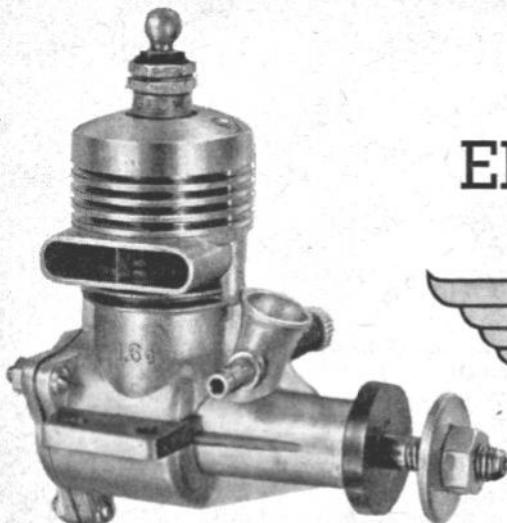
In selecting lubricants for rubber motors, aero-modellers should bear in mind that anything of a greasy nature is injurious to rubber and should be avoided at all times. Ether, Petroleum, Turpentine, Naptha, Benzole, Chloroform, etc., must be carefully avoided, as they soften rubber and reduce it, more or less, to a sticky mass.

The best oil to use, which has no effect or action on rubber is, '**Caster Oil**'.

One of the best lubricants, however, can be made up as follows:

Procure 1 or 2 ounces of the best green soft soap, which can be got from any good chemist, add 1 or 2 ounces of water and let the mixture simmer over a fire or gas-ring until it assumes a thick creamy appearance. Let it cool off and then add 1 ounce of pure glycerine for each ounce of the creamy substance. Mix well together and bottle for use.

Before any winds are put on a rubber motor, it should be well lubricated. It is advisable from time to time to wash the rubber in warm soda water to remove dust and grit which may have collected, but it must always be freshly lubricated before being used again.



414

August, 1958

ENGINE ANALYSIS No. 50



O.S. "PET"

Reviewed by R. H. Warring

THIS IS THE SMALLEST engine produced in the by now well-known Japanese "O.S." range, and like the others, a glow plug motor of typically clever crankcase casting design, and outstanding performance. Rated as an "09" or 1.6 c.c. size, the O.S. "Pet" has a power output comparing with the best of 1.5 c.c. diesels, which is rather exceptional for a glow motor.

Running was found to be consistently good at all speeds and, again a little unusual, retaining a high torque at the lower end of the speed range. Peak power was 1.325 B.H.P. developed at 14,400 r.p.m., with the actual peak being fairly broad and no sharp fall off. Maximum torque was slightly in excess of 11 ounce-inches, developed at 9,000-10,000 r.p.m.

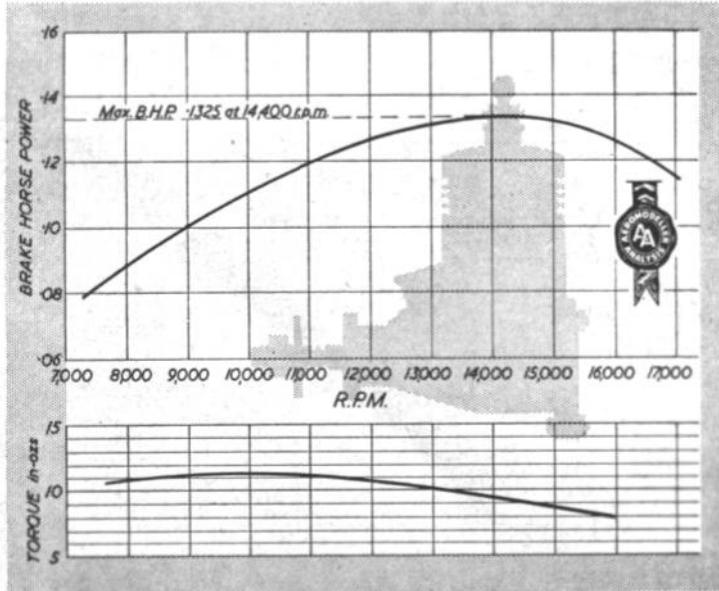
Designwise, the O.S. "Pet" features a pressure die cast light alloy crankcase of elaborate form, which is machined only for the bearing. The crankcase unit incorporates the lower cylinder complete with exhaust stub and diametrically opposed transfer passage, and lugs for the attachment of the rear cover by small bolts and nuts which can be replaced by longer bolts for alternative radial mounting of the engine.

The only unusual feature is, that the spraybar is a simple brass tube push fitted into the choke tube—and not a very tight fit at that. Since the needle valve is locked with a compression spring, this spring is

effectively trying to pull the spraybar out to one side—which it does under engine vibration. As a consequence, the mixture may be affected, causing erratic running, or for readjustment of the needle valve. This, in fact, is about the only poor feature of the design and the very slight additional expense of incorporating a flange or K. & B. style knurled fluting on the spraybar to prevent sideways movement should have been obvious. A worthwhile modification to existing engines, would be to solder on a washer on the side of the spraybar opposite to the needle valve.

The cylinder is of hardened steel, ground and honed to finish internally and also ground externally. It seats in the crankcase casting on a very narrow flange with a gasket underneath for seal. The exhaust port is cut in the cylinder wall immediately above the flange and the diametrically opposed transfer port in the wall immediately below the flange, facing the transfer passage. Thus the cylinder can only be fitted one way round.

The piston is of cast iron with a flat top but stepped on one side to form a deflector. Besides being a simple form of deflector to produce this also has the advantage, that the lower cylinder does not have to match the crankcase since the necessary gas seal is provided by the flange and gasket. Again, of course, the piston must be fitted the right way round to match the cylinder.



SPECIFICATION

Displacement: 1.615 c.c. (0.985 cu. in.)
Bore: .529 ins.
Stroke: .448 ins.
Bore/stroke ratio: 1.18
Bare weight: 2.25 ounces
Max. B.H.P.: 1.325 at 14,400 r.p.m.
Max. Torque: 11.3 ounce-inches at 9,600
Power rating: .0825 B.H.P. per c.c.
Power/weight ratio: .048 B.H.P. per ounce

Material specification:

Crankcase unit: light alloy pressure die casting
Cylinder: hardened steel
Piston: cast iron
Cylinder jacket: aluminium
Crankshaft: hardened steel
Connecting rod: light alloy die casting
Main bearing: plain
Big end bearing: brass bush
Spraybar: brass

Manufacturers:
Ogawa Model Mfg. Co., Osaka, Japan

August, 1958

415

AERO
MODELLER

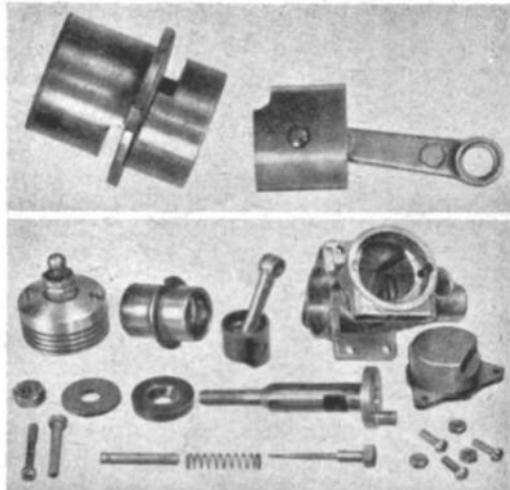
The cylinder is held in place by a substantial jacket, machined from aluminium with a thick solid head, held down by two bolts screwing into lugs cast in the crankcase fore and aft and drilled and tapped. The glow plug is located centrally in the head (on the general arrangement drawing a KLG plug is shown, and used on test, Japanese plug not being supplied with this particular engine).

The crankshaft is very nicely made and finished, with a main diameter of $\frac{1}{8}$ in. stepping down in a short taper to a 2 B.A. threaded length. It is finished by centreless grinding after being hardened all over. The central hole is drilled out to the port, the latter being rectangular in shape. The crank web is circular, .669 in. diameter, with a .156 in. diameter crank pin (70 mm. and 4 mm., respectively, and as with previous "O.S." engines, a mixture of "metric" and English sizes appearing. In particular, the 2 B.A. propeller nut size is unexpected in view of the fact that O.S. engines are obviously made with an eye on the American sales).

The connecting rod is a die casting in light alloy and of fairly small section. The big end is bushed with brass. The little end is plain and takes a .118 in. (3 mm.) diameter gudgeon pin, which is an easy fit in the piston. Crankcase volume is reduced to a minimum by the very deep cover (again a die casting), which incorporates a passage to avoid blanking off part of the transfer—so again this is a unit which can only be fitted one way.

The main bearing is reamed to size and is an extremely good fit on the crankshaft—even a tight fit by glow motor standards, although it runs quite cool. The propeller driver is a plain, solid disc, tapered on the rear face to fit the shaft taper. Despite the absence of knurling or similar gripping surface on the driver, and the apparent free fit of the driver on the shaft, no trouble was experienced with propellers slipping or coming loose.

Actual production cost of the O.S. "Pet" must be remarkably low, for it sells for a matter of \$6.95 in Canada and \$4.95 in the United States, and for the equivalent of 33s. in Germany. Yet there is nothing particularly "cheap" in the appearance of the engine, nor any evidence of skimping on the important manufacturing stages. And performance figures speak for

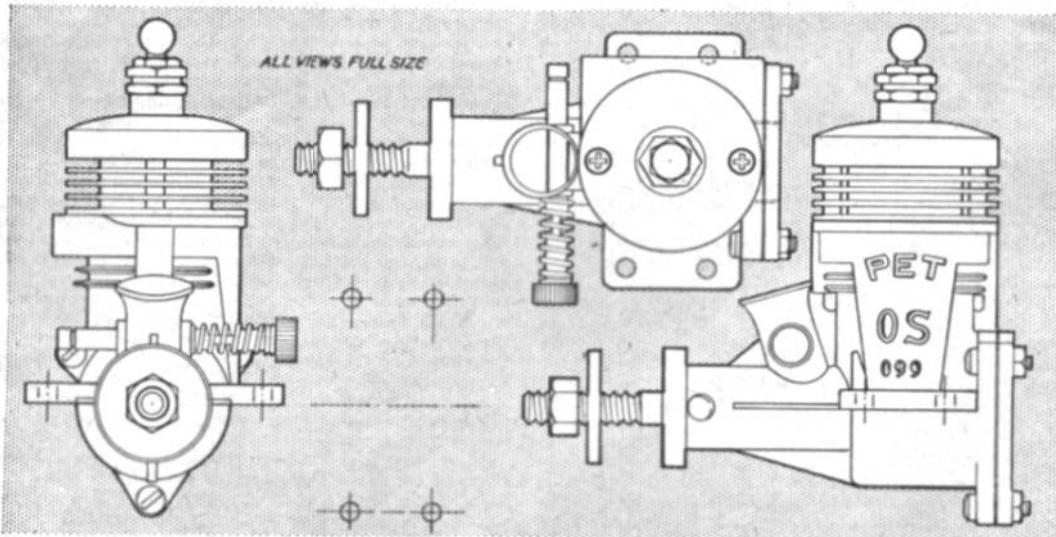


Simplicity of the O.S. Pet is seen in the piston (note transfer step) and cylinder at top. Whole engine is dismantled in lower photo.

themselves, albeit at the expense of a considerable thirst for an engine of this size. The fuel consumption, in fact, rivals that of many larger engines, although this was with doped fuel, which does tend to increase consumption as well as performance. Certainly the "Pet" is a "performance" engine in its own right.

PROPELLER—R.P.M. FIGURES	
Propeller dia. x pitch	r.p.m.
8 x 4 (Stant)	10,800
9 x 4 (Stant)	7,800
6 x 4 (Stant)	14,800
8 x 3 (Trucut)	10,800
7 x 4 (Trucut)	12,800
7 x 3 (Trucut)	15,000
6 x 4 (Trucut)	14,500
6 x 3 (Trucut)	15,500
8 x 3½ (Tiger)	12,000
8 x 4 (Tiger)	11,000
9 x 3 (Tiger)	8,900

Fuel used: 25 per cent. castor, 75 per cent. methanol, 10 per cent. nitro-methane added.



7th/8th June 2014 Port Meadow, Oxford

In these days of diminishing participation age experts etc., we had nearly 90 entries across the board which I suppose is not bad.

The modest wind was initially from the south, swinging SW as the day went on giving a good area of the Meadow over which to fly. It was quite warm making some strong thermals, from which Coupes and lightweights were loath to descend. Two flew off in Vintage Rubber - land in the field - no D/T F/O's here! Chris Redrup only had to put in a token flight with his beautifully built "Dinah-mite" poor Rex Oldridge having mislaid his only "Raff V" somewhere near the railway.

Vintage glider was almost a "Lulu" benefit, the top 3 all flying this simple, but effective design. Classic Glider went the "Caprice" another perennial favourite, flown by Chris Strachan.... Beating glider columnist Peter Michael's "Corsair" by one second. Kris Best won the ladies Prize with a single max from her rendition of Canadian Don Mackenzie's A/2 from 1957.

Thanks are especially due this year to the loyal band of Oxford Model Flying Club workmates who coped admirably with carting all the stuff out on to the field, erecting the control tent, and manning the score tables.

The day was rounded off with a prize giving where winners received booze and water colours of an idealised Oxford.

Andrew Crisp

Results Saturday 7th June 2014

F1H (A1 Glider)
No Entries

F1G (Cd'H) (4 entries 1/1.30/2.00)
 1st - A Brockelhurst 4.30
 2nd - R Ewing (USA) 4.07
 3rd - P Brown 3.59

HLG/Catapult (3 entries 5x1.00)
 1st - B Colledge 4.36
 2nd - P. Tolhurst 3.10
 3rd - D Brawn 1.57

Results Sunday 8th June 2014**F1H (A1 Glider (9 entries – 5x1.30)**

1 st - G Madelin	7.06
2 nd - J Cooper	6.38
3 rd - R Heap	4.23

F1G (Cd'H (18 entries – 5x1.30)

1 st - P Brown	Max + 1.17
2 nd - R Ewing (USA)	Max + O.O.F.
3 rd - A Brocklhurst	7.12

E30/P30/CO2 (7 entries - 3x1.30)

1 st - C Redrup P30	Max + 2.54
2 nd - T Grey E30	Max + 2.50
3 rd - J Paton P30	4.19

Vintage Rubber (11 entries – 3x1.30)

1 st - C Redrup Dinah-mite	Max + 0.18
2 nd - R Oldridge Raff V	Max + 0
3 rd - R Kimber Hep-Cat	4.28

Lady/Junior

1 st - K Best (lady)	1.30
Classic Glider, Mackenzie A2	

Vintage Glider (8 entries - 3x1.30)

1 st - S Darmon (Lulu)	4.26
2 nd - P McMahon (Lulu)	3.30
3 rd - K Taylor (Lulu)	2.36

Classic Glider (9 entries – 3x1.30)

1 st - C Strachan (Caprice)	4.30
2 nd - P Michel (Corsair)	4.29
3 rd - R Taylor (Upat)	3.39

Tailless (6 entries – 3x1.30)

1 st - C Strachan	4.30
2 nd - A Longhurst	3.28
3 rd - M Marshal	3.00

HLG/Catapult (11 entries – 7x1.00)

1 st - M Page HLG	6.28
2 nd - B Colledge Cat	5.54
3 rd - S Brewer Cat	4.57

Gala Champion

1 st - C Strachan	11.51
2 nd - C Redrup	9.00

Andrew Crisp

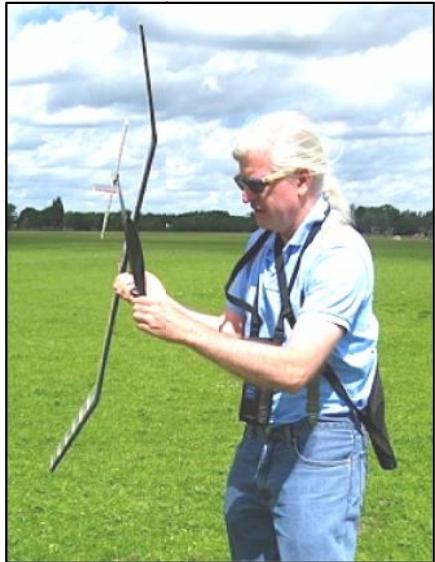
Oxford FF Rally, June 8, Round 2 Southern Coupe League 2014

First and foremost, it was good to see Andy Crisp back in command and looking well, so soon after his serious operation. In his absence Saturday's downpours would have persisted, but true to form, he contrived the perfect summer day. He couldn't quite manage the wind - a brisk s.s.w. which caused a few problems.

At 9.00 a.m. observing the elaborate preparations in Wolvercote car park, it occurred to me that no other sport, except perhaps Formula One racing, needs so much logistic support. The essentials are full tool-kit and accessories, stooge, tent or windbreak, retrieval system and binoculars, model box and models, folding chair or stool, lunch box and hydration system ('bottle of water' does not do justice to current practice), personal protection for all contingencies, waterproofing, sunproofing, etc. All this stuff has to be man-hauled to the control tent and launch area. On Sunday, due to the wind direction, this was well down the field, just visible in the distance, a shimmering mirage in the morning sun. The variety of transportation methods, worth a paper to themselves, vary from the LARGE SENSIBLE golf cart for those with LARGE SENSIBLE cars, to the flimsy pram-wheeled makeshift. The latter can be seen straggling and capsizing, leaving a trail of odds and ends. Some eschew wheels and go for self-loading. The end result of this calls to mind those distressing pictures published by the 'Save Our Donkeys' charities. The first hour is spent erecting a jolly encampment around the control tent. Everyone helps everyone. All kinds of long suppressed Boy Scout practices emerge. Forgotten necessities are borrowed and occasionally returned. There is a free exchange of goods and labour. This a commune, a rare working example. But the State has not withered away entirely, Andy is in charge and asserts his primacy by ringing his handbell to start the events at 10 a.m.

Yes, yes, I'm coming to the flying. For taking the trouble to write these reports, I'm allowed a bit of license. Peter Brown was first off with a lovely fast climb to a great height in a boomer. Even though launching from two to three hundred yards further south and with only a ninety second max. the wind would surely carry him out of the field. But it was down quickly in severe sink for a safe and tidy max. He spent the rest of the day skillfully navigating the lively air.

Richard Ewing all the way from Italy for the event, showed the same mastery of the conditions with equally well engineered equipment. At the end of the day they flew off together. Landing outside the field at fly-off means disqualification, and Richard, flying first, dropped just outside the perimeter, leaving Peter to take first place with a token flight. Alan Brocklehurst was third after dropping his fifth flight. His small no systems coupe is the best example of the type that I have seen. Beautifully built and proportioned, every item critically considered, nothing superfluous, a lean machine. Jim Paton, losing his chance early on with a sticking V.I.T., took fourth place.



Richard Ewing



Richard's Model Climbs



Dave Greaves



Peter Tolhurst (not d/t)

The rest of the field only managed one or two maxes each. How so with boomers galore? Coupes don't come down in strong lift with conventional D.T. Roy Vaughn demonstrated this with his first flight, of nine plus minutes O.O.S. after a ninety second D.T. He spent the rest of the morning retrieving and was disinclined to continue as many were, given the conditions and the trees, housing estates, railway

and motorways not so far downwind. Andy Longhurst used to use a combined tip-up wing and tailplane on his coupes - not difficult to contrive with a no-systems model. This advantage together with my own little catastrophe (an exploding I.P.R. hub on full turns) inclines me to consider again the merits of the no-systems approach. Potentially cheap, expendable and foolproof they may not go up as fast but what's the point of that if they won't come down?

The next round in the league is the fifth area event, at Beaulieu, Ashdown Forest, Merryfield, and Salisbury Plain on July 13.

Peter Hall

Coupe results

Oxford Rally				
	Entrant	Club	Maxes	Score
1	P.Brown	CM	5	17
2	R.Ewing	Italy	5	14
3	A.Brocklehurst	B&W	4	12
4	J.Paton	Crookham	2	8
5	D.Thomson	Croydon	1	6
6	J.White	Croydon	1	5
7	M.McHugh	Peterborough	2	5
8	P.Tolhurst	Crookham	1	3
9	M.Marshall	Impington	1	2
10	R.Vaughn	Crookham	1	1
11	D.Greaves	B&W	1	1
12	A.Moorhouse		1	1

Southern Coupe League Standings to date

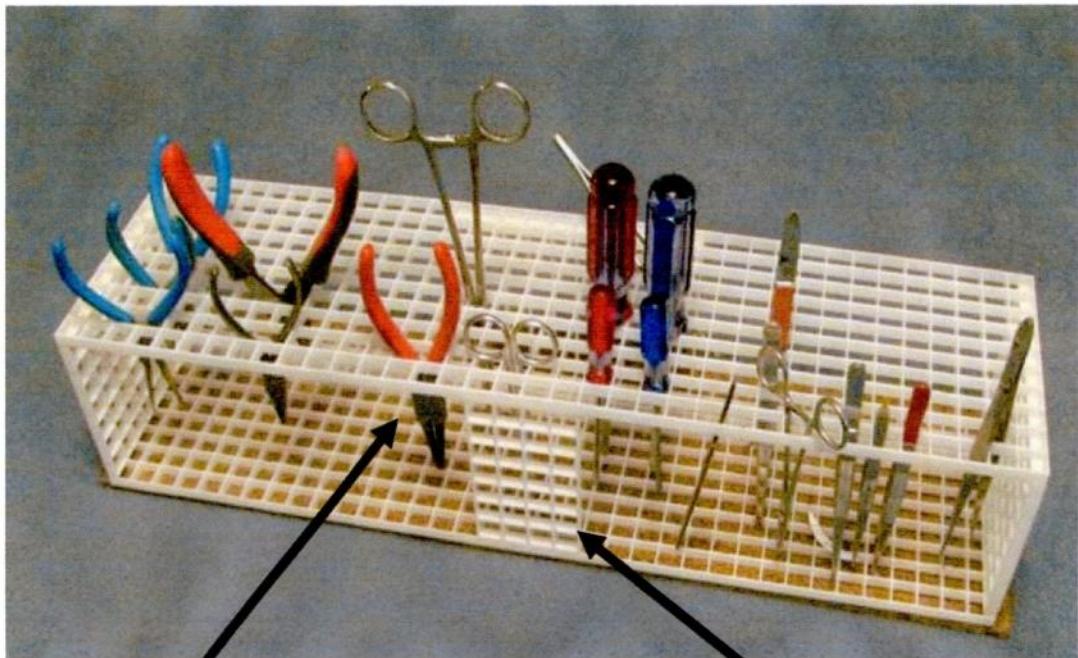
	Entrant	Club	Crook' Gala	Oxford Rally	5th Area	Odiham	London Gala	South'n Gala	Coupe Europa	Total
1	P. Brown	CM		17						17
2	J. Paton	Crookham	7	8						15
3	R. Ewing	Italy		14						14
4	P. Hall	Crookham	13							13
5	A. Brocklehurst	B&W		12						12
6	M. Stagg	B&W	10							10
=	R. Vaughn	Crookham	9	1						10
8	P. Tolhurst	Crookham	6	3						9
9	D. Greaves	B&W	5	1						6
=	D. Thomson	Croydon		6						6
11	J. White	Croydon		5						5
=	M. McHugh	Peterbro'		5						5
13	M. Marshall	Impington		2						2
14	A. Moorhouse			1						1

Roy Vaughn

A Simple Tool Caddy

Made from a light diffuser for fluorescent lights.

Picked one up from Home Depot.



The little partitions can easily be broken out with long nose pliers to accommodate larger tools.

This piece needs to be here to add rigidity

Glue it together with MEK.. I have a piece of cork under mine to protect the tips of pointy things

Make it larger than you think, you will be surprised at how many things you will find handy to put in this. I gave this one away and made a larger one.

A Useful Website

When looking for information on indoor modeling there is a terrific site called INAV (Indoor News and Views). INAV has been around for decades and recently Nick Ray has scanned and posted all the old print issues to the site.

Lots of tech stuff, contest schedules, and contest reports.

Check it out,

<http://indoornewsandviews.com/>

Delta Dart

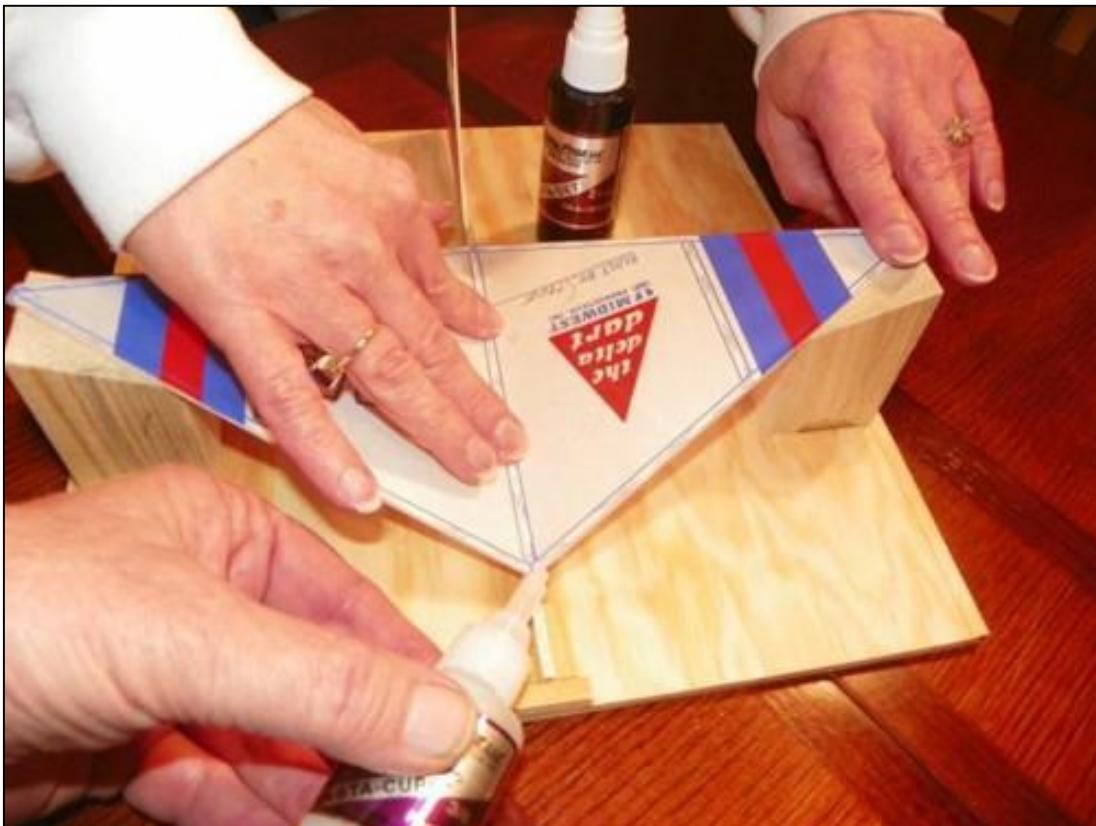
Attached are some pictures of the assembly jig we use when working with the school kids in the Round Valley school.

If there is a school in your area with a gym you would like to fly in, consider a Delta Dart program with the science department. It might just open a door for you.

The kids and our club members are having a lot of fun with the project.

Email me if you have any questions on what our club is doing with our class.

Also attached is a picture of a much simpler jig and an easy to build winding stooge.



The Delta Dart Assembly Jig

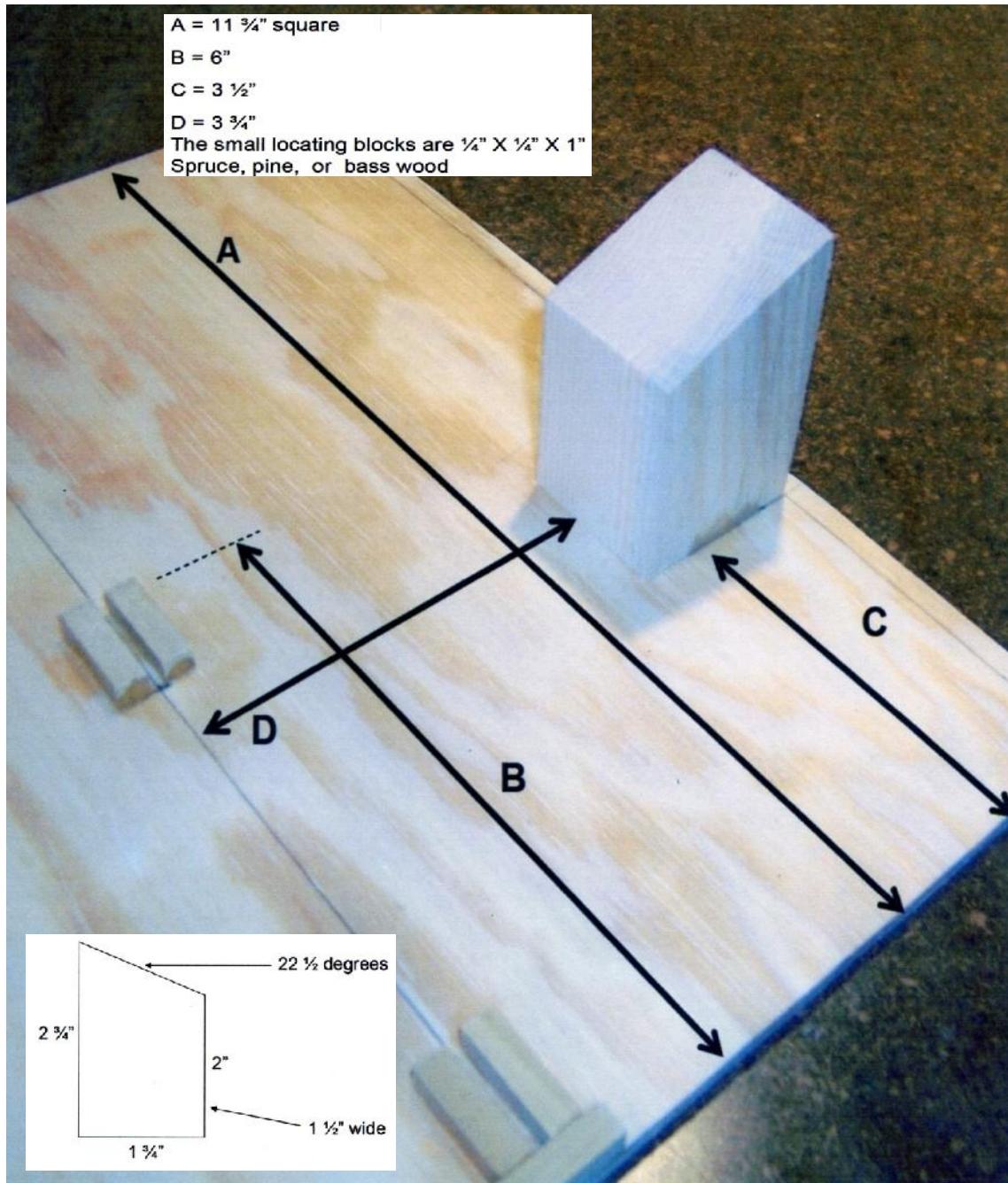
Very carefully and gently position the wing assembly on top of the fuselage. It should be centered at both the front and rear of the wing assembly and with the front of the wing at the mark which is 1 1/8 inches back from the front of the fuselage. Take your time locating the wing.

CAUTION.

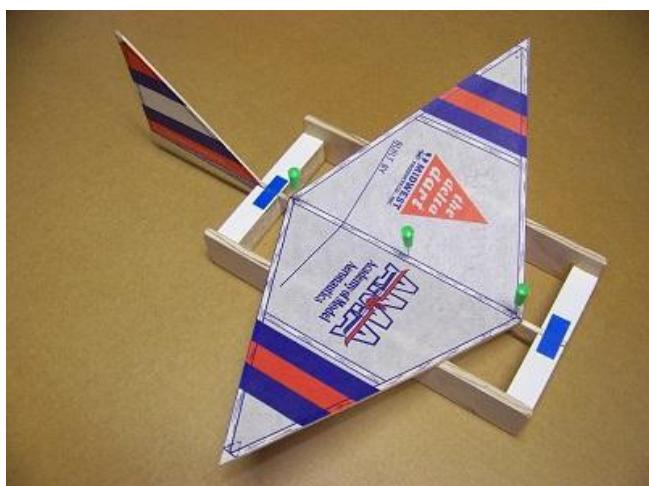
Be very careful not to apply too much pressure to the wing. You can build in a warp. Check to make sure the wing is not warped. If it is, fix it before final gluing of the wing. Now apply a bit of the "gap filling" CA to both the front and rear of the wing. Give it a shot of accelerator.

Carefully remove the model from the jig, check for warps, invert it and reinforce the bottom of the wing to fuselage joint on each side both front and rear with "gap filling" CA.

Mount the stabiliser with "gap filling" CA. Mount the rear hook and CA it into place. You may have to trim the front of the fuselage to hold the prop hangar.



The Delta Dart Assembly Jig Details



An alternative jig for assembling Darts



A Finished Model



An inexpensive winding stooge

If using this type of winder,
be sure you pin or weld the hook so it can't slip out of the chuck.

Steve Riley (USA)

Builder of the Model Rule

David Parker

I have to admit to having always been opposed to rescinding of the builder of the model rule but as some would say that is progress. I also recognise that, particularly in our fraternity, it is now possible for people who have, one way or the other, "inherited" a model built by a now deceased "master", to continue to put it through its paces for the benefit of us all.

Thus flying a model (in competition) that has been built to order for example is now not uncommon. And really does it do any harm in practice if everyone taking part in the event is content?

However I do feel that it would be both correct and courteous if the entrant was obliged to declare whether or not the entry was built by him/her and the builder's name should be listed in the results if not the case. I cannot think of any reason why an entrant would be unwilling to disclose this information.

Admittedly it might be seen as a form of advertising the skills of "professional" builders but would that be wrong?

Perhaps by publishing this letter a useful discussion could evolve?

David Parker.

Boulby Dome, N. Yorkshire - courtesy of Cleveland Potash.

For the first time in 5 years the weather forecast for the 3 days was for fine weather throughout so our hopes were high for a great contest.....be careful what you wish for!!

It was indeed great beach weather but what we had failed to realise was that constant sunshine on the dome skin created massive temperature variations and the resulting air turbulence made flying in the afternoon heat shall we say challenging?.....ah well, next year.

Friday morning - Pennyplane, F1M and No-Cal.

Pennyplane, in the quieter morning air, produced some great times with all of the top 5 contestants achieving flights in the 8mins + mark and beating last year's 2 flight total. First was Clive King 17:31 (2 flight total), second Peter Dolby 17:13 and 3rd Tom Tomlinson 16:54, great flying.

F1M - again showed massive improvement over last year and was well contested with 5 entries.

First was Tom Tomlinson with 2 great flights of 9:08 total 18:16, second Clive King on 16:45 and 3rd Maurice Doyle on 16:37, brilliant.

No-Cal - these pretty little profile scale models all flew really well, very smooth and great to watch.

Tim Chant came first with his Cassutt on 8:21, Bob Bailey second also with a Cassutt on 6:18 and Clive King in third with his Luton Minor on 6:12.



The No-Cal Boys

Not having entered any of these events this year I decided to trim my F1D - promptly had a motor stick fold on me. Assembled another model, soft wind on a $\frac{1}{4}$ motor and landed that right in the central cable boss! Aaaargh!

Not the best of starts ever.....something about me, Boulby and F1Ds!

F1N - The thugs came out at lunch time to fling a few models around, good turn out this year with 6 entries. I had decided to build something more suitable to indoor venues - one of Mark's Kitchen Sink flapper models - only took a couple of hours to knock together and it was a revelation - easy to throw, great little performer and didn't pose a hazard to the people or models in the Pits area. Mark showed how it is done and thrashed us with a 2 flight total of 1:25, Tony Hebb was second with 0:49 and Meredith Evans third on 0:42.

Friday afternoon - F1L and 35cm Challenge

now hot at 27 degrees and feeling humid, the fun could begin.....

F1L - I tried to fly my F1L but conditions were really difficult with models going in all directions - fast! Decided to leave until Saturday morning whilst I still had a model!

35cm Challenge - the air was also going up! We saw a lot of models flying too high into the wires and several became lodged needing the services of International Rescue aka Mark and his balloon.

This was the final opportunity to post times in this event, the general assumption being that the 50' ceiling height would yield an advantage despite the height adjustment formula that we use.

Saturday morning - F1L, 35 cm Challenge and Gyminnie Cricket.

By now we had worked out that for a fairly brief period in the morning the air was really rather good.....

F1L - After a couple of trimming flights Bob flew 2 lovely flights of 14:35 and 14:40 from about 2/3rd height, setting a new British Cat II record in the process - well done Bob - first place then! Second was Tony Hebb with 12:35 and 13:28, third Peter Watt on 11:45 and 11:58.

Very difficult to keep the models in the flying area later on in the morning with drift sometimes 20 to 30' per circuit. Excellent entry with flight times over 10 minutes down to 7th place. Speaking of whom - well done to Dorothy Robinson our sole lady entrant - so she was!

35cm Challenge.

The calmer air saw some very competitive flying, some choosing to take on the dreaded wires, none more than Roy Sellwood who finished in first place with a final flight of 9:30, which I think is the best time yet at Boulby. Mind you he did take advantage of the extra height above the wires - almost drilling a hole in the roof! Good job we were using half motors eh Roy? Second, in his first ever indoor contest, was Hans Staartjes (pictured) and third Martin Judge. Both of these competitors recorded their best adjusted times at Towcester. Please see the final score sheet for details of the times flown and height adjusted results.



Gyminnie Cricket.

My first indoor class so some great memories - just as well I didn't enter this year because John Andrews (pictured) flew some terrific flights to take first place, followed by Neill Stewart in second and Pete Dolby in third.

Please see the final scores as these were the final flights in the Gyminnie Cricket Postal competition and has adjusted flight scores.



Saturday afternoon - F1R, F1D.

29 degrees and sticky. Massive drift and turbulence, easily the worst conditions of the 3 days. Not sure anyone wanted to fly, not worth even trying F1R.

F1Ds were literally blown around all over the place, Bob was lucky to get in a decent flight of 9:50 and Mark a decent 9:04. Overall very disappointing as I think everyone was hoping to put up some really good showcase flights as we have a high level of F1D interest at the moment. Hey ho, Bob was first, Mark second and Tony Hebb 3rd.

Sunday morning - F1R, F1D.

Having now got a measure of the conditions it was decided to commence flying the round at 09:00 to give the ultra light 35cm models some chance.

F1R - Mark got off to a great start by flying a new British Cat II record of 27:43, Tony struggled a little before hitting some kind of form with a good 26:32. Mark then damaged his model leaving the results:

Tony Hebb in first place with 50:20, Mark in second on 48:27 and Bob in third place with 45:04.

We had a big entry in this class but only half flew - not sure why.

No-one flew anywhere near the wires leaving the possibility of a flight in the 30 minute region a real possibility under perfect conditions.

F1D - Not many flew today, perhaps Tom T who had some problems with his VP assembly.

Sunday afternoon - LRS and Legal Eagle.

The usual mayhem from the LRS brigade and with 12 people flying it was busy at times, models everywhere. Partly due to the air conditions - I know that I

couldn't get mine to stay in the flying area at all - and of course they are pretty well impossible to steer - you wind 'em up and let 'em go- period.

Best 3D performance of the day was definitely from Roy Sellwood's model which produced a virtuoso demonstration of vertical aerobatics, wonderful.

Having a heavy entry (lots of potential NOC points) this event also often determines the outcome of the National Overall Championship and so it was this year.

I was timing for Bob Bailey and he was a couple of points adrift of Clive - I can tell you he had to work hard to get that last flight of 6:57! Bob was first with 13:58, Mark second on 13:50 and Clive third with 13:49 - so close! Dorothy was again in 7th place!

Legal Eagle - I have never seen an indoor model reach the roof in such amazing fashion as did Roy Sellwood's on his last flight - like an arrow - absolutely wonderful - pity about the prop blade though when it hit the roof. There were many lovely flights from these fascinating models.

First place went to Meredith Evans 6:24, second to Roy Sellwood 6:20 and third to Clive King with 6:03. Well done to all.



National Overall Champion went to - well it was a tie actually and we don't have a rule to differentiate - so Bob Bailey and Clive King share joint honours this year with a fantastic score of 50 points each - great scrap and really well done, yet again, to Clive under trying conditions. It takes a great deal of meticulous preparation to get so many models not just ready to fly but to perform at a very high level in order to score the necessary points - very well done - glad you came out of retirement!



The awards ceremony marked the end of our 5th event at Boulby, during that time we have wished many times for better weather, only to find that when it came it was not what we wanted after all, we live and learn!

With no-one visiting the Kibbie event this year we had a good turnout and can hope for even more next year as we have had a good take up of the F1D mentoring scheme. However next year a number of flyers are considering a return to Kibbie and we are therefore considering moving the Indoor Nationals so as not to clash with that event. We are fortunate in one respect - the

European Championships are in April (rather than August when in Belgrade) so a proposed move to September is on the table.

The Saturday evening Dinner was held at Hunley Golf Club - this is a spectacular venue with panoramic views over the golf course and North Yorkshire coast, the weather was sparkling and I think all had a great time with some good food and great company.



Diners at Hunley Golf Club awaiting dinner, it took a while but we were ready for it.

Many thanks to the tireless efforts of Allan Weighell in sorting the venue, dinner and Raffle and Mike Colling for recording and collating all of the results and of course to our hosts Cleveland Potash without whose generosity we would not have the venue.



A serious Mike Colin, with better half Gwenith in support, awaits more flight times.

Thanks to all who came and flew with us - look forward to next year.

Tony Hebb ITC PRO

2014 Indoor Championships Results - Indoor Duration GBR website

Friday

LPP

F1M

No-Cal

Name	BMFA No.	Model	Flight Times in minutes.seconds						Two Flight Total	Place
			1	2	3	4	5	6		
Chant T	111998	Cassutt	4.33	3.48	0.00	0.00	0.00	0.00	8.21	1
Bailey R	2479	Cassutt	3.09	3.09	0.00	0.00	0.00	0.00	6.18	2
King C.	37176	Luton Minor	2.49	3.02	2.52	3.10	2.56	0.00	6.12	3
Stewart, N	49026	Fike	2.56	2.31	3.07	3.00	3.02	0.00	6.09	4
Sellwood R.	53324	Blackburn	2.46	2.47	0.00	0.00	0.00	0.00	5.33	5
Dolby P.	2116		2.22	2.31	2.20	2.16	0.00	0.00	4.53	6
Evans M.	111999	Do335	1.58	2.11	2.04	0.00	0.00	0.00	4.15	7
Bates, K	51145	Ford Stout	1.16	1.12	1.04	0.00	0.00	0.00	2.08	8

F1N (chuckie)

Name	BMFA No.	Flight Times in minutes.seconds									Two Flight Total	Place
		1	2	3	4	5	6	7	8	9		
Benns M.	72513	0.3700	0.4086	0.1966	0.3900	0.4458	0.3206	0.0000	0.0000	0.0000	1.254	1
Hebb. A.	35650	0.1461	0.1600	0.1890	0.2074	0.2302	0.2445	0.1691	0.1936	0.2490	0.4935	2
Evans M.	111999	0.1300	0.1481	0.2109	0.1434	0.1328	0.1050	0.2109	0.1963	0.0000	0.4218	3
Bailey R	2479	0.2079	0.1737	0.1714	0.1693	0.1893	0.1603	0.2131	0.1779	0.0668	0.4210	4
King C.	37176	0.1687	0.1834	0.1722	0.1840	0.1836	0.1640	0.1827	0.1711	0.1678	0.3389	5
Andrews J.	31216	0.1644	0.1116	0.1428	0.1575	0.1600	0.1632	0.1356	0.1468	0.1269	0.3276	6

Friday p.m. & Saturday a.m.

F1L

Saturday p.m. & Sunday a.m.

F1D

F1R – 35 cm

Name	BMFA No.	Flight Times in minutes.seconds						Two Flight Total	Place
		1	2	3	4	5	6		
Hebb. A	35650	19.09	21.19	26.32	23.48	0.00	0.00	50.20	1
Benns M.	72513	27.43	19.44	14.28	0.00	0.00	0.00	48.27	2
Bailey R	2479	16.20	10.48	23.54	21.10	0.00	0.00	45.04	3
O'Neill R.	78813	12.18	4.45	12.51	0.00	0.00	0.00	25.09	4
Sellwood R.	53324	10.55	11.10	0.00	0.00	0.00	0.00	22.05	5
King C.	37176	7.21	9.32	0.00	0.00	0.00	0.00	16.53	6
Staartjes H.	185400	9.11	0.00	0.00	0.00	0.00	0.00	9.11	7
Andrews J.	31216	0.00	0.00	0.00	0.00	0.00	0.00		
Chappell. H	88323	0.00	0.00	0.00	0.00	0.00	0.00		
Tomlinson T.	33461	0.00	0.00	0.00	0.00	0.00	0.00		
Dolby P.	2116	0.00	0.00	0.00	0.00	0.00	0.00		
Stewart. N	49026	0.00	0.00	0.00	0.00	0.00	0.00		
Chappell. G	88258	0.00	0.00	0.00	0.00	0.00	0.00		
Bates. K	51145	0.00	0.00	0.00	0.00	0.00	0.00		
Robinson E.	142882	0.00	0.00	0.00	0.00	0.00	0.00		

Sunday p.m.**Legal Eagle**

Name	BMFA No.	Flight Times in minutes.seconds						Two Flight Total	Place
		1	2	3	4	5	6		
Evans M.	111999	3.11	1.48	2.57	2.57	3.13	3.10	6.24	1
Sellwood R.	53324	2.56	2.42	2.55	3.07	3.13	2.46	6.20	2
King C.	37176	2.41	2.48	2.51	3.12	0.00	0.00	6.03	3
Andrews J.	31216	1.59	1.00	2.02	1.04	2.15	2.10	4.25	4
Bates. K	51145	2.03	2.05	1.57	1.37	0.00	0.00	4.08	5
Chat T.	111998	0.45	0.00	0.00	0.00	0.00	0.00	0.45	6

L.R.S.

Name	BMFA No.	Flight Times in minutes.seconds						Sum of best Two Flights	Place
		1	2	3	4	5	6		
Bailey R	2479	7.01	6.07	4.19	3.38	6.57	0.00	13.58	1
Benns M.	72513	7.08	1.47	1.50	4.07	6.08	6.42	13.50	2
King C.	37176	5.49	6.21	7.02	6.47	0.00	0.00	13.49	3
Lefever G.	5484	6.03	6.41	6.24	4.48	5.35	6.46	13.27	4
Stewart. N	49026	5.16	6.30	6.55	0.00	0.00	0.00	13.25	5
Doyle. M.	S078804	6.15	3.57	2.45	6.03	6.58	4.46	13.13	6
Robinson E.	142882	6.20	5.40	6.06	6.00	2.44	2.55	12.26	7
Sellwood R.	53324	6.12	5.55	5.43	5.57	0.00	0.00	12.09	8
Chappell. H	88323	5.16	6.11	5.39	5.55	0.00	0.00	12.06	9
Dolby P.	2116	5.55	5.15	4.05	4.12	5.35	5.44	11.39	10
Hebb. A	35650	3.16	5.11	6.15	0.00	0.00	0.00	11.26	11
Watt P.	108095	5.39	4.12	5.04	0.00	0.00	0.00	10.43	12
Chappell. G	88258	0.00	0.00	0.00	0.00	0.00	0.00		
O'Neill R.	78813	0.00	0.00	0.00	0.00	0.00	0.00		
Whitehouse D.	141595	0.00	0.00	0.00	0.00	0.00	0.00		
Andrews J.	31216	0.00	0.00	0.00	0.00	0.00	0.00		
Bates. K	51145	0.00	0.00	0.00	0.00	0.00	0.00		

Nationals Overall Championship 2014

Name	Events									Total Points
	L.P.P	F1M	N.C.	F1N	F1L	F1D	F1R	Lg/E	L.R.S	
Bailey R		1	8	3	13	6	5			14 50
King C.	15	3	6	2	4	2	2	4	12	50
Benns M.				7	8	4	6			13 38
Hebb. A				4	12	3	8			2 29
Doyle. M.	10	3			6					7 26
Stewart. N	12		5							8 25
Evans M.	7		2	5				7		21
Sellwood R.	4		4				3	5	5	21
Tomlinson T.	13	6			1					20
Dolby P.	14		3						3	20
Watt P.	8			10					1	19
Robinson E.	5			5					6	16
Chant T	1		10					1		12
Lefever G.									10	10
Whitehouse D.	6	2								8
Billam J.				7						7
O'Neill R.				3		4				7
Andrews J.	3			1				3		7
Chappell. H					1				4	5
Chappell. G	2				2					4
Bates. K			1					2		3
Staartjes H.							1			1

Challenge Events (including postal scores)**35cm Challenge 2014 (only best four times shown)**

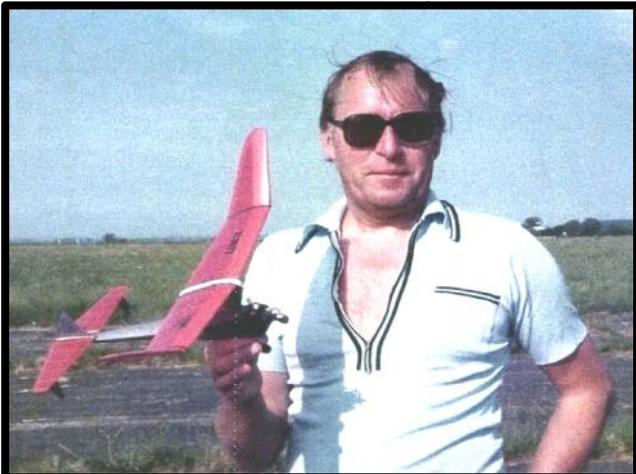
Name	BMFA No.	Actual Time in Sec	Venue Ht. In Ft.	Normalised Time	Actual Time in Sec	Venue Ht. In Ft.	Normalised Time	Actual Time in Sec	Venue Ht. In Ft.	Normalised Time	Actual Time in Sec	Venue Ht. In Ft.	Normalised Time	Sum of best Two Flights	
Sellwood R.	53324	438	50	557.8778	549	50	699.2578	537	50	683.973	571	50	727.279	1426.537	
Staartjes H.	185400	344	26	537.132	523	50	666.1417	436	26	680.784	428	26	668.2922	1349.076	
Judge M.		393	26	613.6421	402	26	627.695								1241.337
King C.	37176	348	26	543.3778	476	50	606.2781	466	50	593.541					1199.819
Tomlinson T.	33461	334	50	425.4136	423	50	538.7724	437	50	556.604					1095.376
Stewart. N	49026	340	50	433.0558	335	50	426.6873	382	50	486.551	398	50	506.93	993.481	
Dolby P.	2116	331	50	421.5926	334	50	425.4136	375	50	477.635					903.0487
Chappell. G	88258	247	50	314.6023	297	50	378.287	294	50	374.466					752.7529
Andrews J.	31216	219	29	331.1	225	29	340.1713	211	25	333.242	194	25	306.3929	673.4131	
Bates. K.	51145	136	50	173.2223	110	50	140.1063	107	50	136.285	136	50	173.2223	346.4446	
Chappell. H	88323	202	50	257.2861											257.29

Gymminnie Cricket 2014 (only best four times shown)

Name	BMFA No.	Actual Time in Sec	Venue Ht. In Ft.	Normalised Time	Actual Time in Sec	Venue Ht. In Ft.	Normalised Time	Actual Time in Sec	Venue Ht. In Ft.	Normalised Time	Actual Time in Sec	Venue Ht. In Ft.	Normalised Time	Sum of best Two Flights	
Andrews J.	31216	321	50	408.8556	300	50	382.1081	249	29	376.456	314	50	399.9398	808.7954	
Stewart. N	49026	372	50	473.814	250	50	318.4234								792.2374
Dolby P.	2116	297	50	378.287	219	50	278.9389	295	50	375.74	308	50	392.2976	770.5846	
Bates. K.	51145	266	50	338.8025	295	50	375.7396	284	50	361.729	276	50	351.5394	737.4686	

Venue Heights

Boulby - 50ft Towcester - 26ft Werrington - 22ft Thorns - 29ft Brownhills - 25ft

Aeromodellers Departed**John Down:**

John with CO2 Powered 'Banshee'

John, of South Bristol M.A.C., an early adherent of vintage modelling, has passed away. He was the Western Area rep. for S.A.M. in its formative days.

A keen competitor, he entered Power, Rubber and Glider events with much success. He was particularly fond of Petrol Duration models, winning the Maxwell Basset and Texaco Trophies many times.

The Korda wake was another favourite, of which he built several examples.

Of late, like most of us, he was finding long retrieves tiring and was becoming more interested in Bungee launch gliders;

a Frog Diana and Mercury Gnome being in the box ready for competing with.

I'm sure many of you will remember John's cheery chatter over the years (60 in my case) and will look back with fondness for a great guy.

John Mayes

R.I.P.

Roy Barrow:

Roy died on Monday 23rd June 2014.

I first encountered Roy some years ago at a model aircraft flying meeting at the Museum of Army Flying, Middle Wallop where he was trying to get one of his vintage spark ignition engines started. I stopped to see if I could help and managed to get it going.

This was to become the theme of many of our meetings at flying events over the ensuing years. There were also many sessions in Roy's workshop or mine where copious quantities of strong tea and his favourite shortbread petticoat tail biscuits were consumed while tinkering with engines, discussing designs and looking forward to the next aeromodelling meeting.

The model aeroplanes Roy flew were invariably his own designs and beautiful and unique creations. Roy favoured elliptical upward sweeps of the wings and scalloped trailing edges - all done on an impressively large scale and with an immaculate finish. He always said that his greatest joy in aeromodelling was seeing one of his own designs flying.

One of his largest creations he called "Carpe Deum" (Seize the Day). I was with him at the Midland Area Rally in Market Harborough for its maiden flight. It flew magnificently, with a graceful, steady flight and Roy was chuffed to bits. He had also brought a triplane control line model with three tail planes as well. It was necessary for this to be flown to qualify for entry to a competition. Roy asked me to fly it for him and I approached it with some trepidation. There was no need to worry since it flew without any trouble. It had been a good meeting and Roy won a concours trophy for his superb building and finishing.

Roy was a talented and original aeromodeller and a good friend. I will miss him a lot.

R.I.P.

John Huntley.

Newbie at the Nationals

- Stewart Mason

Having recently returned from attending my first Nationals, I wondered if the readers of the 'New Clarion' might like to know what a newcomer to the hobby makes of such an event?

At the age of 40 I am a relative toddler compared to some of the experienced flyers I have met recently. But like a toddler, I'm keen to learn...

I decided to travel down to Barkston from my home in County Durham, and booked accommodation in Grantham rather than camping. As the holder of a Commercial Pilot's Licence, I'm a pretty capable interpreter of weather forecasts, and a glance at some of the better forecasts showed plenty of rain due, so a little last minute web searching secured a reasonable room.

Saturday saw me trundling down the flight line in search a parking space and the well stocked car boot of Spencer Willis. I had ordered a Senator from Spencer, and the beautifully finished model I received did not disappoint.

Now, as a relatively inexperienced builder, I'm still finding my way, so having a well finished and competitive model to refer to is a great help, like the old adage of a picture being worth a thousand words, by looking at a completed model, I now know what a 'good one' looks like, and how it is put together and set up. I can now build my own Senator, having saved a good bit of leg work and head-scratching. (Very important when you have a young family and two jobs to occupy your non-modelling time...) So with my Senator safely packed away, I parked up to watch proceedings...

Once the weather cleared, out came the flyers, and I took a walk down the flight-line and talked to some of the participants, being careful to try and catch people at less busy moments.

I must admit, the power models, although fascinating and thrilling to watch, seem to do little to for me. My heart lies with rubber powered models, and that was where I focused most of my attention. A newcomer to rubber power must be quite a rarity these days, and my aim is to be a competent builder of straight, light, well finished, and competitive models, so being at an event like this allows me to pick the brains of the great and the good in the way few other sports allow.

It wasn't only about watching though, Despite not entering any competitions, I managed to trim my new 'Thermal Scout' HLG (the last one won my local club 'one make' competition with a flight of two minutes plus, finally landing, and becoming lost in a long crop...) and I also flew my two channel Boddo Mills powered Tomboy without the radio switched on. It was enormously refreshing to just launch it and stand back to watch. I can see my transmitter getting less and less use now. Perhaps I may have a stab at the Bowden next year. I hope it's not too windy...

Sunday saw me parked up next to two well known faces, the two Johns of Wingate and Andrews. Mrs Andrews, in between carrying out fetchermite duties for John, gave me a fascinating commentary on a wife's role at these events, and offered knowledgeable opinion and a few steps backward when Editor John's wound motor emitted a hearty 'twang' before the model's release from the stooge!

Mr Wingate took some of the mystery out of winding, amongst other subjects, and made the whole business of preparing to launch look so straightforward. It still shocks me just how far these models can get downwind.

In between copious cups of coffee, trying to dry my socks on the car heater, some rather nice bacon butties, and a bit of top notch entertainment watching the Bowden carnage, I found my two days at Barkston invaluable in increasing my knowledge of competition, and it left me in a place where the only way I'm going to learn more is by actually entering something and having a go at it. My building skills could be better, my technical knowledge is scant, but the only way to learn more now, is by doing. Contrary to popular belief, failure absolutely IS an option.

So there we are, I am no longer a nationals newbie, I met some lovely people, and enjoyed my time amongst the dedicated flyers that I read so much about in the various publications. I also got an idea of just how small a band we really are, considering this was a national event, and how important newcomers are in order that

we can keep these competitions, and these beautiful and graceful models, alive and flying long into the future.

I would like to continue updating you on my progress from raw beginner to capable flyer, and I have plans for many models. I enjoy building as much as flying, and spending an hour or so building after the stresses of work is an excellent way of relaxing and focussing the mind.

My favourite designs have to be the British lightweights, as I consider these to be the ultimate blend of form and function, which is amazing since they were born out of such necessity.

While I keep you updated as to how I'm getting on, I'll be sure to include some photos of my builds so you can cast experienced eyes on my mistakes. Perhaps some of you could join me and recount your inexperienced early days for the benefit of newcomers like myself? Warts and all!

Stewart Mason

Middle Wallop Vintage R/C and C/L.

- Tony Tomlin

The first day of June 2014 was a lovely day with very little wind and wall to wall sunshine, it was also the second Middle Wallop Vintage R/C and control line event of 2014. Sadly the first event, at the end of April, was beaten by the weather with very little flying taking place. Soon after the control gazebo had been assembled and the flight line safety tapes laid, at about 9.00am, fliers started to arrive. By the end of the day 30 radio fliers had signed in plus 12 control line fliers. As always fliers came from far and wide, from Essex in the east to Bristol in the west, with the control line fliers [the Caulk Heads] from the Isle of Wight.



Pam Tomlin on tent duty

Soon the air was buzzing with the sound of diesels and glow engines and, as is now the norm, an ever increasing number of electric models. In total 70 models were listed which led to a good day of relaxed flying. Some interesting models were to be seen. The most unusual was probably the 1913 Lee-Richards, Mk IV Annular wing model, built by Mike Burke, and the largest a 90" Junior 60, powered by a PAW 60 that flew in a very stately manner. Other [smaller] Junior 60s were much in evidence and Tomboys of both 36" and 48" versions there to fly in the Tomboy competitions. It was nice to see an early aerobatic model being flown, which was the Astro Hog of Steve Roberts, whilst John Laird flew his 80inch Debutante which took off from the grass with no problems. Some Peter Fisher designed models were seen with Tony Tomlin's scaled up Meson and the Sunduster flown by Mike Cummins of the Raynes Park Club. This model is obtainable as a kit from the Vintage Model works 02085423100 and has proved to be a stable flier.



The Lee-Richards MK IV by Mike Burke.



Angelo Piancentini with large Tomboy, flew well.

Tomboy 3s Competition

Numbers were a little down from normal with five fliers making the mass launch flyoff, having qualified earlier in the day with two flights of 4 minutes plus.

Ian Andrews was the starter, all the models got away OK, excepting Paul Netton, who usually does well, but crashed due to a defective servo, comprehensively wrecking his Tomboy. For the rest some good times were expected. Brian Brundell, qualified with one of his flights over twelve minutes, but was out of luck in the flyoff and was down in a few seconds over 6 minutes. He was followed a little under a minute later by John Strutt. The others had spread out and were all at a terrific height with Tony Tomlin spinning down a few hundred feet as his model was about to disappear upwards [should have gone to spec savers!] and claiming third place spot on 9 minutes. The remaining two, James Collis and Tom Airey were both slowly descending and very close until James found a hole in the air and was down at 10mins 41 secs with Tom landing a little over a minute later.

Tomboy 3 Results

1 st - Tom Airey	11mins 50secs.	2 nd - James Collis	10mins 41secs.
3 rd - Tony Tomlin	9mins 00secs.	4 th - John Strutt	7mins 02secs.
5 th - Brian Brundell	6mins 09secs.		



Maxi Meson by Tony Tomlin and a couple of Tomboys.

Tomboy Seniors

Six fliers qualified for the flyoff as John Strutt had lost his model on a qualifying flight due to a radio problem, sadly with a good deal of searching the model was not found. Again Ian Andrews was the starter, with the competitors having 90 seconds to start up and then a no fuelling delay for 15 seconds, before the mass launch.

This time all the models got away with Tony Tomlin's Tomboy running far too rich leaving a vapour trail, and quickly returning to terra firma in a little over 3 minutes. The others all climbed away. James Collis was off form and was next down at just short of 5 minutes, Roger Briggs in his third event found some bad air and landed at 6min 11secs, followed by Barrie Collis 31seconds later. Peter Rose and Tom Airey were still high but both gently descending. Some good flying followed with Tom winning at a second over 10 minutes, 25seconds after Peter.

Tomboy Senior Results

1 st - Tom Airey	10mins01secs	2 nd - Peter Rose	9mins 35secs.
3 rd - Barrie Collis	6mins 32secs	4 th - Roger Briggs	6mins 11secs
5 th - James Collis	4mins 51secs	6 th - Tony Tomlin	3mins 06secs.



Knilch [Mills 1.3] by Richard Preston.



Smart Matador, a consistent performer.



The prize giving followed with the customary certificates and bottles of wine handed out by Tony Tomlin ably assisted by Brenda Pearce.

This brought an end to an excellent days flying enjoyed by all.

Tony Tomlin

I had decided not to go as the journey was so far, but I was talked into it. The forecast was for light rain at lunch time, but it only drizzled for the fly off.

There is always a new gadget to play with. I bought an Etrex gps to help with retrieving and it paid for itself on this first outing.

Navigating it was nigh impossible, but having got there eventually, I can now use it. I forgot to put my tracker in my BMFA rubber model, but went straight to it with the gps. The day was full of potential disasters that were sorted for me by other flyers. Phil Ball found my model tucked away in the compound after I had given up, and Pete Tolhurst found another later while looking for his own. After the first retrieval I could program in the approximate distance on the Trex for subsequent flights, which is a great help. Combined with the tracker, retrieval was much less effort.

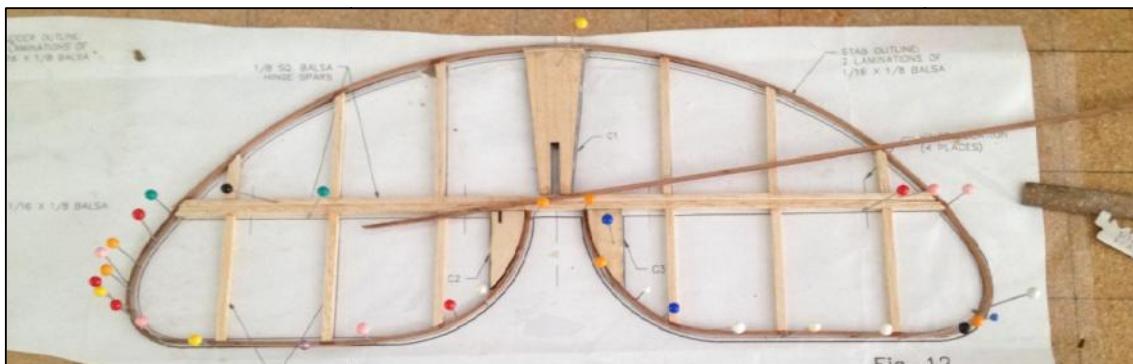


That combined with a folding bike for retrieval made 7 retrieves much less tiring. I guess the next stage is an electric bike. I discovered the dihedral break needed gluing after a flip over on concrete, so I pedalled back to get some cyano and sorted it before carrying it back. I just need a box to go on my back and a handlebar clip for the Etrex.

In open rubber I found good air for my first max. On the second flight I waited ages for a lull and a rise in temp. I was rewarded with good lift. Unfortunately one prop blade fell off, much to the amusement of my timekeeper. It didn't make much difference to the climb interestingly, apart from the vibration. It stalled on the glide but did over 3 minutes! I think the rule about a flight being void if a part falls off is a bit redundant these days. It only came about when R. O. G. was compulsory to stop the use of dollies.

I flew my Lanzo Duplex 4 oz Wakefield in vintage rubber. It is a class and model that I am fond of. Peter Hall showed me the way with it recently at Middle Wallop, so I gave it more strands with less rubber, and this worked well.

The $3\frac{1}{2}$ hr journey home was a bit arduous, but in all an excellent flying day.



I am making a Dumas Nieuport supposedly in time for Old Warden. There is quite a lot of bending of wood required for the wing, tail and fin tips. Dumas recommend soaking balsa and laminating. Being impatient I find the balsa invariably cracks. I know

some modellers use strips of plywood which bend satisfactorily. I have never seen articles in modelling magazines about using "Steamed Pearwood". I bought mine for woodworking purposes from "North Heigham Sawmills" about 20 years ago. It is much superior to laminated balsa. Strips 3/32 square take about 2 minutes steaming in the kettle before becoming very bendable. I use thick cyano to glue it, and the retained moisture activates the cyano. In the quantities modellers use it is very cheap. I cut my strips with a small slitting saw.



Jim Paton

Sculthorpe Results

Saturday

BMFA Rubber	BMFA	CLUB	1	2	3	TOTAL	F/O	P
P Woodhouse	679	Morley	2.30	2.30	2.30	7.30	4.48	1
R Taylor	19368	E Grinst.	2.30	2.30	2.30	7.30	2.26	2
D Beales	81597	Croydon	2.30	2.30	2.30	7.30		3
N Bosdet	47905	Vikings	2.30	2.30	2.30	7.30		3
M Gilham	53987	CVA	2.30	1.43	2.30	6.43		5
W Hodkinson	8681	Timperley	2.16	2.26	1.15	5.57		6
J Paton	156623	Crookham	2.30	2.30		5.00		7
M Howick	67422	Vikings	1.46	1.27		3.13		8
R Elliot	33303	Croydon	2.00			2.00		9
Vintage R/P								
S Willis	34982	Croydon	2.30	2.30	2.30	7.30	3.29	1
F Rushby	52258	Cleermac	2.30	2.30	2.30	7.30	2.53	2
J Wingate	41448	Timperley	2.30	2.30	2.30	7.30	2.34	3
J Paton	156625	Crookham	2.30	2.30	2.13	7.13		4
M Gilham	53987	CVA	2.13	2.15	2.16	6.44		5
Classic Glider								
D Brawn	52517	Biggles	2.30	2.30	2.30	7.30	2.56	1
G Hart	54609	Vikings	2.30	2.30	2.30	7.30	2.52	2
R Heap	73338	Biggles	2.30	2.30	2.24	7.24		3
C Parry	62525	Biggles	1.54	2.30	2.30	6.54		4
P Ball	57180	Grantham	1.42	2.04	2.30	6.16		5
D Truluck	51147	Vikings	2.30	2.21	1.05	5.56		6
G Percival	57180	Grantham	1.01	2.15	1.05	4.21		7
T King	70303	IVCMAC	1.44	2.30		4.14		8
E36								
Chris Redrup	34457	Crookham	2.00	2.00	2.00	6.00	1.47	1
Chris Strachan	3362	Biggles	2.00	2.00	2.00	6.00	0.59	2
G Williamson	17049	CM	2.00	1.40	1.32	5.12		3
P Tolhurst	112840	Crookham	1.03	2.00	2.00	5.03		4
G Warburton	58428	Morley	1.20	1.12	1.39	4.11		5
R Elliot	33303	Croydon	1.25	1.40	0.48	3.53		6
P Jellis	3396	Croydon	2.00	1.00	0.53	3.53		6
Tailless								
S Willis	34982	Croydon	2.15	2.30	2.30	7.15		1
R Mosley	100178	Morley	2.30	2.19	2.18	7.07		2
C Strachan	33623	Biggles	2.16	2.30	2.12	6.58		3
P Woodhouse	679	Morley	1.43	2.30	1.28	5.41		4
D Taylor	4788	Grantham	1.46	2.30	1.20	5.36		5
J Andrews	31216	Timperley	2.15	1.03	0.39	3.57		6
R Elliot	38303	Croydon	1.32	1.21		2.52		7
P30								
D Davitt	63260	Morley	2.00	2.00	2.00	6.00	2.41	1
P Adams	107883	Peterboro'	2.00	2.00	2.00	6.00	2.34	2
C Redrup	34457	Crookham	2.00	2.00	2.00	6.00	1.48	3

G Manion	35505	Birm.	1.59	2.00	1.52	5.51		4
P Gibbons	76597	Peterboro'	1.47	2.00	2.00	5.47		5
P Tolhurst	11284	Crookham	2.00	2.00	1.40	5.40		6
S Fielding	67400	Morley	1.38	2.00	1.49	5.27		7
D Thomson	50600	Croydon	1.42	2.00	1.42	5.24		8
D Bent	113861	Peterboro	1.40	1.39	1.48	5.07		9
B Lavis	72364	Biggles	1.46	1.33	1.44	5.03		10
P Ball	57180	Grantham	2.00	1.32	1.31	5.03		10
P Ingham	81467	SAM 35	1.16	1.45	1.30	4.31		12
T Stevens	13222760	B&W	1.56	0.56	1.01	3.53		13
M Mchugh	162056	Peterboro'	1.09	0.56	1.32	3.31		14
D Rumball	68389	Peterboro'	1.42	1.14	0.31	3.27		15
B Halford	31735	Vikings	0.35	0.58	0.52	2.25		16
HLG/CLG								
P Ball	57180	Grantham				6.36		1
M Page	1364	Peterboro'				5.51		2
G Percival	31494	Grantham				4.54		3
P Gibbons	76597	Peterboro'				3.39		4
C Parry	62525	Biggles				3.21		5
R Heap	73338	Biggles				1.56		6

Sunday

BMFA Glider	BMFA	CLUB	1	2	3	TOTAL	F/O	P
D Cox	73114	Crookham	2.00	2.00	2.00	6.00		1
J Cooper	3422	Biggles	2.00	1.53	1.42	5.35		2
R Heap	73338	Biggles	1.33	1.09	1.42	4.24		3
S Heap	175489	Biggles	0.30	1.38	2.00	4.08		4
C Parry	62525	Biggles	1.35	0.51	1.19	3.45		5
BMFA Power								
J Hook	487	Crookham	1.26			1.26		
BMFA Electric								
C Strachan	33623	Biggles	1.51	2.00	2.00	5.51		1
T Grey	33877	Crookham	1.36	2.00	1.51	5.27		2
G Warburton	58428	Morley	2.00			2.00		3
Vintage Glider								
G Hart	54609	Vikings	2.00	2.00	2.00	6.00		1
C Strachan	33623	Biggles	2.00	2.00		4.00		2
Classic R/P								
P Ball	57180	Grantham	2.00	2.00	2.00	6.00	3.31	
S Willis	34982	Croydon	2.00	2.00	2.00	6.00	2.55	
Mini Vintage								
W Hodgkinson	8681	Timperley	2.00	2.00	2.00	6.00		1
P Ball	57180	Grantham	1.53	2.00	2.00	5.53		2
G Hart	54609	Vikings	2.00	1.47	2.00	5.47		3
D Taylor	4788	Grantham	2.00	1.48	0.48	4.36		4
F Rushby	52558	Cleemac	1.48			1.48		5
CO2								
Trevor Grey	33877	Crookham	2.00	2.00		4.00		

Without Wings

-

Ron Marking

In August I will be 70 and as a special birthday present to myself I have booked a tandem skydive from 10,000ft. I would also like to use this opportunity to raise money for the Alzheimer's Society.

I am therefore asking you to please sponsor me by clicking on this link <https://mydonate.bt.com/fundraisers/ronmarking> and making a donation. You will also find more information as to why I am doing it and why I have chosen that charity.

Please note that I have paid for the jump in full and all of the money you donate will go to the charity.

Ron Marking

I read with great interest the comments regarding the search for airfields in the last two editions of the New Clarion. RAF Barford St John was one option I thought a possibility although a drive past the airfield last summer revealed radio masts covering the field. The building at its centre is also relatively large but if the field is ever abandoned and the masts removed it may be suitable.

Another ex RAF/USAF field (and ex Croughton satellite) is RAF Chelveston near Rushden and Wellingborough. It was vacated in the 90's and sold in the 2000's for development as a renewable energy park. Recent google images show it is still undeveloped and part of the main runway still exists as a track over the field's full length. I am still to pay this site a "visit" but satellite images show some promise.

As for RAF Upper Heyford, it is currently used for storing cars for numerous automotive companies and also as a specialist police driving school. I recently drove through the old domestic site and much of it is still secured and appears to be used as office/industrial units and the married quarters are now private dwellings. Quite a change from when I visited the airfield on a guided tour as a teenager when it was still an active F-111 nuclear bomber base.

I intend to try and get over to the field in the coming weeks while cycling, it's a "slight" detour from one of my more regular routes over towards Bozeat. Stopping to examine the field may be easier if I don't have to park a car in a country lane too. Looking at the Google images, the field looks long but narrow and appears mostly grassed.

Personally I think FF is going to have to start looking for smaller and smaller fields or maybe start to use more natural open spaces such as moorland, particularly in the North of England such as the NY Moors or MOD training areas which I believe exist around the Caterick area and towards the North West which I understand do exist but may be inaccessible. Having lived on the edge of the NY Moors, I know there are lots of open undulating areas (similar to Salisbury Plain) but all covered in Heather which would damage models and make had work of retrieval. The main problem I see is convincing the land owners and the sensitivity surrounding Grouse for the shooting economy, not forgetting any protected birds and wildlife particularly during the breeding season. Radio slope soaring clubs often have a ban on flying at this time. Farmland is the only other option I can think of and maybe the solution would be to negotiate with a farmer to leave fields to grass and for the BMFA to pay a lease fee as a National flying site. This way the farmer could recoup some revenue in both rent and cutting the grass for haylage whilst negating the need for the BMFA to fund a mortgage to purchase their own land.

I'm no expert though and these are just my personal musings and most probably too ill informed to include in a journal such as the New Clarion, although I think they would stimulate debate. I'm just not so sure I want my name to be the one included in sentences with words such as "deranged" or "bonkers".

Steve Brewer

Peter Carter, who is the chairman of the Aldershot MFC, is one of the greats when it comes to FF models, I think that possibly he has more models than most other Free Flighters, you name a model and Peter's probably got it.

One of Peter's interests is finding plans of mainly American rare and hard to find FF planes, which he then builds to perfection.



At the May Middle Wallop meeting Peter arrived with a seldom seen model of a Boynton 41 (see photo) this model was named after its designer Philip Boynton of the USA in 1941 it has a 67" wingspan and was originally powered by McCoy 60.

Peters example is powered by a AM35 diesel, and the model has a very fast climb and a remarkable soaring glide. As was the case at Wallop.



Peter is always ready to help anyone on most aspects of model aircraft, and I am glad to have him as a modelling friend.

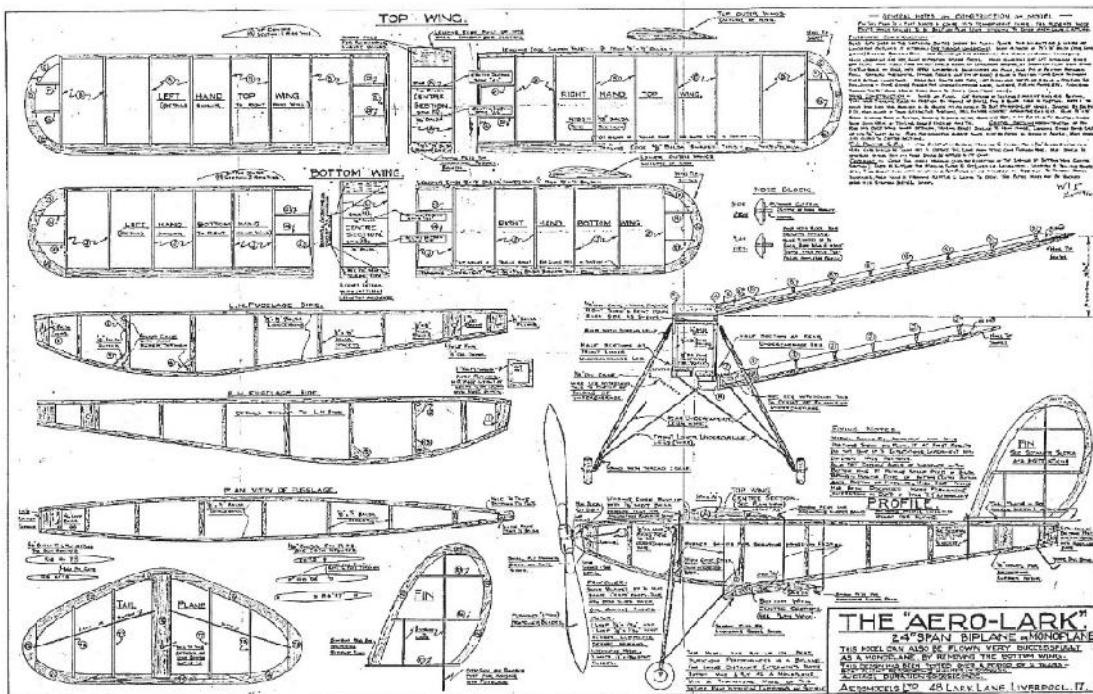
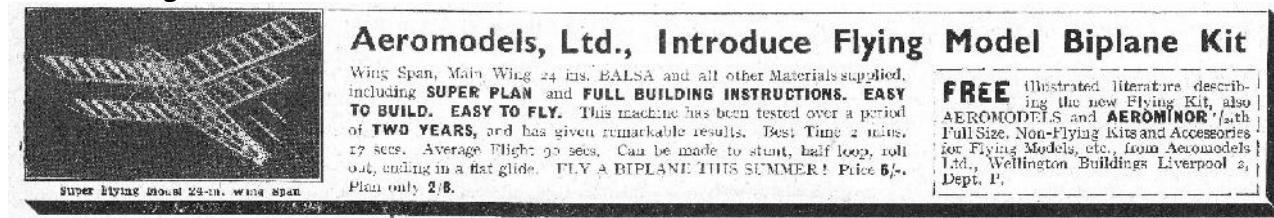
Sydney Hylan (SAM 1066)

Report No. 45. Plans from Kits, British made, excluding scale, cont.

AEROMODELS

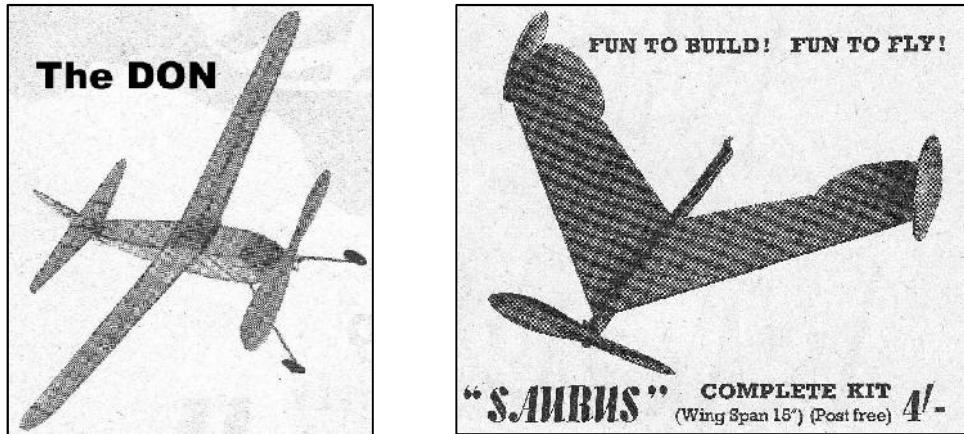
The history of Aeromodels was covered by Alex Imrie's "Vintage Corner" in five issues of Aeromodeller in 1999/2000. Aeromodels Ltd., was formed in 1933 in Liverpool and ran until closed down in 1951. Alex initially reported on the adverts in 1930's "Popular Flying" for Aeromodels range of 1/24th scale models made mainly from card. These models were available both as kits and ready built up and painted to the purchasers requirements and were very highly regarded. Here we will look at just the non-scale flying models by Aeromodels.

The Aero-Hawk 24" rubber powered biplane was introduced in 1936 and was available only as a complete fully built model at a price of 12/6. Perhaps sales were slow as in 1937 it was offered as a kit for a "Flying Model Biplane" at 5/-. Then in 1938 the model was given the name Aero-Lark.

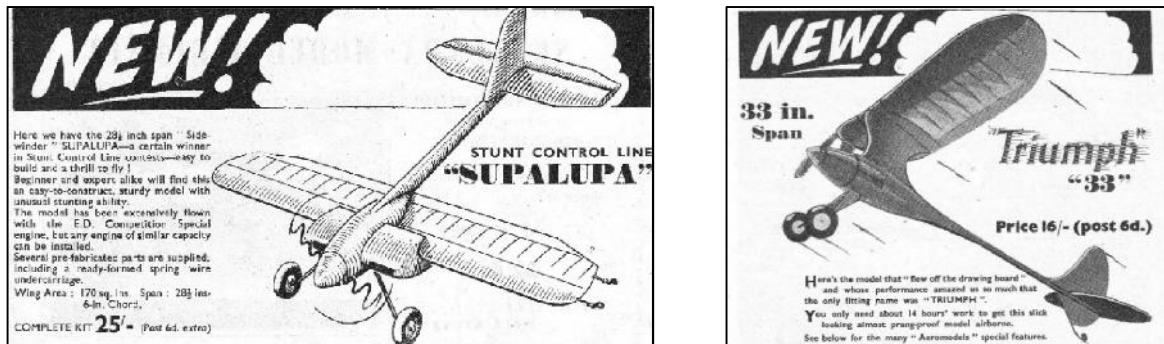


The production of balsa flying model kits virtually stopped in 1939 and that could well have been the end of the Aero-Lark but in 1945 it was launched as the Weaver. The only difference between the two drawings being the change of name and the "General notes...." becoming "General Building Hints" with sketches. It would seem that the same model was offered from 1936 to 1945 as the Aero-Hawk, the Flying Model Biplane, the Aero-Lark and the Weaver although we do not have plans for the first two to really declare that to be the case.

The Baby Gull, a 31" span glider, designed by R.F.L.Gosling was offered as a kit in 1935. Also kitted was the Junior Gull at 48" wing span and perhaps the Senior Gull, wing span not known and no plan seen.



1946 brought the Bittern 22" rubber model, the Don 27" rubber model, the Pickaninny 15" rubber model and the Saurus a 15" span tailless rubber job.



In 1948 Aeromodels brought out two engine powered models, the Triumph 33, a pylon free flight model and the Supalupa a 28" span control line model. If you have any of the missing plans or can name the designer where not known, please get in touch.

MODEL	DESIGNER	SPAN	TYPE	PLAN FROM
AEROHAWK biplane, ready to fly 12/6	Forster W J	24	Rubber	
FLYING MODEL BIPLANE, kit 5/-	Forster W J	24	Rubber	
AERO-LARK	Forster W J	24	Rubber	SAM1066, reduced in AM9904
WEAVER	Forster W J	24	Rubber	SAM1066, P Williams
BABY GULL, Pilcher Cup winner 1945	Gosling R F L	31	Glider	SAM1066, T Westcott, P Williams
JUNIOR GULL	Gosling R F L	48	Glider	T Westcott
SENIOR GULL	Gosling R F L		Glider	
BITTERN	Davis T	22	Rubber	reduced in SAM35Speaks 9812
DON		27	Rubber	
PICKANINNY kit price 6/3		15	Rubber	P Williams, reduced in SAM35 0201
SAURUS		15	Rubber	
TRIUMPH 33	Pearson G	33	Power	D Scott, P Williams
SUPALUPA	Pearson G	28	C/L	
PICKANINNY re-introduced price 5/-		15	Rubber	P Williams, reduced in AM0002

WARNEFORD. Following last month's report Ian James wrote from Walsall with information on another Warneford model. Whilst on holiday in the mid 1950's in North Wales he bought a stick helicopter which he is 99% sure said Warneford on the box, sounds like some very old stock. The model was just a stick with push pull props but nevertheless flew very well until the turns ran out.

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

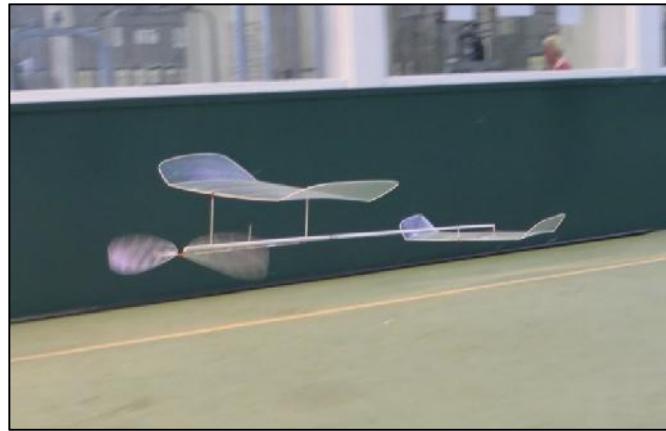
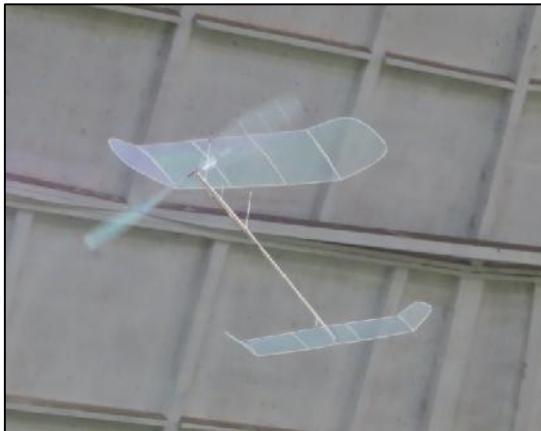
Roy Tiller



Clive King with his F1D model at the 2014 Indoor Nationals at Boulby



Tom Tomlinson winds his F1D with timekeeper Rachel Andrews on hand



Clive Kings F1D in action



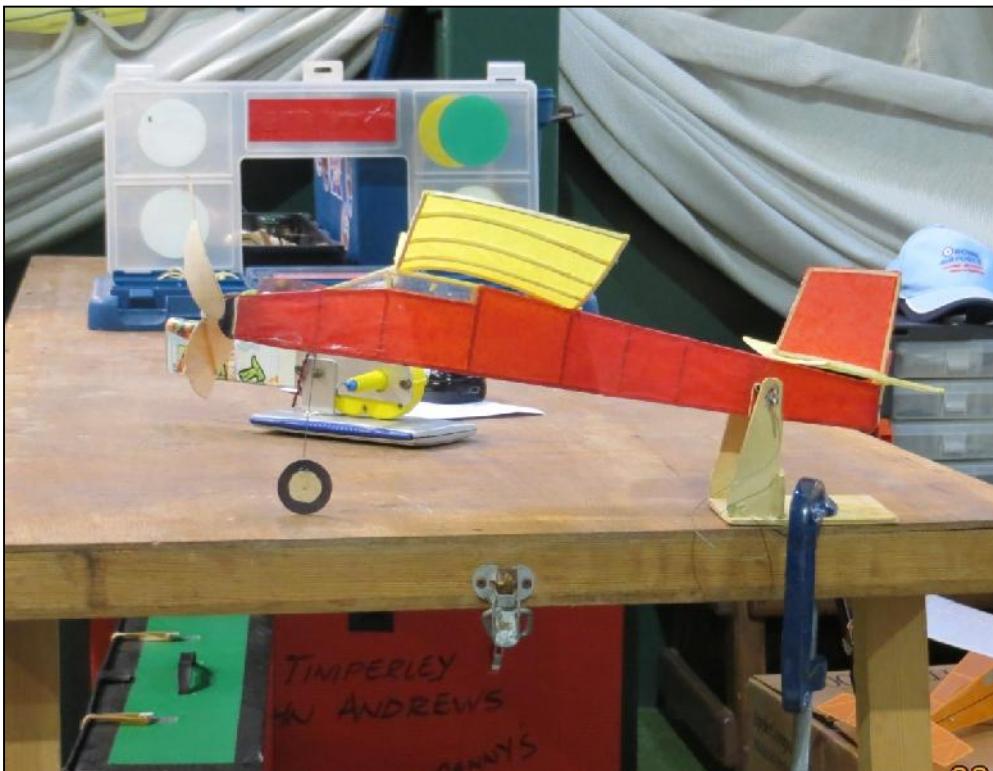
A few No-Cal's flirt with each other and the roof support wires



If you get too enthusiastic with the rubber the centre core junction is the graveyard
Some models are rescued but mostly its bits and pieces that return to earth, if at all.



**Yours truly sorting out another piece of rubber for the Penny Plane.
Chuckie in the background had the distinction of placing last.**



**My two year old 'Legal Eagle' sporting a new larger propeller. Did not improve the performance.
I think there is too much camber on the wing section and the thick rubber required to pull it
through the air will not take enough turns to be competitive. Must make another.**



Quite a relaxed atmosphere as competitors await the prize presentation and raffle



John Andrews

Southern Area BMFA Gala held 19th July at RAF Odiham

Organised by our Chairman, this event has run for some 67 years with the co-operation of the RAF but seems to get progressively more difficult to cope with ever increasing rules & regulations. However, John works wonders - even with weather this year! The forecast was dire but on the day, the rain stopped at about 10.00am which is when we were allowed on the field following a Chinook flight test. Lo - the wind dropped, the sun slowly came out & it was like that for the rest of the day. A very good time was had by all who attended. A 90 sec max was the order of the day with DT fly-offs, to ensure we complied with airfield security.

Results

Coupe D'Hiver:

1 st - Roy Vaughn (o/d)	4.30 & 1.32;	2 nd T - Peter Hall (o/d)	4.30 & 1.17;
2 nd T - Alan Brocklehurst (o/d)	4.30 & 1.17;	4 th - Jim Paton (Bukin)	4.30 & 1.07;
5 th - Ken Taylor (Supa Dupa)	4.30 & 1.05;	6 th - Ted Tyson (?)	4.30;
7 th - Don Thompson (o/d)	4.23;	8 th - Brian Stitchbury (Garricoupe)	1.56

Vintage Wake: (4oz & 8oz combined):

1 st - Nick Peppiatt (Northern Arrow)	4.30 & 1.36;	2 nd - Bob Owston (Lim Joon)	4.30 & 1.17;
3 rd - Peter Jackson (Lim Joon)	4.30 & 1.00;	4 th - John Andrews (Korda)	4.29
5 th - Bob Taylor ('36 Copland)	4.15;	(not sure Rachel would have survived a fly-off!);	
		6 th - Rex Oldridge (Northern Arrow)	3.29

Vintage Lightweight Rubber:

1 st - Mike Parker (Raff V)	4.30 & 2.31;	2 nd - Ted Tyson (Buckeridge)	4.30 & 2.19;
3 rd - Chris Redrup (Dyna Mite)	4.30 & 1.49;	4 th - John Lancaster (Raff V)	3.49;
5 th - Peter Jackson (Raff V)	3.00		

E36 Electric:

1 st - Jim Paton (Pearl)	4.30;	2 nd - Ray Elliott (Satellite)	4.23;
3 rd - Trevor Grey (o/d)	4.19;	4 th - Peter Tolhurst (o/d)	4.07;
5 th - Chris Redrup (Pearl)	3.06;	6 th - Peter Lang (o/d)	0.39

Vintage & Classic Glider Combined:

1 st - Dave Cox (Archangel)	4.30 & 1.28;	2 nd - Dave Etherton (Seraph)	4.30 & 1.03;
3 rd - Ken Taylor (Lulu)	2.35	4 th - Dave Etherton (Hatchetman)	2.25

A1 Glider:

1 st - Gary Madelin (o/d)	4.30 & 1.41;	2 nd - Alex Cameron (o/d)	4.30 & 1.23;
3 rd - Dave Cox (o/d)	3.58;	4 th - Dave Etherton (Hatchetman)	2.25

Tailless:

1 st - Andrew Longhurst (o/d)	4.28;	2 nd - Ted Challis (o/d)	4.13;	3 rd - Tony Thorn (Brevity)	2.02
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Vintage CLG/HLG:

1 st - Ted Horsey (Vartanian or Heave Ho?)	244 secs;	2 nd - Peter Tolhurst (Vartanian)	199 secs;
3 rd - Nick Peppiatt (Vartanian)	185 secs;	4 th - Ted Hopgood (B-Polly);	169 secs
5 th - Ken Taylor (?) (Ken had a 3.46 last flight!);	168	6 th - Tony Thorn (Johnson)	126 secs

August SAM Champs 24th/25th August (Sunday & Monday)

Two days - hopefully with a repeat of the weather we had at the end of May. A slightly enhanced schedule is given below - changed as John White kindly rang & volunteered to run waterplane events this year. He couldn't make it last year. So please give him your support as there is the Bill Lewis Waterplane trophy to be won.

Camping - if you wish to camp in the field adjacent to the Museum, call them direct on 01264 784 421 to book a pitch. Cost is held at £8 per night but remember that toilet facilities are only available during Museum opening hours.

Competition Schedule

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; Waterplane / Floatplane; 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; Waterplane/Floatplane; Top Time Trophy; Small vintage rubber powered low wing models R/C Assist (Tomboy etc); Control Line

*Don't forget that Roy Tiller is running a new comp
for "Small vintage rubber powered low wing models"
details are posted within the events section of this New Clarion.*

Extra day at Middle Wallop & SAM 1066 AGM

Subject to final confirmation by the MoD Estates Dept, we have been granted an additional day at Middle Wallop - this is scheduled for **16th November**. So far, no comps have been pencilled in so if anyone has a desire for a specific event that stands a chance of getting a few entries - let me know by email or phone. The event will finish at 4.00pm, so we can hold our AGM in the Museum meeting room at 4.30pm. The agenda & details will appear on SAM 1066 website & in the New Clarion nearer the time.

BMFA AGM

I have received notification from the BMFA that the 67th AGM of the SMAE will be held on 22nd November. This first posting includes nomination forms for various Council posts & the Technical Committee. If anyone wishes for a copy of nomination forms, email me & I'll send back as an email attachment.

Other Notes

Where have we gone wrong!

Not strictly related to modelling but this concerns full size aviation. One of our BMAS members provided a few old Aeroplane mags at our last club meeting. They do make for interesting reading - the March 2006 edition contained a pilot biography of Lord Tebbit. Within it, there was a comment related to the time when he was number two to Keith Joseph at the Dept of Trade & Industry, with a responsibility for aerospace, as well as other areas. In this capacity, he saw through investment in the Airbus A320, despite heavy opposition from the Treasury.

"You will never see sales of more than 20", the Treasury said. At the last count, sales of the A320 family had just topped 10500, of which over 6000 have been delivered! I won't say what I think other than it doesn't surprise me one little bit!

Interesting model from our friends in California: It's called "Double Trouble"!

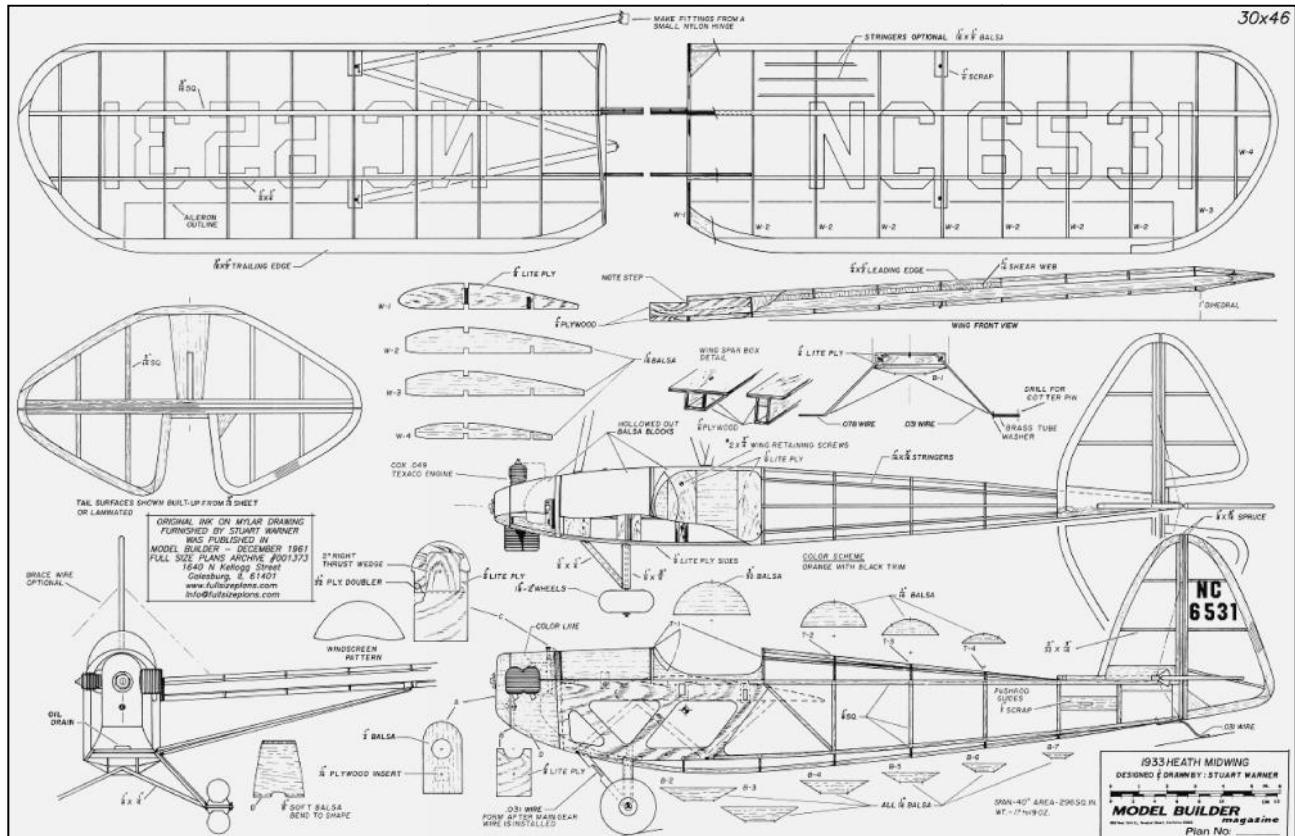
These photos explain why:



Hank Sperzel provides some information as follows: "We are ready for the first flight. It hasn't been easy, I had to shorten the TMA by 5 inches and add a 1 1/8" X 1 1/8" square of 1/8" sheet lead to the nose to get the CG to the calculated location. I just ran the engines, no easy task, only got bit twice by #2 engine. First I prepared to get started and ran #1 engine so the NV setting would be about right when I started #2 engine. After cranking #1 engine with no joy I discovered that the vent on the fuel tank was clogged. After clearing the vent it started and ran well. After I shut down #1 engine I started #2. #2 was a little balky but I got it running. With #2 running I chucked #1 in the starter and it fired right up! With both engines running at the same time what a sweet sound, no small feat. With both engine buzzing away time to check out the fuel cut-off system and worked as predicted. #1 shut down and #2 shut down after a short delay. Malfunction! The steel cable that runs from the timer to the #2 RPO flew back into #2 prop that was spooling down. I never even gave that a thought, I'll have to rig some way to restrain it so it doesn't do that. On a whole I'm happy with it so far. I'll try to take some pictures before I leave for Muncie Monday."

Hopefully Hank will have completed some successful flights by the time next month's article is written. Should be interesting to observe!

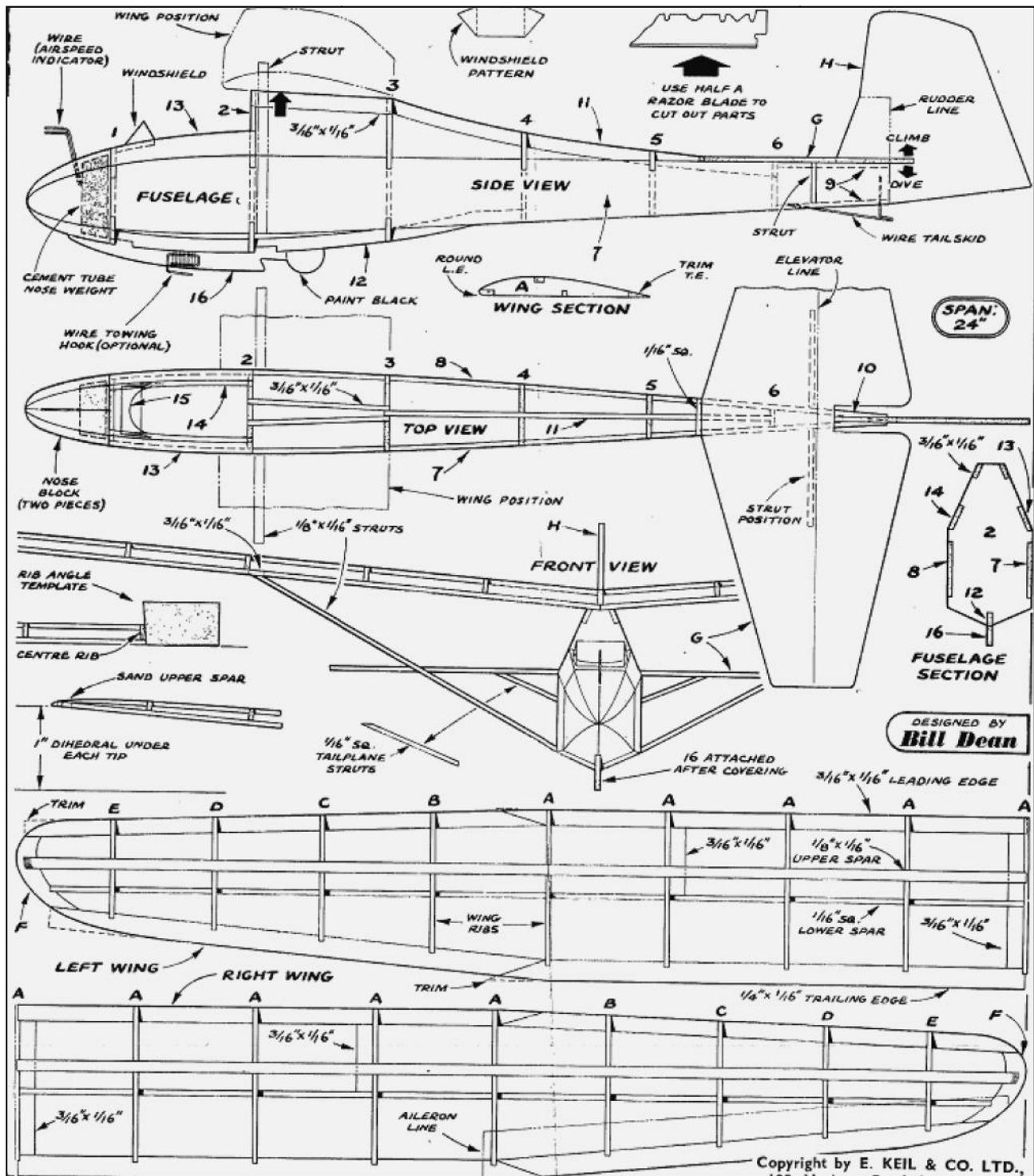
Plans for the month

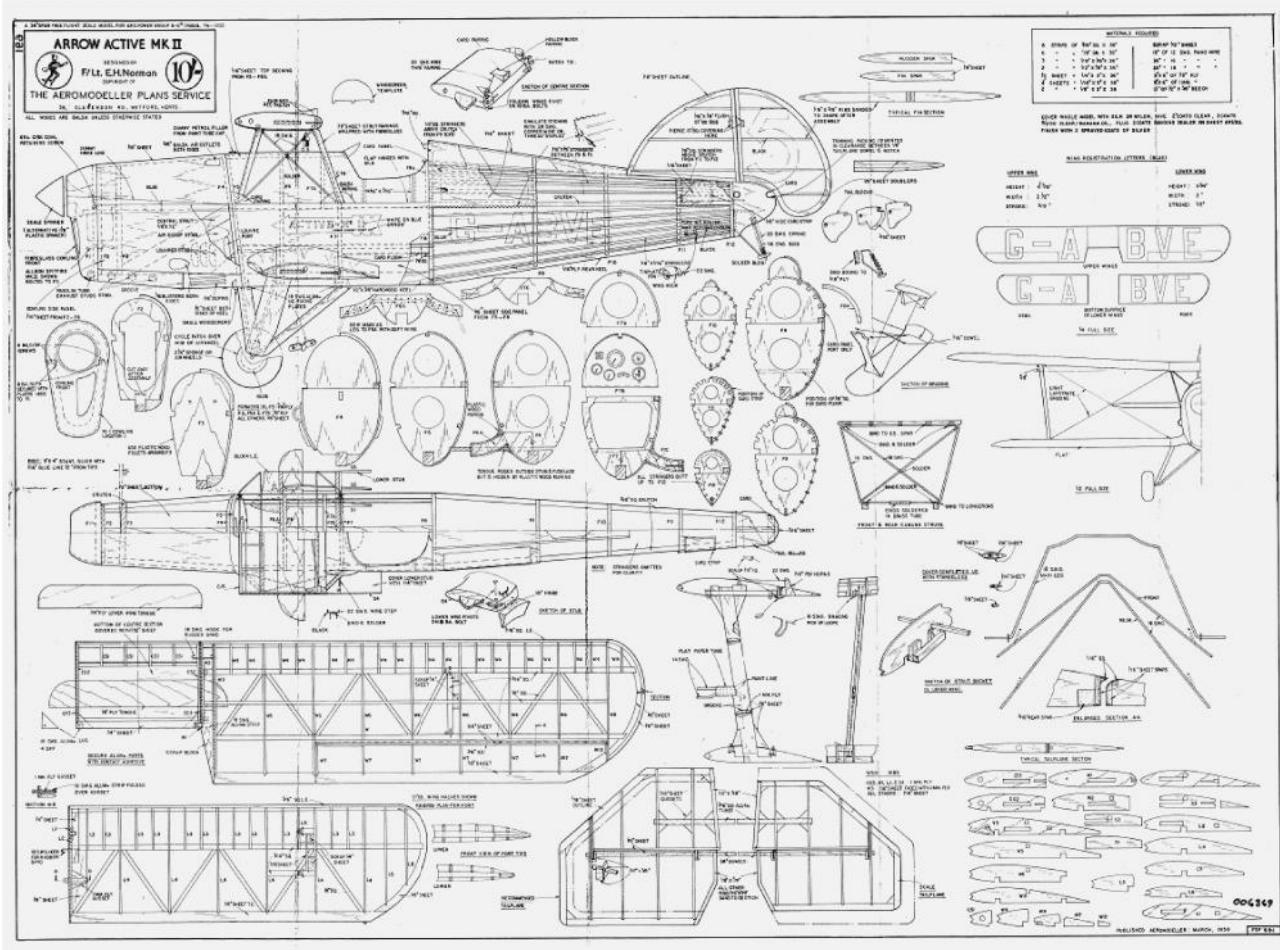


Power: Heath Mid-Wing

I've never been a scale fan since the days of Keil Kraft Flying Scale multiple failures! Nevertheless, there have been some wonderful scale models at Old Warden & Middle Wallop over the years;

so this month's choices are dedicated to scale fans.





Power: A nicely complicated build of Arrow Active

Roger Newman

Found at Wallop

Bryan Stichbury

John,

I found a wheel at Middle Wallop last time we were there.

Looks scalish, about $1\frac{3}{4}$ " diameter with a plastic hub
and a soft rubber tyre, about $3/8^{\text{th}}$ wide.

Anybody lost a wheel?

Bryan Stichbury.

Tailend Charlie

Editor

It's a big issue this month, sorry if your printers run out of ink. I still have enough left over material to fill the next issue, Odiham reports, Coupe leagues, another 'other hobby' etc.

Please be assured that I am not complaining, keep the articles coming, the bigger the New Clarion gets the better I like it.

Editor

P.S.

66th Annual Rally RAF Odiham

John Thompson

July 19th, 2014

A dispiriting weather forecast of thunder and lightning for most of the day greeted the 65 entrants as they arrived in the pouring rain at 9 am. Further difficult news was that helicopter testing activity was scheduled between 10 and midday. Fortunately this was pushed forward to between 9 and 10.30, a sigh of relief, then further news, as Farnborough Air show was on, flying was to be restricted to 100 feet in height. Our RAF Liaison Officer with careful discussions with Air Traffic Control Farnborough (who incidentally had control of all airfields more or less in south England) raised the limit to 500 feet, but flying was to be suspended at their notice between 16.00 and 16.30 when the Red Arrows display was on.

We assembled on the southern part of the the peri track. All entrants had been given individual passes and were ferried to our assembly point, security had been tightened a lot of late. The new perimeter fence 12 feet high plus coiled razor wire extended around the whole airfield was highly visible.

I cannot emphasise more, that the event would not have been possible without the grand assistance of the RAF Liaison officer. As the briefing was carried out, still in the rain a cry went up, is that blue skies in the south, YES. The sun came out and wonderful weather followed, sunny 3/5 mph south wind and remained so for the rest of the day, what luck.

Because of the tight controls on the site, max's were set at 90 seconds, with 60 seconds penalty type fly offs. Results were reported in the secretary's notes.

At the prize giving Peter Tolhurst made a presentation of catapult glider, which he had specially made, to the RAF Liaison Martin Horn (who up to now) is a Discus RC glider specialist, he was delighted by this gesture.

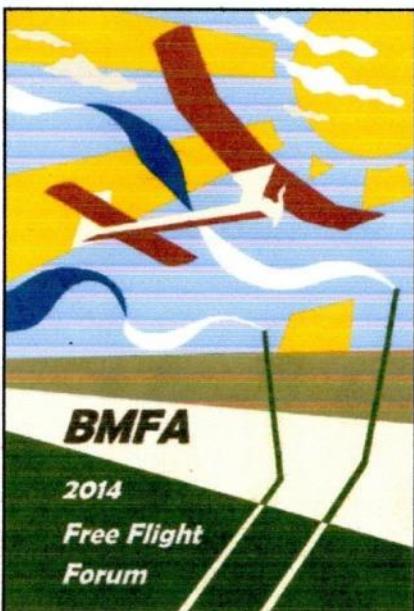
The total cost of running the event with MOD fees and Prizes totalled £725. Pre entry fees, competition entry fees plus donations totalled £875, a surplus of £150 which was donated via the Station Commander to the RAF Benevolent Fund. A very happy day and outcome for all concerned.

A final word of thanks go to Roger Newman on the Desk, Roy Gudge and Clive Hawker on the gate, Simon Wilson and Pete Carter who ferried everyone from the gate to our control desk. Fellows, we could not have managed without you.

John Thompson

2014 BMFA FREE-FLIGHT FORUM REPORT

The new 2014 BMFA Free-Flight Forum Report has just been published.



Simple Coupes, by Gavin Manion; BMFA Rubber - Not Just an Over-powered Wake, by Ivan Taylor; In Praise of Simplicity: Tilting at Windmills, by Alan Jack; P-30 - Does Size Matter? by Chris Redrup; What's All the Flap About? by Alan Jack; One Man's Way with F1A, by John Carter; GPS Tracking System, by Ian Keynes; The Free Flight Programme, Its Future and the FFTC Philosophy, by Mike Woodhouse; E-36 - What Now? by Peter Tolhurst and Tony Shepherd; What Did You Do at the Weekend, Si? by Simon Firth. Additionally there are plans and articles on six of Britain's most successful contest free-flight models: Ivan Taylor's BMFA Rubber model, Steve Barnes's Slow Open Power designs, Chris Strachan's E-36 Ramrod, Steve Brewer's Catapult Glider, Dave Hipperson's T-34 1/2A model and Chris Redrup's P-30.

The UK price is £12.00 including postage; to Europe it's £14 and everywhere else £16. Sales of the Forum Reports help to defray the heavy expenses of those representing Great Britain at World and European Free-Flight Championships. Cheques should be payable to 'BMFA F/F Team Support Fund' in pounds sterling, drawn on a bank with a UK branch; you may also order by credit card, which is a lot easier (and cheaper).

Copies are available from :

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

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

2014 BMFA FREE FLIGHT FORUM

Sunday, Nov. 23rd,

The thirty-first BMFA Free-Flight Forum
will be on the day after the BMFA AGM.

The venue is the Hinckley Island Hotel, Hinckley LE10 3JA.
Admission is £9.00. Please up-date your diaries, book that weekend
contact Martin Dilly at

martindilly@compuserve.com or on 020 87775533
with your offers of papers to present on any free-flight topic
from FAI to Vintage, Indoor to Scale.

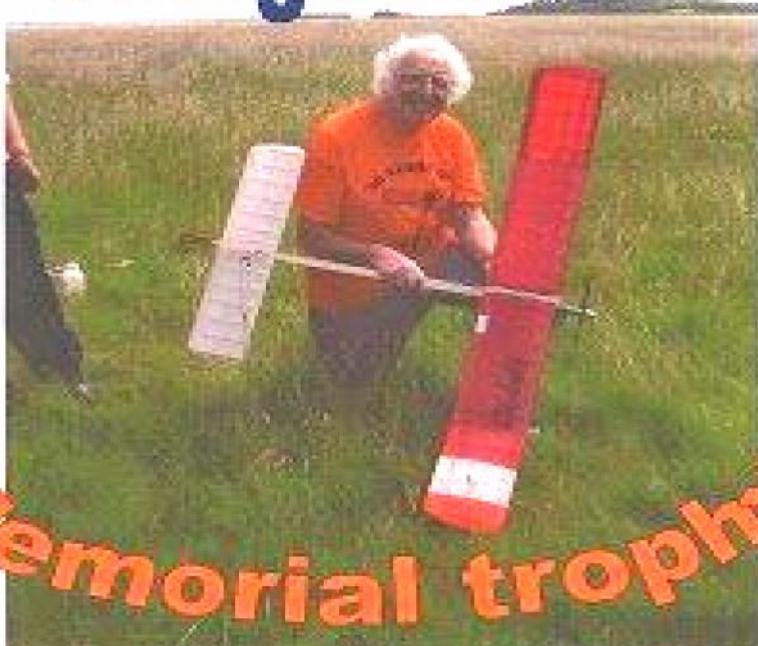
2014 Free Flight Forum Call for Papers

November 23rd 2014 sees the thirty-first BMFA Free Flight Forum, or at least that is the intention. Now is the traditional time to ask you to think about presenting a paper there. Looking back over the Forum Reports since 1985 shows just what a rich source of free flight know-how they still are. Unless you share your own knowledge and thoughts on the theory and practice of free-flight building and flying that will dry up. Modern, Vintage, FAI, Open, Scale, Indoor, all are welcome. However, without your help with offers of papers to present and topics to cover it just won't happen.

Please contact Martin Dilly (martindilly@compuserve.com), phone 020 8777 5533, or Mike Evatt (mikeevatt@hotmail.com), phone 01327-842746 before Oct. 1st with your offers; better still, do it now, while you think of it. The continuing success of the Free Flight Forum depends on you.

Dixielander Competition

George Fuller



Memorial trophy

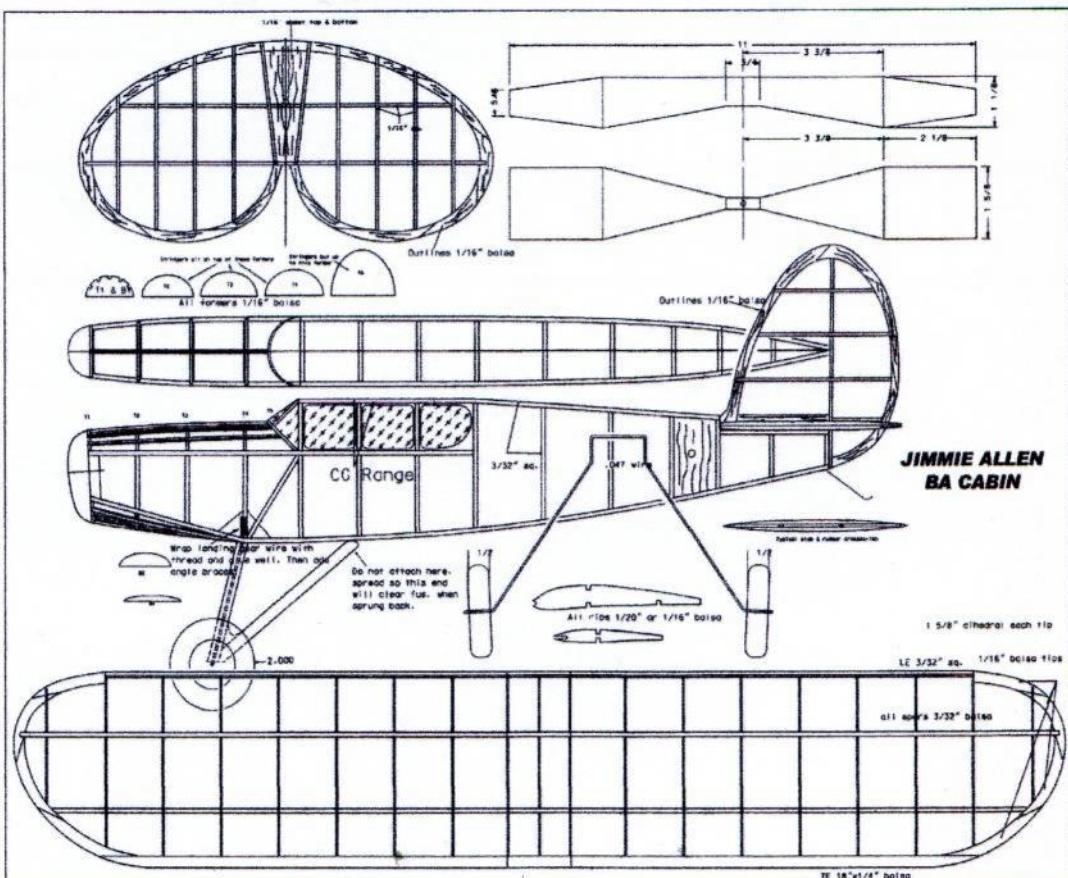
At the southern gala
30th August 2014

**Contact Andrew Chilton 07765655648
01788 890136**

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.

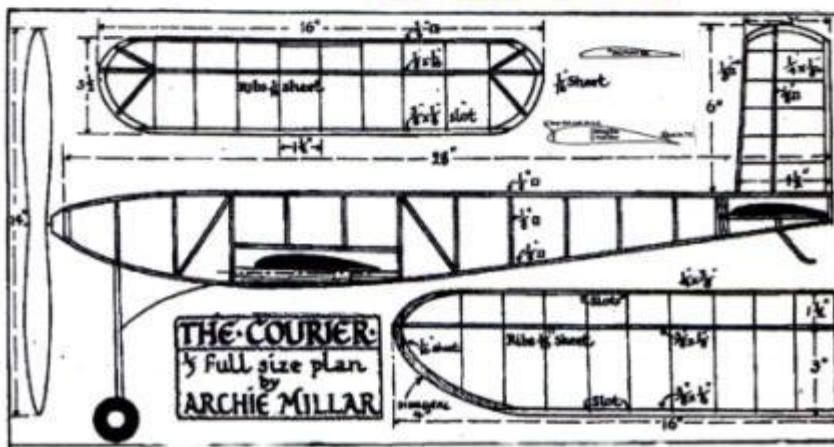
The chart shows some qualifying models.

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

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

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

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 (pre-entry required)	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.

Le Grand Coupé de Birmingham!

A qualifying event for
 the "Euro Challenge F1G" 2014/2015

December 7th at MOD North Luffenham

starting at 10:00am

F1G for the Aeromodeller Trophy
 by kind agreement of Croydon DMAC

Two rounds between 10:00 & 12:00
 then 3 rounds to timetable, finish at 14:45

Pre '58 Vintage Coupe for the Bernard Boutilier Trophy
 3 flights start 10:00 no rounds finish at 14:45

Entry Fee £10 covers both events

Fly-offs (Not DT!)
 maxes as determined by conditions on the day

Prize giving and hot drinks/nibbles
 in the Golf Club on the flying site

(hot food available for purchase at the club bar)

For further information contact Gavin Manion at

gavin.manion84@gmail.com tel 01543 422509

or Stuart Darmon at stuardarmonf1a@yahoo.com

tel 01858 882057

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 0.1sec

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-gb1.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>

Now No log-in 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

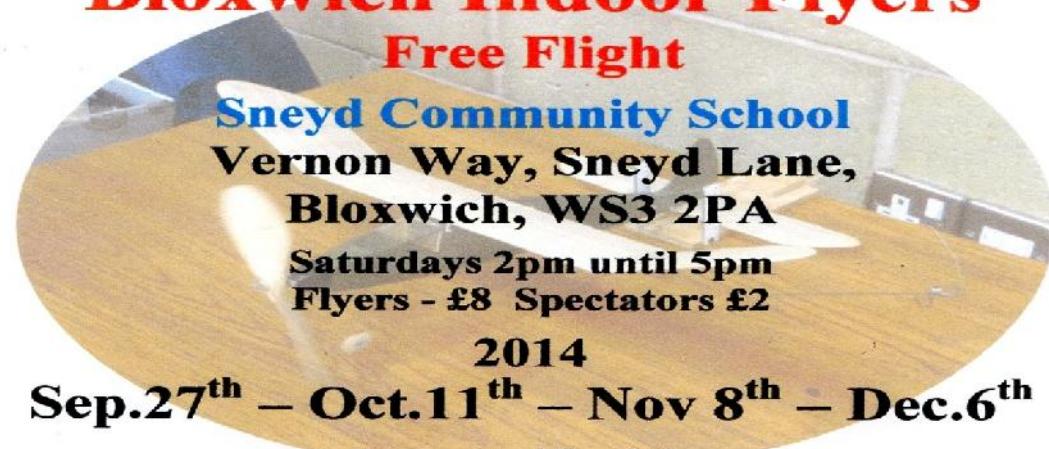
Indoor Flying with the South Birmingham MAC
Free Flight Only
Thorns Leisure Centre.
Stockwell Ave.
 Off Thorns Road - Quarry Bank - West Midlands - DY5 2NU
 Saturdays 1pm until 4pm



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

Bloxwich Indoor Flyers
Free Flight
Sneyd Community School
Vernon Way, Sneyd Lane,
Bloxwich, WS3 2PA
 Saturdays 2pm until 5pm
 Flyers - £8 Spectators £2



2014
Sep.27th – Oct.11th – Nov 8th – Dec.6th

Contact:- Allan Price
 Tel: 01922 701530 - e-mail: montrose32@btinternet.com

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

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

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.

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

There is also now a drinks machine on site.

For further details please contact:

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

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

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

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

BMFA South West Indoor Flying

**Cornwall Vintage Aeromodellers
at
Saints Health and Fitness Centre
St Austell Rugby Club
Tregorrick Park, St Austell
Cornwall, PL26 7AG**

Flying from 1200 to 1600 on the following dates,	
2014	2015
Sunday 21 September	Sunday 18 January
Sunday 19 October	Sunday 15 February
Sunday 16 November	Sunday 8 March
Sunday 14 December	

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

Admission: Flyers £7 Spectators £3
Contact:

**Cornwall - David Powis on 01579 362951
(dave_powis@hotmail.com)**

Devon - Roger Bellamy on 01752 257826
(randmbellamy@gmail.com)

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

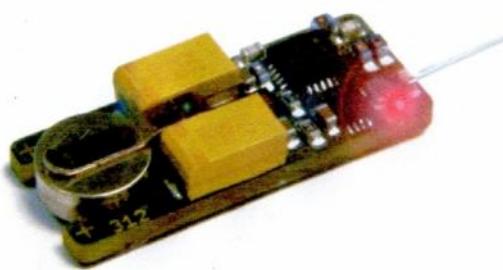
website: www.wessexaml.co.uk

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.

BUGS

Free Flight Model Tracker



£50.00 - each including 6 batteries

Ready to use radio tracker

Suitable for most handheld receivers

Powered by one 312 ZincAir hearing aid battery

27mm long, 11mm wide, 5mm thick 3 grams
including battery

Run time around 10 days

Red LED flashes when transmitting

Available in any frequency from 140MHz to 980MHz

Supplied in protective heatshrink

Very quick delivery, often next day

On sale at

http://www.leobodnar.com/shop/index.php?products_id=217

or contact Peter Brown 07871 459291 for options

Michael Woodhouse

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

Plans of models designed by Geoff Lefever

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

DBHL Plan Service: IMPORTANT:
The rules for obtaining plans have changed.

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

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

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

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

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

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

This service is provided at no charge.

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



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

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

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

MSP PLANS PRESENTS

Vintage, Classic, Sport and other Duration Designs

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

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

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

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

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

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.
HOST WAKEFIELD 1951	John Gorham's 1951 Wakefield, a successful rubber model from the early 1950's.
RON WARRING'S 1952 WAKEFIELD	The geared geodetic model, developed by Ron Warring for twin motors,
NIGHT TRAIN Mk I 1960	George French's Night Train which pioneered the use of VIT systems in the UK

MSP PLANS PRESENTS NEW PLANS

HI-START GLIDERS 2013 - 36 in span

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

HI-START GLIDERS 2014 - 36 in span

SATU 1950	J Bennett's vintage A2
PETREL 1964	Frog's beginner's kit glider
MAD'S DREAM 1959	Brian Dowling's classic A2.

To order plans for UK delivery please write with cheque (£ sterling) made payable to
Martyn Pressnell, 1 Vitre Gardens, Lymington, Hants, SO41 SNA.

For overseas delivery of Popular Plans send local bank notes equivalent to £10.00.
Enquiries: please write or email martyn.pressnell@btintemet.com

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

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

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

Provisional Events Calendar 2014

With competitions for Vintage and/or Classic models

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

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

Trevor Grey at 21 Claremont Road, Tunbridge Wells, Kent, TN1 1SY,
to pay fees and get on army security list.
and send your email address to: trevorgrey@talktalk.net

Please check before travelling to any of these events.

Access to MOD property can be withdrawn at very short notice!

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

www.SAM1066.org

For up-to-date details of all BMFA Free Flight events check the websites

www.freeflightuk.org or www.BMFA.org

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

www.SAM35.org

Useful Websites

SAM 1066	-	www.sam1066.com
Flitehook, John & Pauline	-	www.flitehook.net
Mike Woodhouse	-	www.freeflightsupplies.co.uk
GAD	-	www.greenairdesigns.com
BMFA Free Flight Technical Committee	-	www.freeflightUK.org
BMFA	-	www.BMFA.org
BMFA Southern Area	-	www.southerarea.hamshire.org.uk
SAM 35	-	www.sam35.org
MSP Plans	-	www.msp-plans.blogspot.com
X-List Plans	-	www.xlistplans.demon.co.uk
National Free Flight Society(USA)	-	www.freeflight.org
Ray Alban	-	www.vintagemodelearplane.com
David Lloyd-Jones	-	www.magazinesandbooks.co.uk
Belair Kits	-	www.belairkits.com
John Andrews	-	www.freewebs.com/johnandrewsaeromodeller
Wessex Aeromodellers	-	www.wessexam1.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).

P.P.S.

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