


	<h1 style="text-align: center; color: red;">NEW Clarion</h1> <h2 style="text-align: center; color: red;">SAM 1066 Newsletter</h2>	<b>Issue</b> <b>092013</b>
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Contents	Page
Editorial	2
A Spitfire	3
Indoors at Kibbie Dome (USA)	6
Topical Twists MA July 1961	10
My August Wallop	11
Paper Airplane - Canard Glider	14
Wessex Tomboy League 2013	17
Engine Analysis - Frog 150	20
SAM2001 Tomboy International	21
P.E.Norman	24
8oz Wake & Tailless Leagues	26
Top Time Trophy	28
Southern Coupe Lg. 6 <sup>th</sup> Area	29
John Madderford Memorial Trophy	31
Secretary's Notes for Oct 2013	33
Plans from the Archive	39
Aeromodeller Departed: Tony Hall	41
DBHLibrary (Magazines)	42
Jimmie Allen Mass Launch	44
Timperley Gala Report	45
HUGO, an Ornithopter	47
For Sale	52
A Reminder of 308's HJN	52
Events & Notices	53 - 61
Provisional Events Calendar	62
Useful Websites	63

## Editorial

We seem to have a bumper issue this month and I am holding some items over to the next issue as I am running out of time to get this one together, what a wonderful feeling.

The leading article by Martin Pike tells of a scale Spitfire build with wings secured by magnets.

Thanks to Tony Hebb we have a report on an indoor competition attended by some of our leading fliers at the Kibbie Dome in the states. The trip was almost a spur of the moment job by the sound of Tony's report.

We have a report from Curzio Santoni on the International Tomboy comp promoted by SAM2001. This has been a radio duration competition but it reads as tho' the next one will include free-flight Tomboys. Not sure whether landing within the field flight is a requirement.

There are moves afoot to run some sort of memorial contest for the 50<sup>th</sup> anniversary of the death of that well known scale modeller P.E.Norman, let us know if you have any ideas.

There are reports on some of the August Championship events and the full results appear in the secretary's notes.

With regret I report the loss of yet another aeromodeller in the death of Wallsall's Tony Hall.

Squeezed in at the end of this issue is an extensive and detailed article on the construction and flying of a radio controlled ornithopter HUGO. Believe me when I say it must have been quite a project.

There are video links to flying sequences on You Tube.



Held over until the next issue is Tony Tomlin's report on the Cocklebarrow Farm Tomboy meeting, also an article by Terry King on the glider happenings at August Wallop and Chris Hague with something different, C/L Carrier models with engine control by 2.4ghz radio.

Incidentally has anyone made any of the Paper Airplanes I've published?

*Editor*

The plane was a gift for my father-in-law, to be proxy flown in South Africa by another relative. As such it had to be simple and packable.



The Spitfire was Comet 20" plan, but with a few alterations. I used the outlines of the print wood parts, photocopied them and stuck them on lighter wood to cut out. The central keel I made as one piece, with a temporary bridge piece at the nose. I shaved off the insides of a number of formers and around the tail, desperate to reduce post-CG weight, this seems to have worked as I needed very little nose weight. I broke the wings either side of the centre section, allowing the wing fairings to be a permanent part of the fuselage.



The box thing? Fourmost Products (No. FOR 154) Miter (sic) Sander, I use it all the time as you can sand angles in sheet (eg for non-90 degree gussets) and also

use the angled blocks to sand accurate dihedral angles. They also do a Miter saw (No. 153). I bought the pair over the internet direct from the manufacturer.

The joint was a butt joint of thickened wing ribs (hard 3/32" cf 1/16") held together only by magnets. I used two sets of magnets (taken out of Geomag geometric magnetic building toys) for each wing, initially set apart by 1/16", but this had to be sanded away to stop the wings folding. I was not sure if the bond would be too weak or too strong and hence cause damage when separated. I had even pre-drilled the ribs for a third magnet set if required. The magnets weighed 5g (1.2g per set x4) and I webbed the first bay of the mainspar where the front magnets were, to resist heavy handling. The spars were spruce not balsa for the same reason. The model would be lighter with permanent fixed wings, but they do add crash-resistance. AUW was about 40-50g (I seem to have lost the paper...). I left out the antenna, radiators and oil coolers - ran out of time. As usual I used (silver) mylar then lightweight tissue.



The tissue had a coat of 50:50 dope thinners and then airbrushed Humbrol enamels. Decals were partly ex-West Wings Hurricane kit and home-printed onto white decal paper. Such finesse as spraying a gloss base for the decals was left out to save time. The prop was an 8" Gizmo one (from Mike Woodhouse) - I find the thrust adjustment on these invaluable in small models. It needed a robust packing crate - DIY stores were searched and I eventually found one intended for electric drills. It needed a loading stick for the rubber and a stooge too, to make a full kit.



I only had time for two brief flying sessions before it flew to SA. Got as far as sanding the wing roots so the wings stayed on, and established rubber/winds for brief flights only - broadly straight ahead. Anyway, it got to SA, has flown and father-in-law was chuffed.

I thought the model had more realism than I expected, and I might make another to keep. I would add short stub locators to the LE and TE, as the magnets only self-centre to an extent, allowing the wing incidence to change if you forget to check. Thanks to Lindsey Smith for recommending his model (I'd had the kit for about 13 years.....).

The neodymium magnets are really useful. I have used them successfully to retain cowlings and attach wings. On my latest Piper Cub model they will hold the wings on to the centre section in place of hooks and bands, although the dihedral is maintained by wire and tube. I also hit upon the idea of having two nose cones - one for electric and one for rubber power, retained by three magnet sets held in ply formers. I think I'll also use them to retain the U/C (no ROG planned) and the wing struts with magnets mounted in the wings and fuselage, attracting metal U/C and wire-tipped struts. The plan is they will pop off on landing without damaging the model.

**PS:** Ref myself and son Rory catapulting in the July NC.



**(Doc) Martin Pike and son Rory at the Nationals**

One piece of advice to those keen to encourage children to fly models. Keep it simple and hands-on, don't expect instant miracles - oh that is two.

Trimmed-out CLGs launched from a tether work well, rubber models less so. However Graupner do some plastic (heavy) rubber models (eg Sky Flash) that fly well if the original rubber is replaced and a dowel installed. They are tough.

Do not be disappointed if the children wander off after a while to chase butterflies etc - they may well come back. My two and four year old children flew for an hour this morning - great. I then flew CLGs over their heads while they messed about on the boulders.

They enjoyed it and want to do it again.

*Martin Pike*

Kibbie Dome meeting - 27<sup>th</sup> June to 1<sup>st</sup> July, 2013 - Moscow, Idaho.



Not sure who first suggested the trip to Kibbie this year but it quickly gained support and suddenly flights, hotels and cars were being booked. Straight after the Indoor Nationals in late June seven of us eventually met up in Seattle for the 300 mile drive down to Moscow. The drive is scenic passing initially through the Cascade Mountains and then the rolling plains towards our destination, in all about a 6 hour journey with rest and photo stops. Moscow is a small town dominated by the immaculate University of Idaho campus, wherein lies the football dome - this accommodates a full size US football pitch with seating (12 full size tennis courts are marked out on the floor) - about 400 feet square. There is 120' clear height to the bottom of two dividing nets and 140' to the highest part of the roof, unfortunately there is also a hanging scoreboard in the centre of the Dome which was shrouded in a plastic sheet. Of course anything hanging from the roof when flying indoors is a model magnet and this proved to be the case on a number of occasions. The site itself is at an altitude of 2,700 ft - said to reduce duration possibilities by up to 10%.

The 5 day event is very informal and run since 1981 by Andrew Tagliafico. An F1D World Championships was held here in 1996 and talks are ongoing of hosting another in 2016. The site is available from early morning until late evening, though hand launched and catapult gliders are flown until 0900 and after 1800 each day.

Arriving late Wednesday afternoon we checked into our hotel, unpacked the flying gear and drove across to the Dome to grab table and chairs and begin set up - no flying this day though. Everyone was soon renewing old acquaintances - and of course starting some new ones. We were welcomed on the day by all of the US flyers and indeed throughout the meeting were made to feel incredibly welcome with many invitations to return at will!

The general format of the competition was that over the 5 day period you could make 6 official flights (ie. timed by someone else), the best 2 of these were to count for final placing in the "F" classes and best single flight for all others.

All of the popular UK classes were being flown except Gyminnie Cricket and many of the US specific classes such as A6, EZB etc.

I can't really do a blow by blow account of the flying as I probably wasn't witness to most flights over such a long period and in such a large venue. Towards the end of Day 4 I made a note of the posted times and then updated them at the end (poorly as it turned out!!) before prize giving. To date no other details have been posted, partly because Andrew Tagliafico was involved in a pretty serious car accident on his drive home, fortunately he walked away just badly shaken - unlike his car apparently. The scores are listed as best I can at the end of this article, I'll update them if necessary once I see the final results. I've listed the events that the Brits participated in first.

Even with 5 days available there was not enough time, though I think I was running low on suitable rubber - never do have the right sizes....I shall certainly return in perhaps a couple of years and given the level of enjoyment from the rest of the party I'm sure not to be alone. There was nothing about the organisation of the event that could be improved and the US is such an easy place to holiday - I would certainly like to stay longer next time.

Here's a few notes I made as we went through the 5 days:-

After an initial wet start in Seattle the forecast was for mid to high thirties the entire contest - I feared this may become another Belgrade melt down but inside the Dome temperatures remained moderate at around the 23 degree mark.

**Day 1.** Dorothy managed to circumnavigate the entire Dome - wall to wall - turning right!

After a frustrating time with the F1D I eventually posted a 30m26s, not great for this height ceiling but a good start I thought. So it was - but never got any better!

Bob Bailey found that his F1L did not like the pull exerted by his March '02 rubber and had to revert to a softer batch of which he had insufficient - see what I mean?

**Day 2.** After flirting with the roof Dorothy's F1L departed this life for pastures new over the top of the roof tiles - booo!

Another tough day for me this time with the F1R, I'd rebuilt the prop the day before setting off and it was no longer the happy bunny it had been earlier, got in a couple of decent flights but I was hoping to exceed the 30m mark here.

Both Bob and Peter Watt posted a couple of good F1L flights, Geoffrey Lefever hit the roof with his LPP - no surprise there then, he's aggressive for his age y'know!

Peter Ing was making enjoyable and steady progress with his new F1R.

I was having some difficulty gauging height, the only reliable way I found was to set the balloon for the desired height and then move it close to the model at the apex of it's climb.

**Day 3.** Yet again models not playing ball, this time my F1L. Same problem as Bob had with the March '02 pulling in too much down.

Reverted to some softer May '99, which was too thick, and struggled to keep it out of the roof all day. Not going to challenge in that event then.....Bob flew a good 27m+ in F1R so I had some work to do there too.

Peter Watt flew a good back up flight on his F1L.

Geoff was struggling with his F1M.

**Day 4.** Wonderful weather outside - even felt the heat indoors a little today.

Pete Watt lodged his F1L in the far curtain rail early on which was a blow as can only be retrieved occasionally - had to continue with #2 model, which flew well.

I got in a couple of better F1R flights, leaving me just behind Bob.

Peter Ing made his best ever F1D flight, losing his VP bottom stop screw in the process somehow though.

Geoff F1M model came in hard on full torque and broke the rear tailboom .

Bob made 2 great F1M flights to head up the leaderboard in this class.

Dorothy busy flying LPP made some good consistent flights.

**Day 5.** Came all too soon!! Very calm outside today.

Peter got his F1L back and promptly replaced it with his LPP!

Geoff lodged his F1L over the roof tiles, but we could just see a bit of it, managed to slide it out with Kang's mylar party balloon, so then he flew it back into the centre shroud cables - not so lucky with that one!

Prize giving from 16:00 by Andrew Tagliafico and Ed Berry, nice artwork on the certificates!

The guy on the right is the author of my indoor bible - Larry Coslick. He used my balloon to steer his model and I meant to get him to sign it! Next time perhaps.



Many of the usual suspects won the prizes - both from the US and UK!!

The US F1D Senior team places (for 2014 World Champs.) were being decided in a separate competition at the far end of the Dome. First and second places, barring disaster, was always going to be Brett Sanborn and John Kagan. Third place was quite another matter with some terrific flying taking place and very little separating the contestants. Kang made it his with a great final flight - well done.

## Here are the official results:-

Place	Limited Pennyplane	Time
1	Larry Calliau	15:35
2	Bill Gowen	14:14
3	Rob Romash	14:04
	Mark Bennett	13:49
	Peter Watt	13:29
	Steve Brown	13:02
	Elizabeth Robinson	12:59
	Dave Saks	12:50
	Geoff Lefever	11:55
	Michael Altig	11:24
	Chris Borland	11:01
	Tom Kopriva	10:49

Mini-Stick		
1	Emil Schutzel	12:04
2	Rob Romash	10:51
3	Jeff Annis	10:45
	Ed Berray	09:20
	Elizabeth Robinson	08:13
	Jim Richmond	08:11
	Mark Bennett	07:34
	Chris Borland	07:02
	Eduardo Guerrero	04:58

1/2A (Wally Miller event)		
1	Emil Schutzel	12:16
2	Bob Bailey	12:07
3	Ed Berray	11:40
	James Alderson	09:34
	Tom Kopriva	09:25

Easy B		
1	Jake Palmer	27:52
2	Larry Coslick	27:17
3	Andrew Tagliafico	26:26
	Kurt Schuler	22:28

0.6 gram Easy B		
1	Larry Coslick	23:09
2	Michael Altig	22:23
3	Kurt Schuler	21:19

	F1R	Best	2nd	Total
1	Tony Hebb	29:04	28:06	57:10
2	Bob Bailey	28:02	27:43	55:45
3	Peter Ing	16:38	16:04	32:42
4	Kurt Schuler	24:01		24:01
5	Ed Berray	15:15		15:15

Place	A-ROG	Time
1	Larry Coslick	18:32
2	Ed Berray	15:39
3	Jeff Annis	14:13

Bostonian		
1	Tom Kopriva	03:20
2	James Alderson	02:30
3	Jim Alderson	01:03

Peanut Scale		
1	Tom Kopriva	01:25

No-Cal		
1	Dave Saks	04:40
2	Tom Kopriva	04:27

AMA Scale		
1	James Alderson	02:29

Pistachio Scale		
1	Tom Kopriva	01:17

Place	Hand Launch Glider	Best	2nd	Total
1	Bruce Kimball	109.8	105.7	215.5
2	Rob Romash	48.7	48	96.7
3	Gene Stubbs	37.9	34.8	72.7
4	Ed Berray	31.5	30.4	61.9

Standard Catapult		Best	2nd	Total
1	Bruce Kimball	89.4	89.3	178.7
2	Darryl Stevens	86.4	84	170.4
3	Rob Romash	76	73.8	149.8
4	Ed Berray	65.3	64.4	129.7

Unlimited Catapult		Best	2nd	Total
1	Bruce Kimball	92.2	88.7	180.9
2	Rob Romash	75.6	75.4	151

F1L		Best	2nd	Total
1	Leo Pilachowski	23:11	21:55	45:06
2	Bob Bailey	21:55	20:39	42:34
3	Peter Watt	21:21	20:35	41:56
4	Larry Calliau	20:59	19:16	40:15
5	Tony Hebb	20:01	19:25	39:26
6	Andrew Tagliafico	19:23	18:56	38:19
7	Geoff Lefever	18:31	15:57	34:28
8	Evan Guyett	16:35	16:24	32:59
9	James Alderson	16:51	14:27	31:18
10	Michael Altig	14:44	14:24	29:08
11	Tom Kopriva	13:31	12:30	26:01
12	Chris Borland	13:32	12:28	26:00
13	Rodney O'Neill	16:40		16:40
14	Ed Berray	16:20		16:20

F1M		Best	2nd	Total
1	Bob Bailey	17:26	17:18	34:44
2	Larry Coslick	17:27	16:12	33:39
3	Geoff Lefever	14:32	13:12	27:44
4	Elizabeth Robinson	10:48	10:16	21:04
5	Bill Gowen	10:20		10:20

F1D		Best	2nd	Total
1	John Kagan	32:27	32:20	1:04:47
2	Tony Hebb	30:26	29:46	1:00:12
3	Brett Sanborn	36:47	14:31	51:18
4	Jeff Annis	18:59	18:12	37:11
5	Eduardo Guerrero	12:24	11:29	23:53

*Tony Hebb*



*From Model Aircraft July 1961*

### **Quietly Does It**

If I weren't such an old cynic, I'd believe that patriotic myth about all modellers being intelligent and responsible people. I'd also believe that our community-conscious control liners are just living for the day when a practical engine silencer reduces the decibal output of their wire jerkers to a socially acceptable hum. But, as a cynic, I'm inclined to the view that half the fun of control lining except to the sober few comes from the ear splitting crescendo which follows the unsuccessful flick. Just imagine the awful anti-climax of getting only a feeble buzz as a reward for half an hour's rigorous flicking—hardly worth the effort.

Of course, if aeromodelling was still a hobby, instead of the commercialised mass recreation it has become, the problem of engine noise would be solved in one eloquent editorial appeal. But, like most things these days, it is largely a question of economics. If silence is golden, then the engine manufacturers couldn't have studied their nursery proverbs-. For years they have been stepping up the noise and power output per ounce of engine weight to the present acoustic complaint range of one and a half miles. Whereas, in the primitive days of model ironmongery, you needed about half a ton of the stuff to wake the neighbours you can now send everyone into screaming hysterics on a bare two ounces. Such is progress.

**Economically**, the modern steeple trembler is a sound proposition. Engine fever has become a sort of adolescent disorder, like a rash of pimples or tapered toes, and as a consequence model engines are selling like hot motor bikes. In fact, sales are going up as fast as the axe is falling on the flying fields. But, you can be sure that, before the last modeller is booted off the last airfield, some far seeing manufacturer will have remembered that little homily hanging over his cot, and a great hush will descend upon the land.

### **Cherchez La Femme**

The other month I was tactless enough to make a few ungallant remarks about the feminine content of our hobby. Little, did I think that her enthusiasm extended into the dimmer recesses of the model journals, or that she would rush to defend the honour of her sex with a recital of such formidable accomplishment.

In order to emphasise the deadlier and more precocious qualities of the female of the species, our Lady Modeller claims to have begun her remarkable career at the pigtailed age of 12. Somehow her feminine intuition must have told her that backward little me was still fiddling with a Frog Interceptor at the advanced age of 14. I can only bow to a superior talent.

Let's make one thing clear, though. From all accounts our Lady Modeller must have made her debut in those less frantic days when a 12-year-old was still but a child, and when a tomboyish streak was considered a fetching quality in a spirited young lady. In these days, when any Wings Clubman over the age of seven is considered quite a daddy-o, the twelve-ager is a fully rock addicted and winkle-pickered young adult. And, as for any modern young miss of these mature years displaying an unnatural interest in any other than the fashion type of modelling, such non-conformity would throw the family into confusion. All the teenage problem books would be anxiously studied, urgent letters despatched to the women's magazines, and the offending youngster dragged to the Child Guidance Clinic for rehabilitation. ("But all the other girls of her age have boy friends. .")

From all this might emerge the psychological fact that, as a small child, she was bullied by her big-eared elder brother, and her preoccupation in crashing model planes was a symbol of her revenge.

Perhaps my incredulity about such rare creatures as lady modellers has something to do with living in a modelling wilderness. By this I do not mean Chobham Common. I use the term figuratively. In my urbanised part of the world modellers are not exactly thick on the ground. They might be thick about five to six feet above that datum line, but I wouldn't know. Rumour has it, though, that another modeller does use the flying Held, but only on Sunday afternoons. Being a traditional morning operator this leaves me very much of a lone wolf, and, naturally, were I to see anything so unlikely as a lady modeller I'd give a lone wolf whistle: of surprise, and possibly sign the pledge.

Another cause for disbelief is the undeniable fact that most women are inveterate mode! haters. They just can't understand why their childish menfolk should prefer to play with toys rather than decorate the back bedroom, or take the kids over to visit Grandma.

*Pylonius*

August Wallop was not a good trip for me, the weather was fine and sunny both days, wind OK Saturday but getting stronger and blustery through Sunday. I don't do sun and it was really hot, worst of all was the Premier Inn we stayed in which had little ventilation and no apparent airconditioning, sleeping was uncomfortable to say the least.

I did finish up winning two bottles of wine and the Nuts & Bolts award for my endeavours on this publication.

Saturday I only had the Tomboy comp to fly in and I felt sure I could finally win the Hilda Baker Bowl in my 14<sup>th</sup> year of trying, but no such luck. I had a couple of experimental flights to get on the books, 1-07 and 2-05 both had premature engine cuts. Third flight was a good-un, respectable altitude, good air and spoilt by an early D/T. I had wound the Tomy one turn short and the flight was 3-13 instead of the expected 5 min or so. Next and final effort was a complete fiasco, I set the Tomy for 5 mins but the engine cut before launch so after restarting I wound on an extra turn on the Tomy thinking I had lost some time. The model climbed to a good height and in good air continued to rise. 5 minutes no D/T, we did not see the D/T operate as the model was too high and far away but the model dropped quickly at the death for a time of 7-38, well out of the field and lost. I did get second place and happily I had a phone call when I got home, from a farmer who had picked up the model.

Our Chairman is retrieving it for me as I write so the model should be there next year for its 15<sup>th</sup> consecutive appearance.



**J Close, winner, examines his trophy, your editor astern inspects his consolation 2<sup>nd</sup> place bottle**

Sunday, very warm and sunny but the wind had freshened making things difficult. I entered Bournemouth Classic Rubber but the least said about that the better. Two duff launches with what appeared to be a drastically out of trim model and then I picked up the bits and retired. At least I didn't lose it and my tracker was working perfectly, albeit over the rather short distance the model had travelled. Timperley clubmate John Wingate, in his usual manner, reeled off three flights with his 'Late Night Final' to max out. The 90 seconds maximum of the day being a piece of cake for John. I spent the next hour explaining a D/T Fly-Off.



**JW readies the model for the fly-off and the wind blew his hat off before launch**

John managed to win the Classic fly-off and Alan Price (Brownhills Indoor Organiser) of the Walsall club also picked up a trophy for under 36" whilst his clubmate Mike Turner managed 2<sup>nd</sup> in 8oz Wakefield.



**John Wingate clutching the Classic Cup**

**and Alan Price with the under 36" pot**

We had the good fortune to be parked alongside Paul Lidster, who had a large selection of delightfull vintage power models. Paul is what the Society of Antique Modellers is all about, he appears to build many models and flies them one after the other for the sheer pleasure of seeing them perform. If he loses one so be it, but he was heard to remark that Wallop sees most of his fly-aways returned.



**Mike Turner releases his Korda in 8oz Fly-Off**

Paul had the 'Cleveland Viking' below, powered by a delightfully old fashioned Embee .75 Diesel. I believe he possess more than one of these engines.



**Paul Lidster's 'Cleveland Viking' powered by an Embee .75 Mk1**

Among Pauls other models was an example of Sal Taibi's 'Brooklyn Dodger' powered by a spark ignition Olhson 23. The unmistakeable bark of a Sparkie is music to the vintage modellers ear.



**Paul Lidster's 'Brooklyn Dodger' powered by a spark ignition Olson 23**

*P.S. Our Chairman John Thompson has retrieved my errant 'Tomboy' rewarding the farmer with a bottle of scotch. He reports that he is appalled by the build standard and will be keeping it out of sight in case some should think it was his work.*

*John Andrews*

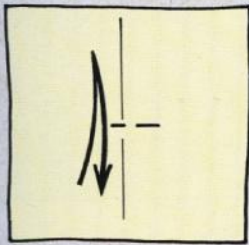
## CANARD GLIDER

NICK ROBINSON

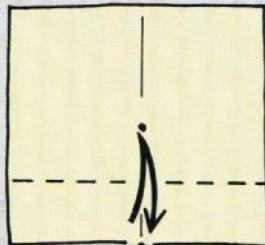
**B**ack in 1902, Orville and Wilbur Wright made the first of many manned flights in the glider they designed and built themselves. The design they chose was known as the "Canard". The name comes from the French word for a wild duck and was chosen because of the location of stabilizers at the front end of the plane, reflecting the long neck of a duck in flight.

On this design, the traditional dart has been given a pair of horizontal stabilizing fins at the front end, allowing more lift to be created. Subtle variations of the angle of each fin allows for many different flight patterns.

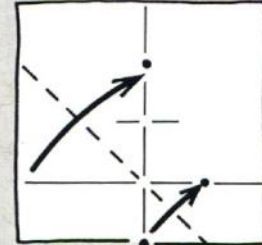
Start with a square of paper, coloured side towards you. Fold in half, open and turn the crease so it is vertical.



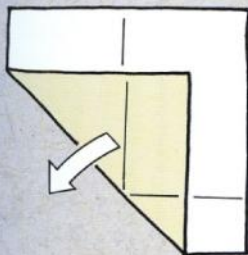
**1** Fold in half, but only make a small location crease (or "pinch mark") before unfolding.



**2** Fold the lower side to the pinch mark, crease and return. Turn the paper over.

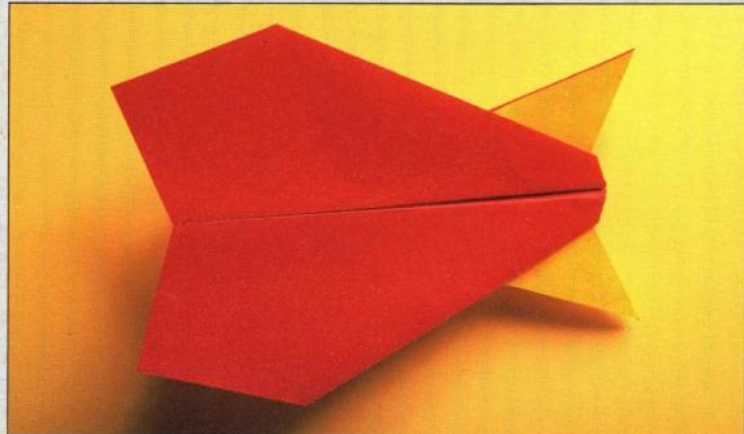


**3** Following the location points, fold the left-hand corner over and line up the creases – use the next diagram to help.

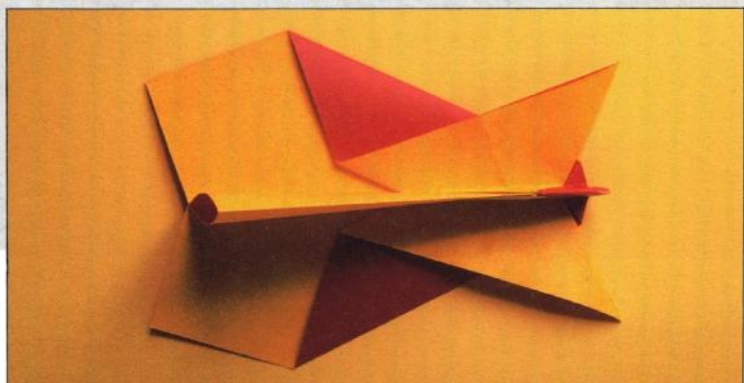


**4** This is the result. Unfold the corner.

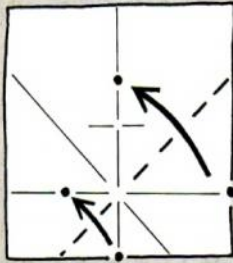
TOP VIEW



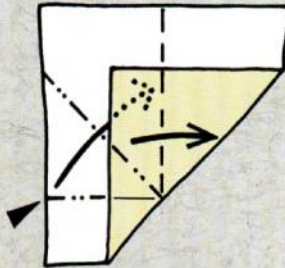
VIEW FROM BELOW



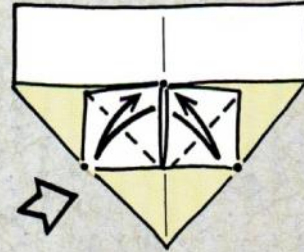
## CANARD GLIDER



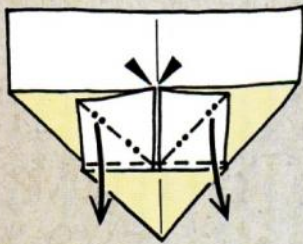
**5** Make the same fold on the right-hand corner, but do not unfold.



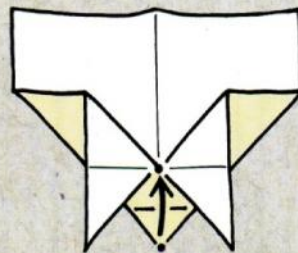
**6** Follow the creases carefully and re-position the lower quarter of the paper. The move should happen easily if your creasing was accurate. Use the next diagram to help.



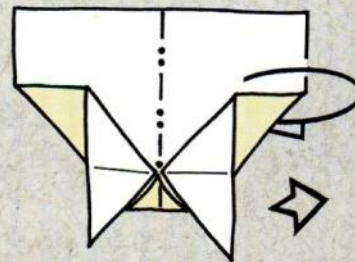
**7** Make the small pre-creases shown.



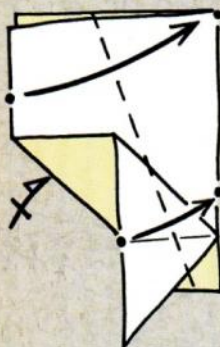
**8** Turn the valley crease of the last step into a mountain. Add a horizontal valley crease as a "hinge" and fold the corner down, pressing the paper into a small triangle. Repeat on the other side.



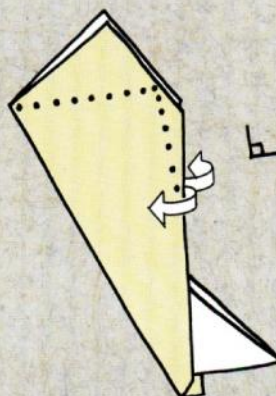
**9** This is the result. Fold over the small corner.



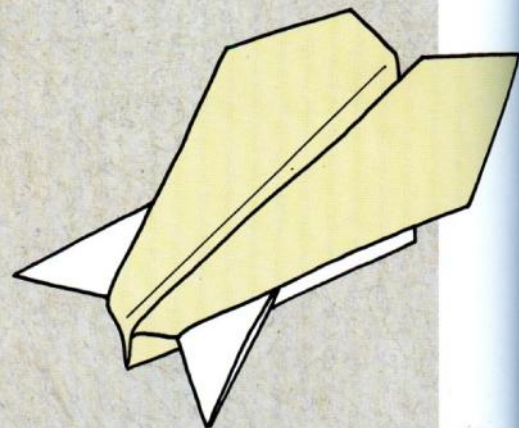
**10** Swing the right-hand side around and behind.



**11** Fold both upper flaps over, carefully lining up the location points ...



**12** ... like this. Crease firmly and open out each wing to 90 degrees.



**13** The Canard finished.

## CANARD GLIDER

**FLYING HINTS**

Initially, keep the front fins slightly above the angle of the wings, then adjust as necessary to obtain a balanced flight. Launch with a gentle push, with a slight angle of attack.

**From the book 'Paper Airplanes' by Nick Robinson**

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***Round 5 Collingbourne Kingston (Marlborough MFC) on Sunday 28 July 2013***

As this was a double event the Wessex Tomboys were flying in the morning with the electric thermal glider 600RES event starting after the now customary midday shower. The shower did arrive as forecast at midday, but by then both the 36" and 48" Tomboy classes had flown, this being the final round of the season.



**Wessex Tomboys at West Winterslow**

The Collingbourne Kingston site is ideally suited to the Tomboy event and all pilots qualified, despite the strong wind, with very little difficulty - well nearly all that is - poor James was bitten by the propeller on his Mills 1.3 and needed expert medical attention from Barrie. We all agreed that Barrie should be appointed chief medical officer after his neat handiwork!

The first fly-off was for the Wessex Tomboy 36" class using the more than adequate miserly 2cc of fuel. James Collis's engine was not keen on running for very long, despite repeated efforts from dad Barrie, and was first to land. Flying conditions were not good in the strong wind, and Chris Hague was soon down. Ian Pratt had achieved a winning height, but was drifting way too far downwind for comfort. The inevitable landing-out resulted in a zero score. This rather lucky win gave Chris a maximum total of 40 points for the season. It reminds me that "you've got to be in it to win it"! Who else is going to have a go next year?

**Results 36"**

<b>1<sup>st</sup></b> - Chris Hague	2 min 32 sec;	<b>2<sup>nd</sup></b> - James Collis	1 min 21 sec;
Ian Pratt		Landed out.	
James Parry		DNS.	

**Wessex Tomboy 36" span league table**

Place	Competitor	R1	R2	R3	R4	R5	Total
1	Chris Hague	<b>10</b>	<b>10</b>	9	<b>10</b>	<b>10</b>	40
2	James Parry	<b>8*</b>	<b>7</b>	<b>10</b>	<b>9</b>	2	34
3	James Collis	<b>9</b>	<b>6</b>	<b>2</b>	2	<b>9</b>	26
4	Peter Rose	-	-	<b>2</b>	<b>8</b>	-	10
5	Paul Netton	-	<b>9</b>	-	-	-	9
6	Ian Pratt	-	<b>8</b>	-	-	<b>2</b>	8
7	Derek Collin	<b>1*</b>	<b>1</b>	<b>2</b>	-	-	4
=8	John Myers	<b>1</b>	-	-	-	-	1
=8	John Taylor	<b>1</b>	-	-	-	-	1
=8	Dave Ashenden	<b>1</b>	-	-	-	-	1

Remember the best four scores, shown in bold type, to count.

There were four entrants in the Wessex Tomboy Senior 48" competition (as James had had to retire wounded) with all four pilots qualifying easily for the fly-off. Barrie had, in fact flown for over 16 minutes early in the morning and considering the strong wind blowing it was quite an achievement. Entrants have 90 seconds to start and fuel up ready for the mass take-off. This time everyone achieved a good launch and climbed away cleanly. Both Peter Rose and Barrie Collis gained a good height and flew for nearly eight minutes. However, Derek Collin was first down after over five minutes, followed a few seconds later by Chris Hague. This left Barrie Collis and Peter Rose both flying their T48's superbly in the strong gusty conditions. Eventually Barrie landed followed a minute later by Peter. However, Barrie had an unbeatable points total for the season. Well done, Barrie!

**Results 48"**

**1<sup>st</sup>** - Peter Rose 7 min 28 sec;      **2<sup>nd</sup>** - Barrie Collis 6 min 37 sec;  
**3<sup>rd</sup>** - Chris Hague 5 min 18 sec;      **4<sup>th</sup>** - Derek Collin 5 min 14 sec.  
 DNS James Parry.

James Parry had provided superb trophies for the overall winners and they were presented before the 600RES class started their competition.

**Wessex Tomboy Senior 48" span league table**

Place	Competitor	R1	R2	R3	R4	R5	Total
1	Barrie Collis	<b>9</b>	<b>9</b>	<b>10</b>	8	<b>9</b>	37
2	Chris Hague	<b>10</b>	2	<b>2</b>	<b>10</b>	<b>8</b>	30
3	Peter Rose	<b>7</b>	<b>10</b>	<b>2</b>	2	<b>10</b>	29
4	Derek Collin	<b>6</b>	<b>7</b>	<b>9</b>	-	<b>7</b>	29
5	James Parry	1	<b>8</b>	<b>8</b>	<b>9</b>	<b>2</b>	27
6	Rick Farrer	<b>8</b>	-	-	-	-	8

Remember it is the best four scores, shown in bold type, to count.

Our thanks go to our host Andy Head of the Marlborough MFC for the use of their excellent flying field and to Jeff Fellows for being our starter on the day. That successfully concludes this year's Wessex Tomboy events and we propose to run the same events in 2014, with little or no change to the rules. This stability of the rules enables pilots to build, maintain and develop their models and engines over the winter with very little expense. As usual, full details are available on our website: [www.wessexaml.co.uk](http://www.wessexaml.co.uk)

Anyone interested in taking part in Tomboy events might like to try the 36" version with a new MP Jet Classic 0.6cc diesel costing a mere £50, a Rx., two 6 gram servos, covering material and either a laser short kit at up to £30 or build from one of the plans around. Contact James for details of plans available. You can be fully competitive for about £130 or less if you have any of the bits already. Once again full details are available on our website.

[www.wessexaml.co.uk](http://www.wessexaml.co.uk)

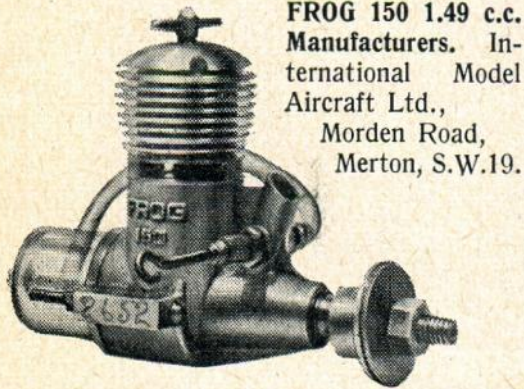


**MP Jet 040 Classic**



**Tomboy 48, Mills 1.3cc; Tomboy 36, MP Jet 040; Tomboyezer 24, Mills 0.5cc, Tomboyezer 12, Mills 0.25cc. models by Chris Hague**

*Chris Hague*



**FROG 150 1.49 c.c.**  
**Manufacturers.** International Model  
 Aircraft Ltd.,  
 Morden Road,  
 Merton, S.W.19.

**Retail Price.** 49s. 6d. including Purchase Tax.

**Delivery.** Immediate.

**Spares.** Immediate.

**Type.** Compression Ignition.

**Specified Fuel.** Frog "Powa-Mix" or equal parts by volume of ether, paraffin, and castor oil.

**Bore.** .5 in. **Stroke.** .460 in.

**Capacity.** 1.49 c.c.

**Advertised Weight, complete with tank.** 3.125 oz.

**Compression Ratio.** Infinitely variable.

**Mounting.** Beam or radial, upright, inverted or "sidewinder."

**Recommended Airscrews.** Free Flight, 8 in. x 5 in.; Control Line, 8 in. x 6 in.

**Recommended Flywheel.** 2½ oz.

**Cylinder.** Steel, hardened, ground and honed. Screwed into crankcase.

**Cylinder Head.** Duralumin, turned and screwed to cylinder.

**Piston and Contra Piston.** Meehanite, ground and lapped.

**Crankcase.** Aluminium alloy, die-cast.

**Connecting Rod.** Forged Hiduminium RR56.

**Crankpin Bearing.** Plain.

**Little End Bearing.** Plain.

**Crankshaft.** Steel hardened and ground.

**Induction.** Crankshaft rotary valve.

**Special Features.** Although of different construction to the earlier engines in the Frog range, all the well tried and proven basic design features, including the original internal transfer passages with bevelled tops, are retained, to give high power coupled with compactness and light weight.

#### TEST

**Engine.** The Frog "150" Diesel, 1.49 c.c.

**Fuel.** Frog "Powa-Mix."

**Starting.** When cold the engine was primed for starting in accordance with the makers' recommendation. This was not necessary with a warm engine, and starting was excellent at all times.

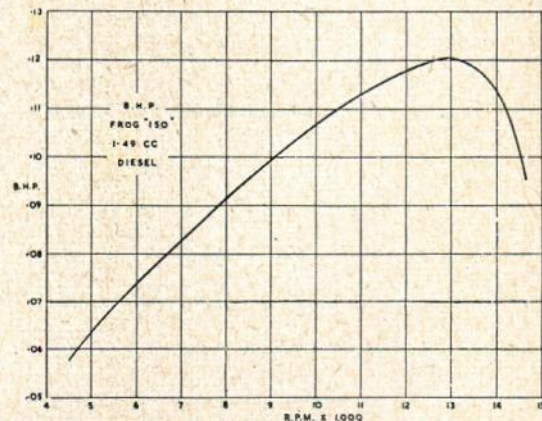
**Running.** In spite of its advanced design, this engine was remarkably flexible, and ran well and evenly at all tested speeds. At the higher ranges the needle setting appeared to be rather critical.

**B.H.P.** Starting at .058 b.h.p. at 4,500 r.p.m. the curve shows a steady rise in power to a maximum of .121 b.h.p. at 12,000 r.p.m., with a steep drop above this speed. At 10,000 r.p.m. the power was shown as .107 b.h.p., so that it is advisable to run as near the 13,000 mark as possible for best results.

**Checked Weight.** 3.1 oz. including fuel tank.

**Power/Weight Ratio.** .625 b.h.p./lb.

**Remarks.** In assessing the power/weight ratios, it must be remembered that this takes into account the fuel tank; most engines of this modern type are supplied less tank. The power/weight ratio of the Frog engine may, therefore, appear lower than some other published figures. At the high end of the speed range, fuel consumption was fairly rapid. But running at 11,000 r.p.m. on an 8 in. x 5 in. prop. the consumption was favourably measured when 15 c.c. of fuel was consumed in 5 min. 32 sec. This was repeated before and after the main test, always giving the same results. Team race enthusiasts will recognise the economy on fuel. The time to consume fuel in the tank supplied was 1 min. 38 sec.



## L'AQUILONE SAM 2001 TOMBOY RALLY 2012-2013.

Dear friends, the fifth edition ended on 31st May, 2013, but, no worries since the 6th Edition will be immediately followed up by a new one, on June 1st (save the date!!). Gianfranco Lusso and I, are very proud about the results and the number of the entrants from Italy, France, Swiss, New Zealand and Australia. 31 modelers had flight in 36" ws Tomboy event and 4 with 48"ws Tomboy events, and the winner is Briand Deason, who, for the first time in the history of SAM 2001 Tomboy Rally, won the first prize in both the events. From the next edition we will introduce a new category reserved for 36" Tomboy F/F with IC engines up to 0.75 c.c. as suggested by some modelers who have sent me e-mails, demanding the opening of the new category. Gianfranco Lusso and I, have announced a special prize in memory of David Baker, founding member of L'AQUILONE SAM 2001. The modelers interested in F/F flight and who would like to try out a new challenge with their Tomboy, will find the rules attached to this report.



### TOMBOY 36" WS EVENT

The winner of the classic event of 2012-2013 is an old friend of Tomboy Rally, Brian Deason from Australia, that has beaten all the other contestants with his old electric model. He has stopped the chronometer of his best flight at 25'35". Brian, however, could have already done his best flight on April 2013, but the capricious weather of the Australian summer prevented it. Bravo Brian! Many compliments for your great results and for your efforts. Graham Main, from New Zealand, the Editor of AVANZ News, who is also another old friend of SAM 2001, got the second place with 21'36". On April 8th, 2013, has also gained the prize for best flight with his electric Tomboy. He wrote me that *"I have made one good time in the Electric Class last month on April 8th, the weather was good, light winds and there was some thermal activity around, so I put up my Electric version Tomboy for a flight. I was demonstrating it to a new member of our Club so did not expect to have a long flight. However I was wrong and the Tomboy rather liked the conditions and flew on picking up the rising air and so flew for 21 minutes 36 secs. A nice flight but rather longer than the demonstration flight I had planned!"*



Graham has also sent us the result of an event flown in Ngatea south of Auckland, on May 25th, 2013, where all the models flight with Mills 0.75, following the rules set-up by that event. The names and times of those seven entrants placed in our Tomboy event are: 18° Angus Mac Donald 7'25", 19° Rex Bain 7'23", 20° Keith Trillo 7'20" (Keith has built the lightest Tomboy I've ever remembered, just about 8 ounces, that is hard to get back once in lift, said Graham), 21° Charles Warren 6'48", 27° Graham Main (with IC Tomboy) 5'12", 28° Rex Anderson 5'06", 31° John Ryan 3'26". The third place is for Mick Walsh, from Australia, time 21'13". This year he has gained his best flight in a weekend, just when his daughter, Melody, was feeling sick. Luckily enough, his mother lives nearby, and he could leave the little princess with her grandmother. Now, let's leave Mick talking about his experience:

*"I went out flying. It was a perfect day - 25 degrees, sunshine and no wind. And yes - I took the Tomboy out as well as some other planes. I made one good duration flight of 21:13. At one point it was so high in a thermal I had to spiral down. I have pretty good eyes but it was just*

*a speck, the sunlight flashing off the wings occasionally. It must have been well over 2000 feet (based on my larger Old Timer contest models which are fairly easy to fly at 2000'). So that will be my official flight this year. The little CS Mills replica (AKA Boddo Mills) is running very well and easy to start, even for me. I use an 8x4 APC electric prop. They load the engine up well and are very efficient, but they do break easily on landing. Yesterday I didn't break any though. I also use them on Cox 1/2A contest. In the afternoon I had a lot of fun launching the Tomboy from my comfy chair and performing tricks just in front of us, then landing almost at my feet each time. I never quite perfected the landing so I didn't have to get up from the chair, though... Need to keep practicing! So we had a lot of fun with the Tomboy yesterday!"*

Honestly, I use an 8x4 APC electric prop for my CS Boddo Mills or for my MPJET 0.6 Diesel and I have found the same problems that Mick was talking about, i.e: it breaks on landing. I don't think that the problem lies in the lack of landings practicing, but in the prop's structure itself, because it is very thin at the root of the propeller blade, and, if your model is not really on a perfect "three points" landing, it is very easy to have them broken once knocking against something.



Just three seconds separate the third and fourth places, where Dete Hasse, Australian too, has scored 20'10", a time which let him enter successfully again in this contest, after having being absent in the past editions. Welcome back Dete then! This year Dete has gained a very good place in rank. He wrote me: *"Speaking of thermals we held the annual inter club competition last weekend at our field. (VMAA TROPHY) Its the biggest event that we host.*



*After 35 years, my club Northern Flying Group, won the competition for the first time. I was very pleased to get into the placings myself in two events and to coach our Junior (Anthony) to first place in Old Timer. 109% Playboy with Rossi .45 (Very good Dete!!). I had to teach him about thermals at the same time as timing his flight even though he is a very good pilot with an aerobatic model. Old timer is very different. I was going to say that this would have been a perfect day for the Tomboy, very little wind, soft and plentiful thermals passing over the field every 30 mins and they also lasted for about the same time. All thermal tasks, glider, electric glider, old timer, achieved max duration times all afternoon until the sea breeze came in at about 4pm. A magic day that only happens a couple of times a year. Model heaven for a day! Our weather has now turned quite cold as we approach winter and good flying days will be few. Today is*



*very windy with rain on the way. there will be more like this for a while."*

Yes, this often happens to me too, in particular, when I am able to hit a max, just the day right before the contest! Is this happening to you too? Our Ugo Baldari, the winner of the past two editions, placed fifth in this edition (What's happened to you, Ugo? Did you feel tired?!). He told me that he has made his best flight on May 11th, after a year or so from his last flight. Yes, we need to say, on May 2013, in Italy was windy and rainy (all the contests of SAM 62 and SAM 2001 were cancelled!) but Ugo, luckily found a day in which the sun was shining, the wind was calm and the birds were singing... in a word idyllic, and he had hit his aim! He wrote me: *"Hi Curzio, this morning, after one year or so, I have made some flight with my Tomboy, some cumulous in the sky, 21°C of temperature and light wind. I have made my attempt at the same field of past years, than you well-know, at Gallicano del Lazio (near Rome). At first flight my Barbini B38 is started at the first time and is running very well. I have made 4 flight and each one was better than the previous. I have not made good time like in the past edition, but I am truly satisfied of my time, 18'39". I could not do better".* Thank for your efforts Ugo, and see you soon.



Let's now move on to the sixth place, where we find Gary Dickens, from Australia, with 16'07"; He is ranking first of a numerous patrol of proud guys of SAM 270, captained by Paul Baartz. Like in the past editions, Paul has organized an event, in Oakford (*I suppose*), just for participating in SAM 2001 Tomboy Rally, and the results are excellent. Twelve entrants! and I would like to mention them all in order of ranking: 7° placed Paul Baartz con 14'56"(very good Paul!); 8° Ian Dixon 13'57"; 10° Rod Mc Donald 12'55"; 13° Richard Sutherland 10'32"; 15° Ray Silbereisen 9'14"; 16° George Car 9'09"; 17° Troy Latto 8'01"; Rob Bovell 6,36; 24° Kavin Hopper 6'03"; 29° Brett Slyn-Daniels 4'35". Another Italian modeler in rank, Antonio Riccardelli, placed 11° with 12'23". For this edition, Antonio has built a new, and well done, Tomboy motorized with an MP JET 0.6 cc Diesel, and with it, he has scored a good time. The MP JET 0.6 cc was used by

the overall majority of the Australian's entrants because of its regularity of runs and low consumption. Frankly, I use the MP JET since many years and I've found it being a great engine too. Gianfranco Lusso, my friend and co-editor of Tomboy Rally, placed 14° time 9'35"; this year his health was not very good, but I am confident he will recover soon and score even better in the next edition! But let's move on to the remaining rankings. At 18° place we find Angus Mc Donald, the first guy of New Zealand's platoon, time 7'25". Our friend has made his flight at Ngatea, South of Auckland, during a Tomboy event held on May 28th, 2013. 19° place is for Rex Bain 7',23"; 20° Keith Trillo 7'20"; 21° Charles Warren 6'48"; 27° Graham Main 5',12" (with a model with I.C. engine); 28° Rex Anderson 5'06"; 31° John Ryan 3,26. All the contestants have used a Mills 0.75 because the Tomboy events in N.Z. are reserved for i.c. engine. In his e-mail, Graham underlines that Keith Trillo's Tomboy is very light, about 8 ounces, so it is very hard to come back home once is in lift. Wow! For being so light I think you have done a pretty good job Keith! Is there someone out there who would like to try beating this record? An hard challenge, I suppose. 23° placed, time 6'23"

Maurizio Sagnotti, finally in contest after a year of attempts failed for bad flight, structural breakages and yes ..battery pack left at home!

But now, Ladies and Gentleman, We are very proud to introduce the youngest contestant ever, Helio Dufurne, from France, placed 25° with time of 5'50". Helio, under the supervision of Gianfranco Lusso, has built himself his Tomboy just in time to participate to this edition of Tomboy Rally. Leo finished his model but, finally, he made his first flight only at the end of the month, due to a very bad weather in France (and in Italy too!). I am very happy for the effort of Gianfranco Lusso to introduce to some young guys his r/c Club, Club modeliste du Pays des Gex, helped also by the President of club Fethy Sarthe. About this effort, I guarantee you, that the results we will see in the next edition. Bravo Leo!! 26° place, time 5'40", Eros Cavallaro, with no more time for modeling because he is currently engaged in the restoration of old motorcycles. And now, I want to thanks Allen Teal, a friend of our contest that has participated at this edition, in truly fair play spirit, with a time of 3'58". Allen is the editor of a Tomboy Rally reserved to New Zealand's modelers, and the first edition of which was concluded at the end of 2012. He told me that he had 10 entrants; 8 in I.C. section and 2 in electric section. The winner of I.C. section has gained a time 22'43" (!!) and has flight an MP JET 0.6 cc, the winner of electric section has gained a time of 24'50" (!!!) Very good Allen and best wishes for the next edition of your contest.



#### **TOMBOY RALLY 48"**

The Super winner of Tomboy Rally 2012-2013 is Brian Deason, (Yes, the same guy of Tomboy 36"ws event). Brian won the 48" event with a time of 41'29", which is the second best time ever of both 36" and 48" events. I am very happy for the performance of Brian this edition, well done! As in the past edition, at the 2° placed we find Les Davis, time 24'27" member of the BENDIGO RCAC in Queensland. Les Davis has made a good time flight in this edition. Third place, another surprise of this edition, Leo Marconi-Archinto, from France. He is the younger contestant, 16 year old, Club Aeromodelistico Pays des Gex and he is the other pupil of Gianfranco Lusso. As shown in the pictures, the pupils of Gianfranco have built their models very well and they are also skilled pilots too. Nice work Gianfranco!! 4° place Valeriano Tascone, time 7'14" and, last in rank, Curzio Santoni time 7'10". Apparently, I have not a good feeling with my 48" Tomboy, but I am working on it!

#### **NEWS FOR NEXT EDITION**

There are some news in the rules of next edition. The first one is an updating about battery capacity: allowed enhance up to 450 mha for Tomboy 36" section. The second is an updating from to 2 c.c. to 2,5 c.c. for engine in 48" section and fuel available from 5 c.c. up to 6 c.c. The second news was suggest by some modelers, like Stewart Mason from England, who have asked me whether it was possible to participate in Tomboy Rally for the F/F model. I talked about it with Gianfranco and finally we decided to schedule, for the next edition, a special prize reserved to f/f Tomboy, in which the rules are based on classical Tomboy 3 contest, dedicated to Hilda Baker, wife of David Baker, founder of L'AQUILONE SAM 2001. So, the rules are: Tomboy 36", engine max 0.75 c.c., 3 c.c. time of flight unlimited. It is possible to use a R/C Tomboy, however, being this a free-flight contest, the time must be stopped when transmitter is used. What do you think about? Come on Guys, let's try it! And now, at the ending of this report on TOMBOY RALLY 2012-2013, we would like to thanks all of you for taking part to this edition, but also all the others that have not, like, Giancarlo Di Chiara, Tiziano Bortolai, Giorgio Zenere, Zdenek Slapnicka, Hans Vanleeuwen, Manuel Rojo, who have lost their Tomboys in the sea (!), and a precious Doonside Mills 0.75, during an attempt. Cristian Alejandro Blanchero from Argentina and Bob Slater, from USA, who has had some health troubles during the last few months, but now he has come back home from the hospital, and he wrote me, he has already his 48" Tomboy ready for the cover on his workbench. To conclude, dear friends we really hope you will join the Tomboy Rally 2013-2014, that will run from June 1st 2013, until May 31st 2014.

Good thermals from Gianfranco Lusso and me. Have fun with TOMBOY!! *Gianfranco Lusso / Curzio Santoni*

#### **TOMBOY RALLY POSTAL CONTEST 2012 – 36" EVENT**

1 BRIAN DEASON AUSTRALIA EL	25,35	2 GRAHAM MAIN NEW ZEALAND EL	21,36
3 MICK WALSH AUSTRALIA IC	21,13	4 DETE HASSE AUSTRALIA EL	20,10
5 UGO BALDARI ITALIA IC	18,39	6 GARY DICKENS AUSTRALIA IC	16,07
7 PAUL BAARTZ AUSTRALIA EL	14,56	8 IAN DIXON AUSTRALIA IC	13,57
9 CURZIO SANTONI ITALIA EL	13,42	10 ROD MC DONALD AUSTRALIA EL	12,55
11 ANTONIO RICCARDELLI ITALIA IC	12,23	12 CURZIO SANTONI ITALIA IC	12,16
13 RICHARD SUTHERLAND AUSTRALIA IC	10,32	14 GIANFRANCO LUSSO SWISS EL	9,35
15 RAY SILBEREISEN AUSTRALIA EL	9,14	16 GEORGE CAR AUSTRALIA IC	9,09
17 TROY LATTO AUSTRALIA IC	8,01	18 ANGUS MC DONALD NEW ZEALAND IC	7,25
19 REX BAIN NEW ZEALAND IC	7,23	20 KEITH TRILLO NEW ZEALAND IC	7,20
21 CHARLES WARREN NEW ZEALAND IC	6,48	22 ROB BOVELL AUSTRALIA IC	6,36
23 MAURIZIO SAGNOTTI ITALIA EL	6,21	24 KAVIN HOOPER AUSTRALIA IC	6,03
25 HELIO DUFURNE FRANCE EL	5,50	26 EROS CAVALLARO ITALIA EL	5,40
27 GRAHAM MAIN NEW ZEALAND IC	5,12	28 REX ANDERSON NEW ZEALAND IC	5,06
29 BRETT SLYNS-DANIELS AUSTRALIA IC	4,35	30 ALLEN TEAL NEW ZEALAND IC	3,58
31 JOHN RYAN NEW ZEALAND IC	3,26		

#### **TOMBOY RALLY POSTAL CONTEST 2012 – 48" EVENT**

1 BRIAN DEASON AUSTRALIA SRE	41,29	2 LES DAVIS AUSTRALIA SRE	24,27
3 LEO MARCONI-ARCHINTO SWISS SRE	11,05	4 VALERIANO TASCONE ITALIA SRE	7,14
5 SANTONI CURZIO ITALIA SRE	7,10		

#### **TOMBOY RALLY PAST WINNERS**

**2008/2009** Pietre Moerkerken Australia 24'12" type 36" **2009/2010** Gino Ursicino Italia 35'20" type 36 "

**2010/2011** Ugo Baldari Italia 47'02" type 36"

**2011/2012** Ugo Baldari Italia 39'40" type 36" Brian Deason Australia 34'43" type 48"

**2012/2013** Brian Deason Australia 25'35" type 36" Brian Deason Australia 41'29" type 48"

James Parry has brought to the attention of your committee that the year 2014 will be the 50<sup>th</sup> anniversary of the death of the legendary FF Scale modeller P.E.Norman. His early use of home built ducted fan units made him the pioneer of this method of propulsion. His models also made use of pendulum control of rudders and elevators. The models he built were not super light and fizzed around at a fair old lick but their saving grace was the fact that if a landing was a little on the heavy side they would diss-assemble themselves. The models were built with knock-off engines, wings and tails etc. One of his better known scale models was his 'Bristol Bulldog' or was it a Gloster Gamecock?



Your committee intends to promote an event/competition sometime in 2014 to commemorate the 50<sup>th</sup> anniversary of the passing of this iconic modeller.

Currently no decision has been taken on the format. It is unlikely that modellers would be prepared to build replicas of his complicated scale models but there are one or two more simple designs of his that could be used for a memorial contest. Format could range from a simple Fly-in to a Bowden type event. An event to the current Hilda Baker Tomboy rules would be viable and requires no judges.

This 'NATSNEEZ' is considered a possibility for a model.  
(Plan in Secs Plans of the month)



The model looks fairly straight forward to build and the replica above is powered by a Mills .75 giving quite a sedate performance. The Spark Ignition motor in the original must have made it a handfull.

It is assumed that modellers today with reasonable wood selection could achieve a satisfactory flying model with one of the many small engines that are available.

**The purpose of this article is to foster interest in the event and canvas opinions on all aspects. Please write in with your own thoughts on the idea.**

*Editor*

**8oz Wake & Tailless Leagues**

-

Spencer Willis

**Final League Standings**

8oz Wakefield:

Bob Owsten was in the lead most of the time but didn't enter the last event at Middle Wallop so was pipped by Mike Turner.

**8oz Wakefield League 2013**

Place	Competitor	Easter M/W	May M/W	Odiham	August M/W	Total
1	M. Turner		<b>10+9</b>		<b>8+7</b>	<b>34</b>
2	B. Owston	<b>5+4</b>	<b>8+7</b>	<b>5+4</b>		<b>33</b>
3	P. Jackson	<b>3+2</b>		<b>7+6</b>	<b>5+4</b>	<b>27</b>
4	M. Gillam			<b>1+0</b>	<b>9+8</b>	<b>18</b>
5	J. Andrews	<b>4+3</b>	<b>2+1</b>	<b>3+2</b>		<b>15</b>
6	B. Stout				<b>7+6</b>	<b>13</b>
7=	R. Elliot			<b>6+5</b>		<b>11</b>
7=	K. Palmer				<b>6+5</b>	<b>11</b>
9=	R. Kimber				<b>4+3</b>	<b>7</b>
9=	M. Marshall		<b>4+3</b>			<b>7</b>
11	P. Michel				<b>3+2</b>	<b>5</b>
12=	D. Powis				<b>2+1</b>	<b>3</b>
12=	J. Wingate	<b>2+1</b>				<b>3</b>
14=	D. Beales	<b>1+0</b>				<b>1</b>
14=	M. Howick				<b>1+0</b>	<b>1</b>

**8oz Lg. Winner Mike Turner with 'HORRY'****Ray Elliot 4<sup>th</sup> in Tailless Lg.**

Tailless:

A good entry of 25.

Making tailless a plug scoring event definitely helped. Quite a few new names appeared and at least one old one. It was nice to see Alan Brocklehurst getting his models out again.

This year's winner is Colin Foster who also won last year. Second is Chris Strachan with Mike Marshall third. These three managed this with just two comps, the advantage of doing well in a well supported event.

Ray Elliot was unlucky in the 5<sup>th</sup> Area event having a motor break in the air which ruined a sure fire max but he must be pleased with his first year flying tailless.

### Tailless League 2013

Place	Competitor	Easter Wallop	Nationals	Oxford AC	East Anglian Gala	Oxford DS	Odiham	5 <sup>th</sup> Area	August Wallop	Total
1	C.Foster		8+7						18+17	50
2	C.Strachan				4+3			20+19		46
3	M.Marshall		6+5					17+16		44
4	R.Elliot		5+4	4+3		1+0	3+2	12+11	4+3	39
5	J.Deeming							19+18		37
6	R.Mosley		4+3		3+2			11+10		33
7	D.Powis							14+13	3+2	32
8	J.Northrop							15+14		29
9	J White		3+2	1+0			2+1	10+9		27
10	C.Chapman							13+12		25
11=	S Firth	2+1						7+6	1+0	17
11=	E.Stevens							9+8		17
13	D.Taylor		7+6		2+1					16
14	P.Tolhurst							8+7		15
15	G.Hart				1+0			6+5		12
16	A.Longhurst			2+1			4+3			10
17=	A.Brocklehurst							5+4		9
17=	T.Thorn			3+2			1+0		2+1	9
19	P Woodhouse		2+1					3+2		8
20	G.Warburton							4+3		7
21	R Tiller	3+2								5
22	R.Willes							2+1		3
24	J.Andrews	1+0	1+0							2
24	R.Marking							1+0		1

*Best three scores to count*

*Spencer Willis*

*The Top Time Trophy donated by Dick Twomey is for the longest flight at the SAM 1066 Championships. Victor this year was 4oz Wakefield Flier Jim Paton who has penned a few words on his flight and his other performances at Wallop in August.*

Top Time: As you say there is a story.

My Lanzo Duplex 4oz Wakefield performs quite well, since I read an old Andrew Longhurst Rubber Column in Sam Speaks. He advised how much rubber to put in it and how many strands. It climbs gently away from release and, as long as it is not launched into sink, will normally do over two and a half minutes. John Thompson had set a one and a half minute max. Unfortunately, the Tomy timer is about twice as slow as my others and so it got set to over three minutes. Of course it went up in a strong thermal and took a couple of minutes to descend. Fortunately it landed within the airfield. On retrieval by car I noticed a kind gent bringing it back.

I forget his name but he had previously "lent" me a Mills 0.75 for my Tomboy. The motor run of my Mills was about 45 seconds, so it wasn't competitive. I had meant to return it to him, but forgot. The camaraderie of aeromodelling is great. It made up for the abuse I got from my timekeeper and other observing "friends" about its wobbly tail and my inability to set the dt correctly.

For the dt flyoff I decided to add another loop of rubber. Having no blast tube (another organisational boob), I only wound to 800 turns instead of 900, and it flopped around at low level, dt'd at 55 seconds and did just over 1 minute.

I also entered vintage coupe with my Altair, and under 25" rubber with my Achilles. Both of which did easy maxes, so the morning air must have been good. After that it was downhill all the way. It was the first contest where my Achilles did not come last, and all flights were over a minute. I came third in vintage coupe. In all a great day with superb flying weather and the usual verbal abuse from my Crookham Club colleagues. Many thanks to John Thompson and his helpers who organised a great day.



This is the Altair I flew. I bought it at Old Warden -as if I didn't have enough models!!! It was made by Dr. Steven Lacey who was recently deceased. It is always educational to see other modellers craftsmanship. He was left handed, so the Tomy is on the starboard side of the fuselage.



*Jim Paton*

**B.M.F.A. Sixth Area, Fifth Round, Southern Coupe League 2013**

It was predicted that the coincidence of the Sixth Area with the Great French Jamboree would seriously deplete attendance at the former. And so it proved. Many survivors of the British Expeditionary Force, straggling back exhausted by their over - enthusiastic engagement with French hospitality were unfit for further duty or listed as missing.

The area event was a threadbare affair with only eight in competition. At Ashdown Forest Gary Oulds reported rain midday, turbulent air, and with the wind direction, their own 'death valley' effect needing a very strong climb to avoid it. The round scores reflect the conditions. Neil Allen looks consistent, Ken Taylor and Mike Richardson unlucky.

A brisk westerly on the coast often backs southwest then south and fly-offs go into the forest. So Beaulieu came to Salisbury Plain. They needn't have bothered as their dismal performance shows. Merryfield was unavailable, so Alan Brocklehurst and his team also joined us.

Jim Paton missed maxing out by five seconds so the pressure was on Alan Brocklehurst who needed one more to win after four very convincing maxes. Stuck in a long cool blustery spell that seemed unlikely to end, he picked a lull but was pulled down in 1'.44".

So Jim took 15 points and joint second place in the league table. His ten year old Bukin outperforms his more recent versions. What's the difference? It has a larger diameter Stepanchuk prop. and a 'soft' leading edge - a carbon tube mainspar instead of a 'd' box. Alan's wing is heavily turbulated by his egg-box construction.....Oh, and we've all now seen Brian Eggleston's 'Airfoil Geometries that Self Turbulate' in July Free Flight Quarterly.

Enough, enough, it's the air, stupid. By the way, Peter Tolhurst now convenes a monthly discussion group at Chobham, next topic, air-picking. A regular participant has observed that since know-one knows anything about it it will be a short session.

Turbulent air downed Roy Vaughn's first flight in 1'.52" his second maxed but his third bunted in for an attempt after a very flat throw - obviously the French effect. On his second attempt we were treated to a unique display of air-power. 11 seconds after launch the entire prop unit fell off. Taking little notice the model continued its climb. The glide pattern now very high and six minutes distant was described as unusual. The details of the subsequent retrieval which occupied most of the afternoon are too sensitive to disclose, involving as they do infringements of Health and Safety regulations. I seem to have mislaid Peter Hall's performance details but in spite of a poor result he still heads the league table. This is the largely due to a good attendance record but remember, only five of the seven event scores count and we have to wait for the end of season cull to reveal the true picture. The next and penultimate event is the Southern Gala on Salisbury Plain on September 7.

*Peter Hall*

**COUPE LEAGUE SCORES AT SIXTH AREA**

	<b>NAME</b>	<b>CLUB</b>	<b>MAXES</b>	<b>SCORE</b>
<b>1</b>	J.Paton	Crookham	3	<b>15</b>
<b>2</b>	A.Brocklehurst	B&W	4	<b>13</b>
<b>3</b>	N.Allen	E.Grinstead	1	<b>9</b>
<b>4</b>	K.Taylor	E.Grinstead	3	<b>10</b>
<b>5</b>	M.Richardson	E.Grinstead	2	<b>8</b>
<b>6</b>	R.Vaughn	Crookham	1	<b>6</b>
<b>7</b>	P.Hall	Crookham	1	<b>5</b>
<b>8</b>	R.Willes	Crawley	0	<b>3</b>

**CURRENT STANDINGS AFTER SIXTH AREA**

	<b>Name</b>	<b>Club</b>	<b>Crook</b>	<b>Lon'd</b>	<b>St hg</b>	<b>Oxfd</b>	<b>6<sup>th</sup> Area</b>	<b>South Gala</b>	<b>Coupe Europ</b>	<b>Total</b>
<b>1</b>	P. Hall	Crookham	7	6	10	17	5			<b>45</b>
<b>2</b>	R. Vaughn	Crookham		16		14	6			<b>36</b>
<b>=</b>	J. Paton	Crookham		8		13	15			<b>36</b>
<b>4</b>	K. Taylor	E.Grinstead	8			10	10			<b>28</b>
<b>5</b>	P. Tolhurst	Crookham	13		7	7				<b>27</b>
<b>6</b>	M. Marshall	Impington	10	6	8					<b>24</b>
<b>7</b>	A. Brocklehurst	B&W		9			13			<b>22</b>
<b>=</b>	N. Allen	E.Grinstead			13		9			<b>22</b>
<b>9</b>	P. Brown	CM			17	3				<b>20</b>
<b>10</b>	C. Chapman	B&W		13	4					<b>17</b>
<b>11</b>	D. Greaves	B&W			5	8				<b>13</b>
<b>12</b>	G. Stringer	E.Grinstead		12						<b>12</b>
<b>=</b>	D. Chevenard	Beaujolais			12					<b>12</b>
<b>=</b>	M. Chilton					12				<b>12</b>
<b>15</b>	D. Thompson	Croydon				9				<b>9</b>
<b>16</b>	M. Richardson	E.Grinstead					8			<b>8</b>
<b>17</b>	A. Moorhouse			7						<b>7</b>
<b>18</b>	M. Stagg			3		2				<b>5</b>
<b>=</b>	R. Elliott	Croydon				5				<b>5</b>
<b>20</b>	P. Gibbons	Peterborough				4				<b>4</b>
<b>21</b>	M. McHugh	Peterborough				3				<b>3</b>
<b>=</b>	R. Willes	Crawley					3			<b>3</b>
<b>23</b>	T. Grey	Crookham				2				<b>2</b>
<b>24</b>	J. White	Croydon				1				<b>1</b>

*Roy Vaughn*

## John Maddaford Memorial Trophy

Brian Martin

This was the inaugural event for this trophy and, hopefully, will be competed for in future years.

The format was that of the Tomboy event, the winner having the longest flight time with a model powered by a spark ignition engine and landing within the field.



As well as the trophy, winners plaques down to third place were provided and also three excellent engines:

a boxed new John Merril Simplex Hornet 19; a Bullet 100 and a Super Atom.

The later two, in like new condition, were donated by Charlie Yost from San Diego, California. A man dedicated to spark ignition powered models.

There were only eight entries but it seemed that all the other events suffered a similar downturn.

Only one in each of the other spark ignition competitions.

However, the overall winner was Colin McKenzie in his first spark ignition event with a Gold-berg Baby Sailplane powered by an Arden 199. This loaned to him by Brian Martin who came second with an Ehling 1937 Bowden Contest model powered by one of John Maddaford's Brown Junior engines The model having been given to him by John's wife Judy. Third place went to Derek Collin with a Kanga Cub powered by a Hallam.

Colin has now got the 'bug' and is already building a Playboy Junior for his engine. If you are interested why not contact Brian, who will let you fly his models over the weekends in the competitions.

e-mail - [brianmartin047@btinternet.com](mailto:brianmartin047@btinternet.com)

Although there was generally a low turnout, the Maddaford Memorial managed to muster eight entries, and those that did enter enjoyed the event and that really is what it is all about.

It is felt that some of the old cabin models do not compete too well against the out right competition pylon models therefore, at the September and October weekends Brian will be running further events but these will be precision, with three flights of different target times. This will give a level playing field to all

types of models. On the shorter times the cabin models will have the advantage over the pylon models. This also assists those with aging legs having less distance to retrieve.

Rules for this will be very simple, and will be distributed on entry. Please do support this venture



**Mike Myers addresses the members**

It was nice to see Mike Myers back with us from the USA. For those who do not know Mike he was president of SAM for two years and has been a regular visitor to our meetings. He kindly agreed to present the hardware.



**Colin McKenzie receives the trophy**



**Second Brian Martin**

Mike and Brian have been friends since they met at the USA SAM champs held at Taft, California in 1989 where Brian came second in the 4oz Wakefield competition with a Lanzo Duplex. That year Chet was sixth! also with a Duplex!!

*Brian Martin*

**One Model design comps.**

Last month, our Editor featured an article by C S Rushbrooke that included the Junior Miss rubber model by Vic Smeed. It prompted a little flurry of email debate about a "one design" comp for this model some time during next year's program. Then later in the month, it transpired that next July sees the 50<sup>th</sup> anniversary of the death of P E Norman - he of hi-speed gyratory free flight scale models flying at Epson. More email debate with our Chairman & James Parry indicates that some form of "gentle" comp might well be appropriate, so watch the NC for further details. Natsneez, published in November 1944 Aeromodeller might be a suitable candidate but powered by a Mills 0.75 not by a 1.8 SI engine as originally recommended!



Even later in the month, our Chairman pointed out that next year would also be the 100<sup>th</sup> anniversary of the birth Chester Lanzo & that another "one design" comp might be appropriate, so we have to think about possibilities of that as well. Peter Michel is keen as it would galvanise him to build a replacement for his 15 year old Lanzo Duplex. Again, watch the NC.

**SAM Champs reflections**

A good weekend for all, apart from one unwanted incident. With over 250 folks paying our £1 fliers fee & probably another 50 or so spectating, the Museum benefited as well. Weather not too bad altho' the direction could have been better. However a 1½ minute DT was the best compromise. I took advantage of fairly early morning conditions on Saturday to record 2 mins 54 for the Tomboy comp - my only flight of the day & that went from near Control to within 100yds of Knokke Wood. The only other flight I managed - first thing on Sunday landed right amongst the local club radio fliers, which gave me the opportunity to drop in for a quick chat & to see what they were flying - two very large electric powered soarers (8.8 metres wing span!) plus more "normal" models.

Regular events ranged across power, rubber & glider albeit it is noticeable that power events are becoming less well supported.

Nevertheless Brian Martin "hosted" a new comp for the "John Maddaford Memorial" Trophy as a low key activity for Spark Ignition powered models - John having been a great lover & practitioner of these engines. The comp was held over two days & your scribe tried but failed miserably! Having promised Brian to build a model, the Playboy Junior was selected to be powered by an Ohlson 23 given to me many years ago by David Baker. However as with many good intentions, things went off track. The model took longer to complete - not being finished until 10.30pm on the Friday night before the weekend. Activities were significantly compounded by ignorance of all things SI & leaving testing of the engine till almost too late. Brian nobly assisted by phone & then by exchange of engine by post after all else failed. He phoned me on receipt of my engine to gently explain it was "time expired" - not his exact words but they had conveyed the same message! He kindly sent me a replacement which did work. However after getting it to fire up in a test run on the Sat morning, it resolutely failed to perform when required on the field. At that point your scribe gave up as duties on the desk called. To be investigated later.....Nevertheless my old engine did serve a useful purpose, ending up being mounted on a very nice plinth made by Brian & given as a trophy to the winner. Stuffed comes to mind!

It was very nice to see & speak with Mike Myers from the USA, who had taken the opportunity to visit his new grandchild & thoughtfully timed the visit to coincide with our MW dates. Mike very kindly presented the prizes for Brian Martin's "John Maddaford" SI comp - see separate report by Brian, Welcome back & come again Mike.

Competition results typed up by Peter Michel - a much appreciated effort on his part. Many thanks also to Nick & Carol Farley who nobly manned the desk for a good part of Sunday.

Sadly Lindsey Smith became unwell on Sunday, so we persuaded him to "retire hurt" & go home rather than continue with the Wallop Bowl. A quick conversation after the weekend with Lindsey indicated that all appeared to be well & that the Wallop Bowl would resume normal service next year.

Ron Marking suffered the fate of a broken camper van & so didn't make it, which lead me to make a "faux pax" when giving our Chairman the trophies to present, in that I hadn't a note that Ron had won the 8oz Wakefield (Lanzo Trophy) last year & therefore couldn't return the trophy so an alternative trophy was given out to Mike Gilham. Ron kindly pointed this out & as luck has it, he doesn't live too far from Mike so will arrange for the right trophy to arrive at the right winner! As a bonus, an ensuing conversation with Ron resulted in him kindly "volunteering" to try & get a grip on what trophies exist and where they currently reside.

The unwanted incident - this was an excursion by an unknown modeller into the live firing area well down wind, who then got involved in an exchange of words with the guy/s running the firing event. Totally un-necessary & resulting in a complaint to the Military Police, who visited Control to make us very aware of what had happened. Models are important but not that important - particularly so when such an incident has the potential to severely jeopardise our good relationship with Airfield Management. We have no idea of the modeller concerned & frankly do not want to know, but do wish to emphasise that such behaviour cannot be tolerated by SAM 1066. Common sense must prevail.

## Results SAM Championships, Middle Wallop, August 10/11

**Saturday.** Sunny, light to moderate breeze. 90sec max.

### 4oz. Vintage Wakefield:

1 <sup>st</sup> - C.D.Wright (Copland),	4.30 +1.49;	2 <sup>nd</sup> - N.Peppiatt (Northern Arrow),	4.30 +1.21.
3 <sup>rd</sup> = M .Turner (Duplex)	4.30 +1.13	3 <sup>rd</sup> =P.Michel (Northern Arrow),	4.30 + 1.13.
5 <sup>th</sup> - J.Lancaster (Duplex),	4.30 +1.10.	6 <sup>th</sup> - J.Wingate (Northern Arrow),	4.30 +1.01.
7 <sup>th</sup> - J.Minshull (Copland),	4.30 +0.10.	8 <sup>th</sup> - J.Paton (Duplex),	4.30 +1.00.
9 <sup>th</sup> - B.Stout (Ying),	4.30.	10 <sup>th</sup> -J.Taylor (Copland),	4.14.
11 <sup>th</sup> -D. Powis (Duplex),	1.30.		

### Combined Vintage and Classic Glider, up to 50in:

1 <sup>st</sup> - D.Etherton (Nord),	4.30 +1.24.	2 <sup>nd</sup> - K.Taylor (Lulu),	4.30 +1.05.
3 <sup>rd</sup> - C.McKenzie (Nord),	4.30 +0.59.	4 <sup>th</sup> - P.McMahon (Leprechaun),	4.30.
5 <sup>th</sup> - V.Driscoll (Nord),	4.27.	6 <sup>th</sup> - M.Howick (Lulu),	4.21.
7 <sup>th</sup> - Terry King (Leprechaun)	4.20.	8 <sup>th</sup> = R.Twomey (Leprechaun)	4.06
8 <sup>th</sup> = P.Michel (Nord),	4.06.	10 <sup>th</sup> - P.Tomlinson (Gilli Hatchet),	4.04.
11 <sup>th</sup> - R.Taylor (Roma),	3.45.		

### Vintage Coupe d'Hiver:

1 <sup>st</sup> - G.Ferer (Bagatelle),	4.30.	2 <sup>nd</sup> - K.Taylor (Fuit),	4.20.
3 <sup>rd</sup> - J.Paton (Altair),	3.40.	4 <sup>th</sup> - J.Bates (Bagatelle),	1.15.

### Under 25in. Vintage Rubber:

1 <sup>st</sup> - Michelle Hooper (Fledgling),	3.58.	2 <sup>nd</sup> - P.Jackson (Fledgling),	3.50.
3 <sup>rd</sup> - C.Redrup (Sandgown Jenny),	3.45.	4 <sup>th</sup> - R.Tiller (Fledgling),	3.39.
5 <sup>th</sup> - J.Paton (Achilles),	3.14.	6 <sup>th</sup> - A.Price (Prince Hal),	2.44.
7 <sup>th</sup> - A.Train (Achilles),	2.23.	8 <sup>th</sup> - K.Bates (Achilles),	2.11.

### Classic Power. Rod Kenward Trophy:

1 <sup>st</sup> - D.Cox (Dixielander),	4.30 +1.09.	2 <sup>nd</sup> - C.Shepherd (Gloworm),	4.30 +0.53.
3 <sup>rd</sup> - A.Close (Playboy Junior),	3.25.		

### Tailless:

1 <sup>st</sup> - R.Elliott (O/D),	4.30.	2 <sup>nd</sup> - D.Powis (Mini Manx),	4.26.
3 <sup>rd</sup> - A.Thorn (Brevity),	4.18.	4 <sup>th</sup> - S.Firth (Mini Manx),	3.18.

### Earl Stahl Low-wing:

1 <sup>st</sup> - R.Tiller (Magister),	2,14.	2 <sup>nd</sup> - N.Peppiatt (Magister),	0.40.
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### Earl Stahl High-wing:

1 <sup>st</sup> - N.Pettiatt (Rearwin Speedster),	1.15.	2 <sup>nd</sup> - R.Tiller,	059.
3 <sup>rd</sup> - K.Miller,	0.43.		

### Hand-launch/Catapult Glider:

1 <sup>st</sup> - K.Bates,	272sec.	2 <sup>nd</sup> = E.Horsey	244sec.
2 <sup>nd</sup> = A.Thorn,	244sec.	4 <sup>th</sup> - S.Firth,	169sec.
5 <sup>th</sup> - J.Day,	141sec.	6 <sup>th</sup> - A.Train,	73sec.

**Sunday.** Sunny, moderate to strong wind. 90sec max.

**8oz . Wakefield:**

1 <sup>st</sup> - M.Gilham (Hereward),	4.30 +1.37.	2 <sup>nd</sup> - M.Turner (Korda),	4.30 +1.20.
3 <sup>rd</sup> - B.Stout (Flying Minutes),	4.25.	4 <sup>th</sup> - K.Palmer (Master Plane),	4.24.
5 <sup>th</sup> - P.Jackson (Lim Joon),	4.20.	6 <sup>th</sup> - R.Kimber (NRG),	4.10.
7 <sup>th</sup> - P.Michel (Korda),	4.09.	8 <sup>th</sup> - D.Powis (Horry),	4.06.
9 <sup>th</sup> - M.Howick (Korda),	3.00.		

**Bournemouth Club Classic:**

1 <sup>st</sup> - J.Wingate (Late Night Final).	4.30 +1.20.	2 <sup>nd</sup> - P.Jackson (Urchin),	4.30 +1.12.
3 <sup>rd</sup> - J.Lancaster (Mentor),	4.30 +1.00.		

**Combined Vintage and Classic Glider:**

1 <sup>st</sup> - T.King (AV-46),	4.30.	2 <sup>nd</sup> - D.Etherton (Seraph),	4.21.
3 <sup>rd</sup> - P.Tomlinson (AH-24),	4.04.	4 <sup>th</sup> - V.Driscoll (Snark),	3.26.
5 <sup>th</sup> - C.McKenzie (Jader 60),	2.45.	6 <sup>th</sup> - P.Michel (AH-24),	2.40.
7 <sup>th</sup> - D.Twomey (Snoek),	1.46.	8 <sup>th</sup> - A.Thorn (SATU),	0.48.

**Open Vintage Power (Phineas Pinkham):**

1 <sup>st</sup> - K.Conroy (Spectre),	1.17.
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**Small Vintage Rubber (Max 36in. span, 150sq.-in.):**

1 <sup>st</sup> - A.Price (Senator),	4.30 +1.49.	2 <sup>nd</sup> - J.Wright (Scram),	4.30 +0.31.
3 <sup>rd</sup> - J.Watson (Senator),	4.30.	4 <sup>th</sup> - J.Day (Korda),	3.41.
5 <sup>th</sup> - S.Vernon-Church (Spiv),	2.43.	6 <sup>th</sup> - R.Oldridge (RAFF V),	1.30.

**Jimmie Allen mass launch:**

1 <sup>st</sup> - E.Stevens (J.A.Special),	1.14.	2 <sup>nd</sup> - N.Pepiatt (Skokie),	1.04.
3 <sup>rd</sup> - R.Tiller (Skokie),	0.59.	4 <sup>th</sup> - S.Firth (Blue Flash),	0.50.
5 <sup>th</sup> - B.Tiller (J.A.Special),	0.05.	6 <sup>th</sup> - A.Stevens (J.A.Special),	0.02.
7 <sup>th</sup> - E.Horsey (J.A.Special),	0.01.		

**A-frame and Spar Tractor:**

1 <sup>st</sup> - R.Tiller (Burnham),	1.49.	2 <sup>nd</sup> - A.Thorn (Burnham),	1.21.
3 <sup>rd</sup> - A.Stevens (Spar Tractor),	1.08.	4 <sup>th</sup> - A.Train (Cloud Tramp),	0.52.
5 <sup>th</sup> - E.Stevens (?),	0.04.		

**Pre-December 1942 Spark Ignition (Maxwell Bassett Trophy):**

1 <sup>st</sup> - B.Martin (Sailplane),	3.00.
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**David and Hilda Baker Tomboy Trophy:**

1 <sup>st</sup> - J.Close.	3.26.	2 <sup>nd</sup> - J.Andrews.	3.13.
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**Top Time Trophy:** 1<sup>st</sup> - J.Paton. 5min. 45sec.

**John Maddaford Memorial:**

1 <sup>st</sup> - C.McKenzie,	3.22.	2 <sup>nd</sup> - B.Martin,	2.37.	3 <sup>rd</sup> - D.Colin,	1.45.
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**Interrupt!!!!!!**

Just come back indoors after hearing the song of a Merlin on full chat!

A marvellous interruption of a Spitfire giving a totally unexpected performance, beating up our old local HMS Daedalus airfield & the sea front with a wonderful aerobatic display for 15 minutes - loops, barrel rolls & low level high speeds passes. Watching from our back garden has made my day & more!

**Middle Wallop Childrens Aeromodelling Day**

Rebecca (Marketing Manager at the Museum) had asked earlier in the year if we would "help" her put on a display & support for her aeromodelling day for kids. Appeals to SABMFA & BMFA HQ resulted in a boxful of Aerojets, another boxful of assorted "goodies" to give away & the loan of the SABMFA Flight Simulator. Dennis Underwood & I took some thirty free flight models of all shapes & sizes, complemented by Dave Burstow & Terry Weekes of SABMFA

bringing several "high tech" & high quality RC models. Kids made up Aerojets, did better than me on the simulator & a good time was had by all.



### **SAM 1066 AGM**

A gentle reminder that our AGM will be held at the Museum on October 27<sup>th</sup> after flying finishes. Anyone wishing to have a topic discussed at the meeting should submit it at least 15 days before the AGM. Agenda etc in next months NC.

### **Echelle tale**

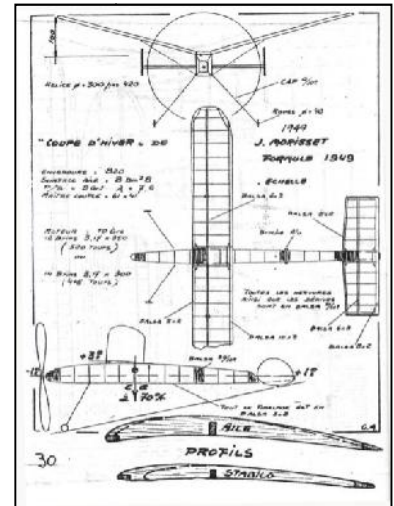
Last month, you may recall - in the para for Members Requests, there was a short piece about a model entitled "Echelle". Alas, my ignorance was about to be revealed yet again as the following email to our Editor explains!

Mystery solved.

Here's the original, from MRA January 1949.

Now here's the subtle bit, the original MRA drawing is marked "Echelle 1/5"... OK, so the magazine drawing is/is was to 1/5 scale.

However, the person who photocopied the version shown in the Clarion must have realised that the plan wouldn't be reproduced at 1/5 scale, so they obliterated the "1/5". Unfortunately, they left the word "Echelle", which now serves no purpose whatsoever and was thus assumed to be the name of the model!



Actually, the model has no name and is generally known as the Morisset '49. You'll see that the MRA drawing doesn't show the ribs, but you have those already, and the span is quoted as 82 cm, so there shouldn't be any scaling problem, and all the wood sizes are shown.

If you like, you can forward my two mails to RT and JW. If they need any more "translation" help, I'd be glad to oblige.

I spent a very pleasant evening with Roy and Barbara, here on the Loire, about 3 or 4 years ago. I hope they're both well.

Best regards, Brian

I trust John Wingate can rest content that his mystery model has been tracked down - even if the full size plan hasn't appeared - many thanks to Brian Cox.

### Majestic kit plan

Derick Scott is seeking a plan of the Majestic Miniature Motors class B contest model plan. It was a Majestic kit.



## MW September meeting

Note that we have now scheduled additional comps for Sunday 22<sup>nd</sup> Sept - where there were none! The full list of events is as below:

### Saturday 21<sup>st</sup> Sept;

Bungee Glider - Combined Vintage/Classic Glider over 50" - Large Open Rubber.

### Sunday 22<sup>nd</sup> Sept:

E36 event to Crookham Club rules - A1 Glider (50 metre line) - Combined 4oz/8oz Wakefield  
Combined Mini-Vintage to BMFA Rules

plus, of course, our usual fun flying & trimming session for all sports fliers both days.

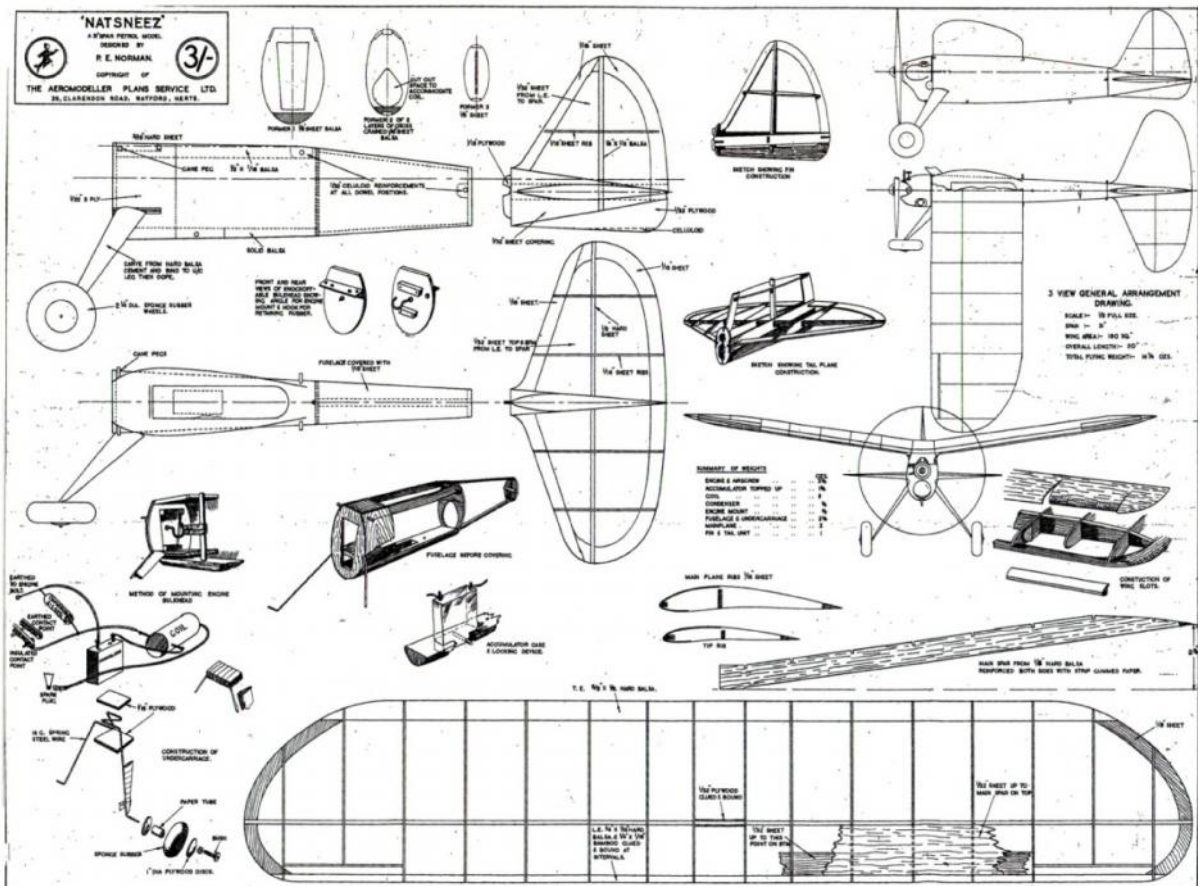
*Roger Newman*

## Plans from the Archive

Roger Newman

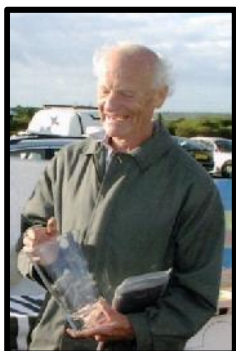
Some to set thoughts going for "one design" comps!

**Power :** has to be Natsneez



**Glider :** is Woodford Special by Ron Firth, published in Nov'52 Aeromodeller. Took me many years to build but I still have it & it comes out in fair weather at Beaulieu.

[illegible]



I've had the honour to be asked to write a few lines of appreciation of Tony.

This is most likely to be because my membership of the Walsall Model Aero Club goes back further than any of the present group.

Be that as it may, we all remember Tony with great affection and his absence will leave a gaping gap in our ranks.

My memories of Tony go back to the earliest years and to what I'd call the "middle period", as health reasons have removed me for more than a decade which is when we were making strides in slow-open-power, A-frame pusher and so on.

The Tony I first met over sixty years ago was a lively youth of about fifteen who, and people who met him in later years better believe!, had a crop of curly blonde hair.!

A great fan of Elfin diesels, and a dab hand at engine starting, and, a little later on, a formidable flier of chuck gliders, a very active member.

I recall him being chased by an irate cow whilst retrieving a model of mine, exploring an old house, now demolished, and finding a room with Basque graffiti on the walls, a memory of refugees quartered there during the Spanish Civil War. There follows a few years, when we didn't see Tony at the Club.

When he returned he'd taken up radio control in a big way and, as with everything else he did, flew with enthusiasm and success.

This was a different Tony to the one of former years and I would say that it was the experience of his career that had given him an air of authority and leadership.

This is where my knowledge of Tony's Walsall M.A.C. activities become less immediate mutual friends whom I used from time to time have strengthened my impression of his ability as a leader, encourager and enthusiasm - stirrer. This is only one of the reasons why he'll be truly missed.

Never being one for hanging around, Tony, I think would have been satisfied with the way he died.

He had been fishing with a friend on Thursday 8th. August and suffered a heart attack in the early hours of Friday the 9th.

He had undergone serious heart operations in 2012.

In fact, he was all set to attend the Sam 1066 Championships at Middle Wallop on August 10th., and the 11th. Alas, it was not to be.

Our sincerest condolences are extended to Tony's wife Val, his family and of course, his many friends.

Au revoir Tony. May your boundless energies see no end.

*Ian James.*

**Tony Hall**, he was born in Walsall.

He went to Chuckery infant and junior school and then Queen Mary's Grammar school.

He served an apprenticeship with G.E.C. at Witton. He became an engineering draughtsman at Birlec in Aldridge, and a successful sales engineer for the electrical control gear company, Telemechanique.

His other main hobby, apart from aeromodelling was fishing, which in the early years, he spent a lot of his time travelling to nearby reservoirs such as Eyebrook, Shustoke, Draycot, Grafham and Rutland.

For three or four years he spent a week in the South West corner of Ireland fishing for Salmon and Sea Trout.

In later years he became a member of Rugely Power Station Trout fishing club

Tony was chairman of Walsall Model Aero Club for 10 years during the seventies and eighties.

His initial interest was in radio controlled vintage models, and he helped run a vintage meet held at Greenacres each year, which was attended by modellers from all over the country.

He never missed the 'Woodbury' weekend which may have started around 1985.

Most of the WMAC club also attended this memorable flying site!

He attended many area and national competitions, winning a number of class events.

He was a dab hand at chuck gliders.

He and his wife Val were members of the National Trust and spent many days during the summer months visiting Trust properties mainly in Staffordshire and Derbyshire areas.

They had a Villa in Goa and spent the winter months there.

He and I were very good lifelong friends and he will be greatly missed by me and all who knew him.

*Jim Martin*

**R.I.P.**

**The DBHLibrary (Magazines)**

-

Roy Tiller

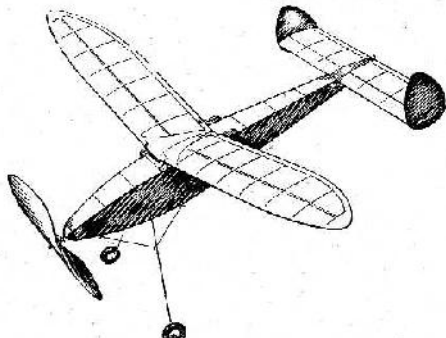
### **Report No. 34. Plans from Kits.**

What is the date of that plan or kit? If it was a plan in Aeromodeller etc., then the answer is easily found, just look at the "Plans in Magazines" file on the SAM1066 website. But if it was a kit plan then the answer is not so easily found, probably there will be no date on the plan, so where to look? One answer is the adverts for the kit placed by either the manufacturer or dealers. With all that in mind I had a look through the adverts in pre 1950 Aeromodeller etc., to produce

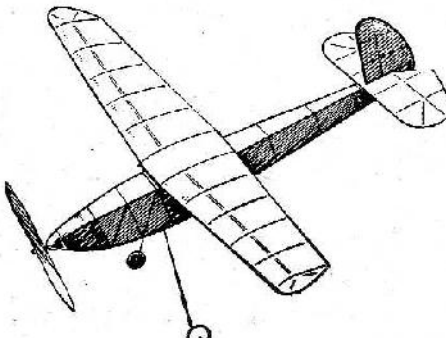
a list of British kit models and their earliest advert dates. I am not very good at spotting things like this so if you know of kits that I have missed please send me the gen. One of the first problems that I found was with scale models where there are so many adverts by dealers just stating such as "Spitfire 4/6d" with no indication of the maker of the kit or even the country of origine. It was all too confusing, so scale models were ignored. Perhaps, later, scale models should be included, what do you think? Part way through the search I began to ask "Does Roger have the plans in his SAM1066 plan service?" so another column was added to the list showing plan availability.

Below are the results of the Airyda kit adverts found in the search.

# AIRYDA



**MINOR**  
30" WING SPAN  
**8/6**  
Including Tax.



**JUNIOR**  
20" WING SPAN  
**5/6**  
Including Tax.

**MINOR** PLANS 1/-

**JUNIOR** PLANS 9d.

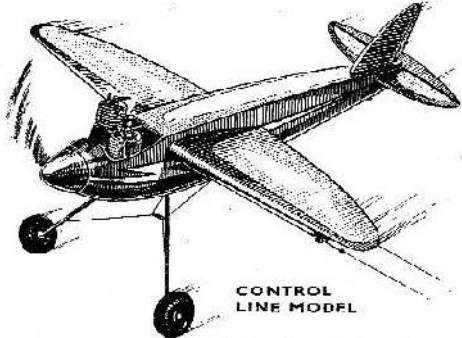
Also 16" and 24" Flying Scale Models at 1/10 and 3/11 including tax, and a range of 1/72 Scale Solid Models will be ready approximately June 1st.

**NATIONAL MODELLERS' SUPPLY**

AIRYDA WORKS, 22-24 ST. JOHN'S ROAD, HUDDERSFIELD. Telephone 4919

# AIRYDA

## MODEL AIRCRAFT CONSTRUCTIONAL KITS



**THE "SWALLOW"**  
22" Wingspan Beginner's Model. Kit includes full-sized plan and detailed building instructions, ample sheet and strip balsa for fuselage, wings and tail surfaces cut from sheet balsa, hardwood engine mounts, turned wood wheels, wire, cement, etc.

**DURATION MODELS**

Junior 20" wingspan	5/-
Student 24"	6/-
Prefect 24 1/2"	7/-
Minor 30"	7/6
Monitor 34"	8/6
Senior 36"	9/6
Master 45"	22/6

**SAILPLANES**

Manx Cat, 34" wingspan, tailless (wing area, 180 sq.in.)	10/-
North Wind 34" wingspan	5/-
West Wind 36"	6/-
Sunduster 40"	7/6

**MODELLERS SUPPLY LTD., AIRYDA WORKS, ASPLEY, HUDDERSFIELD**

Airyda kits were made by National Modellers' Supply (later Modellers Supply Ltd) of Airyda Works, Huddersfield. You knew that the next bit was coming. MISSING PLANS. Seven plans wanted and any information on any other Airyda kits not on the list.

The plans wanted include the Prefect, a 25" rubber model (might be a good one for "under 25"), the North Wind and the West Wind, both gliders under 36" and a couple of control line models, the Swallow and the Swift.

MODEL	SPAN	AIRYDA KITS featured		In Adverts
		TYPE	MAGAZINE	PLAN AVAILABLE
JUNIOR	20	Rubber	AM4102	P Williams
MINOR	30	Rubber	AM4106	SAM1066, P Williams
STUDENT	24	Rubber	MA4807	P Williams (see SAM35Speaks Mar'94)
PREFECT	25	Rubber	MA4807	<b>MISSING</b>
MONITOR	34	Rubber	MA4807	SAM1066
SENIOR	36	Rubber	MA4807	SAM1066
MASTER	45	Rubber, Wakefield	MA4807	SAM1066
NORTH WIND	34	Glider	AM4612	<b>MISSING</b> (small plan in Clarion Aug '96)
MANX CAT	34	Glider, tailless	MA4807	<b>MISSING</b> (D Scott has redrawn version)
WEST WIND	36	Glider	MA4807	<b>MISSING</b>
SUNDUSTER	40	Glider	MA4807	<b>MISSING</b>
SWALLOW	22	Control Line	MA4807	<b>MISSING</b>
SWIFT	24	Control Line, Biplane	AM4904	<b>MISSING</b>

If you can help with the loan of plans or info please get in touch.

HELP WANTED to pick up mags from Bedford.

We have been offered several boxes of SAM35 Speaks and Clarion, but these would need to be collected from Bedford and delivered to a Middle Wallop meeting. If you might be able to help please get in touch and I will send you the contact details.

Contact Roy Tiller 01202 511309, e-mail [roy.tiller@ntlworld.com](mailto:roy.tiller@ntlworld.com)

**Jimmie Allen Mass Launch**

-

Roy Tiller

**Middle Wallop Sunday 11<sup>th</sup> August 2013**

This competition, the third Jimmie Allen mass launch this year attracted seven entrants. The competitors, four with JA Specials, two with Skokies and one with a Blue Flash, assembled with models fully wound for the 2p.m. photo call.



Ted Horsey, Nick Peppiatt, Ted Stevens, Roy Tiller, Annie Stevens, Simon Firth, Barbara Tiller

The flying conditions at launch were rather gusty but there was some lift about.

The competition was won by Ted Stevens who flew his JA Special to a time of 1.14. Next came the Skokies of Nick Peppiatt 1.04 oos and Roy Tiller 0.59.

Simon Firth was fourth flying his Blue Flash, a model not often seen in these competitions, see photograph.



Simon Firth and his Blue Flash

The next Jimmie Allen competition at Middle Wallop is on 27<sup>th</sup> October, mass launches at 2 p.m.

Jimmie Allen plans available from David Baker Heritage Library, see SAM 1066 website.

Report by Roy Tiller [roy.tiller@ntlworld.com](mailto:roy.tiller@ntlworld.com) Tel. 01202 511309.

*Roy Tiller*

## **Timperley Gala Report**

-

John O'Donnell

### **Timperley Gala Sunday August 18<sup>th</sup> 2013**

Nowadays there are few Club organised meetings to be found on the free-flight Contest Calendar. One of the survivors is the Timperley Gala, held this year on 18<sup>th</sup> August at North Luffenham. This Army base has one of the very few airfields that can be obtained for such an event.

The choice of date was limited, and attendance suffered through being just after the Internationals in France and the SAM Champs at home.

The day itself was pleasant enough - being dry, cloudy bright, if breezy. Many would call it windy, and this certainly discouraged many of those who came.

Although the Contest opened on time, flying was slow to start. Maybe the use of a normal 2½ minute max (with a flyoff thereafter) deterred those who dislike long walks across or off the drome. In fact, retrievals were straightforward as the wind was in a good direction, the airfield grass had been cut, and the parasenders were absent.

Only five events were scheduled - all being 'combined' in some way. This was considered better than a multiplicity of separate classes diluting the entries.

Popular, as always in wind, was the HLG/CLG event - with discus (tip) launched models coping better than the Catapult variety. Both demonstrated that impressive height could be attained, but the larger discus designs were less affected by turbulence. Top scores were remarkably high, especially

remembering that all 7 flights count. The max is a minute, and Mick Page and Steve Brewer did four apiece. Paul Cowley only managed three for third place.

Towline Glider seemed difficult, with only Chris Parry mastering the conditions to record a few seconds short of a treble. He is clearly the 'man on form' having won both the Nationals and the recent Area F1H event. Today's runner-up was Junior flyer Sam Heap, well in front of his mentor.

The powered classes seemed better able to cope with the conditions. Mini Vintage was helped by the max being only two minutes, leading to a three-way flyoff. Need it be said that the Senator was the most popular choice of design? Power was combined I.C. (meaning no electrics) with just four participants - but very close scores with two trebles and two near-misses. Rubber was very poorly supported with but two flyers. Ivan Taylor did three easy maxs flying a 'proper' 50 gm model, whilst Gerry Ferer struggled to provide real opposition. No-one apparently realised that third place (and a bottle of wine) was there for the asking!

Flyoffs were held as 'normal', with that for Mini Vintage starting half-an-hour after the contest closed. Surprisingly all three contenders were plagued by trouble. Colin Foster launched his 'Sugarfoot' too straight and crashed. Simon Firth's 'Senator' was upset by turbulence - whilst Phil Ball broke two motors prior to demonstrating that turbulence effected everyone.

The power flyoff was held separately, in case Steve Barnes could return from his final max in time. He didn't manage this, so giving Trevor Payne a 'flyover'. Nowadays a hand-glide is no longer acceptable, but Trevor made a real, if modest, flight rather than a quick DT at the end of the power run.

This was quickly followed by a formal prizegiving - surprisingly well attended. Winners received a traditional style trophy, an aviation theme glass tumbler, wine to fill it, and part of the entry fees. Second and third places were worth wine and coin-of-the-realm. Notable were two new names - junior Sam Heap, and Simon Firth (very pleased to be in his first flyoff).

If any bias is present in this report then it is attributable to my involvement in being *de facto* CD - and running the meeting, with Terry Dobson as recorder.

#### Timperley Gala 2013 Results

##### HLG/CLG - 9 flew

1 <sup>st</sup> - M.Page 6-14	2 <sup>nd</sup> - S.Brewer 6-06	3 <sup>rd</sup> - P.Cowley 5-38
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##### Comb.Glider - 7 flew

1 <sup>st</sup> - C.Parry 7-20	2 <sup>nd</sup> - S.Heap 6-07	3 <sup>rd</sup> - J.Hook 5-44
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##### Mini Vintage - 7 flew

1 <sup>st</sup> - P.Ball 6-00 + 2-17	2 <sup>nd</sup> - S.Firth 6-00 +1-01	3 <sup>rd</sup> - C.Foster 6-00 + 0-05
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##### Comb Power - 4 flew

1 <sup>st</sup> - T.Payne 7-30 +2-34	2 <sup>nd</sup> - S.Barnes 7-30 + dnf	3 <sup>rd</sup> - F.Rushby 7-17
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##### Comb Rubber 2 flew

1 <sup>st</sup> - I. Taylor 7-30	2 <sup>nd</sup> - G.Ferer 6-42
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*John O'Donnell*



The HUGO Ornithopter

The idea of designing & building a fairly large (2m span) radio controlled flying model bird was an interesting challenge for me, but If I had known then that it would be two years later before it flew properly, I might not have attempted it! Just to set the scene, my relevant hobby background is flying, I have been an instructor in full-size gliders for 30 years, and have a PPL. I am a retired professional engineer, and I can turn my hand to any DIY project.

The skills required to scratch build this model bird, which I called Hugo, are varied. Small mechanical parts need making which need good hand tool skills and the use of a lathe. It also required some knowledge of working with carbon fibre, which I learnt as I went along, and electronics for controlling the wing parking, and the 'squark' sounders. I think there are two major elements to the design, the wing flapping mechanism, and the wings themselves.

### A bit of Theory.

**Lift & Thrust:** Simply flapping the wings up and down does not provide any upwards lift. The lift is provided conventionally by forward airflow over the wings (as long as the wings have a positive angle of attack). So the bird needs to be pushed forward for this to happen, and it is the flapping action that provides the pushing forward. The outer trailing edges of the wings are like 'loose' flaps, but are limited in deflection, and so act like fish tails, so as the wings flap, air is pushed backwards. The bird will not take off by itself from the ground, it needs hand launching.

**Turning:** The wings must bank for the bird to turn, but they have no ailerons, so turning with this wing type needs to use the secondary effect of yaw caused by the rudder, to cause the banking action. This effect only happens if the wings have dihedral. But when they flap, they go from dihedral (when the wings are above the horizontal) to anhedral (when they are below the horizontal), and so to

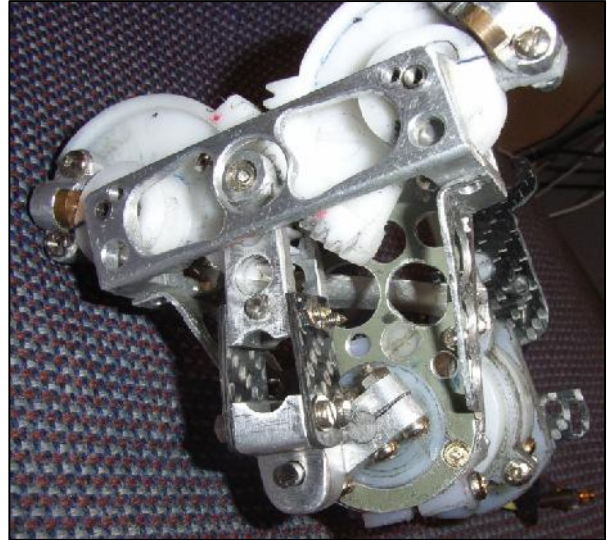
give an 'average' dihedral per flap cycle, the wings must flap more upwards than downwards.

The tail was made to look like a bird, by just having a single surface, which is driven up and down for pitch control, and left / right for yaw.

The bird can be flown with three controls, flapping speed, pitch & yaw.

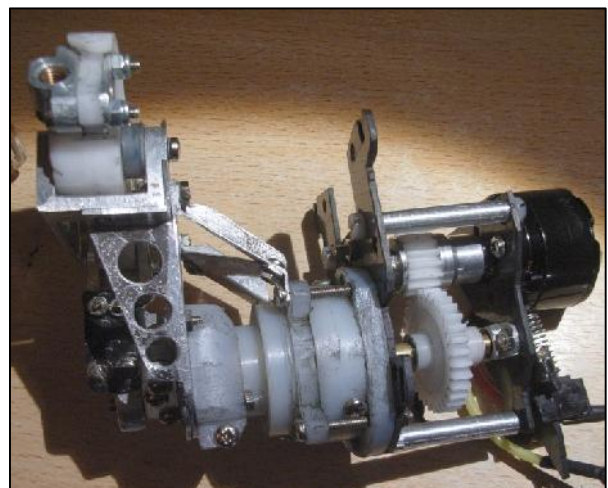
### The Wing Flapping Mechanism.

With no plans, I thought about how the flapping mechanism should be built. I had decided to use a brushless motor powered by a lithium ion battery, which is quite a high speed device, and electronically controllable, driving through a reduction gearbox to drive a shaft at a couple of revs per second, which is intuitively what I thought the speed of the flapping wings should be, for a bird this span. I had a two stage epicyclic gearbox (36:1) from a battery powered electric drill, and decided this would form the basis of the drive unit. The output shaft was to drive a crank to flap the wings, and the motor was to drive the input shaft via a simple 2:1 reduction gear. This produced a total reduction of 72:1 which would flap the wings twice a second if the motor was spinning at 8640 rpm, which seemed a good starting point! Also I had some flexibility with the 2:1 reduction; as I could easily change the ratio to fine tune it! The wings simply have to flap up and down, and a pair of meshing sector gears drives them. One of these gears is driven by the crank pushrod. The geometry of the arrangement determines the angles of up & down. There will be many other designs for this assembly which would work just as well, as long as the basic requirements of driving the wings up and down are met. The bending forces at the wing roots, where they are driven, must not be underestimated however!



This picture shows the crank connected to the gearbox output shaft, and driving the intermeshing sector gears via a connecting rod. The wing spars screw into the fittings on the sides of the gears.

This picture shows the brushless motor, and the two nylon reduction pinions. The epicyclic gearbox is enclosed in the round nylon assembly. The left hand wing spar connection point is at the top left of the picture

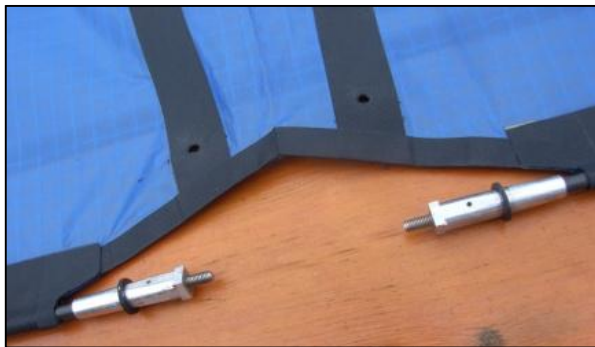


## The Wing.



I had guessed from weighing bits, that the final weight of HUGO would be somewhere between 0.75 and 1kg, and wanted a stall speed of around 10 -12 mph. This gives a figure for the wing loading, and hence the wing area was estimated. The wing plan form was based on looking at pictures of an American design, and with a 2 metre span the width of the wing at the root was determined.

This obviously fixed the body length. The wing fabric was Icarex ripstop, braced with carbon fibre rods. The leading edge spars which are driven by the drive mechanism, started off as 4mm diameter, but following tests resulting in them snapping at the roots, they were then sleeved to



make them 6mm from the root to about two thirds of the length, the remaining third being 4mm. There is no stitching in the wing, and all the spars are held in place by cutting strips of Icarex and fixing them with 'Stix2'. (This is high tack double sided tape). The black coloured wing parts are Dacron, and again fixed with double sided tape.

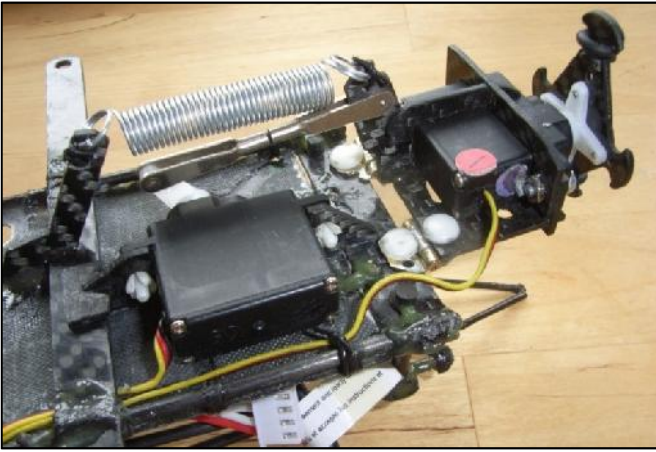
The carbon fibre wing spar roots and the aluminium wing fittings.

## The Body.

The body is the 'glue' for holding everything together. These are the wing drive unit, battery, radio receiver, electronics, tail plane and servos. I must also have nose and tail skids, and to hold the wings at about 10 degrees angle of attack when nose & tail skids are level, for landing nicely! Carbon fibre rods, and plates were cut and fixed together using carbon fibre tape and epoxy. The use of double sided tape and Velcro was used when appropriate for mounting things like the battery (Velcro), radio, piezo sounders etc.



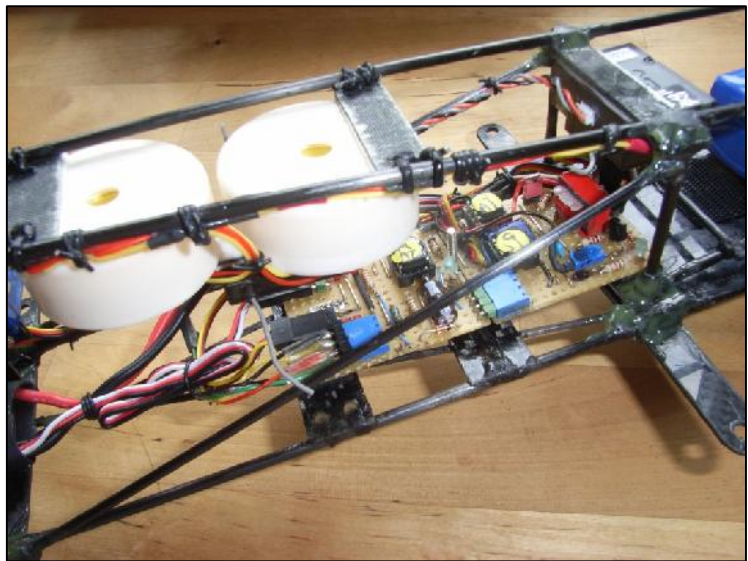
This shows the front part of the body, with the motor and ESC (Electronic Drive Unit) with blue wires at the top. The blue servo, on the left, operates a lever to brake the motor so that the wings can be held firmly when not flapping.



This is the rear of the body, and shows the two servos for control of pitch and yaw. The spring is to offset, to some extent, the aerodynamic force on the tail when it is flying, so that the pitch servo does not have to work overtime.

### The Electronics.

The electronics board 'glues' all the electrical components together. It takes inputs from wing position sensors mounted on the wing driving crank, to park the wings in positions controlled by the transmitter, if the 'throttle' is closed. This may be in the fully up position for diving, or in a flatter position for gliding. It controls the brake servo to lock the wings in these positions. It also controls the sound effects. The twin piezo sounders emit a range of piercing shrieking noises for effects, and also to warn when the battery is getting low, so that it can be landed safely, before a flat battery. The electronics uses 3 PICAXE 8 pin programmable microcontrollers, which have been programmed in Basic Language on a PC.

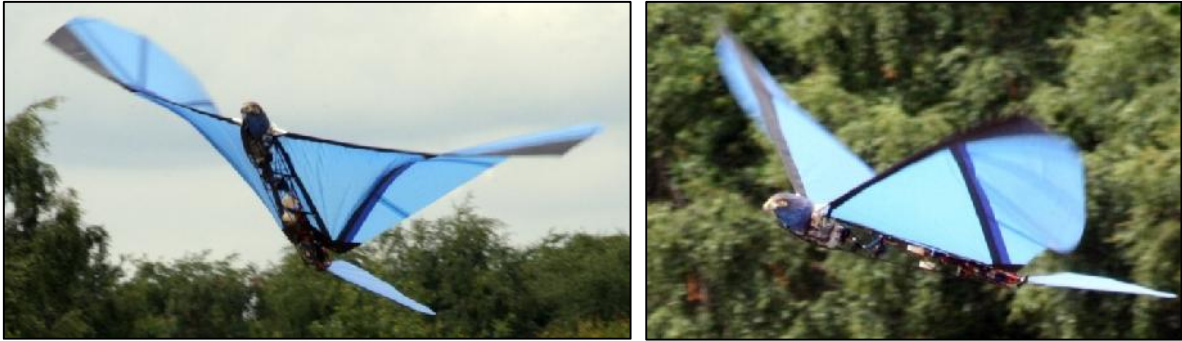


### The Head.



This is the second head that I built for Hugo. The first was made with glass fibre, and turned out to be rather heavy. This later one was made with carbon fibre tape, and resin, and covered with the Icarex ripstop fabric. It clips onto the front of the body, and is designed to knock off in a backwards and upwards direction, if provoked!.

## Future.



Hugo is by no means a production model. It has evolved, it is a one off! It would not be built the same again, but it works. To continue this with a view to engineering it to a level where it could be commercially manufactured (or offered as a kit) is some way off, but do able!

I hope it gives some inspiration to like minded people to build another.

**Wing Span:** 2.12 metres (6.8 feet) **Weight:** 1.1kg (2.4 pounds)

Wing area: 0.88 square metre (9.5 square feet)

**Motor:** Tornado Thumper V2 3530/14 1100KV (410 watts max)



The photos of Hugo in flight were taken by my friend Paul Robinson, during the first fully successful flight of Hugo on 26<sup>th</sup> July 2013. Paul is a neighbour of John Thompson which is how the contact was made.

See also this short YouTube Video of that first successful flight:

<http://www.youtube.com/watch?v=6UG8ClQjCHQ>

There are lots of ideas on the internet; here are some links which I used:

[http://www.ornithopter.de/english/index\\_en.htm](http://www.ornithopter.de/english/index_en.htm)

<http://www.ornithopterdesign.com/>

<http://www.ornithopter-pilot.com/>

<http://www.ef-uk.net/data/wcl.htm>

*John Hale*

## For Sale

### Power Models for Sale

Tony Rogers, who was a Bristol and West clubmate of George Fuller, is giving up flying. Sadly Tony has problems with his legs and can't drive anymore let alone chase after models. He is looking to sell his collection of Vintage, Slow Open and Classic models, all trimmed and ready to fly.

- |   |   |                   |
|---|---|-------------------|
| 12  | 1/2 A models with Cox 049/51 engines    | £70 each          |
| 2   | Dixielanders with new PAW 19s in them   | £80 each(I think) |
| 4   | Vintage power models of various size    | £75 each          |
| 4   | Open power models with OS20 new engines | £80 each          |
| Several Slow open models with Cox 09 and MVVS engines (all new) |   |                   |
| New engines: PAW 19 £60, AME 061 £80                            |   |                   |
| Pair of Jenoptem binoculars 7 x 50 multicoated £40              |   |                   |

Tony is based in Swindon and his number is: 01793 722859

<----->

## A Reminder of 308's HJN

-

Jim Wright

I thought you might find the attached photos that I took at the BMFA R/C Nationals at Barkston Heath on Sat 24th Aug of interest to NC readers.



The photo shows Maureen Nicholls who is the widow of Henry J. Nicholls

Maureen was visiting the BMFA hospitality tent and we had a great chat about her many and vivid memories of Henry and 308 Holloway Road which is perhaps

the most famous model shop address in the UK if not the world. I visited the shop many times when I lived in London as a young man and always got a warm welcome.

She is wearing Henry's jacket (circa 1977 or 78) that was made for him by Dolly Wischer of Delafield, Wisconsin USA and presented to him during one of his many visits to the US.



Maureen has also sent me this photo of Henry and Ron Moulton in someone's modelling workshop in USA but we don't know where.

*Jim Wright*

**The David Baker Heritage Library  
MAGAZINES FOR SALE**

**AEROMODELLER  
&  
MODEL AIRCRAFT**

**e-mail YOUR WANTS LIST  
collect at Middle Wallop.**

**Roy Tiller Tel. No. 01202 511309  
e-mail:- [roy.tiller@ntlworld.com](mailto:roy.tiller@ntlworld.com)**

## **Magazines Wanted SAM Speaks (USA)**

**any from 1971 to 1975  
1976 May and August,  
1977 November,  
1978 January, March, May, July, November,  
1980 March,  
1981 May.**

**These required by our cousins across the pond  
to update their Archive Disc.  
If you can help contact Roy Tiller  
e-mail [roy.tiller@ntlworld.com](mailto:roy.tiller@ntlworld.com)**

### L'AQUILONE SAM 2001 TOMBOY RALLY INTERNATIONAL POSTAL CONTEST 01/06/2013 – 31/05/2014

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

#### Model

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

#### Engine/motors

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

#### 36" WINGSPAN

##### I.C. Engines:

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

##### Electric Motors:

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

#### 48" WINGSPAN

##### I.C. Engines:

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

##### Electric Motors:

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

#### Flights and results

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

#### Awards :

A diploma for all competitors and prizes for the first three in each version rank.  
Special prize for best flight in float version.

#### Results

Results, address, photos and technical specification about model must be forwarded to the Organization within the 31<sup>st</sup> July 2014 to: Curzio Santoni (cusanton@tin.it) or to Gianfranco Lusso ( gfl@orange.fr ).  
Many pleasant flights and happy landings to ALL !!!!

#### SPECIAL PRIZE VIC SMEED

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

Good ROW and flight

#### SPECIAL PRIZE DAVID BECKER

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

Good thermals

## 2013 BMFA FREE FLIGHT FORUM

The twenty-ninth BMFA Free-Flight Forum will be held on

**Sunday, Dec. 1<sup>st</sup>,**

the day after the BMFA AGM;

please note that the AGM date has been changed from that announced late last year, though the venue remains the same

**Puma Island Hotel, Hinckley LE10 3JA.**

Please up-date your diaries, book that weekend and contact Martin Dilly at

[martindilly@compuserve.com](mailto:martindilly@compuserve.com) or on 020 87775533

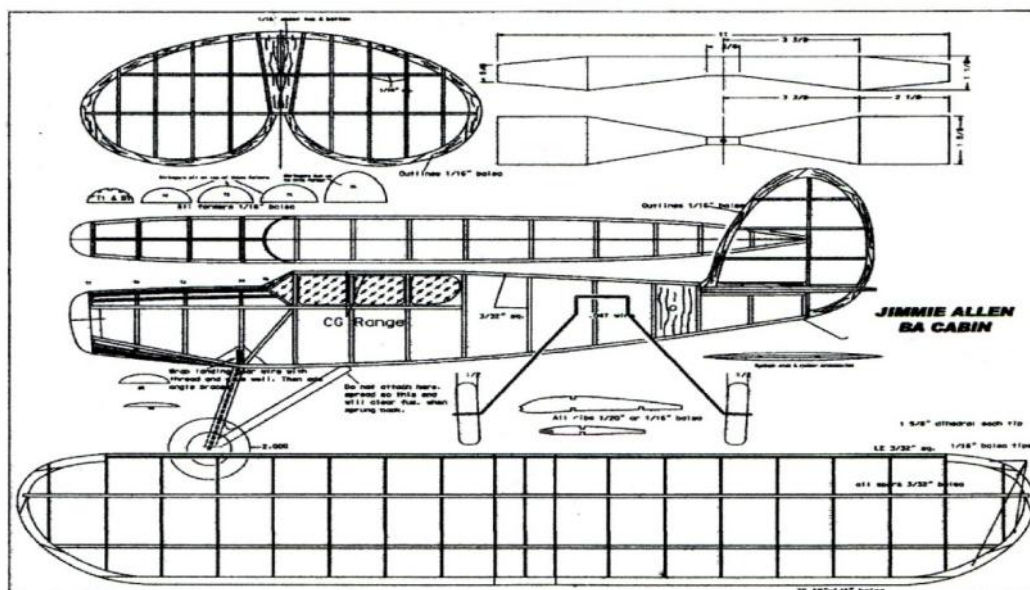
with your offers of papers to present on any free-flight topic from FAI to Vintage, Indoor to Scale.

## JIMMIE ALLEN 2013

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

The dates are 31<sup>st</sup> March, 5<sup>th</sup> May, 11<sup>th</sup> August and 27<sup>th</sup> October

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



E-mail [rogerknewman@yahoo.com](mailto: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 man (or woman) down wins. Any queries or should you need printed paper plans please contact the C.D.

Roy Tiller, e-mail [roy.tiller@ntlworld.com](mailto:roy.tiller@ntlworld.com) tel 01202 511309

**Coupe Europa,  
Sunday December 8th,  
Middle Wallop**

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

F1G for Aeromodeller Trophy  
Vintage Coupe d'Hiver for AAA Cup.  
Flitehook Europa Team Trophy for F1G teams.

10 a.m. start. F1G in rounds.

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

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

**SALISBURY PLAIN  
Free Flight on Area 8 For 2013**

There are several planned Army exercises in 2013, and apart from that the following dates are provisionally available.

Jan. 5/6, - Jan.12/13, - Jan.19/20, - Jan. 26/27,  
Feb. 2/3,  
March 9/10,  
April 6/7, - April 13/14, - April 20/21,  
May 4/5, - May 18/19, - May 25/26,  
June 1/2, - June 8/9, - June 15/16, - June 22/23, - June 29/30,  
July 6/7, - July 13/14, - July 20/21, - July 28,  
Aug. 3/4, - Aug. 10/11, - Aug. 31  
Sept. 1, - Sept. 7/8, - Sept. 14/15, - Sept. 21/22,  
Oct. 5/6, - Oct. 12/13, - Oct. 19/20, - Oct. 26/27,  
Nov. 2/3, - Nov. 9/10, - Nov. 16/17, - Nov. 23/24, - Nov. 31  
Dec.1, - Dec. 7/8, - Dec.14/15.

For those using satnav the coordinates of the only permitted access point is:

(Point Papa). - 51°11'29.53"N, 1°57'32.59"W  
(Point Oscar now blocked)

Send an SAE and your £15 cheque, payable to BMFA, to Bernard Aslett, 25, Honeyhill, Wooton Bassett, Swindon, Wilts, SN4 7DX; in return you will receive a sketch map showing where we fly on Training Area 8, and a 2013 pass to display on your windscreen. If you come as a passenger, bring your pass anyway. Your name will be included on the Army security list (unless you're already on it). Please send Peter Tribe ([petertribe46@talktalk.net](mailto:petertribe46@talktalk.net)) your e-mail address in case of any short-notice changes.

# VINTAGE RADIO & CONTROL LINE

[to Dec. 1969]\*

**MIDDLE WALLOP, 2013**

Courtesy of the Army Air Corp Centre, MAC

## SUNDAY March 31st SAM 35 Gala

Control Line [no combat wings] Mini Speed & Spitfire Scramble.  
Sport Flying & Tomboy 3 & Tomboy Senior Competitions  
Vintage Power Duration Comps  
incl. George Fuller designs R/C class & R/C Bowden

## SUNDAY MAY 5<sup>TH</sup> SAM 1066 Wakefield Day

Control Line [no combat wings] Mini Speed & Spitfire Scramble.  
Sport Flying & Tomboy 3 & Tomboy Senior Competitions  
Vintage Power Duration Comps  
incl. George Fuller designs R/C class & R/C Bowden

## SUNDAY SEPT 22<sup>nd</sup> SAM1066 Fun Fly + Trimming Day

Control Line [no combat wings] Mini Speed & Spitfire Scramble.  
Sport Flying & Tomboy 3 & Tomboy Senior Competitions  
Vintage Power Duration Comps  
incl. George Fuller designs R/C class & R/C Bowden

**FLIERS MUST BE COVERED BY BMFA INSURANCE**

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

For further information contact:

[C/L] James Parry, 0120625825, [JamesIParry@talktalk.net](mailto:JamesIParry@talktalk.net)

[R/C Vintage & Tomboy] Tony Tomlin, 02086413505, [pjt2.alt2@btinternet.com](mailto:pjt2.alt2@btinternet.com)

[R/C VPD+Bowden+ George Fuller comp]

Bill Longley, 01258488833, [tasuma@btconnect.com](mailto:tasuma@btconnect.com)

The events take place on the far side of the field, follow the peri track round

## 2013 WESSEX AERO LG. COMPETITION DATES

April 2013				
Sunday 7	Wessex Aero Lg.	Tomboy R 1	WMAC	Cashmoor
Sunday 14	C/L Open day	Wessex AML Speed & Spitfire Scramble	WMAC	CASHMOOR
Sunday 21	Wessex Aero Lg.	600RES R 1	WMAC	Cashmoor
Sunday 28	Wessex Aero Lg.	Tomboy R 2	Wincanton Falcons	Templecombe
May 2013				
Saturday 25 or if wet Sun 26	Wessex Aero Lg.	600RES R 2	Wincanton Falcons	Templecombe
June 2013				
Sunday 2	Wessex Aero Lg.	Tomboy R3	Peter Rose	West Winterslow
Sunday 9	Wessex Aero Lg.	600RES R3	SMFC	Flamstone Farm
Sunday 16	Fly-in demo	Tomboy & 600RES	Stan Yeo Rick Farrer	South Devon
July 2013				
Sunday 21 NEW DATE	Wessex Aero Lg.	Tomboy R4	SMFC	Flamstone Farm
Sunday 28 double event	Wessex Aero Lg.	600RES R4 Tomboy R5	Marlborough MFC	Collingbourne Kingston
August 2013				
Sunday 18 reserve date	Wessex Aero Lg.	600RES R4 Tomboy R5 reserve date	Marlborough MFC	Collingbourne Kingston
Sept 2013				
Sunday 8	Wessex Aero Lg.	600RES R5	Wincanton Falcons	Templecombe
Sunday 29 reserve date	Wessex Aero Lg.	600RES or Tomboy reserve date		TBA
October 2013				
Sunday 6 reserve date	Wessex Aero Lg.	600RES or Tomboy reserve date		TBA
Sunday 13	C/L Open day - the final	Wessex AML Speed & Spitfire Scramble		TBA
Nov 2013				
Dec 2013				
Friday 6 or 13 proposed	Wessex end of season practice & Pub food day	Tomboy and 600 RES	Trophy presentation day	TBA

Dates subject to change, always check events before travelling.

Full details from our own website: [www.wessexaml.co.uk](http://www.wessexaml.co.uk)

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

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

Email request to [rogerknewman@yahoo.com](mailto:rogerknewman@yahoo.com),  
quoting Plan Name & I.D. number ( 1<sup>st</sup> & 2<sup>nd</sup> Cols respectively in the list).

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

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

This service is provided at no charge.

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



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

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

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

## 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](http://www.msp-plans.blogspot.com)

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

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

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

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

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@btinternet.com](mailto:martyn.pressnell@btinternet.com)

## MSP-PLANS ARE PLEASED TO PRESENT A NEW BLOGSPOT

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

### 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

**2013**

**7<sup>th</sup> Sep. – 5<sup>th</sup> Oct. – 2<sup>nd</sup> Nov.**

**30<sup>th</sup> Nov. – 21<sup>st</sup> Dec.**

**Admission - Flyers £5.50 - Spectators £2.00**

For further information phone Colin Shepherd 0121 5506132

or e-mail [colin@colinwilliam.wanadoo.co.uk](mailto:colin@colinwilliam.wanadoo.co.uk)

### Brownhills Indoor Flying – Free Flight

**Brownhills Community Association,**

**Deakin Ave. Brownhills WS8 7QG**

*Just off the A5*

**Saturdays 1-15pm until 4-15pm - £6**

**14<sup>th</sup>.Sept. 19<sup>th</sup>.Oct. 16<sup>th</sup>.Nov. 14<sup>th</sup>.Dec.**

Contact:- Allan Price

Tel: 01922 701530 - e-mail: [montrose32@btinternet.com](mailto:montrose32@btinternet.com)

### BMFA South West Indoor Flying

organised by

**Cornwall Vintage Aeromodellers**

at

**Saints Health and Fitness Centre**

**St Austell Rugby Club**

**Tregorrick Park, St Austell**

**Cornwall, PL26 7AG**

**Sundays**

Flying from 1200 to 1600 on the following dates,

**29<sup>th</sup>.Sept. 20<sup>th</sup>.Oct. 17<sup>th</sup>.Nov. 15<sup>th</sup>.Dec.**

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

**Admission: Flyers £7 Spectators £3**

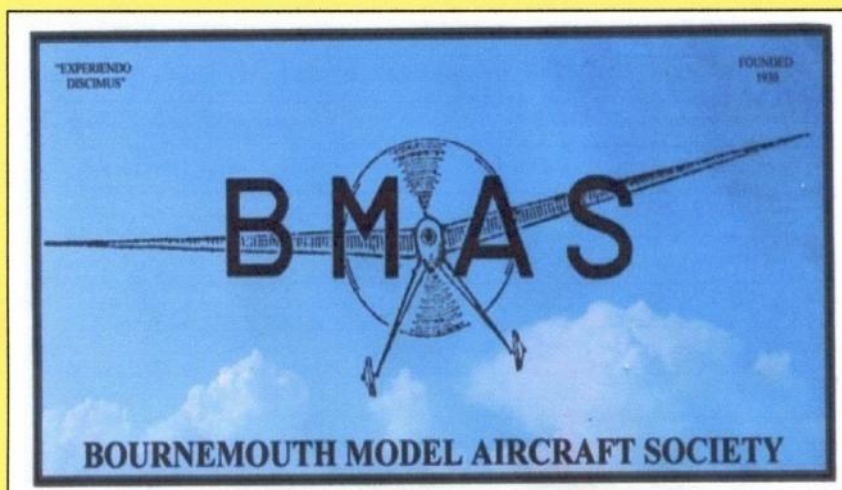
Contact:

**Cornwall - David Powis on 01579 362951**

([dave\\_powis@hotmail.com](mailto:dave_powis@hotmail.com))

**Devon - Roger Bellamy on 01752 311786**

([randmbellamy@gmail.com](mailto:randmbellamy@gmail.com))



## **INDOOR FLYING**

**TUESDAY 24<sup>TH</sup> SEPTEMBER 2013**

**TUESDAY 22<sup>ND</sup> OCTOBER 2013**

**TUESDAY 26<sup>TH</sup> NOVEMBER 2013**

**TUESDAY 28<sup>TH</sup> JANUARY 2014**

**TUESDAY 25<sup>TH</sup> FEBRUARY 2014**

**TUESDAY 25<sup>TH</sup> MARCH 2014**

**7pm to 10pm**

## **ALLENDALE CENTRE**

**HANHAM RD. WIMBORNE BH21 1AS**

**FREE CAR PARKING IN PUBLIC CAR PARK IN ALLENDALE RD**

**FREE FLIGHT ONLY**

**COMPETITIONS incl GYMINNIE CRICKET LEAGUE**

**ALL FLYERS MUST HAVE BMFA INSURANCE**

**FLITEHOOK NORMALLY IN ATTENDANCE**

**Adult Flyers £4 Accompanied Juniors & Spectators £1.50**

**CONTACTS: JOHN TAYLOR TEL.No 01202 511502**

**ROY TILLER e-mail [roy.tiller@ntlworld.com](mailto:roy.tiller@ntlworld.com)**

## Provisional Events Calendar 2013

### With competitions for Vintage and/or Classic models

January 27 <sup>th</sup>	Sunday	Middle Wallop - Crookham Gala
February 10 <sup>th</sup>	Sunday	BMFA 1 <sup>st</sup> Area Competitions
March 3 <sup>rd</sup>	Sunday	BMFA 2 <sup>nd</sup> Area Competitions
March 29 <sup>th</sup>	Good Friday	BMFA Northern Gala - TBD
March 30 <sup>th</sup>	Easter Saturday	Middle Wallop - Croydon Wakefield Day
March 31 <sup>st</sup>	Easter Sunday	Middle Wallop - SAM35 Gala
April 1 <sup>st</sup>	Easter Monday	Middle Wallop - Sam35 Gala
April 14 <sup>th</sup>	Sunday	BMFA 3 <sup>rd</sup> Area Competitions
April 28 <sup>th</sup> /29 <sup>th</sup>	Sunday/Monday	BMFA London Gala - Salisbury Plain
May 5 <sup>th</sup>	Sunday	Middle Wallop - competitions
May 25 <sup>th</sup>	Saturday	BMFA Free-flight Nats, Barkston
May 26 <sup>th</sup>	Sunday	BMFA Free-flight Nats, Barkston
May 27 <sup>th</sup>	Monday	BMFA Free-flight Nats, Barkston
June 16 <sup>th</sup>	Sunday	BMFA 4 <sup>th</sup> Area Competitions
June 29 <sup>th</sup> /30 <sup>th</sup>	Saturday/Sunday	BMFA East Anglian Gala - Sculthorpe
July 14 <sup>th</sup>	Sunday	BMFA 5 <sup>th</sup> Area Competitions
July 21 <sup>st</sup>	Sunday	65 <sup>th</sup> Southern Area Rally - Odiham
August 10 <sup>th</sup>	Saturday	Middle Wallop - SAM 1066 Championships
August 11 <sup>th</sup>	Sunday	Middle Wallop - SAM 1066 Championships
August 11 <sup>th</sup>	Sunday	BMFA 6 <sup>th</sup> Area Competitions
August 18 <sup>th</sup>	Sunday	Timperley Gala - North Luffenham
September 7 <sup>th</sup>	Saturday	BMFA Southern Gala - Salisbury Plain
September 15 <sup>th</sup>	Sunday	BMFA 7 <sup>th</sup> Area Competitions
September 21 <sup>st</sup>	Saturday	Middle Wallop - Competitions
September 22 <sup>nd</sup>	Sunday	Middle Wallop - Competitions
October 6 <sup>th</sup>	Sunday	BMFA 8th Area Competitions
October 20 <sup>th</sup>	Sunday	Midland Gala - North Luffenham
October 26 <sup>th</sup>	Saturday	Middle Wallop - Competitions
October 27 <sup>th</sup>	Sunday	Middle Wallop - Competitions & <b>AGM</b>
December 8 <sup>th</sup>	Sunday	Middle Wallop - Coupe Europa

**Please check before travelling to any of these events.**

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

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

[www.SAM1066.org](http://www.SAM1066.org)

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

[www.freeflightuk.org](http://www.freeflightuk.org) or [www.BMFA.org](http://www.BMFA.org)

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

[www.SAM35.org](http://www.SAM35.org)

### Useful Websites

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

#### Are You Getting Yours? - Membership Secretary

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

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

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

*That's all folks! John Andrews*

**PS:**

*If you have submitted anything that I have not acknowledged or used please let me know, I do make errors in my file housekeeping and do not want to lose potential contributors through neglect. Emails can go astray if you miss the second 'h' from my address: - [johnhandrews@tiscali.co.uk](mailto:johnhandrews@tiscali.co.uk)*

**PPS:** *Don't forget I can always use some extra articles, don't be shy.*