NEW Clarion

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Editorial

We have another issue with plenty of articles by one and all, many thanks to you all for your input, please keep them coming. I may not publish them in the next immediate issue if the articles are not on current events, as I like to have one or two bits held over to ensure that the next issue has enough content. Currently content is not a problem, quite the reverse in fact as the size of one recent issue caused a few problems with some of those who print out copies for uncomputerized fellow modellers. One instance of rebuke I found ammusing being John (Isle of Wight) White who informed the wife Rachel that he had to iron the pages of one particular issue to get it compact enough to fit through the post office package slot.

The major article this issue is Ron Marking's report on his Parachute Jump for 'The Alzheimer's Society' Charity. I'm not too sure that I would dare to do it but we must admire Ron's worthy effort in support of this commendable charity.

Bournemouth Club Classic Rubber event at the August Wallop is once again reported by Martyn Pressnell, the event seems to be getting more popular than ever, I think a lot of us were at our active best in that era.

Our Chairman weighs in with yet another of his stable of interesting power models, the Hungarian 'Taltos'.

There is a detailed report from Santoni Curzio on the SAM2001 Tomboy Rally 2013/2014. I have refrained from making any alterations to Santoni's english translation as I feel his text gives the article that Italian flavour.
This event is postal for 'Tomboy' radio duration and for the first time this year also included Free-Flight. I entered the free-flight just for arguments sake and low and behold I am the winner of the 'David Baker' award in this inaugural year. Maybe I was the only entrant?
Can I appeal to all you Tomboyists, both radio and free-flight to submit times and get the UK more involved with this event. Details are in the add pages.

I have reproduced an article from a 1952 Aeromodeller, which turned up in my Clarion Fodder file from where I don't recall, on Free-Flight stunt. I remember this article from the past and I still cannot see anyone getting it to work without crashes galore. You've got to admire anyone who would have a go at it.

Maurice Doyle gives us details of his Tailless model, which reminds me that I now have the bits to build my 'Mayzee' No3.

The old piece from the Aeromodeller, supplied by David Parker, about an 8ft span rubber model is a real eyeopener, the question of how you can afford the rubber required to fly it let alone have the strength to wind it tends to addle the brain.

Well that's another issue ready for press and I've a few bits in reserve.

Editor

Without Wings – The Experience - Ron Marking

I have always enjoyed taking part in a variety of sports including those deemed by some people to be "Adventure Sports". These have included caving, sailing, rock climbing, hang gliding and surfing. Most of that sort of activity has taken a back seat in the last 20 years or so, (I'm too busy building and flying free flight models!) but occasionally I have thought about trying something new, and then put it off for a variety of reasons. Then, last December I went to a funeral of a friend who was 10 years younger than me; he had had a sudden massive heart attack despite being a very active person. Indeed, he had tried even more adventurous activities than me including skiing, scuba diving, paragliding etc. It was stated several times that his philosophy had been "Do it while you can", and, inspired by that I took the decision to try a skydive for my 70th birthday. Fortunately there is an outfit based at Perranporth Airfield only about 10 miles from home and a look at their web site told me all I wanted to know. As I am over 40 I had to get a doctor to sign that I was fit enough and as I was over 60 I had to visit them to demonstrate that I could get into both the launch attitude and the landing position. These people get you to raise your legs and you then slide into the landing in a seated position. I approached the jump with the attitude that I had no worries because I had no responsibilities; they were down to the bloke behind! I was just there to enjoy it.

8th August turned out to be nice and sunny, with a high level of haze and a few wispy clouds at about 3000´. We had to arrive at the airfield by 8am and when everybody was booked in we had a 40min briefing and video before waiting around to be called. Luckily I was on the second flight and after getting kitted out there was a short walk to the aircraft; a Cessna 260U (The U stands for utility!) It was a bit cramped and sitting on the floor facing backwards was hardly Business Class but at least during the 18min climb to 10000´ there was the Cornish countryside to look at including my house!

Looking forward to it

Get that hat

That's my house down there

Eventually we were over the airfield, the door is opened and I am told to shuffle to the exit. It seemed a long wait before the instructor indicated we were going but at last he rocked back and then forward and out.

A study of the video and photos shows that it was at this point that I started to smile and I am like that all the way to the ground. It was fantastic.

Here we go

I'm really enjoying this

I was really enjoying it, the video man approaches, shakes my hand and before I could think, we are dangling under the open chute.

It's a hell of a long way down

Undercarriage up, Happy Landings

Damn, I wanted the free fall to last much longer it was so exhilarating but travelling at 120mph the ground soon approaches!

The descent under the canopy lasted about 6min giving plenty of time to look around but eventually we turn to make the landing run and pick up a bit of thermal lift off the industrial estate!

My first words on landing were "Fantastic. Brilliant. Can we do it again?"

It was a most amazing experience and one which I will remember..... I hope for ever but Alzheimer's can strike anyone at any time. It is now the disease most feared by the over 60's and with good reason. Like most diseases it has several forms but in all cases the victim deteriorates and eventually needs constant care. The immediate family also need support and this all costs a great deal which is why I have chosen to try and raise £1000 for the Alzheimer's Society.

I ask you therefore, **please**, if you have not already done so, go to the following link,

https://mydonate.bt.com/fundraisers/ronmarking

and don't forget to check the Gift Aid box, or contact me direct.

Do it while you can!!!

Ron Marking

Bournemouth Club Classic Rubber - Martyn Pressnell

Middle Wallop 24 August 2014

Saturday the 24 August was unique, with sun all day, light southerly breeze and some good thermals to snatch the unwary aloft. Something like 250 people came and fourteen entered Club Classic, both figures well above normal for Middle Wallop. This was a day when we knew why we are all model flyers.

Nearly half the field(6) reached the fly-off which was flown to a 2.00 minute limit along with the other events. I heard no complaints about this established practice and it seems to have produced a satisfactory result.

Mike Turner - Winner

It seems to me that the time limit set is more or less inconsequential, the highest flying model being the most likely to win.

Again Uchins(4) and Last Resorts(4) were the most popular designs, but again it was Flip Flop that proved supreme, this time flown by Mike Turner (well done Ron Warring). Andrew Longhurst was again well placed at second and Ted Tyson made third spot. It was again my pleasure to act as CD and may I congratulate all fourteen who had a dabble and re-asserted their interest in Club Classic Rubber. See you all next time, March/April 2015?

Andrew Longhurst with Mentor

Bob Taylor with Yard stick

Ted Stevens with Flip Flop

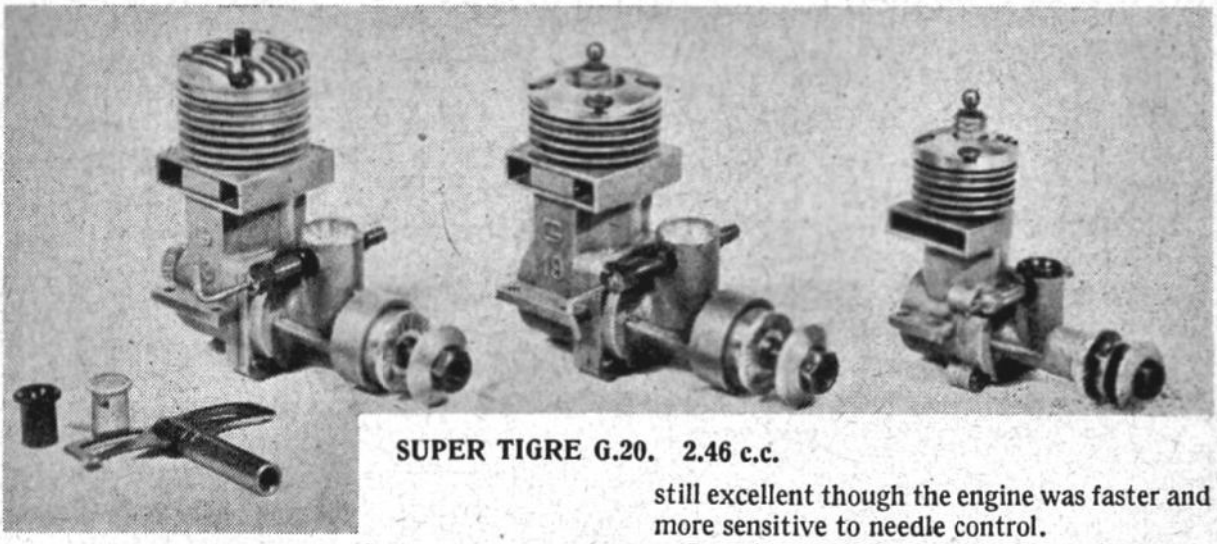
Ted Tyson with Last Resort

Results

1st	Mike Turner(Flip Flop)	6.00 + 3.25	
2nd	Andrew Longhurst(Mentor)	6.00 + 2.49	
3rd	Ted Tyson(Last Resort)	6.00 + 2.29	
4th	John Oulds(Boxall)	6.00 + 1.57	
5th	Bob Taylor(Yard Stick)	6.00 + 1.44	
6th	Ted Stevens(Flip Flop)	6.00 + 0.52	
7th	Ron Marking(Urchin)	5.48	
8th	Peter Jackson(Urchin)	5.43	
9th	John Andrews(Last Resort)	5.43	
10th	Martyn Pressnell(Last Resort)	5.33	
11th	John Lancaster(Urchin)	5.31	
12th	John White(Last Resort)	5.06	
13th	John Huntley(Last Resort)	4.42	
14th	Richard Fryer(Flip Flop)	3.46	

Martyn Pressnell

Engine Analysis: Super Tigre G20 - Aeromodeller Annual 1954



SUPER TIGRE G.20. 2.46 c.c.

Retail Price. 5,800 Italian Lira (£3 7s. 0d.).
Type. Glow-plug.
Specified Fuel. 66% methanol, 33% castor oil.
Capacity. 2.46 c.c.; .15 cu. in.
Weight. 4.25 oz.
Mounting. Beam, upright or inverted.
Bore. 15 mm. **Stroke.** 14 mm.
Cylinder. Special iron lapped sleeve pressed into die cast body.
Cylinder Head. Light alloy, unfinned.
Crankcase. Light alloy pressure die-casting.
Piston. Light alloy with two steel rings.
Connecting Rod. Light alloy, bushed at big end.
Crankshaft. Large diameter, hollowed.
Main Bearing. Ball race at web end.
Induction. Rotary shaft inlet valve.
Special Features. Robust construction. Single transfer passage. Single exhaust port, large bore intake for interchangeable venturis.

TEST

Engine. Super Tigre G20, 2.5 c.c. Glow-plug.

Fuel. Mercury No. 5.

Starting. The engine is supplied with 3 types of plastic venturi tubes which may be fitted into the air intake of the carburettor. One, coloured red, is for racing purposes; one black, for stunt flying; while a white one is recommended for general and free flight. The engine was run-in using the black venturi and starting was excellent with good flexibility of needle control. Tests were undertaken with the red venturi in position, and starting was still excellent though the engine was faster and more sensitive to needle control.

Running. All that could be desired over a wide speed range.

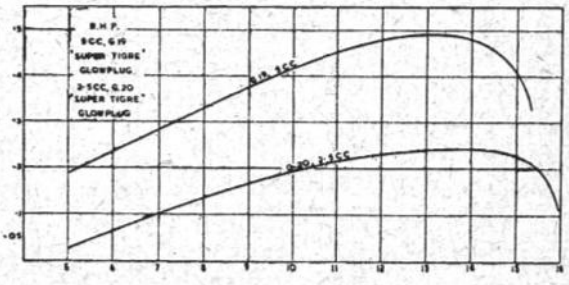
B.H.P. The results from this engine are rather exceptional, not only for the high power output, but for the remarkably flat curve obtained. We thus see that between speeds of 10,500 r.p.m. and 15,500 r.p.m. the variation in output is only .04 b.h.p. so that the engine may be considered efficient over a range of 5,000 r.p.m.!

Maximum output was found to lie somewhere in the region of 14,000 r.p.m., but the extreme flatness of the curve at this point makes it difficult to pin-point within a few hundred r.p.m. The exceptional figure of .24 b.h.p. was recorded, which falls little short of the maker's claim of .25 b.h.p. at 15,500 r.p.m. At this speed, however, our results showed that the output was down to about .15 b.h.p.

Checked Weight. 4.4 oz. (less tank).

Power/Weight Ratio. .872 b.h.p./lb.

Remarks. The sturdy construction which is a characteristic of the G.19 is again evident in this smaller edition. This naturally results in an engine of greater weight than we have come to expect in a unit of this capacity.



TALTOS - John Thompson

by Erno Frigyes Hungary

This model or variants were very successful in the world champs placing 1st 1958, reached fly off 1960, 2nd 1961 and 1st again in 1963. What a record !

I have, aside from the original, never seen another, so decided it would be worthwhile to have a go and see for myself how this model worked.

I must admit I had problems trimming this model, yes, maybe it has more power than the original, but other models of the era I managed to trim with the same higher power.

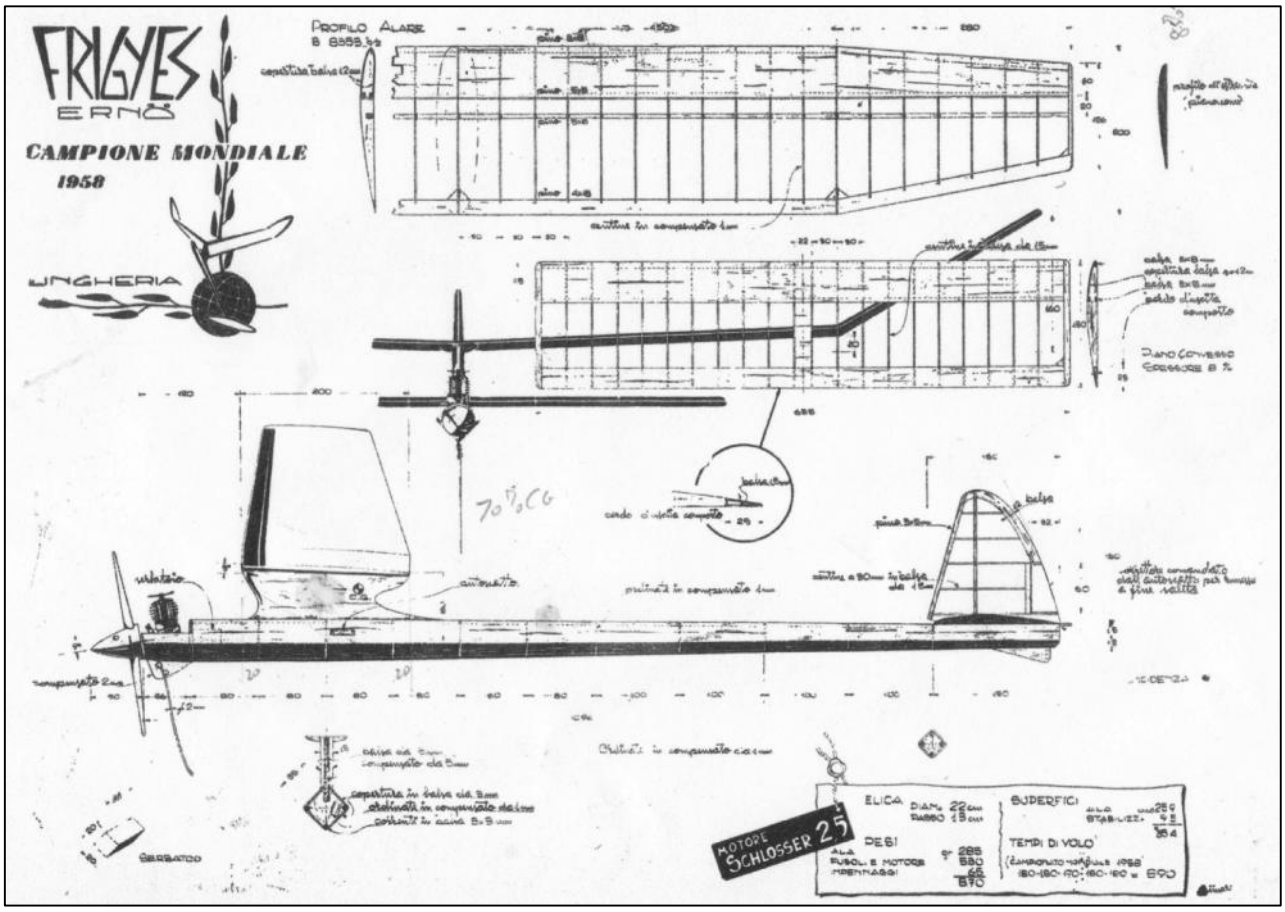
Trimming the climb was very fraught, erratic patterns, flattening and diving. I tried various props and, for example, never succeeded with a 7x4 at around 21.5k (continuing acceleration ?). It would be OK up to about to about 5 seconds of run, but after that it was anybody's guess as to what would happen. The model crashed more than once, but was with the soft Beaulieu heather and was repairable. There is a good side to this rough site.

Finally I settled on a Bolly 8.5 x 4, SC (ASP/Magnum other names for same engine) engine, 2.5cc with Nelson - Dixon head at around 16.5k on 40 % nitro. With this setup the model climbs, launched vertically, into an 80 degree sweeping spiral , I have not put the altimeter on as yet but from observation it is reaching around the 750/800 foot mark on 11 seconds. The auto rudder is not really necessary with the set up, as the model has an excellent transition to the glide.

However problems remain in that if the model gets its nose down after transition occasionally it will glide down at about a 30 degree angle very fast and not pull out till the DT is deployed, very odd. The clue could be the wing section the B8353 which, in modern parlance, is very LDA'ish. This undoubtedly gives a faster climb but seems to have the "difficult " characteristics of LDA's. Work on turbulators maybe needs to be checked out. I am sure that the wing and tail construction is rigid enough and that twisting surfaces are not the problem.

Possibly Frigyes (with the assistance of fellow Hungarian Benedek, the designer of the airfoil) was taking advantage of the positive characteristics of the section and getting "better " results than other competitors using other aerofoils. In other words he had got to grips with the advantages of this section. This is pure surmise on my part, but there is no doubting the terrific success and the faultless flying of this model in his hands.

An interesting model, it has been on occasions frustrating and fun getting it to its current state of trim. I am sure that I can improve the set up and will have further attempts in the future.



Set up's are :
Wing +3deg, tail +0.8,CG 80% , 10deg down, 6 deg left thrust. No warps except 2 deg wash out on wing tips.
I am sure other combinations can be used with less or more decalage with changes to thrust line and rudder settings.
Weights fuselage: 110gm. Engine/timer /etc: 260gm. Wing: 116gm. Tail/fin: 47gm. Total 533gm(after repairs 580 gm).

This model is very competitive with visually a faster and flatter glide than most contemporary designs of the period. As usual I would be interested in comments.

John Thompson

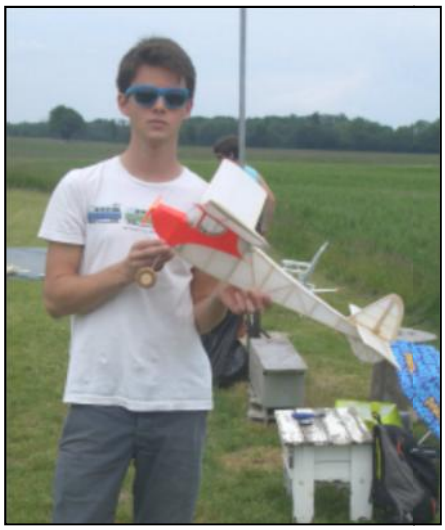
SAM2001 Tomboy Rally - Gianfranco Lusso & Santoni Curzio

L'AQUILONE SAM 2001 TOMBOY RALLY 2013-2014.

Hi Guys, it is with a great pleasure that I introduce you the report of 6th edition of SAM 2001 TOMBOY RALLY. The 6th edition ended on May 31th 2014 but it has been followed up by a 7th edition of Tomboy Rally which will take place from June 1st 2014, up to May 31st, 2015.
The 6th edition saw a high participation of modelers from different countries, such as Australia, New Zealand, France, Switzerland, Great Britain and Italy. In particular there were 26 modelers in 36" event, 4 of them in 48" event and 1 modelers in F.F. event.
About the next edition, there will be news in the rules on 36" event, which I will explain in the following report.

TOMBOY RALLY 36" EVENT

The winner of our "classic" event this edition was Dete Hasse from Australia, an old friend of Tomboy Rally, with 33'12". This amazing result was achieved during one of that rare perfect days for flying. Those perfect-for flying-days are often sought by modelers but seldom happen in a year. On that day, Dete was ready to take off with his Tomboy, on April 24th 2014 at Northen Flying Group field in Derraweit Guim and this is his report :
"A Pair of eagles were seen soaring at high altitude. And also a flock of Ibis were circling over the field for a short time before heading south. First I was late to arrive to the field and had to give a flying lesson to a fellow member. Still there was no wind but it was grey sky and cool in the morning. I set up the Tomboy with new rubber bands for the wing and prop saver, as the old ones had perished. It has been a long time since the last flight. I launched and it flew well. I know it was over 30 minutes but I made an error in stopping the stopwatch. I felt silly as it was a good flight. So I put another battery on the charger and we all had lunch. I did some more instruction flights and test flew my 1/4 Piper L4. All was good. The sky cleared a little and I saw the eagles floating high above. I put the other fresh battery in the Tomboy and launched into a gentle climb. It was now after 4 pm and the sun was out from behind the clouds low in the west (naturally). Not much was happening after 10 mins of gentle climb to height I hadn't found any lift but I was up quite high. Then I found some rougher air and lost 30% of my height in just a minute or so. At about 16 minutes the tomboy bumped and I circled in lift gently climbing under low motor. I shut the motor of when it was getting "too high" for my eyesight. After some anxious few minutes, I realised it was getting a bit lower now and I could breath deeper. After another 5 or 6 minutes of drifting down and I had landed gently at my feet. 33 min 12 sec and still no wind. Lovely."
What more can I add to his account? Just a "Bravo" for you Dete.
The second place was gained by Brian Deason, from Australia too, with 32'56". He made his best flight on February 2014 and, such as Les, he had troubles to make a good flight with his model because of the bad weather too. However Brian tried several times during this year and at the end he can be proud of the results of his efforts.
At the third place we found the " King Lion" of italian's Tomboy Rally contestants, Ugo Baldari with 32'33". Ugo is a fervent supporter of I.C. engine in Tomboy, and his Barbini B38 run smoothly for 1 minute with 3 cc of fuel. He carried his model to such a height I have never seen reached before by any other Tomboy. Frankly, on May 25th 2014, I could barely see his model high in the sky during our last meeting, which was held in GAAT of Aprilia, near Anzio, a city which is 25 km from Rome. During this meeting his engine was running for the same time each flight, 60" or so, but Ugo was that tenacious to find good thermals that allowed his model a good time flight and he had the skills to manage to stay in the lift for 30' and more. I was the C.D. of the event and I can tell you that was amazing to see other contestants trying to reach the same quota as Ugo's Tomboy, but without results.



With 32'01", the fourth place is for our youngest contestant of this edition Helio Dufurne, from France, who joined Club Modeliste Pays de Gex and he is a pupil of Gianfranco Lusso. Helio seems to have learnt the best of modeler's acquaintances of Gianfranco; Please have a look at the photo of his model and then tell me what do you think about. Unfortunately, the model showed in this photo was lost because of a spiteful thermal, which has it taken with it. Gianfranco wrote me:

"*Helio, who was not satisfied enough with his previous flights, tried to improve his best flight some day after. It was a unique day, there were thermals everywhere but, this time, the wind blew from the north; the wind from north on our fields usually blows more strongly than in the south and…..as a result of that the model got lost in a huge thermal. The model was never found again, despite a minute research was conducted on the ground*".

Gianfranco Lusso was placed 5th with 24'59". He made his best flight with the help of Carlo Varetto, a seasoned modeler who helped Gianfranco when the model was flying in the sky. The Tomboy flew in a thermal smoothly in Levens, a city near Nice, France. What is more incredible in it, however, is that Gianfranco had an eye operation some months before and he thought his sight could have difficulties in following his 36" Tomboy.

The 6th place is for Eros Cavalaro, with 23'26", he has always been well placed in all Tomboy's Rally Edition. He made his best flight on May 25th 2014, right the same event in which Ugo Baldarigained the 3rd place of Tomboy Rally 2014. Ugo and Eros flew side by side for many minutes. There was 20 minutes of struggle between them so as to gain the thermals first. It was compelling to see the two models becoming two small dots , up in the sky, with the risk of losing them!

Now it comes the time for New Zealand to be placed. Mark Venter 14'58" was placed 7th. Mark made his best flight by working hard on his Mills; Mark spent time and efforts to optimize the needle of carburetor. Mark explained me in an e-mail that he obtained a run of 4 minutes or so with a 8X4 Master airscrew and the needle showed in the photo, allows to optimize the carburetion and the duration. This is one of the main flaws of Mills .75, said Mark. He had modified the original carburetor with the new one showed in the photo. Mark is a experienced modeler, indeed, have a look to the stand he had made. I think it is very well done, don't you think so too?

And now another old friend of T.R.P.C., Graham Main who made a time of 12'51" with his electric Tomboy (with his I.C. Tomboy he had previously made a time of 6'24"). Graham told me *"My results are not very good this year I am afraid…"*. Thank you so much for your efforts, and for your advices Graham. Only three seconds separate Graham from the next placed in rank with a time of 12'48" we find Mick Walsh from Australia. Mike wrote me:

"I have to tell you that we have started running our local Tomboy contests as "scramble" events rather than duration. This is a lot of fun with the trick being to land at your feet and get the motor started

again very quickly! Winner has the most 3 minute flights at the end of 45 minutes. The contest is very close! I have won once and came 4th once. We will fly this again in June".
It is very amusing, I am sure. I know, from the AVANZ NEWS report, that in New Zealand they usually organize this events and they do have a good number of followers, like Mark Venter told me some weeks ago. In the same email Mick wrote:
"I finally managed to make some flights with the Tomboy - close to the end of the year! On Sunday we had perfect weather - 28 deg, sunny and no wind except for the thermals! (…).Anyway, as a result of this, I changed my engine to MPJet and fitted small fuel tank and propeller. Then I forgot to change them back when I went out on Sunday. So I could climb very high but very quickly. My times were not great but I did catch some good thermals. When the sun was setting, I set the transmitter on the ground, wound the compression screw out and launched the Tomboy free flight. It looked so lovely put-putting about with the sunset reflecting off it. Once more the Tomboy brought much happiness!!!"
Thank you Mick, that sounds like a poetry for us.

Now it is time to introduce you the association SAM 270 led by Paul Baartz from Australia. Ten of its members have been joining our Tomboy Rally during the past years. Paul has also organized some events for SAM 270. He has scheduled for some years an event just for T.R.P.C. The event was held in Oakford on November 2013 and here is his report: "The weather was barely acceptable at the 9.30 start and unfortunately got progressively worse as the rally progressed with strengthening cold winds and a 50% cloud cover. This meant that for most flyers their first flight was also the best for the day despite many attempts to conquer the conditions and record a better time due to the nature of this event with only the best flight to count as your score. The rally was not without its unfortunate moments and happenings, most due to the strong wind.

Ray Silbereisen was one casualty with a wing folding at some height and the subsequent damage beyond a field repair. Hans VanLeeuwen was forced into two outlandings by wind gusts and minor damage and gracefully retired to assist others by timing and offering helpful advice. Gary Dickens started a little late which did not help him at all and on his second flight also suffered a wing folding and a very untidy arrival on mother earth as a result. Greg McLure was unfortunately struck in the face by a model which immediately after launch by Greg
was virtually spun around by a wind gust and headed straight for him and made contact with him. Greg required medical attention but is already smiling again although it may take a little time for him to face a Tomboy again. The conditions favoured the electric powered models with their longer power runs, as can be seen from the results with electric Tomboys taking the first three places in the overall tally and amazingly only separated by 10 seconds".
At this point of the ranking, we can find our other Australian friends, Rod McDonalds was placed 10th (11'00"), Ray Silereisen got the 11th place (10'52") while Paul Baartz was placed 12th (10'50").
The SAM 270 event, which was reserved to i.c. model, was won by Ian Dixon with a time of 6'35", to whom Paul gave the SAM 2001's t-shirt prize. Looking at the picture, Ian seems to like it.

Now it is the time for Italian modelers. Placed 13th we can find Giancarlo Di Chiara, with a time of 10'30''. Gianfranco made his best flight in January 2014. He had worked hard and obtained this result in a cold month, such as January, in the countryside of Rome. At the 14th place there is Maurizio Sagnotti, with a time of 10'13", while the 15th place is for Antonio Riccardelli, who left his Barbini B38 on his workbench and fitted on his Tomboy a new MPJet 0.6 cc. Unfortunately, his score was not as good as in the past

editions. A new entry in this edition is Bernard Dereudre, from France, who is a friend of Gianfranco Lusso, and the founder of Ancienne 4 (A4), which is the society of old-time French models. Bernard made his flight on May 25th 2014 at Persan-Beaumont , North of Paris. He gained the 16th place with a time of 7'33" with his Tomboy that he had finished right the day before. The 17Th place, with a time of 6'38" goes to Gianfranco Wessely and the 18th place is for Stuart Mason, the first English contestant that has taken part in our SAM 2001 T.R.P.C so far. Stuart has created a very interesting blog (http://tomboytribute.blogspot.co.uk/) dedicated to the Tomboy, who I really suggest you to visit. Stuart wrote me :

"I have just finished my latest 2 channel Tomboy and thought I would record a time for the postal competition. My Tomboy is powered by a Boddo Mills .75, which I have just finished running in. I arrived at my club flying field at about 20:00 last Monday, and did some initial trimming, and then I threw caution to the wind and decided to turn up the engine revs and record a time for the Postal comp. I got the engine running well and with a final top-up of the tank I launched my Tomboy. It was a clear evening with no clouds, and the evening air was very still with no wind, and no thermals either, but the Tomboy climbed strongly and was soon almost out of sight directly above the field. I barely heard the engine cut, and to be honest, I found it very hard to control at this height. I got it into the best glide attitude I could manage and searched around to try and find some lift. Eventually it was clear that I wasn't going to record anything close to a decent time, and the light was fading fast, so I just tried to keep the model flying as long as possible in the conditions. I finally landed at 6 minutes and 20 seconds. Happy landings to you and all other postal competitors!"

Thank you Stuart for giving us this amazing report and for this reason, Gianfranco and I, have decided to give the Best Flight 2013 prize to Stuart Mason.

TOMBOY RALLY 48"

The edition 2013 of T.R.P.C. this year saw only four contestants competing for the best places. The winner was Brian Deason, who did a great time flight, 38'22", on February 13th 2014. What is even more remarkable of his flight is that he achieved his time of 38'22'' right on an Australian midsummer day. I have no words for commenting Brian's skills in building and in the pilotage of his models. Brian is definitely one of that formidable competitors, who collect prizes on every edition!! Bravo Brian. And a Bravo also to Les Davis, from Australia too, placed 2nd with a time of 24'22". Les is a devoted of our postal contest with whom I exchanged e-mails throughout the year about modeling. Les has told me that he prefer the 48"version to the 36" because he has a more flight stable in windy days. Les found many windy days last year, especially during the summer, and he got his best chance only on May 11th , 2014, near the end of this edition.

Now I have the pleasure to introduce another young contestant, Umberto Lusso from Switzerland, with a time of 7'50" made in Segny, near Geneve. Umberto is the other grandson of Gianfranco Lusso who made is flight during the summer holydays, after his graduation as architect. Bravo Umberto. I think that the 48"ws version of Tomboy is a good model, smoothly in building and good in flying and, sincerely, let's hope that in the next edition of T.R.I.P.C. there will be more contestants than this year.

DAVID BAKER Free Flight SPECIAL PRIZE

I am very glad that the T.R.I.P.C. has, from this edition, a kind of event like this one. So, Gianfranco and Me, are very happy to announce that the 2013 David Baker Free Flight special prize was won by John Andrews, from United Kingdom, with a time of 7'28" during the Hilda Baker event held on August 2013 in Middle Wallop. John made the flight with his model and he has an interesting story to tell us. In the final photo we can see John holding his jewel which unfortunately has lots of stickers on the fuselage.

John writes:
"I did this flight by mistake at August 2013 Wallop 1066 Hilda Baker competition. I miss-set the D/T timer and had a flyaway. I attach pictures of my model, one from the original Hilda Baker event in 2000 and one after repairs from 2013 event plus a few others. Model was lost for a few days and returned in bad condition having been in farmer's barn. The model has flown in the Hilda Baker event every year for the last 14 years and has a sticker for each year."


Wallop 2000


Tomboy 'Broke' 2004


Repaired ready for 2014

Thank you so much John for you report, and we hope that you may take part in next edition too.

A SPECIAL WISH

In the past edition report, I have wrote you about the S.I.G. of M.F.N.Z., from New Zealand, who in 2012 and 2013 had organized a Tomboy Postal Contest for New Zealander modelers only. The event was a success and the organizer has decided to open up the 2014 event to any modeler who is a member of a foreign country recognized club. The contest is for 36"ws version only, IC or electric classes in two separated competitions. For IC there are the same rules of SAM 2001 Tomboy Rally, for Electric class only 360 mah-2s battery is allowed. Your best time flight from 1/1/2014 up to 31/12/2014 must be submitted by e-mail to Allen Teal at allen@tealcare.org . Good luck to you my friend and I will be also glad to be a contestant in your event.

ABOUT THE NEW EDITION AND HEARTFELT THANKS

The new Edition has already started on the 1st June2014 and it will come to an end on 31st May 2015. However, there is a news in comparison with the past edition. The Tomboy 44'' version as envisaged in the original project is admitted. As suggested by two old friends of this contest, Graham Main e Paul Baartz, it has been decided that this version will follow the same rules as that for the 36" model, for the same category.
A heartfelt thanks to all the contestants that had participated and all those that had a try in this Edition, in particular I would like to thanks Marcello Zunica and his whole crew of funny chaps, who never remember to time their flights.
A sincere Grazie to you all, and I am really looking forward to your participation in the 2014/2015 Edition of the Tomboy Rally.

2013/2014 Results

36 wingspan

Concorrente,	**Nazione,**	**El/Ic,**	**Classifica**,
Dete Hasse,	Australia,	El,	33-12,
Brian Deason,	Australia,	El,	32-56,
Ugo Baldari,	Italia,	Ic,	32-33,
Helio Dufurne,	France,	El,	32-01,
Gianfranco Lusso,	Swiss,	El,	24-59,
Eros Cavallaro,	Italia,	El,	23-26,
Mark Venter,	New Zealand,	Ic,	14-58,
Graham Main,	New Zealand,	El,	12-51,
Mick Walsh,	Australia,	Ic,	12-48,
Rod Mc Donald,	Australia,	El,	11-00,
Ray Silbereisen,	Australia,	El,	10-52,
Paul Baartz,	Australia,	El,	10-50,
Gianfranco Dichiara,	Italia,	Ic,	10-30,
Maurizio Sagnotti,	Italia,	El,	10-13,
Antonio Riccardelli,	Italia,	Ic,	7-46,
Bernard Dereudre,	France,	El ,	7-33,

Giancarlo Wessely,	Italia,	El ,	6-38,
Ian Dixon,	Australia,	Ic ,	6-35,
Graham Main,	New Zealand,	Ic ,	6-24,
Steward Mason,	Great Britain,	El ,	6-20,
Troy Latto,	Australia,	Ic ,	4-59,
Kavin Hooper,	Australia,	Ic ,	4-36,
George Car,	Australia,	Ic ,	4-30,
Ian Dixon,	Australia,	El ,	4-18,
Rod Mc Donald,	Australia,	Ic ,	2-57,
Mike Butcher,	Australia,	Ic ,	1-17,

48 wingspan

Concorrente	**Nazione**	**El/Ic**	**Classifica**
Brian Deason	Australia	Sre	38-22
Les Davis	Australia	Sre	24-22
Santoni Curzio	Italia	Sre	17-14
Santoni Curzio	Italia	Sri	17-08
Umberto Lusso	Svizzera	Sre	7-5

Some Competitors

Tomboy of Massimo Pompei from Italy.

Brian Edwards from Australia.

Paul Baartz from Australia.

Les Isitt from Australia

Troy Latto from Australia

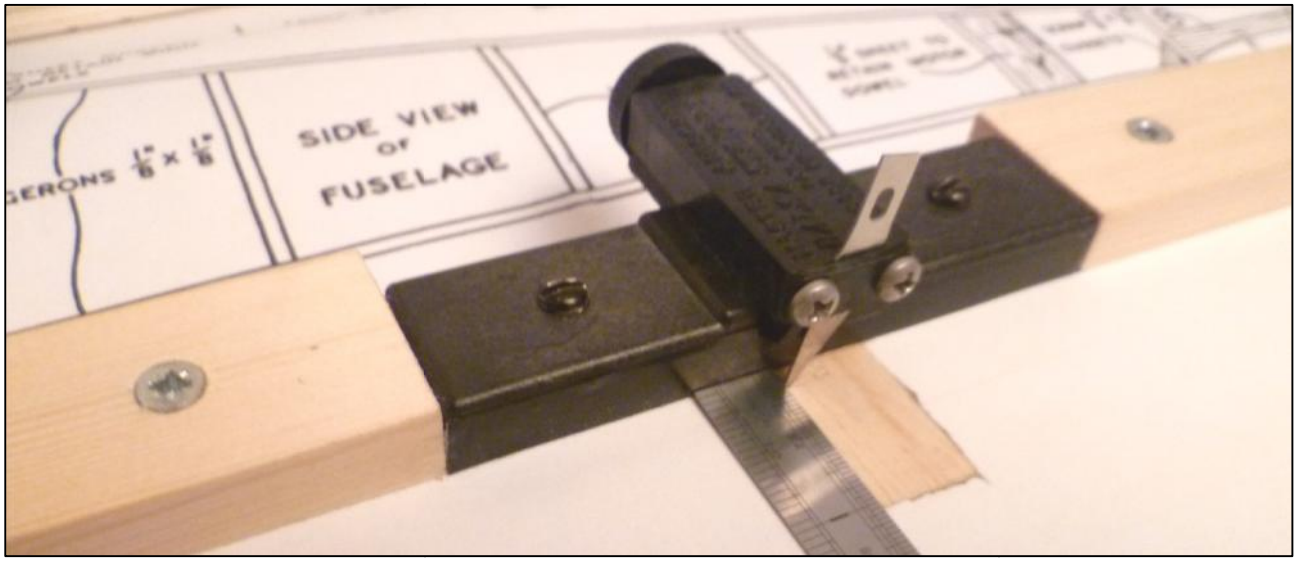
Gianfranco Lusso
&
Santoni Curzio

Balsa Stripper - Stewart Mason

Thought I'd send in a short description on a good method of producing balsa strip that I came up with that I thought the Clarion readers may or may not find useful.

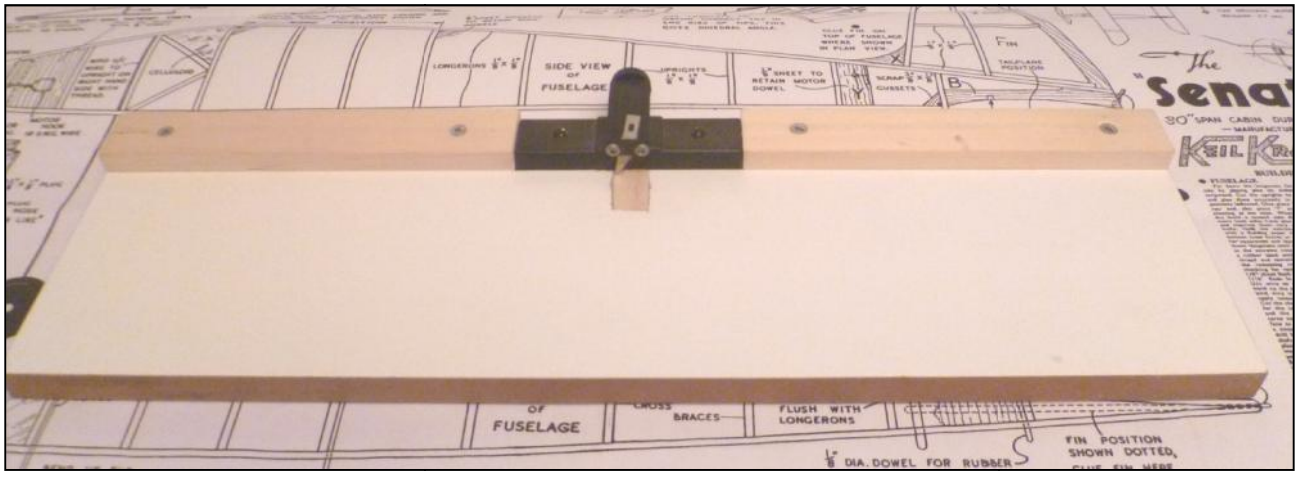
Being a relative beginner to balsa bashing, one of the things have found most frustrating is the difficulty in finding a method of stripping balsa easily and accurately. I have tried several methods and a few proprietary products, but in the end the best method I have come across utilises a simple commercially available stripper, that I have modified to be more accurate and much easier to use.

I had a Master Airscrew stripper in my toolbox, but I'd almost given up with it after half ruining several nice sheets of balsa when I got a sudden rush of the modellers urge to tinker, modify and improve, and I decided to look into making the process easier.



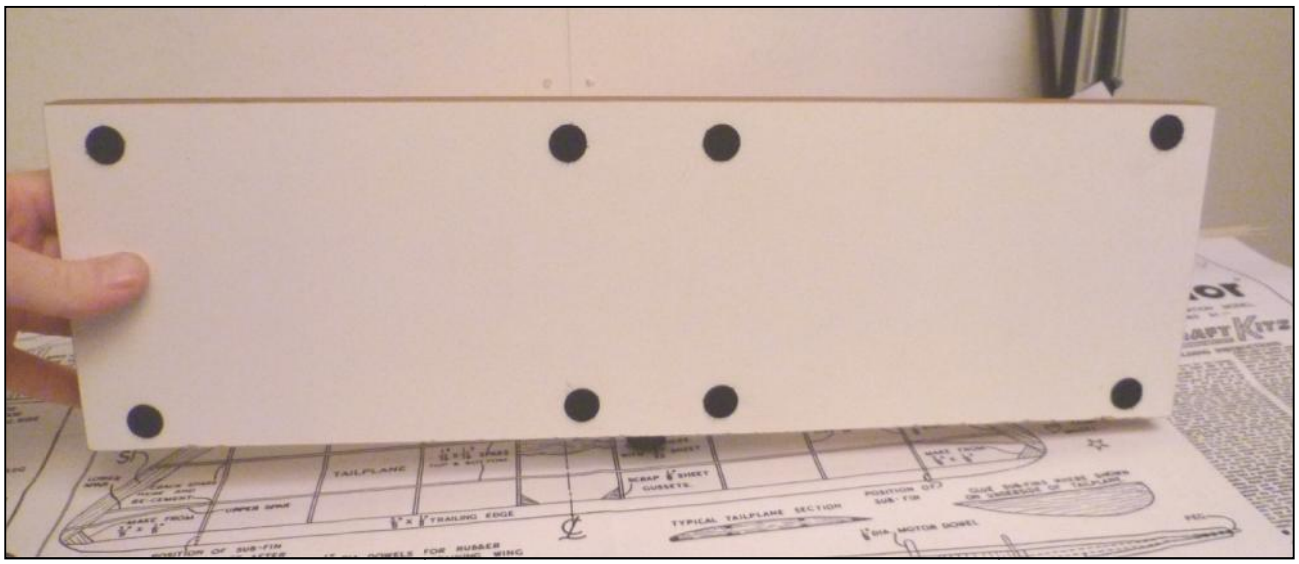
What I needed was firstly, a way of lengthening the surface that runs down the side of the sheet of balsa, secondly, a way of keeping the cutting blade from wandering, and finally, a means of accurately setting the blade to cut the correct thickness of strip.

What I came up with was a small rectangular piece of Contiboard shelving, with the stripper set between two wood batons and the blade being held by a small inlay of 1/4" hard balsa.



The whole lot is calibrated by a metre ruler set against the edge before final tightening of the screws holding the batons to the board.

A picture is worth a thousand words so I hope the few I have sent do justice.

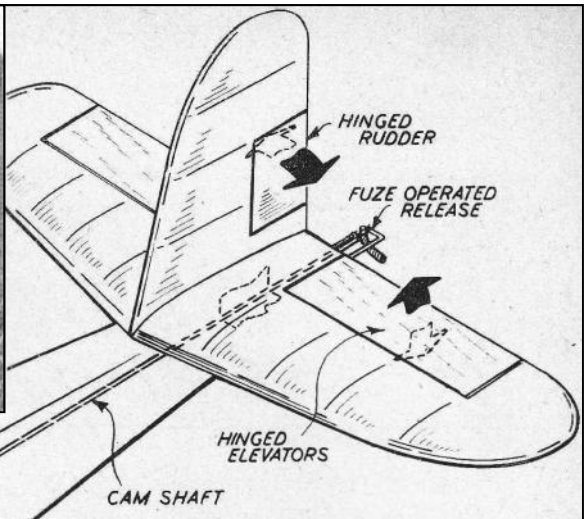


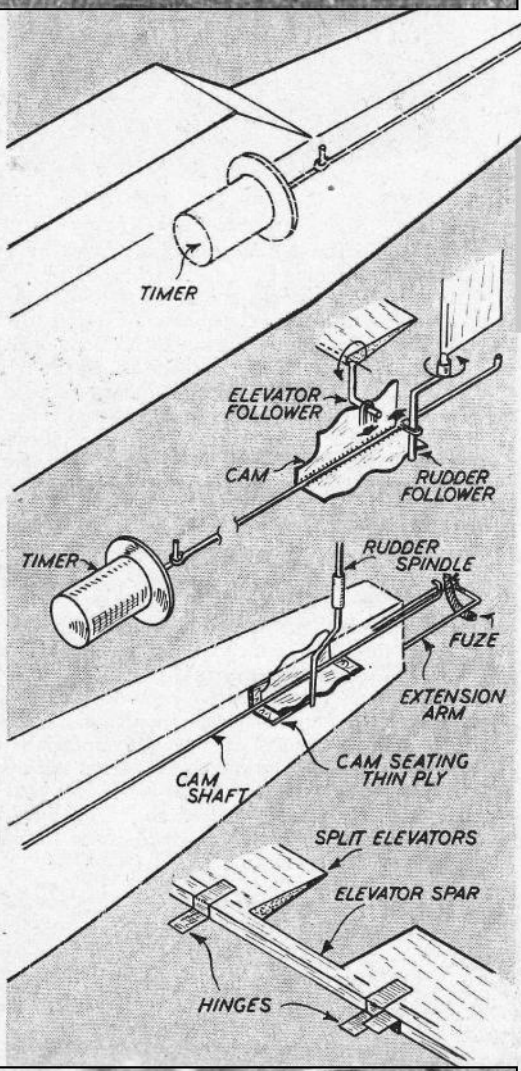
On the back of the board I have stuck velcro pads (the rough ones) so that I can sit the whole thing on the thin carpet that covers my workshop floor (I'm relegated to the attic) so that it doesn't move around whilst I'm moving the wood through.
The balsa inlay stops the blade from wandering and following the grain, and to change the width of the cut is a simple matter of lifting up the blade, setting the width, checking with a small ruler as in the picture, and pushing the blade tip back into the inlay.
The conti board surface is nice and slippery allowing the wood to move through freely, and it can be improved by a light dusting of silicone spray or talc every now and then.
I can now make my own strip wood, and it works well up to about medium 3/16. After that you really need something a little more industrial..

A good tip is to wear rubber gloves of the type that scaffolders use, as this allows a good grip on the top of the balsa sheet as you move it through the cutter. I have also found that a better cut is obtained with the blade set at an angle, giving more surface area of blade as it moves through the wood.
Instead of the velcro pads, it would be a simple matter to put a bench hook style arrangement on the back of the board to allow it to be placed on the corner of a workbench to stop it moving around as the cut is made.

So there we have it. Simple, effective, and easy to make.
I have also found that Contiboard is by far the best method for making a good, flat and warp free building board. I just cut a suitable piece (off-cuts are readily available in DIY store off-cut bins), and I stick cork floor tiles to the top with strong adhesive spray (trim tack). It is far better at resisting warps and bows than plywood, chipboard and MDF. and firmer than polystyrene tiles, balsa boards, and so on.

Stewart Mason.





Try Free-Flight Stunt

Progressive movement of the control surfaces of a model utilising some form of " cam control " is by no means new. Devices of this nature intended to give aerobatic flight were demonstrated before the war and on rocket-powered target models during the war. A fast, straight take-off was achieved by holding the elevators slightly down and, after a predetermined period, the elevators moved back to their normal position to give a steep, climbing flight. Older readers, too, may remember mechanical control devices developed by Col. H. Taplin, who, indeed, presented a cup to the S.M.A.E. for annual competition between models of this type. The Taplin Trophy is now, of course, awarded for R/C.

However, if the " cam control " method developed by Messrs. Page and Gates, is not new, it is certainly novel—and practical. It could provide a lot of fun and, as the article describes, various shapes of cams can be devised for a whole range of manoeuvres. Modellers who " fly for fun " should find much of interest in the system.

IN 1949 we began to work along the lines described below with the object of developing a simple and orthodox model, then under construction into what is still quite a rarity—a model that would perform stunts in free-flight. Elevators and rudders were installed, and an airdraulic timer to operate these controls.

It was desired to produce a wide variety of stunts, if possible several in one flight. Since in achieving this the motions of the controls are by no means simple, a cam arrangement with interchangeable cams appeared to be the only solution.

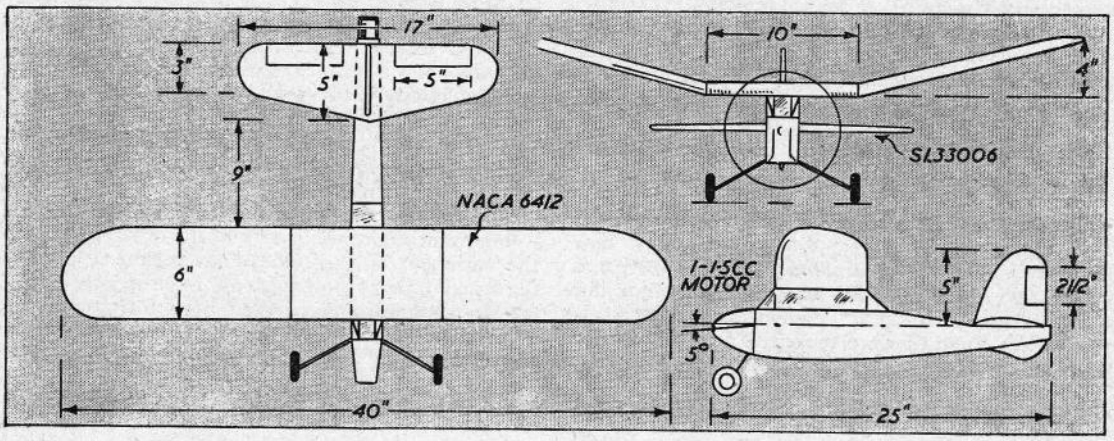
The timer was bolted to a ply bulkhead near the c.o.g. and in a position where the removable wing made it easily accessible for adjustment. The cam, which was a piece of tin cut to shape and bent to a right angle, was soldered to a length of 16-s.w.g. piano wire attached to the timer-arm and extending out of the rear of the fuselage. This wire member, though not rotary in motion, may conveniently be described as the " cam-shaft." Any tendency of the shaft to flex and slip off the timer-arm was

checked by two balsa members cemented just above it across the fuselage, and care was also taken to see that there was no fore-and-aft play between it and the timer-arm.

The cam itself, by being bent at right angles, had two tracks, the vertical one for the elevators and the horizontal one for the rudder. The two outer sides of the cam slid on two thin ply supports, also set at right angles, against which it was held by the tension at the forward end of a small rubber band slipped over the shaft and attached to the fuselage side, and, at the rear end, by the pressure on the shaft of the specially shaped tail-block. Wire control-arms were attached to rudder and elevators and held against the cam by further small-section rubber bands of high elasticity.

To set the mechanism, the projecting cam-shaft was pulled out from the tail, while at the same time both rudder and elevators were pushed right over by hand to keep their respective control-arms clear of the cam. The shaft was now held extended by a small piece of plywood until take-off; it was then released, whereupon, as the model took the air, the timer began to operate, pulling the cam past the control arms, at first rather quickly but for the last half of its travel quite slowly. It will be clear that this type of motion is by no means perfect, and that a timer specially designed for operating the cams would give better results. A nearly constant speed of action and a long travel are the two characteristics which would need to be incorporated into the timer. However, we had to make the best use we could of the existing designs, choosing the one with the longest stroke.

The aircraft which carried the device was a fairly typical "sport" model of 40 in. span and powered by an E.D. Bee. As will be seen from the photograph, the rudder occupied only a small part of the fin area, while the elevators were large, taking up almost half the gross tailplane area and the full tailplane span. The first flights were made with the controls fixed in their neutral position, until the model was trimmed. The first "controlled" flight was made with a "loop" cam installed. The model



looped! Subsequently this cam was found to cause a sort of "flick" roll to the right more often than a loop, this being due of course to the gyroscopic effect of the engine and airscrew. As a counter-measure, a certain amount of a "left rudder" was applied as the elevators were raised for the loop. An early tendency for stunts to begin while the model was still very near the ground was later prevented by tying the cam-shaft out in the extended position and releasing it by means of a ten-second fuse which would allow sufficient height to be gained.

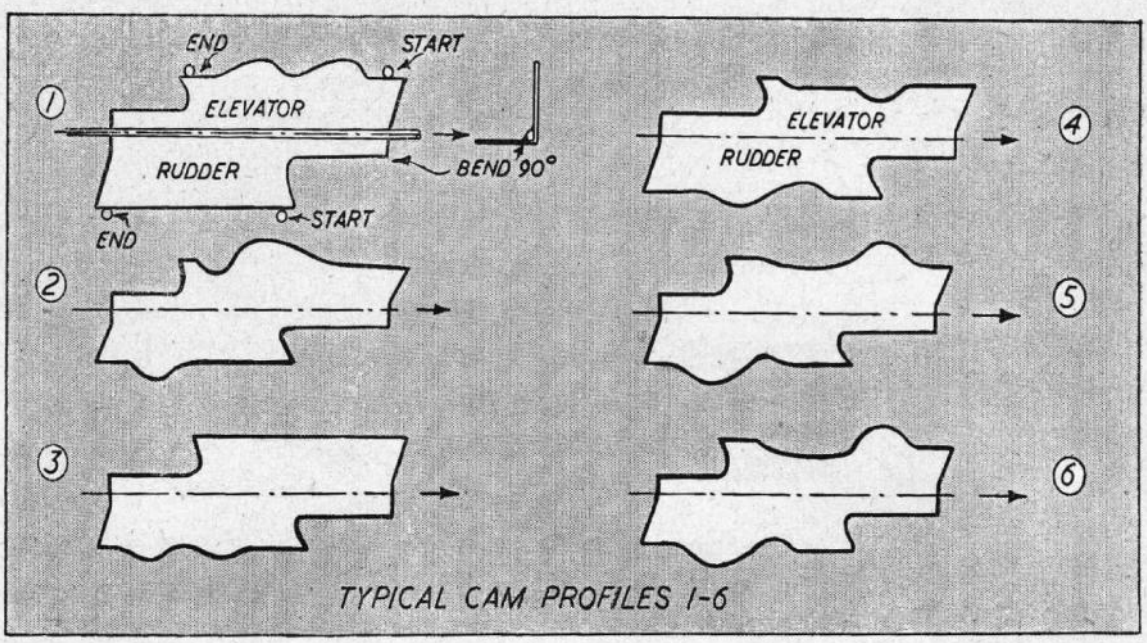
Any readers who were at the Surbiton Club Glider Gala on Epsom Downs in 1950 may have seen our most spectacular manoeuvre yet. The model climbed, dived to a height of about eight feet, half-looped and half-rolled off the top into another climb!

A certain amount of trouble was caused at one stage by fuel oil which had entered the timer, causing it to stick. As a result the mechanism remained at "down elevators" too long and the model descended in a rather steep glide. A new timer was procured, for it is essential to successful operation that this unit be in good condition.

As our old E.D. Bee seemed to be giving inadequate power for the more advanced stunts, it was replaced by a 1.49 c.c. Elfin. A genuine vertical climb now became quite easily obtainable under the increased power, and it was necessary to effect a reduction, for stunt work, by fitting an inefficient propeller. It was at this stage that we prepared a new stunt for the Northern Heights Gala Day meeting last summer. The model was to tow up a glider, release it and roll before descending. However, on a trimming flight we lost our aircraft o.o.s. vertically overhead in good visibility. It was not returned, and we are still looking forward to the day when we shall have the time to build its successor. From our tests we have concluded that the proportion of elevator area to total tailplane area should be slightly reduced (to about 30 per cent.), while the proportion of rudder area requires to be increased to about 15 per cent. of total fin area.

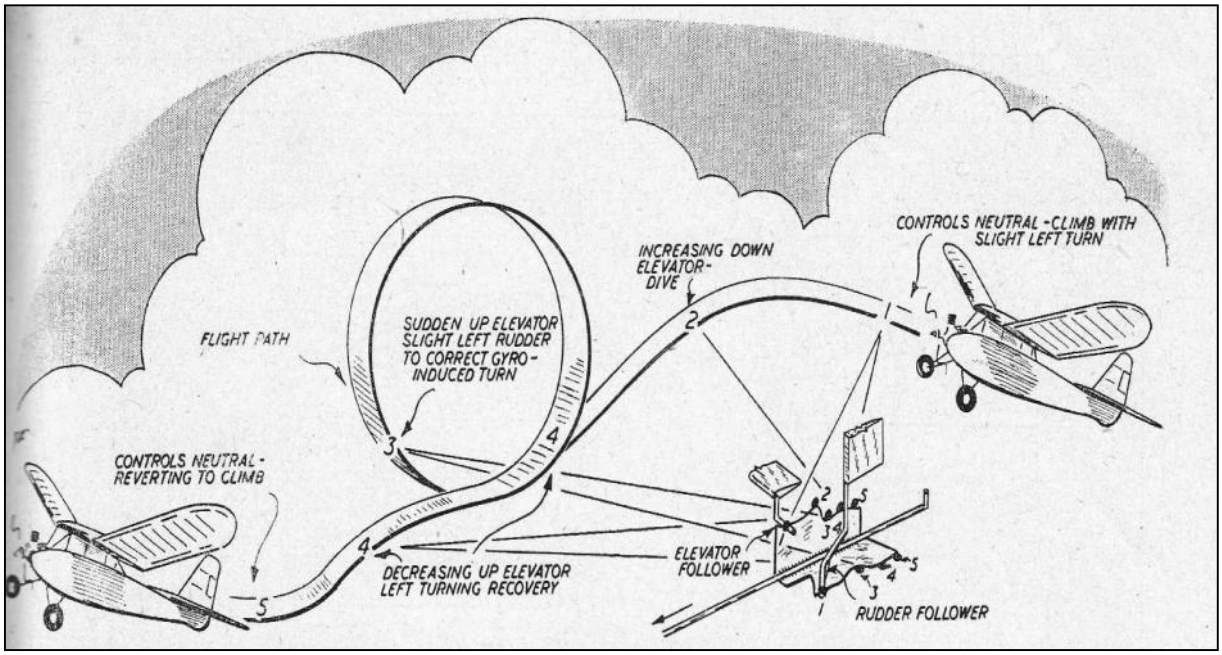
It is hoped that devices of this sort will create the demand for a new type of contest—"Free-Flight Stunt"—especially since good results will always be the product of skill and less dependent upon luck. There is as yet no visible limit to the aerobatics which can be performed. No doubt engine control could be added. Being very light in weight (about an ounce) the device could be applied to those classes of model where a high degree of control is desirable, for example precision and high-powered duration models. It would appear to be suitable for models of between 30 and 60 in. span, and in particular it seems ideal for flying scale models, the flying of which can otherwise become rather monotonous. Emphasis should, however, be laid upon the need for a reasonably stable design.

The most desirable feature of the device is plainly the variety it offers. One tends to lose interest in the usual type of power model once it is trimmed, for its possibilities have then been fully exploited. With the adoption of this stunt mechanism there appears a wide variety of possibilities, from mere "circuits and bumps" to any of a wide range of manoeuvres.



TYPICAL CAM PROFILES 1-6

1. Double Dive—neutral (slight L turn)—down elevator—neutral (slight L turn)—down elevator—neutral (slight L turn).
2. Loop—neutral (climb, slight L turn)—down elevator—up elevator (slight L rudder)—neutral.
3. Double Left Turn—neutral (climb, slight L turn)—increasing L rudder—decreasing L rudder—increasing L rudder—neutral.
4. Right Turn, Left Turn—neutral (climb, slight L turn)—right rudder, up elevator—left rudder, up elevator—neutral.
5. Contest Climb—slight down elevator—elevator level, slight left rudder.
6. Roll—neutral (slight L turn)—slight down—sudden up, right rudder—left rudder—decreasing up elevator, left rudder—neutral.



By B. J. PAGE and M. M. GATES

August Wallop & Me - John Andrews

Rachel and I travelled the 100 odd miles down south on the Saturday to our normal accommodation in the Premier in at Andover. For some unfathomable reason the cost of the room for the Saturday night was £100 whereas the Sunday and Monday night were the normal bargain price of £29 each day. It's only money.

On the Sunday morning we were up in time to get to the Museum Cafe for 9.00 and breakfast. The weather was good so we moved out onto the field to commence my competition onslaught. Sounds real ferocious doesn't it, those of you who know me will realise that that is one heck of a joke.

The first order of business was to get my Tomboy flight in, in the Hilda Baker Trophy. My Tomboy had been lost in last year's event and when returned, after a sojourn in a farmer's barn, was in need of a considerable amount of rework. Mostly it was cosmetic tissue replacement but the tailplane needed straightening out and complete recovering. This meant that the trim was in doubt, so a test flight was required to check. Sods Law prevailed and the model, with little fuel, was put up in really good air and the flight terminated with a short D/T, what might it have been had the flight been in earnest.

The competition flight that followed, of course, found no lift and the model returned to terra firma in less than 4 minutes. Recovery was simple for Rachel as the model was sitting in the middle of the airfield and the use of my newly acquired tracker bug was not required.

Rachel took the receiver with her for arguments sake just to get some idea how bugs perform, but the exercise was not a real test and she had left the yagi array behind so I still don't know if that works either. All we know is that the bug works well and makes a noise on my receiver.

The bug fitted to my Tomboy is one of those advertised by Pete Brown in the adds at the rear, it's neat and simple, it is supplied set to whatever frequency you specify and, most importantly, only requires **one** standard hearing aid battery. The cost is a modest £50 and comes with a pack of batteries included. Delivery is next day. Good value for money I feel. note: Must get another.

The next order of business was the 'A Frame' mass launch. I was in possession of a model acquired at Brownhills when models of the late Tony Hall were offered to those interested. I spotted the 'A Frame' and latched on to it. Subsequently Gavin Manion interrogated Tony's records and informed me of the rubber motor requirements, a good thing as I had no idea what might be required. I had made up a couple of motors and I recall pretensioning several times to get the right cording direction. I had marked each motor L & R to get them on the correct sides. The model had some plasticine on the nose so I was fairly sure it must have been flown but I still put a few turns on for a test flight. Never having flown one I needed launching practice anyway, it's not easy you know. The model flew away straight so I quit and waited for the midday melee.

As the appointed hour approached, my team and I set about winding the motors, we must have looked like a Brian Rix farce with Martin Pike holding both prop free-wheel catches in place, Rachel supporting the sharp end and myself winding each motor in turn and starting winding in the wrong direction twice. I chickened out on applying maximum turns and settled for about 75%. Come the signal, I pushed the model away and up it went. I was, to use an overworked phrase, over the moon, and, although not a winner, my flight of about a minute and a half was more than satisfying.

'A Frame' & 'Spar Tractor' Mass Launch

Good fortune had parked us alongside John and Gillian Richards who were over here from Canada for a wedding and had taken the opportunity to attend Wallop. John was recently into electric power and had models with him.

After the 'A Frame' sortie I set about 'Classic Rubber' and gave the visitors a faultless demonstration of my 'Last Resort' with my first flight, climbing high and D/Ting on the button for a text book max. On viewing the demonstration and seeing Rachel on recovery, Gillian commented that she had not been very well briefed by her John as to the requirements for a model meeting and felt that her mode of dress for the day, including high heels. was not appropriate and made her feel a little out of place. Ever the gentleman, I immediately

offered my old big blue ratting hat which Gillian accepted with alacrity and after donning the titfer stated she now felt that she looked more like one of the boys.
I continued with my efforts in 'Classic' and slipped into my usual mistake mode, having tried three motors in the model and each one breaking strands on winding I was left with just one. It said Tan II on the box and looked in good order with very few knots so in it went. When I wound I thought it took the turns rather easily and the resulting flight was abysmal, gaining very little height and coming down short of requirements. I suspect the motor was one of those that takes far more turns than the norm but I lost faith in it and knotted and restrung my first motor for the third flight which of course maxed easily. Any fool can get it right when it's too late.
Martin Pike was adjacent to us and was airing one of his flying scale models which was putting up some good flights for a scale model.

Just a little further down the flight line was a flock of 'Golden Eagle III's' they looked delightful lined up in the sunshine. These models epitomise vintage Free-flight modelling.

That's all folks, Monday was a washout. *John Andrews*

Garmin Etrex 10 - Don Thompson

A few new user notes for retrieval use

1. General

The etrex 10 can seem difficult and obtuse on first use, with a manual that assumes a degree of familiarity. There are many reviews on the internet to this effect. Do not worry; it will all fall in place after a little use.
The etrex 10 does what is needed for model retrieval. It is intended for outdoor pursuits, it is not a car satnav and does not have any street mapping capability, so if that is what you want, this is not the right item.

2. Controls

The etrex 10 has 4 controls on the side of the body, (Menu, Zoom, Back and Light) and a small joystick navigator on the front. Do not forget the side controls are there, it is easy to do so. Note the lower RHS control is labelled Light, but more importantly is the Power On/Off switch.

All the controls need careful precise operation – a big fat thumb is no use. I find that the end of my thumbnail gives a more precise pressure to feel the microswitch. The joystick in particular needs care. It has left, right, up, down toggle action for screen navigation, and also **when depressed vertically, gives a Select (i.e. OK)** signal for whatever is highlighted on the screen (see later). This Select action **MUST** be accurately vertical, or you will skate off to random destinations and confusion. It is worth practising this for a while.

In my view this etrex cannot be operated with gloved hands, which is strange for an outdoor activity device, but so be it.

3. Screens

When you switch on, the first screen will have 6 boxes with a title of software facilities in each. If you use the joystick to toggle down, you will find there are about 20 boxes all together. Now, you should customise the order of these to group the 4 or 5 we need together at the top of the list. (In my case they are Compass, Map, Waypoint Manager, Mark Waypoint, Where to?, Active Route In that order), so they appear immediately on the main screen.

To do this when on the main screen:

First press Menu on the side.
Select ‘Change Item order’ with the joystick.
Toggle on to the item to move e.g. Compass.
Press Select, Press Select ‘Move’
Toggle item up list to new position as wanted
Press Select
Repeat until reordering is finished.

Press Back to return to main screen.
Now you need to customise the Compass screen:
Select (with joystick) 'Compass'
Press Menu
Toggle to 'Set up heading'
Select
Select Display
Select Numeric Degrees
Select

Repeat for North Reference – True (for compatability with maps, although magnetic might be better for compass bearing, I have not tried it)
** Repeat for Go to Line – Bearing - THIS IS ESSENTIAL for us **
Press Back twice
The etrex is ready for retrieval use.

4. Retrieval Use

The simplest way is the Danish method, which for me was the Rosetta Stone which made the etrex intelligible.
The idea is to mark the launch point as a waypoint, watch the flight and note the downwind bearing of the landing, using a walking compass or built-in compass, and hence the back bearing from the model to launch point. The etrex will then be used to follow the bearing from the model back, although you will be walking towards the model, we hope.

These instructions are slightly briefer, assuming you now have a rough idea.

Select Waypoint Manager
Select Menu
Delete all old waypoints
Select Back
Select Mark Waypoint
Select Done
Select Waypoint Manager
Select the launch point Waypoint
Select Go
Select Back
Select Compass

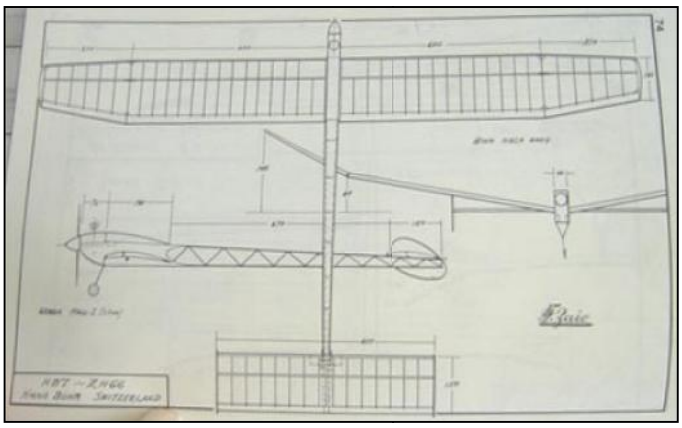
Observe Bearing value, walk down line keeping this display number at the back bearing from model to waypoint.
Pick up model. Return to base. Repeat.

You can also plot a downwind route from the launch point with the downwind bearing, this gives you how far to the side of the track you are, but remember the original bearing also has an inaccuracy in it, so you may be nearer or further off-track than it appears. Sometimes I find it is still better to use clear landmarks where possible and compass, at least you look around rather than study a little screen. However the etrex is very useful if you need to dogleg round an obstruction and get back to the proper line.

Don Thompson
Croydon & District MAC

Hans Buhr's HB7 - Bill Longley

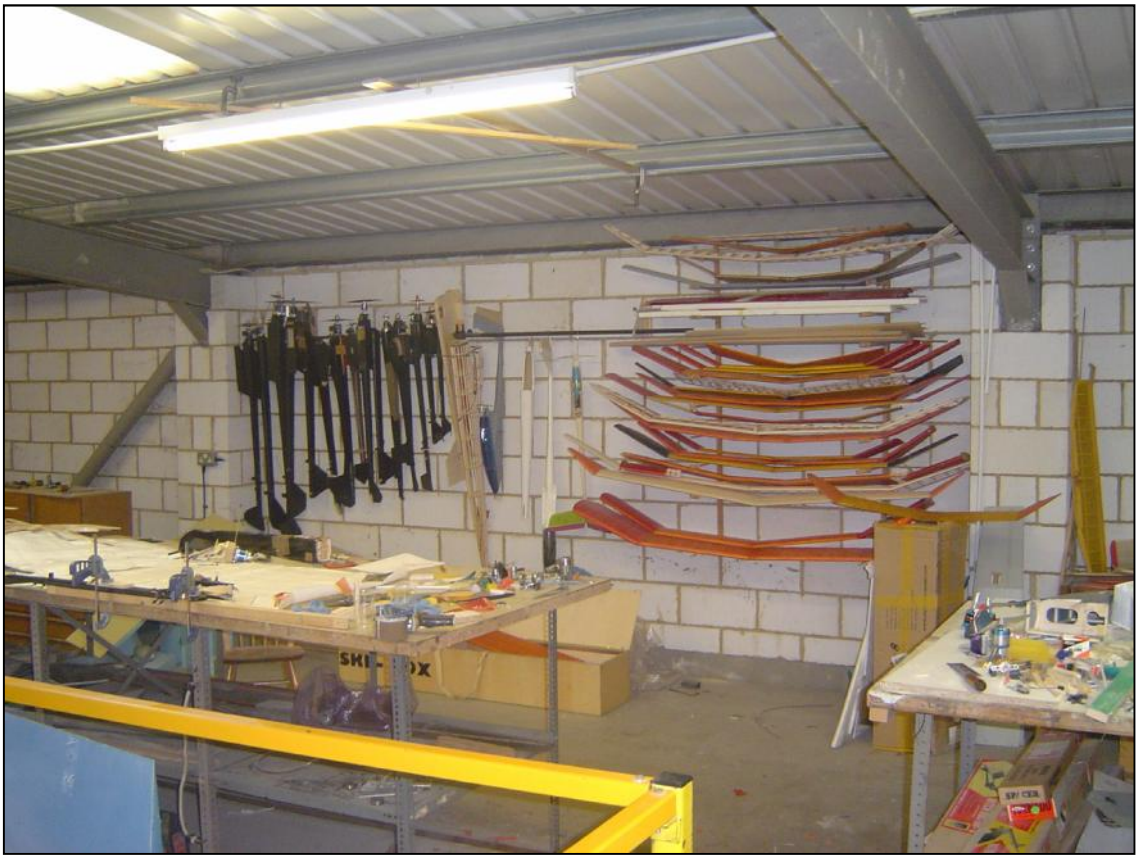
I always read through the New Clarion with great interest, particularly John Thompson's articles of course and his vintage power duration recreations.
(I will get him to install radio yet....)
What caught my eye in the photo at the end of his last article, where he identifies Carlo Bergamaschi, standing just behind his model, the one standing vertically.
NOW: The model directly in front, with low wing and twin fins, is undoubtedly the HB 7, by Hans Buhr of Switzerland. It occurs in Frank Zaic 1955/56 yearbook.



Prior to myself and Wes Denton taking over Vintage Power Duration, Class rules at that time were " pylon " & " non-pylon ". Here was a genuine model to fit the latter class.
(rather than say a " Tomboy ")

The pictures following show the model that I constructed, initially fitted with an OS 19, but latterly converted to 250 watt electric.
The twin outboard fins were going to be a difficult mechanical mechanism, so I added a central fin, this was initially inadequate so its height was doubled, but still is reluctant to turn. Further trials at a later date.

The question was asked 'where does John store his models?'... I am fortunate in that I have space in the mezzanine at my factory.



Bill Longley

Queries - Martin Dilley

The Lammergeier Gladiator

Might this be one for the massed brains of the Clarion readership?

At the back of my addled mind there lurks a memory of a kit, probably in the late 1940s, called the 'Lammergeier Gladiator'. It was produced in Onazote, which was a form of rigid expanded black rubber foam, and I think the producers of this material were based around Mitcham in Surrey. The model I recall was an i.c.-powered cabin design, possibly with a trike undercart..

There's a reference in Flight magazine here:
http://www.flightglobal.com/pdfarchive/view/1946/1946%20-%201182.html
that bears out the Mitcham location and I believe the Ona company at one time also made other more personal rubber products.

Has anyone memories of the Lammergeier Gladiator? or even reports of having built or seen one.

Martin Dilley

"The Ruddervator"

As you probably know there is a BMFA project to preserve and celebrate the history of model flying, hopefully via a museum, possibly in conjunction with a national flying site and HQ.
Jim Wright and I are keen to get things moving on this before more of the material is lost as people who were involved topple off their perches.

We need more in the way of leads to models and artefacts that were significant in the development of RC flying . Are you or any S&T readers aware of where we might find an original Ruddervator? Google is in this case *not* our friend, as all that comes up is a lot of stuff about V-tails and mixers, rather than what we're after. As far as I recall there was a Ruddervator model in one of the Warring/Dean Model Aeronautics magazines in the late 1940s.
Any help would be welcome, or even an offer to re-create a Ruddervator unit or model.

Please contact Martin Dilly at: martindilly@compuserve.com .

Martin Dilly

Airfield Problems - Dennis Davitt

The recent article on airfield problems reminded me of the problems caused by foot and mouth disease on airfield availability. At that time we could still get some use of Church Fenton and Linton airfields, but off the field was strictly barred. So I, together with John Godden, devised some rules which allowed us to continue to run meaningful competitions.
The basic rule was "50/50". Thus all of the rubber classes could continue, but had to carry an amount of ballast at least equal to the weight of rubber.
Thus CDH had 5g rubber + 5g ballast, and the max was 1 minute. Just as difficult as 10g and 2 minutes.
Mini Vintage had similar e.g. the Senator used about 15g rubber plus equal ballast, with 1 minute max. Where the rules allowed any weight of rubber, that was OK, but of course more rubber meant more ballast.
For power models we generally reduced the engine run and the max accordingly.
For gliders we said half towline length and again halved the max. The glider flyers said 50M to 25m was a bit too drastic, and we settled on 30M.
We ran several competitions successfully, and kept models on the field in all cases but for 2 or 3 flights. For those we relied on good farmer relationships to get the models back.
This did not fully resolve the problem at fly-offs, and to be honest I can't remember the detail, I think we compromised in that the model had to land on the field to count.
I have put these thoughts down as a possible help in the current airfield situation. Competitions could be held on smaller sites, especially if off field retrieval of fly-offs was permissible
It incidentally might encourage the less physically able to fly their models, with easier retrieving from the lower maxes.

Dennis Davitt

Aeromodeller Departed: Roy Yeabsley - Keith Miller

After a long spell in a Perth, Western Australia hospital, renowned free flight glider flier Roy Yeabsley passed away on August 21st 2014.
Roy was a member of the well known Croydon DMAC in the 40's and 50's, becoming one of the country's leading glider exponents of the time, his Revenge A2 design being nominated as the most successful contest glider of 1950. In that year he had the distinction of winning three of the national trophies, the K & MAA, ME No. 2 and SMAE Cups.
Often confused with his twin brother Des, who died some years ago, they acquired a reputation for continually arguing on the flying field (and off it probably!). Although Roy had considerably more contest success of the two, he never managed to secure a place in one of the International glider teams, unlike Des, who qualified for the 1955 World Championships at Wiesbaden in Germany.
After emigrating to Western Australia some years ago, Roy's interest in model flying was re-kindled and he dabbled with R/C electric powered gliders until failing eyesight made this impossible. His name will be carried forward in aero modelling history as replicas of his published designs such as Sunspot and Sunbug continue to appear on flying fields, either in free flight or R/C form. He is survived by his daughter Sue, who with her family will be travelling to Perth for the funeral.

R.I.P. *Keith Miller*

Tail(less) of Tyrone - Maurice Doyle

This all began in the 60s, when a Tailless glider (by Gerry Tideswell?) which was published in Northern Area News, gone but not forgotten, fired my interest. It was simple 30 degree sweepback, parallel chord model with ribs parallel to the airflow and at right angles to the LE, giving a Warren girder arrangement. I copied this, but made the ribs fully geodetic, and with a box spar at the maximum depth. The aerofoil was a flat bottomed Conover which I was using for Power at the time. There were elevons attached to the TE at the tips, and it flew well. A refined version with elevons extending the span, with symmetrical section, was then built, and had two versions, a glider and a Power version with a TD 049 and variable incidence on the elevons. The latter version only flew once, the only time I ever had a TD 049 running, and it was powerful! It did a loop and hit the ground behind me before I realised what had happened!

After this, the glider flew well and my brother Colin built one as well. The design was published somewhere, but where escapes me. Colin's model was sent to England to be flown by Peter Brannigan from Liverpool, but some spoilsport pointed out that Proxy flying was not permitted, so that was that. Colin's model had a further claim to fame when it flew from Bishopscourt in County Down off into the Irish Sea, and washed up on the Isle of Man, somewhat ironically. I flew my model off and on in the meantime, but I have no-one to launch for me, and using my self launcher, which works well with A2s, it developed a habit of veering off to one side. I wanted something more reliable to take to the FF Nats.

I wanted new projects for the FF Nats this year, and decided to build a BMFA Rubber model and a Tailless.

Since the BMFA is limited to 50 gms, the motor section and propeller are identical for both models. The fuselage is traditional longerons and spacers, diamond. The propeller was based on John O'Donnell's articles in Aeromodeller. I thought that the CG might be too far forward, and the short nose would make the propeller hit the wing, so made the propeller an outrigger.

This shortened the blade overlap when folded, and also helped reduce the CG shift on folding. The model still needed the Tomy placed in the tail to put the CG in the right place for a 45% Static Margin.

The wing is as described above, but with a much more up to date aerofoil. This was published with a Coup d'Hiver model in the last Aeromodeller incorporated in AMI, and looked suitably thin and undercambered.

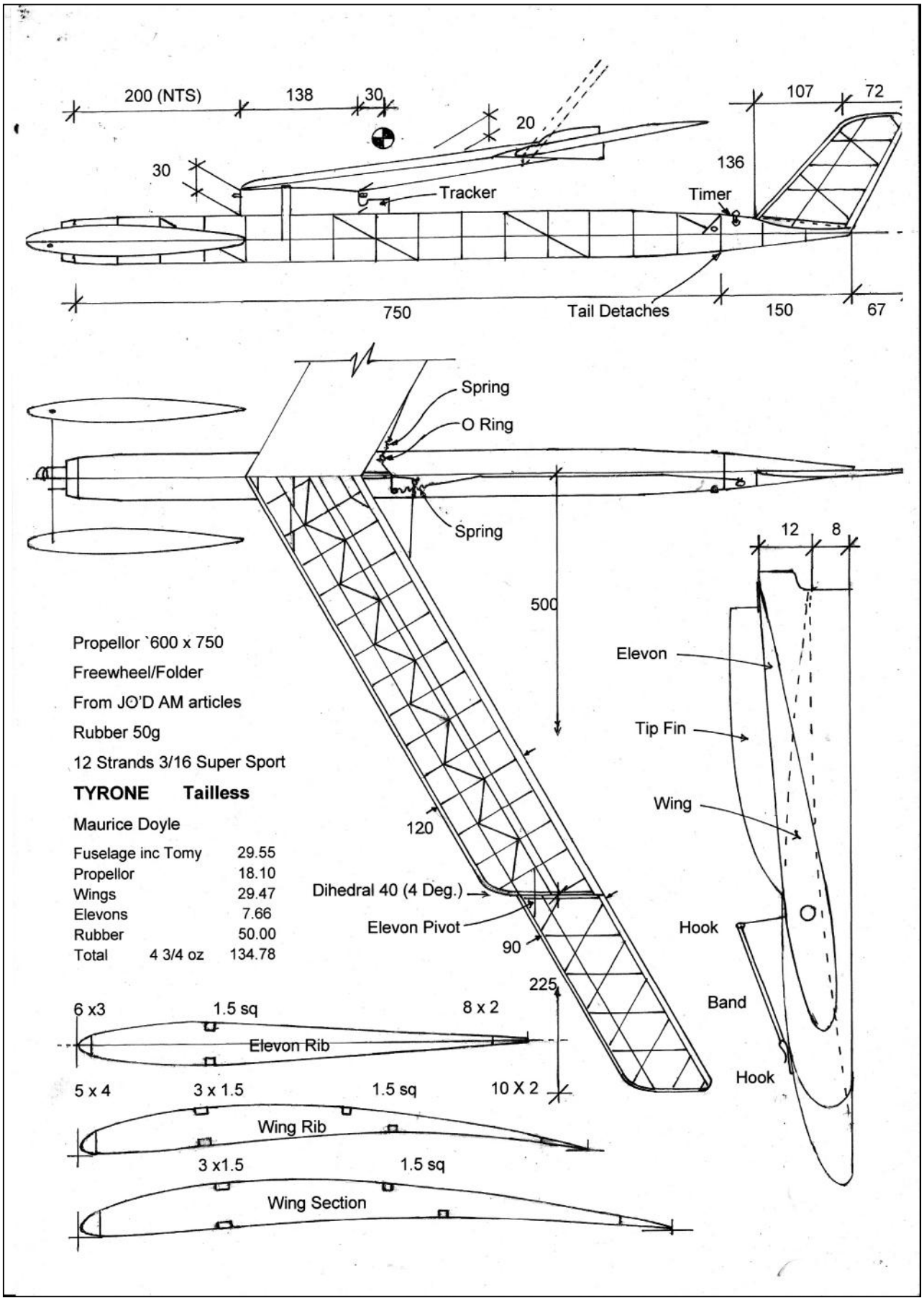
I wanted to use traditional construction, and made the wing multispar, with an I beam main-spar and another two spars, the one on the underside at the maximum under-camber, to help keep the aerofoil as true as possible.
The ribs are all square to the LE, a la John Pool. The diagonals are just plain rectangles, very simple, and helped keep the washout true while it was covered with Mylar. I was doubtful about this, as the Mylar shrinks well when an iron is passed over it, but with such a light airframe this might have been too much.
It did not prove so, and it was very true and flat after shrinking the mylar.
I made a mistake when covering with tissue, as I doped the tissue to each rib and spar on the bottom, to ensure that it stuck to the under-camber, but on the top I just doped it on around the perimeter as usual.
This was then water shrunk, and the result has been distinct curved dihedral. I think if the tissue had been attached to each panel on the top this would not have happened, as the shrinkage would have been limited to each small rectangle. The washout has remained as intended, and it flies well, so something must be right.

The main panels are washed out 8mm (3.5deg), and the elevons are set a further 12mm (10 deg total) negative, so the idea is that washout on the wing compensates for the sweepback, keeping the wing at what is effectively a constant angle of attack, and the elevons give sufficient negative to give stability but minimise the loss of lift and efficiency inherent in a tailless.
The configuration can be considered to be a very short coupled wing and tail with very generous tail area and the tail at a negative angle to give longitudinal stability.
I am surprised that this does not result in a strong looping tendency, but this does not seem to be the case.
The trim includes 1.5mm down and side thrust, and the only quirk is a tendency to swoop around and down in the first turn, but once it turns back into wind the climb seems stable.
I have added 1.5mm more incidence to the right wing to try to eliminate this.
It flies well under power, and seems to reach a fair height before the propeller folds, (I have modified the freewheel clutch to help folding) but the glide has been a series of progressively increasing stalls.
I have just had a chance to check the CG, and it is farther back than calculated.
I have moved the wing mount back to move the CG forward, to give the intended Static Margin. The rudder has a flat bottomed section to give right turn, which seems fine under power, but may not be positive enough on the glide. If I can get a calm enough day, rare indeed, it will be up to the field behind me to try it out.

The name, Tyrone, is a play on words. The BMFA model is BMFA Rubber 1, and the Tailless is Tailless 1. So the first is BR1, or Byron, and the Tailless becomes TR1 or Tyrone. My wife is from Tyrone, hence the connection.

Plan follows:

Maurice Doyle



Maurice Doyle

Large Elastic Driven Model - David Parker

The tailplane is secured by the fin, an arrangement that did not allow sufficient adjustment. Easy to alter but not on the field.

Off she goes. Prop was turning here but the camera stopped it.

Big and beautiful – Don Knight describes his Large Elastic-Driven Model (LEDM)

L.E.D.M!

Love at first sight

Ever since I saw 13ft of Sunspot glider float off the line at the Nationals a few year ago I've had a soft spot for big vintage models. When I came across a small drawing of this huge rubber model in Vic Smeed's book – *Model Flying, The First Fifty Years*, I knew I had to build it one day.

The original article was published in Aeromodeller in February 1939 under the title of 'My Large Elastic Driven Model'. In it the designer, Mr Renaut, gave a few constructional details as well as the problems he came across trying to fly it.

Building the model

I wanted to capture the spirit of the model rather than follow his drawing slavishly so I'm afraid I did take a few liberties, mainly in the construction of the fuselage. I used 1/4 square balsa in place of the L section longerons he used. I also made it in two parts for ease of transport. Apart from that I stuck pretty well to the original.

Building was absolutely straight forward, just like making a giant Achilles. The wing ribs are built up, which looks like a lot of work, but isn't really. A simple jig cut out of 1/4 inch ply means they can be made very quickly. They are in effect

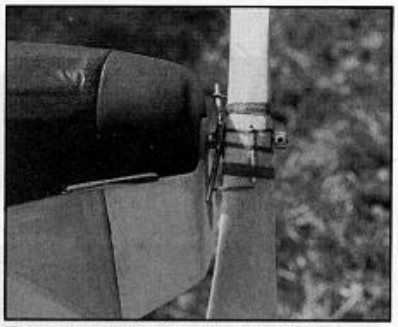
Don puts a few turns on for a test glide – needs a crew of three to wind on full turns!

Model assembles easily; break in the two-piece fuselage can just be seen behind wing where it is held by a small rubber band at each corner.

a sliced rib top and bottom with cap strip and vertical spacers. Very stiff and very light. Without trying too hard the wings each weighed under 3 ounces before covering despite being four feet long by 12 inch chord.

The motor

When it came to power Mr Renaut had one or two problems. He started off with 4 eight strand motors driving through a gear box in the nose. He found that he lost too much power through the gear box and eventually used a 28 strand motor. He must have had arms like a gorilla to handle that. Being of a more delicate disposition I have compromised by using two 14 strand motors and a gear box to drive the 20 inch prop. He also found that he got better performance after he cut off one prop blade and used a counter balance. As the prop looks ridiculously small anyway I will press on with my two blader.



The motor is so powerful that the propeller has two driving arms and the metalwork is brazed – not soft-soldered.

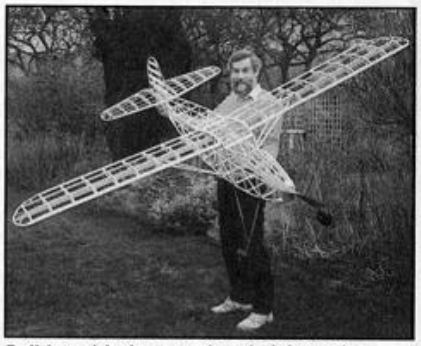
First flight

Eventually all was ready for the test flights. Total weight 47 ounces, 3 ounces more than the original - probably due to heavier construction and the use of nylon to cover vulnerable parts.

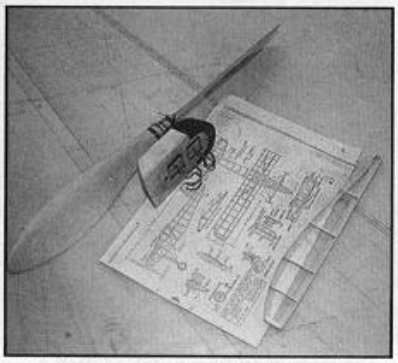
How I would like to say it soared off into the blue with no adjustments, but life isn't like that. At least mine isn't. It was apparent it was under elevated and, as I had used the fin to clamp down the trailing edge of the tail plane, it was back home for modifications.

I have no doubt it will fly, perhaps not wonderfully, but well enough to satisfy my wish to see it in the air. But I feel it needs a better name, "Large Elastic Driven Model" leaves a little to be desired, any suggestions ?

Ed: I rather rushed Don out to get some pictures of this terrific model. It flew better than he suggests. Straight but a bit too steep. If we had had a knife with us we could have sorted it. We will fly it soon if the weather lets us and keep you posted. Some R/C men turned up just as we finished with some quite nice little models. You should have seen their faces!



Builder with the completed eight-and-a-half feet span airframe. Structure is conventional but looks comparatively flimsy. Wing loading works out at about 6 ounces per square foot.



The drawing that started it all, plus prop and noseblock and one of the giant ribs.

I thoroughly enjoy browsing through the magazines and books of yesteryear and so it was that I came across a copy of Vic Smeed's Plan Parade - plans of 62 flying models published between 1937 and 1946.

All very fascinating but what caught my eye particularly was a design by a Mr Renaut of an eight and one half foot "Elastic Driven Rubber Model". Wow - that is a big one - by any standards.

Over the months the thought of it nagged at me and whilst I never am likely to build one I did poke around a bit here and there for information.

It was published in Aeromodeller in February 1939 but more significantly in 1983 Don Knight - who I remember from way back (and who I recall was a purveyor of hard to get items such as single edged razor blades and sensibly sized cans of dope at very good prices) actually built and flew one of these huge beasts and it was reported upon in Aeromodeller in 1992. But there the trail presently ends.

So, please, could anyone help me with a copy of the articles in 1939 please, but more importantly does anyone have any knowledge of the creation by Don Knight and if he got it to perform well. The original had a 20ins prop and gear box. It seems Mr Renaut found the gear box absorbed too much power from the motor and resorted to a 28 strand motor - which must have taken some winding. But even in my naivety I would have thought that a 20ins prop was a bit on the small side. But Mr Renaut it seems ended up with a single blader?

David Parker

Report No. 46. Plans from Kits, British made, excluding scale, cont.
This month a couple of smaller manufacturers of kits.

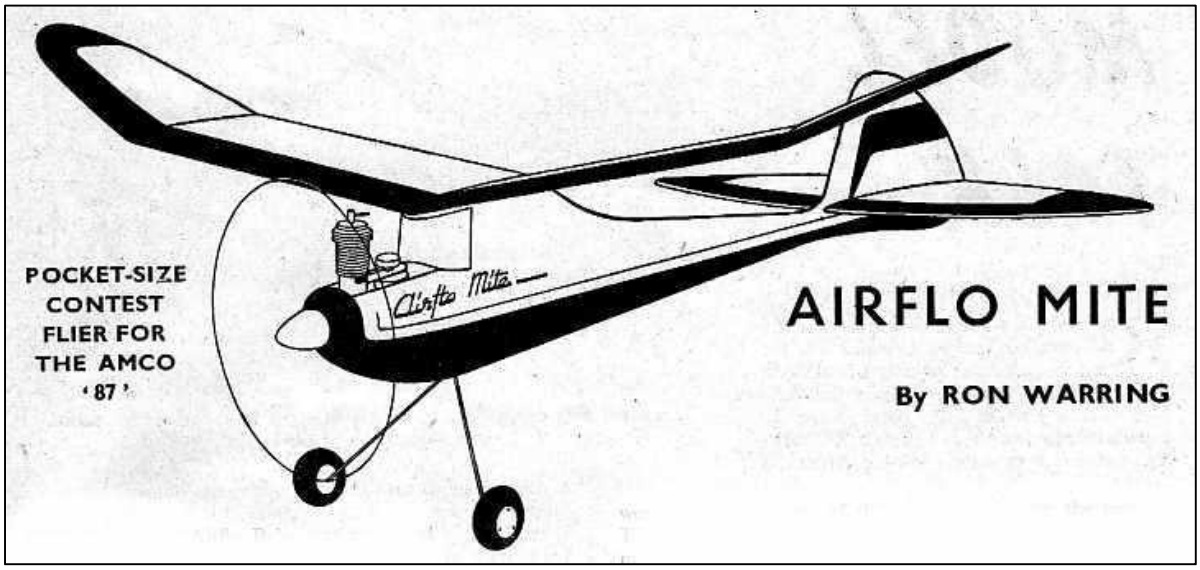
20TH CENTURY KITS first advertised in Aeromodeller in 1946 by Allison & Montgomery of Kirkaldy, Fife, Scotland. They offered a range of four solid balsa gliders from 11" to 36" span, identified as kits No 19 to 22. See the adverts and list below. Unfortunately the adverts have no pictures of the models.

MODEL	Kit No	DESIGNER	SPAN	TYPE
SPRITE Soarer	No19		11"	Glider
GOBLIN Glider	No20		20"	Glider
PIXIE Sailplane	No21		32"	Glider
AIRSTREAM 36 Contest sailplane	No22?		36"	Glider

This leaves lots of questions. Where there kits No's 1 to 18? Who were Allison and Montgomery? Who designed the models? Are there any plans or kits still out there somewhere?

AIRFLO KITS

Airflo kits were advertised from 1947 onwards by Precision Aircraft, Model Division, BCM/XAERO, London WC1. Again see adverts and list.
The plans for the Baby and Mite are available from SAM1066 but the Angel plan has not been seen. Still more questions. What does BCM/XAERO mean?
Was it a Ron Warring business or was he just the designer?
Does anyone have a plan of the Airflow Angel?



MODEL	DESIGNER	SPAN	TYPE	1066 plan No
AIRFLO ANGEL		40	POWER	
AIRFLO BABY	WARRING R	42	POWER	486
AIRFLO MITE	WARRING R	32	POWER	126

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

Roy Tiller

Secretary Notes for October - Roger Newman

AGM: Our AGM will be held on 16th November, at 4.30pm in the Museum meeting room. The Agenda will be detailed in next month's NC. Anyone who has a question/s under Any Other Business is reminded that these should be submitted to our Chairman at least 14 days prior to the meeting.

16th November Meeting:

Events for this meeting are those carried forward from the cancelled SAM Champs Monday schedule. Don't forget that flying will finish a little earlier than normal due to the AGM being held. Let's hope that the weather proves to be as kind as earlier days during this summer.

BMFA AGM:

I am advised that the 67th AGM of the SMAE will be held on Saturday 22nd November at its regular location – Hinckley Island Hotel, Hinkley, LE10 3JA. If anyone requires an official booking form/prize giving & dinner dance form, let me know by email & I'll send a copy to you.

Problems with email/Microsoft Outlook

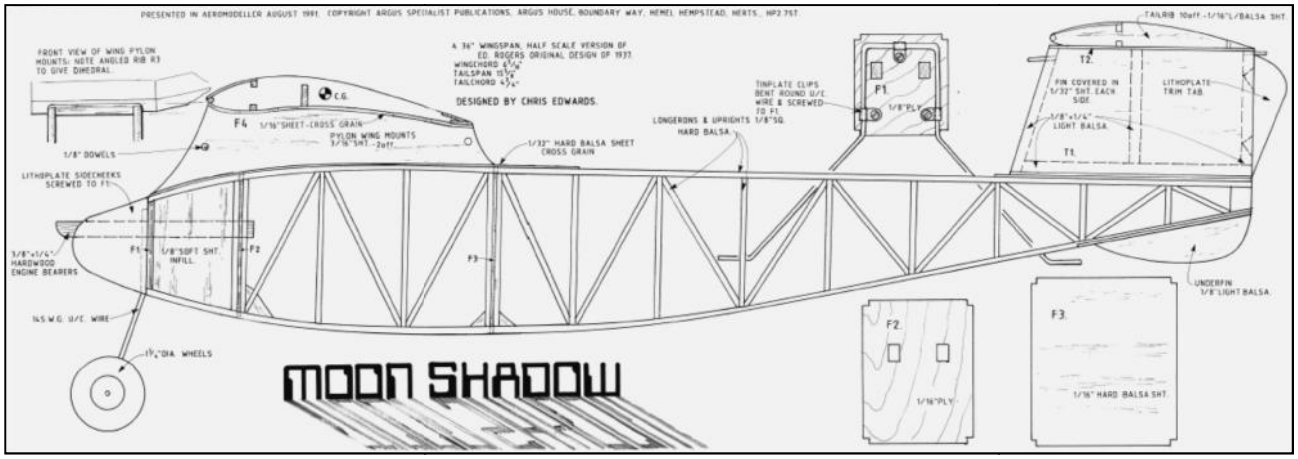
Unfortunately my main PC went down earlier this month – catastrophically! The hard drive failed & necessitated a lot of data recovery, during which time I lost my Outlook address book & haven't yet been able to reconnect to Outlook. So anyone who has sent me an email via Outlook will not have received a reply. Apologies for this. As I'm now away for the best part of three weeks, nothing will get done until I get back.

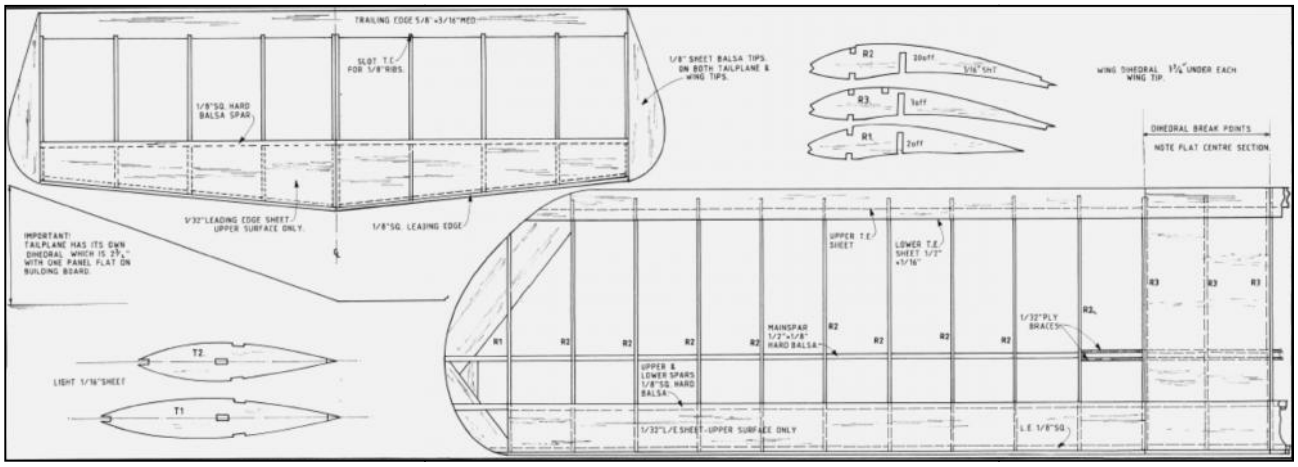
Roger Newman

Plans from the Archive - Roger Newman

Power: 'Moonshadow':

A sport design currently No 3 on my winter build for this year – after completing a Junior 60 (built but not yet covered), followed by Le Kid – then Moonshadow. This is a half size version of the original, to be powered by a Mills 0.5.

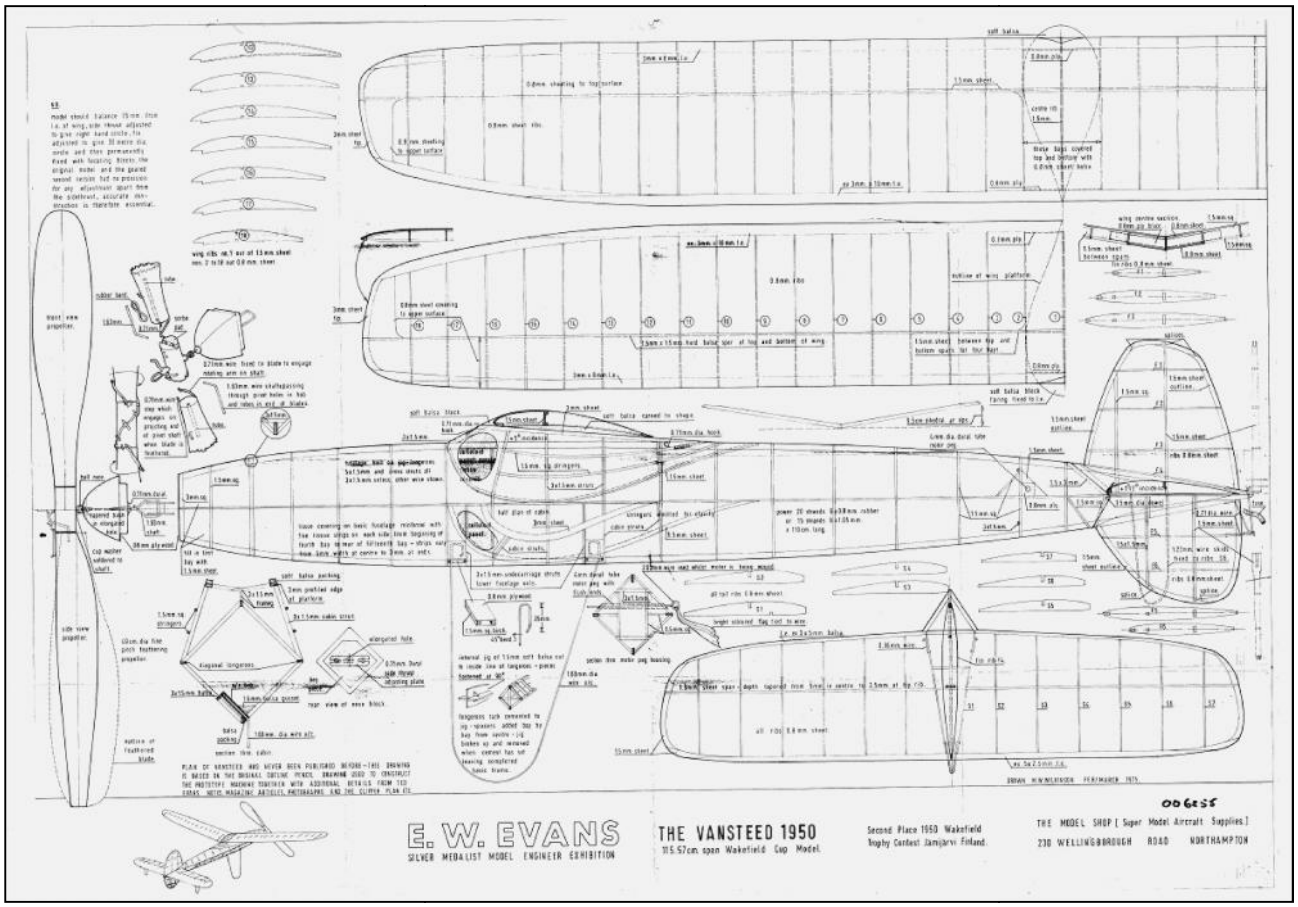




Rubber: 'Vansteed':

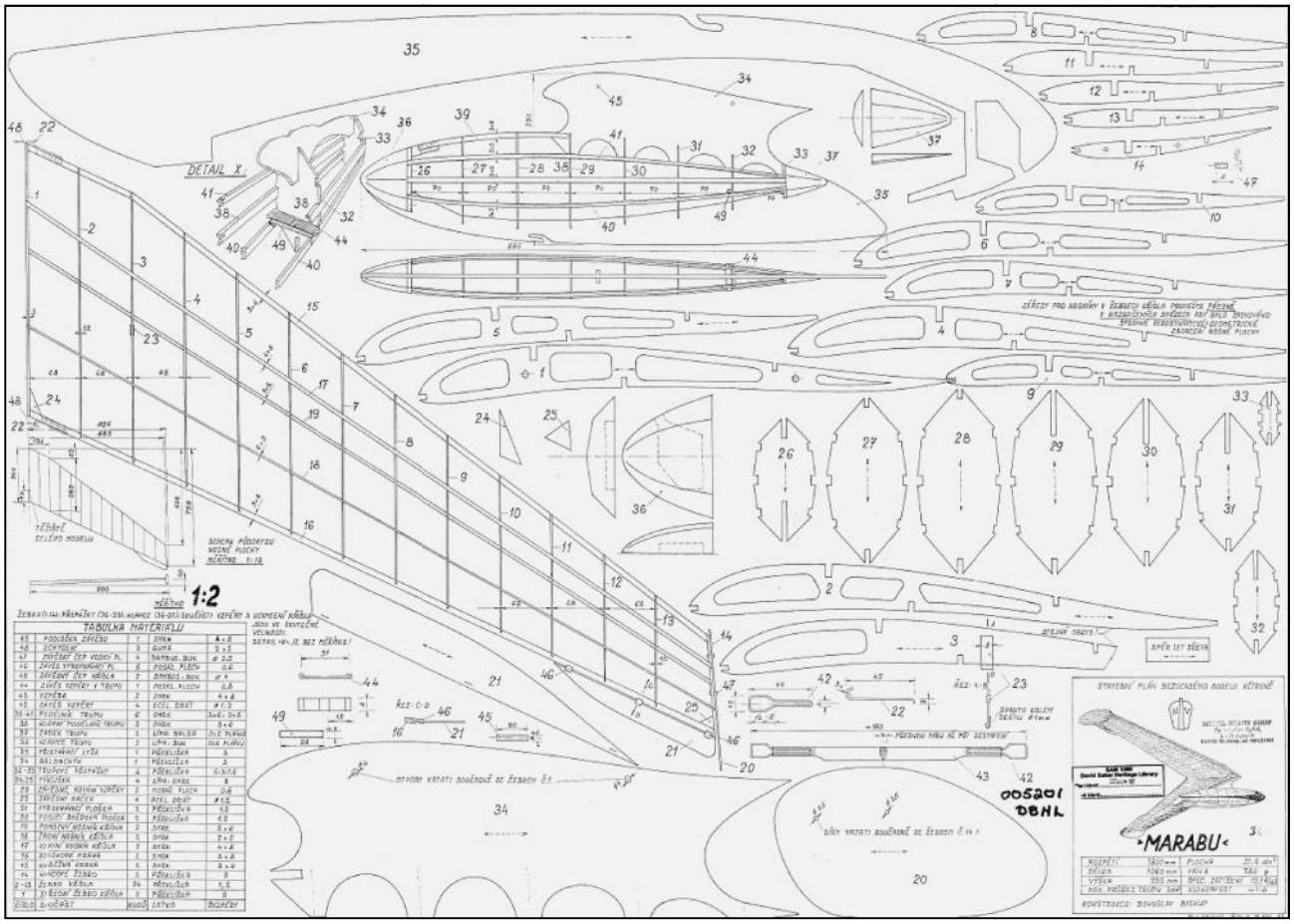
The last Ted Evans classic Wakefield.

In the 1950's we used to cycle to Northampton to go to the swimming baths (only 28 miles there & another 28 back!) & then carry on to the Wellingborough Road to press our noses against the windows of his model shop, with a very occasional venture inside to make an insignificant purchase!



Glider: 'Marabu':

A nicely complicated Czech tailless glider as a challenge.



Roger Newman

Tail End Charlie - Editor

Editor's Workshop

Jim Paton's Workshop

Jim Paton and I somehow had a competition to see who had the untidiest workshop,
I think Jim wins as he appears to have more space to be untidy in. Any other contestants?

2014 BMFA FREE-FLIGHT FORUM REPORT

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

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

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

Copies are available from :

Martin Dilly
20, Links Road,
West Wickham,
Kent,
BR4 OQW

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

2014 BMFA FREE FLIGHT FORUM

Sunday, Nov. 23rd,

The thirty-first BMFA Free-Flight Forum
will be on the day after the BMFA AGM.
The venue is the Hinckley Island Hotel, Hinckley LE10 3JA.
Admission is £9.00. Please up-date your diaries, book that weekend
contact Martin Dilly at
martindilly@compuserve.com or on 020 87775533
with your offers of papers to present on any free-flight topic
from FAI to Vintage, Indoor to Scale.

Small Vintage Rubber LOW WING

Inaugural Competition

Middle Wallop Sunday16th November 2014

Rearranged from Monday 25th August 2014

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

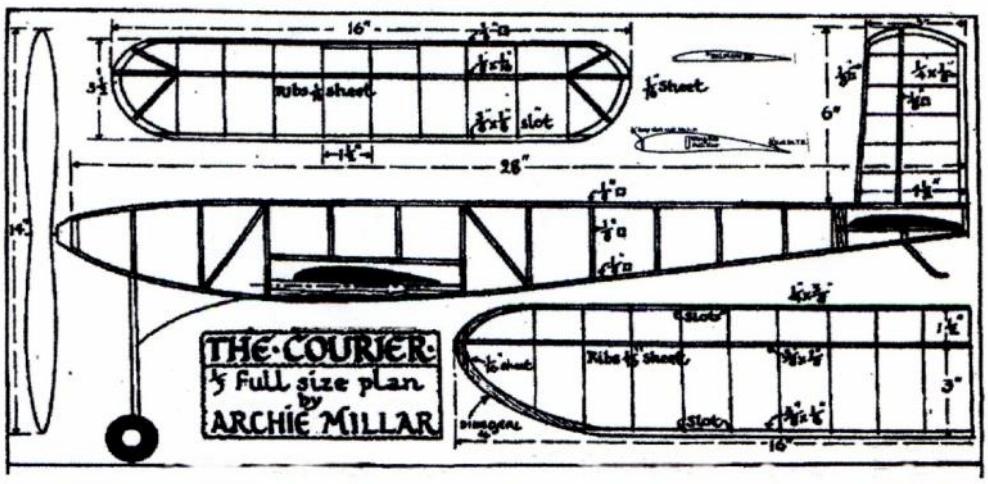
The chart shows some qualifying models.

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

Plans from:-

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

Any queries contact roy.tiller@ntlworld.com



Le Grand Coupé de Birmingham!

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

December 7th at MOD North Luffenham

starting at 10:00am

F1G for the Aeromodeller Trophy
by kind agreement of Croydon DMAC
Two rounds between 10:00 & 12:00
then 3 rounds to timetable, finish at 14:45

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

Entry Fee £10 covers both events

Fly-offs (Not DT!)
maxes as determined by conditions on the day
Prize giving and hot drinks/nibbles
in the Golf Club on the flying site
(hot food available for purchase at the club bar)

For further information contact Gavin Manion at
gavin.manion84@gmail.com tel 01543 422509
or Stuart Darmon at stuartdarmonf1a@yahoo.com
tel 01858 882057

Tasuma Trophy 2014

Competition dates

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

Competition co-ordinator: Bill Longley
Tel: 01258 488833 e-mail: tasuma@btconnect.com

Indoor Technical Committee

THE INAUGURAL GLOBAL F1N POSTAL

The British Model Flying Association has launched its Global Postal Event for F1N Class

We are encouraging anyone who wishes to enter to submit to us any photographs, plans and any guidance they may wish to have published to support this initiative and help to create a vibrant and informative global F1N community that will ultimately encourage more to enjoy our discipline.

The **Contest is open to anyone** and can be flown in any indoor site. The contest relies heavily on trust and is intended to reinvigorate the F1N/ IHLG community around the World.

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

mark.benns@btinternet.com

Ceiling Category	Current World Record Time
Category I. - less than 8 metres.	49.8 sec
Category II. - between 8 and 15 metres.	1 m 0.1sec
Category iii. - between 15 and 30 metres.	1 m 32.2 sec
Category IV. - higher than 30 metres.	1 m 52 sec

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

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

10/04/2014

IMPORTANT... The Rules

The contest will be flown to the current F1N International rules as set out in the **FAI Sporting Code Section 4 Volume F1 2014 Edition.**

It can be downloaded here:

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

Note: No local rules will be allowed.

When!

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

The competition

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

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

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

'How the scoring will work'

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

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

The Postal rules parameters

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

mark.benns@btinternet.com

Indoor Flying with the South Birmingham MAC

Free Flight Only

Thorns Leisure Centre.

Stockwell Ave.

Off Thorns Road - Quarry Bank - West Midlands - DY5 2NU

Saturdays 1pm until 4pm

2014

10th May;

6th Sep; 27th Sep; 25th Oct;

22nd Nov; 20th Dec.

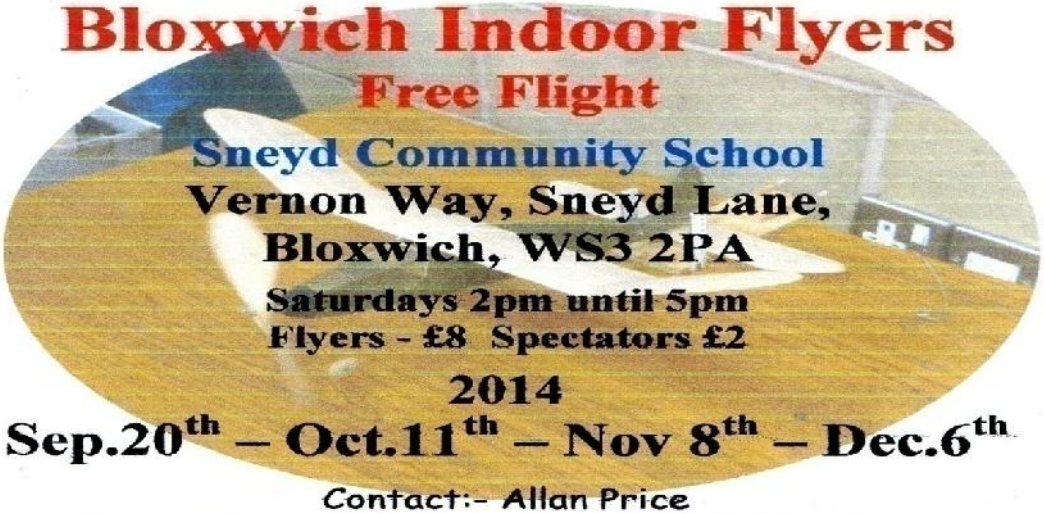
Admission - Flyers £5.50 - Spectators £2.00

For further information phone Colin Shepherd 0121 5506132

or e-mail colin@colinwilliam.wanadoo.co.uk

Bloxwich Indoor Flyers

Free Flight



Sneyd Community School

Vernon Way, Sneyd Lane,

Bloxwich, WS3 2PA

Saturdays 2pm until 5pm

Flyers - £8 Spectators £2

2014

Sep.20th – Oct.11th – Nov 8th – Dec.6th

Contact:- Allan Price

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

Flitehook

Indoor Free Flight Meetings

Totton Community Centre,

Hazelfarm Road,

Totton,

Southampton,

SO40 8WU.

10.00 a.m. to 4.00 p.m.

Contact Flitehook

Tel. No. 02380 861541

Sundays

12th October 2014 9th November 2014

11th January 2015 8th February 2015

8th March 2015

SOUTH HANTS INDOOR FLYERS

www.wcaff.info

2013 -2014 INDOOR FREE-FLIGHT MEETINGS

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

All events on Thursday evenings 18.30 until 22.00
excepting Xmas specials

2013

October 31st November 28th

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

2014

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

SUMMER BREAK

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

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

The Main Hall at Wickham Community Centre is suitable for indoor free flight models of all types, with a ceiling free of obstructions.
Tables and chairs will be available in the hall.
The organisers are always grateful for help with moving furniture.
Please note that NO remote-control models may be flown at these meetings.

Admission will still be £4 for adult fliers and £1 for junior fliers and spectators, due to continued generous support from SABMFA, accompanied junior spectators will be admitted free.
Fliers MUST be insured and proof may be required by the organisers.

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

For further details please contact:

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

Bournemouth MAS
Indoor Flying Meetings
at the Allendale Centre,

Hanham Rd,
Wimborne,
Dorset, BH21 1AS,
7.00 p.m. to 10.00 p.m.
Free Flight only.

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

Tuesdays

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

BMFA South West Indoor Flying

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

Flying from 1200 to 1600 on the following dates,

2014	2015
Sunday 21 September	Sunday 18 January
Sunday 19 October	Sunday 15 February
Sunday 16 November	Sunday 8 March
Sunday 14 December	

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

Admission: Flyers £7 Spectators £3

Contact:
Cornwall - David Powis on 01579 362951
(dave_powis@hotmail.com)
Devon - Roger Bellamy on 01752 257826
(randmbellamy@gmail.com)

Tonbridge Gassers & Rubber Fanciers

Indoor Meetings

The Kings School Sports Centre
601 Maidstone Road
Rochester
Kent
ME1 3QJ

Saturdays 6-30pm until 10pm

25th.Oct & 29th.Nov

Free Flight with designated radio slots
8-30 to 9-00pm & 9-30 to 10pm

Admission £10 flyers, £5 Non-flyers

contact: Stuart
Tel; 07956 066463
email: stuart@exciting-stories.co.uk

BMFA membership mandatory

Check out the TGRF website for more info:
http://www.afterworkstuff.co.uk/little_flyers

Salisbury Plain Dates 2014

Free Flight On Area 8

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

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

Trevor Grey - trevorgrey@talktalk.net

The following dates are provisionally available.

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

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

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

It is advisable to contact Trevor Grey on Friday before travelling

WESSEX AEROMODELLERS LEAGUE + C/LINE

2014 COMPETITIONS

website: www.wessexaml.co.uk

		April 2014		
Sunday 6	*Wessex AML*	*Tomboy Round 1*	*WMAC*	*Cashmoor*
Sunday 13	*Control line only*	*Open*	*WMAC*	*Cashmoor*
Sunday 20	*R/C Vintage*	*Open + VPD+ c/line + TT*	*DMFG*	*Blandford*
Sunday 27	*Wessex AML*	*600RES Round 1*	*WMAC*	*Cashmoor*
		May 2014		
Sunday 11	*Scale &*	*Aerotow*	*DMFG*	*Blandford*
Sunday 18	*Wessex AML*	*Tomboy Round 2*	*Winc'n Falcons*	*Templecombe*
Sat 24 S 25 M 26	*Vintage*	*event*	*Brize*	*Norton*
Saturday 31	*Wessex AML*	*600RES Round 2*	*DMFG*	*Blandford*
		June 2014		
Sunday 1		*Control line*	*SAM 1066*	*Middle Wallop*
Sunday 8	*Wessex AML*	*600RES Round 3*	*SMFC*	*T B A*
Sunday 22	*r/c Vintage*	*Open + VPD + c/l*	*DMFG*	*Blandford*
Sunday 29	*Wessex AML*	*Tomboy Round 3*		*West Winterslow*
		July 2014		
Sunday 13	*Wessex AML*	*Tomboy Round 4*	*Illmin'r SAM 35*	*Merryfield*
Saturday 26	*Scale & WW1*	*+ Military*	*DMFG*	*Blandford*
Sunday 27	*Wessex AML*	*600RES Round 4*	*DMFG*	*Blandford*
		August 2014		
Sunday 17	*Wessex AML*	*600RES Round 5*	*Marlboro' MFC*	*Collin' Kingston*
Sun 24 & Mon 25	*Bank holiday*	*Control line*	*Sam 1066*	*Middle Wallop*
Sunday 31	*Wessex AML*	*Tomboy Round 5*		*West Winterslow*
		Sept 2014		
Sunday 7 reserv.	*Wessex AML*	*600RES Round 5*	*Marlboro MFC*	*Collin' Kingston*
Sunday 28		*Control line*	*SAM 1066*	*Middle Wallop*
		October 2014		
Sunday 5 reserv.	*Wessex AML*	*600RES/Tomboy*	*DMFG GALA*	*Blandford*
Sunday 12	*Control line only*	*Open*	*WMAC*	*Cashmoor*
Sunday 26 reser	*Wessex AML*	*600RES/Tomboy*	*DMFG GALA*	*Blandford*
		Nov 2014		
Friday 7 or Saturday 8	*Wessex end of season/pub day*	*Tomboy & 600 RES*	*Fly/Feast/Freeze Prize giving*	*Blandford*
Friday 14 or Saturday 15 res'	*Wessex end of season/pub day*	*Tomboy & 600 RES*	*Fly/Feast/Freeze Prize giving*	*Blandford*

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

Website: www.wessexaml.co.uk Contact: Christopher.hague@ntlworld.com

L'AQUILONE SAM 2001
TOMBOY RALLY INTERNATIONAL POSTAL CONTEST
01/06/2014 – 31/05/2015

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 alongwith 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" or 44"** wing span (as per plan Aeromodeller) and **48"** (Boddington plan or 36 " scaled up) 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 and time.

Engine/motors

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

36"/44" WINGSPAN - I.C. Engines:
Any engine with 1 cc. maximum displacement; - Fuel tank : 3 cc; - R/C carburettor is admitted.

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

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

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

Flights and results

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

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 by 15th June 2015
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",44" 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 BAKER Free-Flight

The 2012 was the 5° 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" or 44" 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 aircraft model should fly freely from any control from the ground.

Good thermals

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

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

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

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

DBHL Plan Service

The rules for obtaining plans.

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

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

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

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

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

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

This service is provided at no charge.

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

MSP PLANS PRESENTS

Vintage, Classic, Sport and other Duration Designs

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

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

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

MICK FARTHING 1942	The 40 in span Lightweight Contest rubber model with a diamond fuselage.
MICK FARTHING'S THE PAPER BAG'	Mick Farthing's last lightweight rubber model of 1946.
RAFF V *1947*	Designed by Norman Marcus who was National Champion in 1946.
ODENUAN'S 1950 *NORDIC A2*	Swedish Championship glider, placed second in the first World International in 1950.
SENATOR 1950	RUBBER Designed by Albert Hatfull and kitted in 1950. Twin plan with Ace
ACE 1950 RUBBER	Designed by Bill Dean and kitted in 1950. Twin plan with ***SENATOR.***
ENGLISH VIKING *1953 A2 GUDER*	Designed by Bill Farrance twice winner of the SAM Radislav Rybach trophy.
CRESTA	A 38 in wingspan low-wing design for small diesel or electric motor installation.
FRED BOXALL'S 1956 OPEN RUBBER MODEL	Twin plan with Boxall's ***SEAPLANE.***
FRED BOXALL'S SEAPLANE (1965)	Twin plan with the 1956 *OPEN* ***RUBBER MODEL***
LAST RESORT 1956 CLASSIC RUBBER	Open Rubber Model designed by Jim Baguley, Twin plan with ***FIRST RESORT.***
FIRST RESORT 2006	by Martyn Pressnell for the BMFA Rubber Class. Twin plan with ***LAST RESORT.***
WINDING BOYII 1956	by Urtan Wannop, 38 in.span, Twin plan with ***McGILLIVRAY's LIGHTWEIGHT.***
JACKMcGILIVRAY's LIGHTWEIGHT 1958	36 in. span lightweight rubber model Twin plan with ***WINDING BOYII.***
CAPRICE 1959 GLIDER	The renowned lightweight glider of 51 in span. Twin plan with ***GAUCHO.***
GAUCH01960	power duration model for 1.5 cc engines. Designed in 1959 Twin plan with ***CAPRICE.***
VAKUSHNA1959 A2	Designed by Brian Dowling this glider won the 1960 Richer Cup

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

JUDGE 1945 WAKEFIELD	by Bert Judge to the 1945 rules as a direct descendant of his 1936 Wakefield Cup winner,
HERMES MAJOR	A 150% enlargement to 61% in span, of the 1949 *HALFAX* ***HERMES***
FRANK LOATES' 1949 WAKEFIELD	Canadian Wakefield 5th in the World Championships at Cranfield, England, in 1949.
BORJE BORJESSON'S 1949 WAKEFIELD	Swedish Wakefield 6th in the World Championships at Cranfield, in 1949.
GHOST WAKEFIELD 1951	John Gorham's 1951 Wakefield, a successful rubber model from the early 1950's.
RON WARRING'S 1952 WAKEFIELD	The geared geodetic model, developed by Ron Warring for twin motors,
NIGHT TRAIN Mk I 11960	George French's Night Train which pioneered the use of VIT systems in the UK

MSP PLANS PRESENTS NEW PLANS

HI-START GLIDERS 2013 - 36 in span

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

HI-START GLIDERS 2014 – 36 in span

SATU 1950	J Bennett's vintage A2
PETREL1964	Frog's beginner's kit glider
MAD'S DREAM 1959	Brian Dowling's classic A2.

To order plans for UK delivery please write with cheque (£ sterling) made payable to Martyn Pressnell, 1 Vitre Gardens, Lymington, Hants, S041 SNA.
For overseas delivery of Popular Plans send local bank notes equivalent to £10.00.
Enquiries: please write or email martyn.pressnell@btintemetcom

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

This identifies the collection of plans that I have produced for aeromodellers together with the rules for the Bournemouth Club Classic Rubber class. There is also a sample of the publications produced over the years with 'Rubber Motors - Maximum Turns' as the current offering.
I hope you find this a useful website which will be updated with more information from time to time. Martyn Pressnell

Provisional Events Calendar 2014

With competitions for Vintage and/or Classic models

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

Note: Flyers using Salisbury Plain Area 8 for BMFA Area competitions
It is essential to contact
Trevor Grey at 21 Claremont Road, Tunbridge Wells, Kent, TN1 1SY,
to pay fees and get on army security list.
and send your email address to: trevorgrey@talktalk.net

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

For up-to-date details of SAM 1066 events at Middle Wallop check the Website –
www.SAM1066.org
For up-to-date details of all BMFA Free Flight events check the websites
www.freeflightuk.org **or** **www.BMFA.org**
For up-to-date details of SAM 35 events refer to SAM SPEAKS or check the website
www.SAM35.org

Useful Websites

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

Are You Getting Yours? - Membership Secretary

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

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

To get back on track, email membership@sam1066.org to let us know your new cyber address

(snailmail address too, if that's changed as well).

P.S.

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

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

Your editor John Andrews