


	<h1 style="color: red;">NEW Clarion</h1> <h2 style="color: red;">SAM 1066 Newsletter</h2>	Issue 112014 November 2014
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iPad users: If you are having trouble opening the New Clarion, hold your finger on it to display a menu, then select "open in new tab". You will find the new tab to the right of the SAM1066 tab.

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Editorial

The first article is a report from Jim Paton on the 7th area event on Salisbury Plain. Jim's apology that the report is a bit boring needs comment. Although, in the eyes of the participant authors, ones contribution may not seem interesting, in the eyes of our readers, including myself, we find the detail of others models, opinions and adventures well worth reading.

There are further reports on competition meetings from our regulars, John Thompson on the Wallop meeting and also myself on Wallop and N.Luffenham, together with the coupe league reports from Peter Hall & Ray Elliott with the final results.

Dick Twomey has weighed in with a piece suggesting that new designs should perhaps be encouraged within our vintage movement to ensure our design skills are not blunted by concentrating on existing vintage designs to the exclusion of all else.

Dick further provides us with a 'Concorde' pilots view on flying the aircraft.

There is an amusing account of the production of the original hard copy 'Clarion' at the residence of our founder David Baker, written by a so called 'Capt Howell'.

I missed this monthly ritual as I did not start visiting 'the hanger' with my own contributions until just after production was placed in the hands of the printer.

Keith Miller's 'Vintage in Black & White' is back and there are many more pics in hand for future issues. The offerings this issue are not up to Keiths usual standard but I want to use them all.

Roy Tiller has had an unusually significant response to his queries of last month in his DBHLibrary (Magazines) report. So detailed that his report this month is practically all from the replies.

Jim Paton has written a piece on the costs of aeromodelling, I was not sure publishing was a good idea, wives do read this thing you know.

Editor



"THAT MAN IN THE FLAT BELOW HAS BUILT ANOTHER HELICOPTER!"

The 7th area centralised meeting on Sept.14th at Salisbury Plain was quite eventful for the Crookham Club fliers. The wind was in an awkward direction for avoiding trees. We had a committee decision about where to base ourselves which took two hours of driving and assessing.

Fortunately I had decided to wait for the air to warm up before competing. I first flew my Buckeridge lightweight in mini vintage. It only maxes with helpful air. It hung on and did two seconds over two minutes. I didn't have time or energy for two more flights as a result of subsequent diversions.

In the first round of open rubber we flew from the east end of the meadow. I did 3 minutes and landed in the copse, rather as expected. Ted Tyson did the same and Chris Redrup ended up in a clearing. Ted could not find his model although he had the right line on it. We found it at the end of the day, but his tracker was not giving a good signal. Mine gave a good signal indicating it might be in a tree, which it was, as it fell out and landed close to my feet as I walked past!

Following this, Chris Redrup and I moved to the other side of the valley and flew from there. We both maxed out having found good air. Although Chris's model would easily max in still air. Interestingly Chris uses 12 strands of 3/16, I use 14 and Ted Tyson 16. Chris's motor run is over 2 minutes and ours are correspondingly less. Driving around the Plain caused a fair bit of attrition on the cars. Chris's Audi lost a bit of radiator grill which I found on the track. He then ended up with a flat tyre! The locking nut was on so tight he could not get the wheel off. The emergency service man got stuck in congestion on the A303, but Ted and I managed to get it off. Despite this one and a half hour respite, Chris managed to make the fly off and find sufficient good air to do it at 10 minutes! He found the model the next day rather a long distance away. He has a falconry tracker that gives a good signal.

My open rubber model is now about 5 years old and much patched and worse for wear. It has a Vivchar front end, and uses 14 strands of 3/16 super sport rubber. I get about 650 turns winding in the model with a good blast tube. The model was treed on its previous outing, hence the harlequin colour scheme. The fuselage is repaired with Profilm Light, which enables me to see what is happening to the rubber.

I made it whilst on holiday, and without any plan. It just grew. I did a magnificent fly off time of twenty four seconds following aerobatics after the tail mount broke. There is always something

new to go wrong! Just as well as I was rather too tired for a long retrieval anyway. Sorry if this contribution seems a bit boring. I need to take a few photos on the day next time.



Jim Paton

I was at the 7th Area competition at North Luffenham, it was a good flying day if a little on the breezy side. Rachel was out and about photographing the military debris that is littered about. There are also two or three derelict aircraft at various locations, I have the feeling that they are there for observational RAF flybys for training purposes.



It was the team rubber event and, as it was a bit breezy, I decided to use my 'Last Resort' as my BMFA Rubber model O-3 had not been test flown since being repaired after the Nationals, having come back with a two piece fuselage. The 'Last Resort' flies on 50gms of rubber anyway so it is also a 'BMFA Rubber' model as well as a 'Classic'. I wound it up and cast it aloft and got the first max in the bag. Gerry Ferrer was the other Timperley entrant and he had lift too strong for his D/T resulting in a flight well over the five minute mark and way out in the sticks past the village somewhere. Gerry disappeared on retrieval and I was left thinking up excuses not to fly again. Walter Hodgkinson and Dave Taylor were performing close by, Walt flying in mini vintage rubber and Dave in rubber, so I amused myself taking pictures.



Gerry Ferrer & Pearl



Walter maxed out but had an aerobic fly-off



Dave was out of luck

Walters fly-off commenced with two spectacular loops and I swear the wheel passed through the grass both times before settling down, he got no lift and no height. Needless to say his time was minimal.

Rachel and I had dinner in the pub after the fly-off.

Best part of the day.

John Andrews

"24 PINETREES AND ALL THAT"

Just over twenty five years ago I was flying on a local field with a small group of radio flyers when I noticed coming through the gate a red and black VW Beetle. Out of it jumped a very sun-tanned chap wearing shorts and an aircraft related tee-shirt. He was clutching a large red and black glider which he duly gave a quick hand glide from a nearby slight rise in the ground. From where I was flying I could not see if he was holding a transmitter or not so I wandered over to ask what frequency he was on only to be told the model was not radio controlled but Free Flight!

Having stopped making F/F models for over twenty years I quickly found myself being drawn back in time by this enthusiastic chap who, within a few minutes, was thrusting upon me small plans from the back of his car of long forgotten models that perhaps I may like to build, even inviting me round to his house if I should need any materials to start me off—this was David Baker— always, I later found out, so keen to involve people with vintage aeromodelling and help them in any way.

David and Hilda held open house at 24, Pinetrees, aka "The Hangar" every Friday afternoon when modellers from far and wide would come to talk aeromodelling, delve into vast quantities of plans, drink tea and put the world to rights, sometimes mainly the latter!

In 1989 when David started publishing "The Clarion" to members of SAM1066 it consisted of around a dozen double sided A4 sheets folded to A5 and stapled together. Each page, including the cover, had been separately pasted up by David with news, articles, plans and pictures. After being printed by a local printer around 2000 A4 sheets were delivered, these had to be collated, folded and stapled.

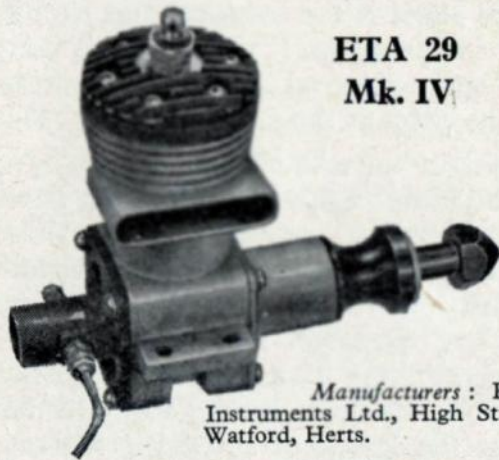
To this end, once a month, the Friday crowd of the Ninth Pursuit Squadron would gather around Hilda's large dining table upon which the separate piles of printed matter were evenly spaced out in the correct order. There we were then, all slowly walking round and round picking up the sheets from the table and handing the completed set to David for stapling, addressing and stamping. In the late autumn afternoons before the curtains were drawn, I'm sure neighbours across the road would peer in and wonder why all these men would gather once a month and perform a strange ceremony going round and round a table for two or three hours!

Around 1994-5 with the circulation of the Clarion increasing, the printer produced the complete magazine from David's paste-ups and thus the local rumours about this weird cult at 24 Pinetrees died out.

They still arrived in numbers every Friday but had ceased their circular ritual -perhaps it was their age!

Captain Howell
Ninth Pursuit Squadron
Pinkham Field.

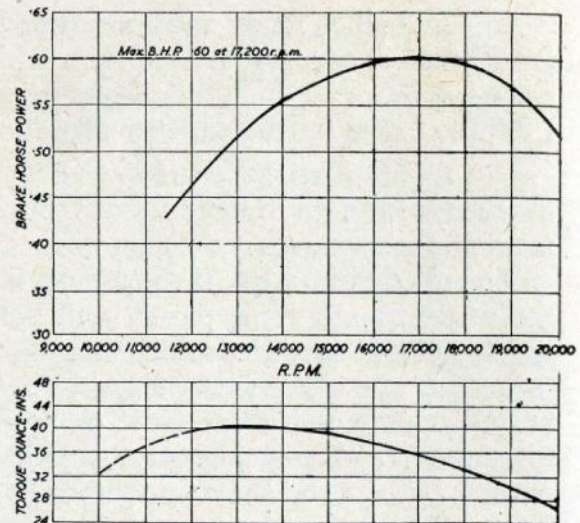
Engine Analysis: ETA 29 & Elfin 249BB - Aeromodeller Annual 1957/58



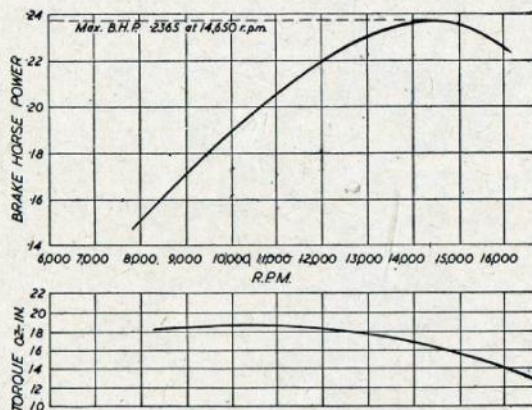
**ETA 29
Mk. IV**

Manufacturers: ETA
Instruments Ltd., High Street,
Watford, Herts.

PROPELLER	R.P.M.
dia. × pitch	
8 × 4 (Stant)	18,000
8 × 5 (Stant)	16,750
8 × 6 (Stant)	14,800
9 × 4 (Trucut)	14,300
9 × 5 (Stant)	13,000
10 × 4 (Stant)	13,000
8 × 9 (Stant TR)	12,100
8 × 8 (Stant TR)	14,600
7 × 9 (Stant TR)	14,500
7 × 8 (Stant)	18,000
7 × 6 (Stant)	18,800



Displacement: 4.884 c.c. (.2979 cu. in.).
Bore: .750 in.
Stroke: .674 in.
Bore/Stroke ratio: 1.11 Retail price:
Bare weight: 6½ ounces. £7/6/4 inc. P.T.
Max. B.H.P.: .605 at 17,200 r.p.m.
Max. torque: 40.5 ounce-inches at 13,500 r.p.m.
Power rating: .123 B.H.P. per c.c.
Power/weight ratio: .0925 B.H.P. per ounce.



Manufacturers:
Aerol Engineering, Henry
Street, Liverpool 13.

Retail Price: £3/19/8 inc. P.T.

Bore: .5675 in.
Stroke: .600 in.
Displacement: 2.486 c.c. (.1518 cu. in.)
Bore/Stroke ratio: .945.
Bare weight: 5½ ounces.
Max. B.H.P.: .202 at 13,200 r.p.m.
Power rating: .0815 B.H.P. per c.c.
Power/weight ratio: .9385 B.H.P. per ounce.

Material Specification

Crankcase: Light alloy pressure die casting (scratch brush finished).
Cylinder: Hardened steel.
Crankshaft: Hardened steel, ground between centres.
Crankshaft bearing: Two Hoffman ball races.
Connecting rod: Turned dural.
Piston: Cast iron, honed.
Contra-piston: Cast iron.
Cylinder jacket and head: Light alloy, machined.

PROPELLER	R.P.M.
dia. × pitch	
9 × 4	9,800
8 × 8	8,900
8 × 6	10,100
8 × 5	11,750
8 × 4	12,800
7 × 6	13,000
7 × 4	14,300
8 × 6 (TR)	8,600
8 × 8 (TR)	10,100
7 × 9 (TR)	10,100
10 × 6	8,300
9 × 6	9,500
8 × 8	7,200
8 × 6	10,100
8 × 5	11,300

all
Stant
wooden
props.

all
Frog
Nylon
props.

Middle Wallop September 28th 2014

1066 held some competitions, with Croydon running the "Coupe Europa" who will issue a separate report. A report from Peter Hall to cover the results of the Southern coupe league will also be made.

The day dawned fine with light winds initially an awkward from the East direction and forecast to go SE later in the day. As we were hosting the Tomboy RC and control line events on the airfield, we set up base on the large concrete base on the south side. A 90 second max was set to avoid the village and later the main road and Hangers.

Upon entry to the field all entrants were asked to fill a form to be placed in the windscreen, a copy is attached. This was well received and upon checking I found a 95% compliance without prompting. Well done folks !

SAM 1066	Place this in a visible area of windscreen of your vehicle		
Name:			
BMFA No.		Mobile No.	
●	All "Lost" models inside or outside the airfield <u>MUST</u> be reported to Control. No F.O.D. allowed on field. Clear airfield by 17.45.		
●	<u>Mobiles should be turned on & carried at all times</u>		
●	Control Mobile Numbers: Roger Newman 07817704456: John Thompson 07773487666: Mike Parker 07979881688		

Also we now maintain a lost model book to avoid the possibility (which happened at the August bash) of models being left on the field. The system worked well, with 2 models disappearing into the blue, the other 2 were subsequently found before we left the field.

SAM1066 Competition Results

Competition: Over 50" Combined Vintage / Classic Glider									
Date: 28 th September 2014									
No	NAME	CLUB/ BMFA No.	MODEL	FLT 1	FLT 2	FLT 3	TOTAL	FLY-OFF	POS.
1	R. SMITH.	52470 C.M.	HANTIS	1.30	1.30	1.30	4.30	1.44	(2)
2	Row MARLING	86843 EVA	THOR	1.30	1.30	1.30	4.30	1.41	(3)
3	Vic DROGAL	41352 SAM	Compass	1.30	1.30	1.30	4.30		
4	Dave ELLIOTT	52854 Chatterbox		1.30	0.25	1.30	3.25		
5	Dave COX	73716 Chatterbox		1.30	1.30	1.30	4.30	1.45	(1)
6	Jim Wright	146311 ISA	Shanty	1.30	1.30	1.30	4.30	1.19	
7	R. FRYER	SAM 130							

Competition: Combined Vintage / Classic Bungee Glider
Date: 28th September 2014

No	NAME	CLUB/ BMFA No.	MODEL	FLT 1	FLT 2	FLT 3	TOTAL	FLY-OFF	POS.
1	A. Lowndes	SAM 35 43732	Phoenix	0.55	0.45	1.28	3.08	2	
2	P. Maitland	1066 7294	Papaya	0.32	0.82	0.45	2.09	4	
3	P. Smith	5267							
4	J. MAYES	8163 S-BRISTOL	Enigma	0.43	1.30	0.45	2.38	3	
5	R. WILCOX	130513 Pipit	Corbett	1.30	1.30	0.36	3.36	1	
6	Sam WORTH	146314 ISA							
7	D. BERRY	81597 Angdon	Yankee	1.03	0.35	—	1.38	5	

Competition: E36 Electric Power
Date: 28th September 2014

No	NAME	CLUB/ BMFA No.	MODEL	FLT 1	FLT 2	FLT 3	TOTAL	FLY-OFF	POS.
1	T. Shepherd	Chesham 14221		0.45	1.20	1.30	3.35	3	
2	P. Doolan	34457 Chesham		1.30	0.41	1.00	3.11	4	
3	Ron Maitland	86843 CVA	Pipit	0.57	1.30	1.30	3.57	2	
4	Jim Parson	158823 Chesham		1.30	0.55	0.37	3.03	5	
5	J. Parnham	25139 B&W		1.30	1.30	1.30	4.30	1	

Competition: Jimmy Allen Mass Launch
Date: 28th September 2014

No	NAME	CLUB/ BMFA No.	MODEL	FLT 1	FLT 2	FLT 3	TOTAL	FLY-OFF	POS.
1	Ray T. Tuck	050390 D-Mount	Skolite	1.50					4
2	Ray T. Tuck	104458 B-Mount	Safari Skolite	1.36					1
3	Vicki P. Pitt	67863 SAM 1066		1.07					2
4	Ted Stevens	132760 W&W		1.02					3
5	Anne Stevens	B&W		0.44					5

Competition: Combined HL/CL Glider
Date: 28th September 2014

	T. HORSET	T. HORSET'S BEST 5 COUNT					199	SECONDS	
	G. SMITH						117	4	

On another note, do not place items on top of your car and then drive off. Someone was lucky to find the object on the peri-track later, but others may not be so lucky. Remember the threat of FOD please.

What with one thing and another I did not see much, if any of the competitions, but was surprised, given the conditions and the 90 second max, that many did not max out. Of course if one leaves timer settings for short DT trimming flights for comp flights, it does not help. At least two seasoned competitors did this, did you not guys!

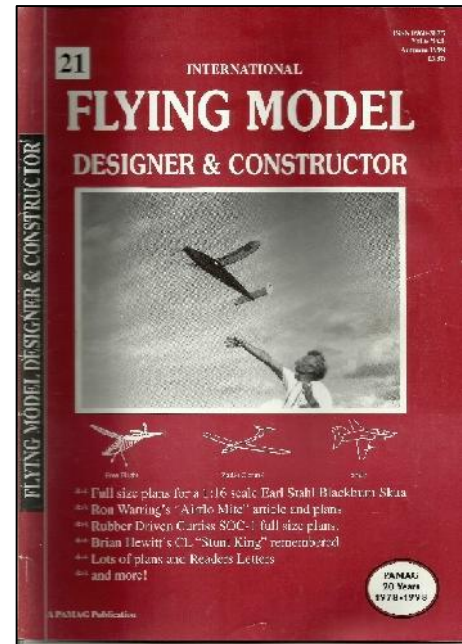
Results with DT (with penalty) fly offs give normally very close results, a second or two deciding results. The comps today were no different from that.

A grand day for all I think.

John Thompson

Designing, building, flying.... not too common as an integrated activity these days, having received a severe knock on the head with the general abandonment of the good old BOM Rule... and this is not to overlook the fact that not having to be always "the builder" does offer certain advantages: for one thing we Vintage and Classic supporters can fly inherited models, of which the supply is guaranteed to increase as the years go by. Why let them go to waste?

At the same time there is something immensely satisfying in launching into the friendly air something which is not only the work of your own hands but also your own brainchild. Don't you agree? This approach to real aeromodelling. (which has absolutely nothing to do with competing in FAI World Champs, also admirable but different!) was well exemplified by the work of our old friend Ron Firth in his magazine of happy memory, which many of us knew as "FMD&C", the (International) "Flying Model Designer and Constructor". Ron himself, sadly no longer with us, had of course taken the concept a stage further because he could have added (for himself and very few others) "FMDC&P"(and Publisher)! He had done it all.



But back to my theme: Which is that, like so many activities in life, the things you do yourself give back more satisfaction than things observed, admired or bought off the shelf. We old modellers / old parents, uncles or what have-you, are apt to criticise the younger generation, who demonstrate by their actions that they do not value this as we did, by generally opting for a "ready-made, quickly-gained and equally-quickly obsolete" approach: Technology is generally good news, but there are certainly one or two pleasures in life that you do lose along the way.

It was Laurie Barr who wrote once that the birth of a new model aeroplane begins not in the model store but "in your head: with an idea!" Many would agree! Recalling some past consistent winners in our hobby: Bob Copland, Jack North, Jim Baguley, John O'Donnell,...and many more, I imagine that not many models that were built and flown by these stalwarts were not designed by themselves. And why? I'm sure it was just for the increase in satisfaction.

And, idiotically, when still entering comps in our seventies and eighties, don't we get more satisfaction and fun from coming 50th with a creation of our own rather than being 1st with someone else's? The only downside I can think of, in flying

Vintage or Classic is that by definition it's not about new designs. So if there is to be a bright aeromodelling future (and I'm thinking of our Free Flight here), where are the new designers to keep the Djn FMD&C(&P)?



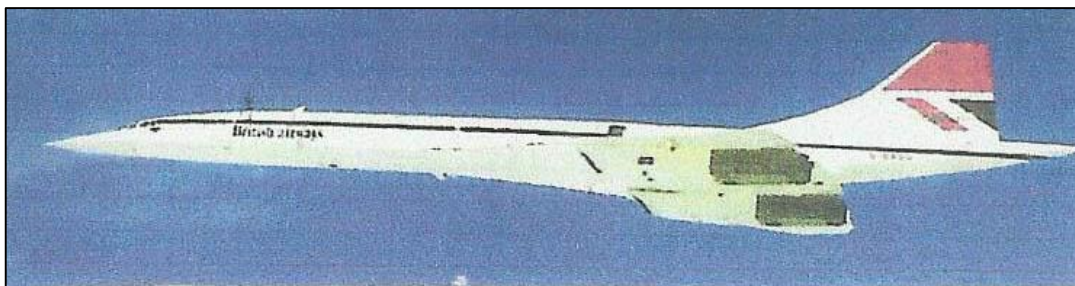
Should SAM also have a "New-this-Millennium" class as a valuable sideline? Design it yourself (after 1999 of course), even get your fit fetchermite to fly it? You get the Cup, but he/she? Gets the bottle of wine? Seems fair!

Dick Twomey

Flying Concorde

-

Terence Henderson



(From Dick Twomey)

NO, it wasn't me, I never had the chance to do more than accompany the crew in the cockpit, but that alone was memorable!

Here in our little island Republic of Mauritius we had set up an aeronautical society, with interests in all things aeronautical: from model aeroplanes or flying bicycles (man-powered flight) to space shuttles, Mars explorers or that best of all airliners the Concorde. It became my task not long ago to give a presentation to our members on the remarkable aerodynamics of the Concorde (of happy memory). For that occasion I had collected a lot of engineering and flying information from several British Airways colleagues (you know I was in BA for some 30+years?), so that I could talk with some (borrowed) authority to people who knew rather less about the subject than I did! There follows the piece I borrowed.

Terence Henderson, who flew the British Airways Concorde, had been asked by a journalist for his experiences of transiting the speed of sound, what was it like to the fly Concorde? And did the crew members hear the "sonic bang"?

(This was his reply.)

I must have "broken the sound barrier" more than 1000 times, and therefore the same number of times returning to subsonic flight during the deceleration and descent whilst accumulating over 4000 hours as a pilot on the Concorde. The transition through the sound barrier was always shown by a marked and momentary fluctuation on all the "pressure" instruments as the shock wave, which is a localised increase in pressure caused by compression of the air within the shock itself and occurring at Mach 1 (the speed of sound), passes along the fuselage starting at the nose and making its way towards the tail as speed further increases. In the case of Concorde, which was a wonderfully designed and beautiful example of high speed aerodynamics, this shock wave continued aft until it attached itself to the rearmost point of the fuselage whilst another shock attached itself to the front of the nose. The reverse effect occurred during deceleration. The shock waves radiate outwards in all directions from the aircraft whilst supersonic: upwards through the stratosphere and onwards higher still towards the ionosphere, as well as downwards towards earth and it is when the down portion of the two shocks hit the ground that the characteristic double sonic boom is heard. The sound will only ever travel at its own "best" speed which is Mach 1 and since the Concorde is gaining speed during the transition through the sound barrier, it leaves its own noise behind thus nothing is heard on board. The sonic boom however, is heard not only on the ground but in other aircraft and air traffic controllers always warned aircraft in the vicinity that a supersonic Concorde was nearby as the shock waves might cause concern to their passengers and crew.

We had a choice whether to fly the Concorde using the two very capable automatic pilots or to fly the aircraft ourselves by hand. The autopilots completed the transition from subsonic to supersonic and back into subsonic flight without any noticeable effect on the aircraft's attitude through the air and nor was any "g" (a momentary change to the gravitational force) felt through the airframe.

It was necessary to practice flying the aircraft by hand since there might be occasions when the autopilots were unavailable and it was a skill that needed constant endeavour to achieve smoothness of flying this aircraft with its very sensitive and finger-light controls. Some pilots, myself included, found hand-flying the Concorde an absolute joy and a challenge that proved enormously satisfying when done well. Hand-flying through the sound barrier, both accelerating and decelerating could be done "hands-off". The acceleration required a gentle nose-down input on the pitch trimmer to counter a mild nose-up force caused by the need to engage the 4 engine reheats (afterburners) at a speed just below the sound barrier, but once the Concorde was in trim you could take your hands off the controls and just watch and marvel at the aeroplane climb and accelerate on its own. To someone weaned on watching 1950s films like David Lean's evocative "Sound Barrier" this was sheer poetry in motion. If you continued hand-flying whilst Mach Number was increasing there was a trim change felt through the controls in pitch only and this occurred at Mach 1.3 (about 900 mph) when the first shock wave, still making its way gently aft, moved clear of the airframe and attached itself to the rearmost point of the fuselage. This could easily be trimmed out with a couple of quick "dabs" on the control column trimmer switch. Further hand-flown acceleration right up to our limit of Mach 2.04 was reached with only progressive miniscule nose down trim inputs as speed and wing lift increased with the aircraft becoming increasingly rock-stable due its phenomenal kinetic energy at high speed.

This was a remarkable aeroplane and reckoned by many to be second only to the Space Shuttle but much nicer to fly.

Terence Henderson

How much does it cost (or don't show this to the wife.)

Free flight Aeromodelling is a cheap hobby! I thought I would do a bit of accounting after 10 years back in the sport. I reckon it is cheaper than owning a racehorse, a boat or a vintage car, just.

In 10 years of competition I have accumulated an awful lot of essentials. I started off with a KK Competitor. I initially hand wound the motor. I soon got tired of that. AK&P winder was bought. Following on with this, I decided the only way to improve on 30 second flights was by buying a Ukrainian F1G.

Whatever one thinks of the B. O. M. rule, it was certainly an eye opener. Having lost the first model in a boomer I had to buy another, and write to Pim Ruyter for a couple of trackers.

The first scanner I purchased on eBay had a range of three feet, so that went back and I got an I Com. I had a couple of happy years competing in F1G and nothing else.

The motoring expenses need to be added in here. Entry fees are negligible, but I did join a couple of clubs, as well as the B. M. F. A., & the Salisbury Plain license.

Everyone was using compass binoculars for retrieval, so that was the next necessity. However in retrospect, I think that launching and immediately running after the model was a more successful method at times.

Then I started building my own models, but was not up to prop carving. Hence the purchase of Spencer Willis props for my Senators etc.

Radio dt seemed a good idea when it became allowable. That cost me about £200 after experimenting with Heath Robinson stuff and finally buying an Aeris.

Electronic timers were a great advance, so they were a must have. Add to this money spent regularly at Flitehook, FF Supplies, and of course on Ebay. I spend a lot of time trimming on Salisbury Plain, and I really need to replace my Saab with a 4 wheel drive!!!

So what have I spent over the years and am now continuing to spend. I am not too keen on adding it up. I seem also to be developing a complaint of buying small diesels. Still, I only have about 10, well actually a few more than that. Probably more than 20. I forgot to mention the workshop expenses. I now have a scroll saw, a band saw, a slitting saw, two sanders, a soldering station, lighting, heating, shelving, cupboards, work tables, vices, clamps, books, magazines- and their subscriptions. Not to mention supplies of rubber, hand tools, files, saws. I think I had better stop there as lots of my stuff really needs upgrading and I want to order some more balsa and cyno.

Jim Paton



AeroModeller June 1966

Swinging Scene

The latest swinging thing in the full size glider world is the super swing wing sailplane, with built in thermal detector and everything for the nimbus lover. The idea of the swinging wing is to give a surge of rakish speed to get from dead spot to uplift, and the only thing missing is the retro rocket, just in case,,,

But what progressive equivalent have we, in the model world. We may have the electronics, but the aerodynamics still remain way back in the "What's cooking, Sir William Hayley?" period, in spite of all the inspiration we get from "Thunderbirds".

In the basic area of the hobby we don't expect anything very revolutionary, apart from the rotation of the time honoured prop. For the Rubber and Gilder enthusiast an occasional change of aerofoil is as much upheaval as his spacious, but not space, way of life can stomach, but I should have thought the whizz kids of radio might have thrown a few gimmicky spanners into the workings of conventional thought. For instance, automatic penetration for Single Channel models. Or is that, like so many of the windblown machines, too farfetched?

Zombie & Son

The fascinating thing about the model flying hobby is the way its traditional styles of aeronauting refuse to be overwhelmed by the slick appeal of the modern electronic machine. Anyone thinking in the sort of progressive term? Which sees a multi-storey block of flats on the non-functional open space, might find it odd that the crinoline era rubber model should survive into an age singularly lacking in elastic utility. He might also look askance at the primitive antics required to elevate a goodness-knows-why, motor-less model to a viable altitude, and would undoubtedly give a fat, 007 smirk at the idea of the term microfilm being applied to a type of skeletal looking model. It might also occur to him that model flying is not just little brother lagging along in the wake of big brother Aviation, but has much to offer in its own right, although he may not be the kind to enjoy the diverse fun it gives to suit all pockets, air and otherwise.

Apropos of this, a recent picture of a microfilm model reminded me of my own attempts to produce one of these curious craft, it did not take me long to realise that I suffered from a condition known as Fyffe finger, in which the thickness of the hand deceives the eye. I also had the business of whispering friends to contend with, but this was of secondary consideration compared with the importance of skimming off a bath length of usable microfilm. Whether the craft actually flew remains a mystery to this day, although some theoreticians still aver that the distance achieved was due to the propulsive influence of an open window.

All of which is part of the rich pageant of model flying, in the spirit of that continuity which gives newcomers to the hobby something of those same joys of aeronauting that drove the Edwardian courting couples off Wimbledon Common.

Just Gassing

Looking at the floods of vintage craft to be seen around these days I begin to wonder if the future of aeromodelling does not, in fact, lie in the fledgling past. After all, we each of us have our own building board time machine, and if tiring of today's hectic competitive pace, we can "Dr. Who" it back into a more leisurely ambience.

Currently the time machines are settling down in the American "gassie" period of the mid-thirties, and the huge, lugubrious craft now wafting around the airfields give ample evidence of the inflexible belief of those primitive times that a model was only kept right way up by the huge weight and bulk of the airwheels. We can also take it that the portliness of the machines give a clue to the term "gassie", which must obviously be an abbreviation of "gastronomic".

Pylonius

Sixth Round: B.M.F.A. Southern Gala, August 30th Salisbury Plain,

Golf is easy. Unlike free flight, all you do is keep hitting the ball until it goes into the little hole. You don't have to wind up your balls, fish them down from trees or have them eaten by cows. Admittedly, there are hazards, trees, bunkers. Salisbury Plain is a magnificent venue, a gigantic golf course. The fairway is fixed by the wind direction and on Saturday it ran eastwards from the airfield ridge. The hazards? On the left, a herd of cows deployed in single file, anticipatively, then a copse, a wood, fenced enclosures, more copses and woods then another distant herd, through binoculars, limbering up. On the right, more copses and woods. I would guess every player at the Gala was bunkered or tree'd at least once during the day.

No doubt put off by the conditions, a relentless wind, challenging terrain, long retrievals, and a wide variety of other events available, only three flew F1G. Peter Tolhurst, supportive as always, started very late in the day, after flying two other events, but ran out of time after a long search for his first flight. Only five maxes out of fifteen possible, were achieved. Why such a lack lustre performance from three experienced flyers? Mike Marshall's prop-blade pitch locks failed on two of his coupes, he then deployed his Anselmo Zeri designed model, took a max. but hit bad air on his last flight. The Zeri has an extraordinary wing: a huge five inch chord with perilously wide rib spacing and lots of camber, but it is surprisingly light and strong in torsion. Goeff Stringer maxed his first flight but prop-fold problems ruined the glide on his next two. On flights four and five he looped off the top of the burst and lost his climb. Was this a V.I.T issue or unlucky gusts? Peter Hall changed to his windy weather model after hub and V.I.T failures (again). Not having flown for three years, it looked wildly out of trim and dropped the flight. It behaved itself thereafter. In rough weather it's best to assume that aberrant flights are due to turbulence and not the model. This is not only comforting but usually right.

So, why all these equipment failures? Except for the Zeri, all the coupes flown could be described as mature. Obsessed as we are with the effects of our own aging, we tend to overlook our models' silent decay. Springs lose their spring, lines stretch, things that are done up, come undone. They need, as we do, loving care and regular health checks. Good intentions are not enough, so prompted by dim memories of the New Managerialism that infected and still infects public services, I toyed with the idea of developing a Mission Statement, deriving therefrom Aims and consequent Objectives and setting appropriate Targets. This fantasy led me to adopt a No Mistakes Policy going forward. In consequence this season has been a disaster, littered with mistakes. The lesson for the public services is clear.

This season's final round was Coupe Europa at Middle Wallop on Sunday September 28.

Twenty-four degrees C, benign air, ninety second maxes, short retrieves and a d.t. fly-off. Relax and enjoy, everybody will max. out and it's your turn to win. Could this be Coupe Europa? Could this be late September? Could this be a dream? Nineteen out of the twenty somnambulators maxed round one and eighteen, round two. Ray Elliot, in control, held his nerve and at the end only six flew off (Mike Richardson should have joined the party but he was out looking for his fifth round o.o.s.) I shall explain. Twenty - three degrees C? Global Warming. Ninety second max. and d.t. fly-off? We were flying northwest along Middle Wallop's shortest axis and we can no longer afford lots of out-of-field retrieves on this precious and sensitive site. How could you not max out? I will bin my ten page detailed account and simply say that it

was the usual mix of finger trouble, systems failures, suspect trim, and the occasional patch of bad air.

Alan Brockelhurst crowned his faultless performance with a lovely high d/t fly-off to take first place a full 22 seconds ahead of Gary Manion and R.Frier. Bristol and West took the Flitehook team trophy.



Were there any design developments? None that I could see. No l.d.a's? No flaps? No discus launches? Nothing, except that Gavin Manion throws his coupe with ferocious energy and speed into a fast climb but, he says, a less good glide. Jim Paton's Bukin was one of the minority all-systems models. It is now sixteen grams overweight - a portly middle age except it still looks slim and effective.

The Southern League Cup went to Alan Brocklehurst. A well deserved win for excellent and consistent performance. He has developed a balsa and tissue locked down model that is a match for anything else around. A clear demonstration that this approach is as viable as ever in coupe design so long as you are an aerodynamicist, a first rate builder, and an excellent air-picker.

Peter Hall

Coupe Europa 28th September Middle Wallop

A further Report by Ray Elliott

This comp was blessed with almost perfect flying weather and, as a result we had a very good turnout, despite the attraction of the Equinox Cup on nearby Salisbury Plain. We were missing a few of the big names but I'm sure they had a good time on the Plain!

Due to the possibility of full size aircraft movements together with the need to minimise the likelihood of landing on the road and hangars the max was set at 1:30. F1G was flown in rounds with two flights before noon followed by three one hour twenty minute rounds. Vintage coupe was three flights without rounds.

With the superb conditions and the short max it was looking, after the first couple of rounds, as if everybody was going to max out in F1G. However, as the day progressed even some of the acknowledged experts dropped flights and at the end of round 5 we had 8 of the 20 competitors with a full house.

For vintage it was a similar story with 8 in the fly-off out of 15 entries.

D/T fly-offs were the order of the day with the D/T being set at 1:30. Winner of F1G was Alan Brocklehurst with Gavin Manion second and Richard Fryer third. Vintage was won by Gerry Ferer; second was Rex Oldridge with Robin Kimber third.



Gavin Manion



Jim Paton



Gerry Ferer



Bristol & West:- Flitehook Trophy team winners

The Flitehook Trophy for teams was won by Bristol and West by just one point from Crookham. The Croydon Club would like to thank the London Area of the BMFA for their continued support for our events.

Results:

F1G

1 st – A Brocklehurst	Bristol and West	7.30 + 1.49	2 nd – G Manion	Birmingham	7.30 + 1.36
3 rd – R Fryer	SAM 35	7.30 + 1.32	4 th – K Taylor	East Grinstead	7.30 + 1.31
5 th – D Thomson	Croydon	7.30 + 1.25	6 th – J Paton	Crookham	7.30 + 1.16
7 th – A Longhurst	SAM 35	7.30	7 th – M Richardson	East Grinstead	
9 th – J Oulds	Crawley	7.24	10 th – M Marshall	Impington	7.23
10 th – E Challis	Crookham	7.23	12 th – M Stagg	Bristol and West	7.22
12 th – P Tolhurst	Crookham	7.22	14 th – C Chapman	Bristol and West	7.20
15 th – P Hall	Crookham	7.07	16 th – D Beales	Croydon	6.59
17 th – E Tyson	Crookham	5.31	18 th – R Taylor	East Grinstead	3.26
19 th – P Jellis	Croydon	1.30	20 th – R Kimber	SAM 35	0

Vintage

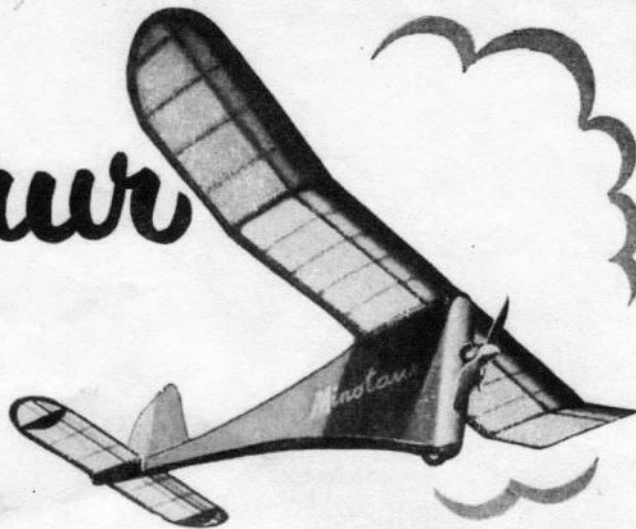
1 st – G Ferer (Bagatelle)	Timperley	4.30 + 1.44	2 nd – R Oldridge (Bagatelle)	C/M	4.30 + 1.43
3 rd – R Kimber (Curry Dore)	SAM 35	4.30 + 1.35	4 th – P Michel (Curry Dore)	SAM 35	4.30 + 1.31
5 th – P Tolhurst (Etienvre)	Crookham	4.30 + 1.26	6 th – R Taylor (Etienvre)	East Grinstead	4.30 + 1.23
7 th – E Stevens (Bagatelle)	Bristol and West	4.30 + 1.15	8 th – J Oulds (Fuit)	Crawley	4.30 + 1.10
9 th – G Manion (Etienvre)	Birmingham	4.23	10 th – R Fryer	SAM 35	4.22
11 th – R Willes (Etienvre)	Crawley	4.15	12 th – C Redrup (Etienvre)	Crookham	4.13
13 th – J Paton (Altair)	Crookham	4.12	14 th – K Taylor (Etienvre)	East Grinstead	3.46
15 th – E Challis	Crookham	3.27			

Ray Elliott

Minotaur

A POWER CONTEST MODEL

By **R. A. Twomey**



THE original "Minotaur," so the dictionary tells us, was a "fabulous monster" of ancient Greek times. This model being both noisy and monstrous (in shape though not in size), though far from fabulous; the name seemed appropriate.

This particular *Minotaur*, unlike the original Greek beast, was designed as a contest power model for the popular E.D. Bee 1 c.c. diesel. It has proved satisfactory in every way and offers a change as well as a challenge to the larger model. The need for a cumbersome undercarriage is eliminated, and props are saved, by fairing the sprung mono-wheel into the fuselage. The tailplane underfins give a firm three-point stance, and on its first trials the *Minotaur* left the deck with an ease that startled even the poor designer.

The climb is near-vertical, but it is on the glide that this model really scores, thanks to the wing section, which is from the well-known Swedish Sigiard Isacson series. Ratios of 7 and 8 : 1 in still air are common, and it was not long before the *Minotaur* had pushed the Ampleforth College club power duration record successively to 7 min. 43 sec. and 10 min. 31 sec. o.o.s. Later the ratio record was also smashed, when the model disappeared into cloud after 9 min. 15 sec. on a 15 sec. engine run. (Ratio 37 : 1). Needless to say, the occasion was a trimming flight prior to a national competition! The *Minotaur* was not recovered in time for the event, but when it was found it was discovered to have stayed in the air for 1½ hours. (Work that ratio out!) In addition it had established a new club distance record of 11.7 miles.

Fuselage

First build the two slab-sides of $\frac{1}{8}$ in. strip on the plan; then join them with ply formers F1, F2 and F3, and add the remaining spacers. Next drill bolt holes in bearers and cement them firmly in place. Add bolts, and at this point bind undercarriage also in place. Now sheet the fuselage sides with $\frac{1}{16}$ in. sheet, add semi-circular nose formers, bend $\frac{1}{16}$ in. sheet carefully around nose and cement firmly. When you are actually fitting the engine, just cut away the necessary amount of sheeting to allow you to bolt the engine in place. It is recommended that

you use "U"-bolts, if these are available, as they greatly simplify mounting of the engine. The "Bee" is mounted sidewinder fashion, with the "pot" on the port side. Before covering the fuselage, add the $\frac{1}{8}$ in. sheet fin, noting that its base goes down level with the bottom longerons of the fuselage.

Wings

The wings are quite straightforward. When built they are all in one piece but construction is best done in three pieces—the centre section and the two dihedralled tips. The three are then joined and braced with $\frac{1}{16}$ in. ply as shown.

Tail

The tailplane is quite orthodox and it is intended to be strong. You are not advised to deviate from the plan, by building it lighter, for two good reasons:

- (1) In take-off position the tailplane supports a lot of the weight of the model.
- (2) If the model trips on landing, as it may easily do on rough ground, a lighter and flimsier tailplane would crack due to the upward jolt of the rudder.

Dethermaliser

A dethermaliser is a useful addition to the *Minotaur* whose layout is ideal for the tip-up tailplane type, operated either by a timer or a simple fuse. In the writer's opinion the tip-up-tail is by far the most effective method yet devised. The parachute type is *not* recommended.

Trim

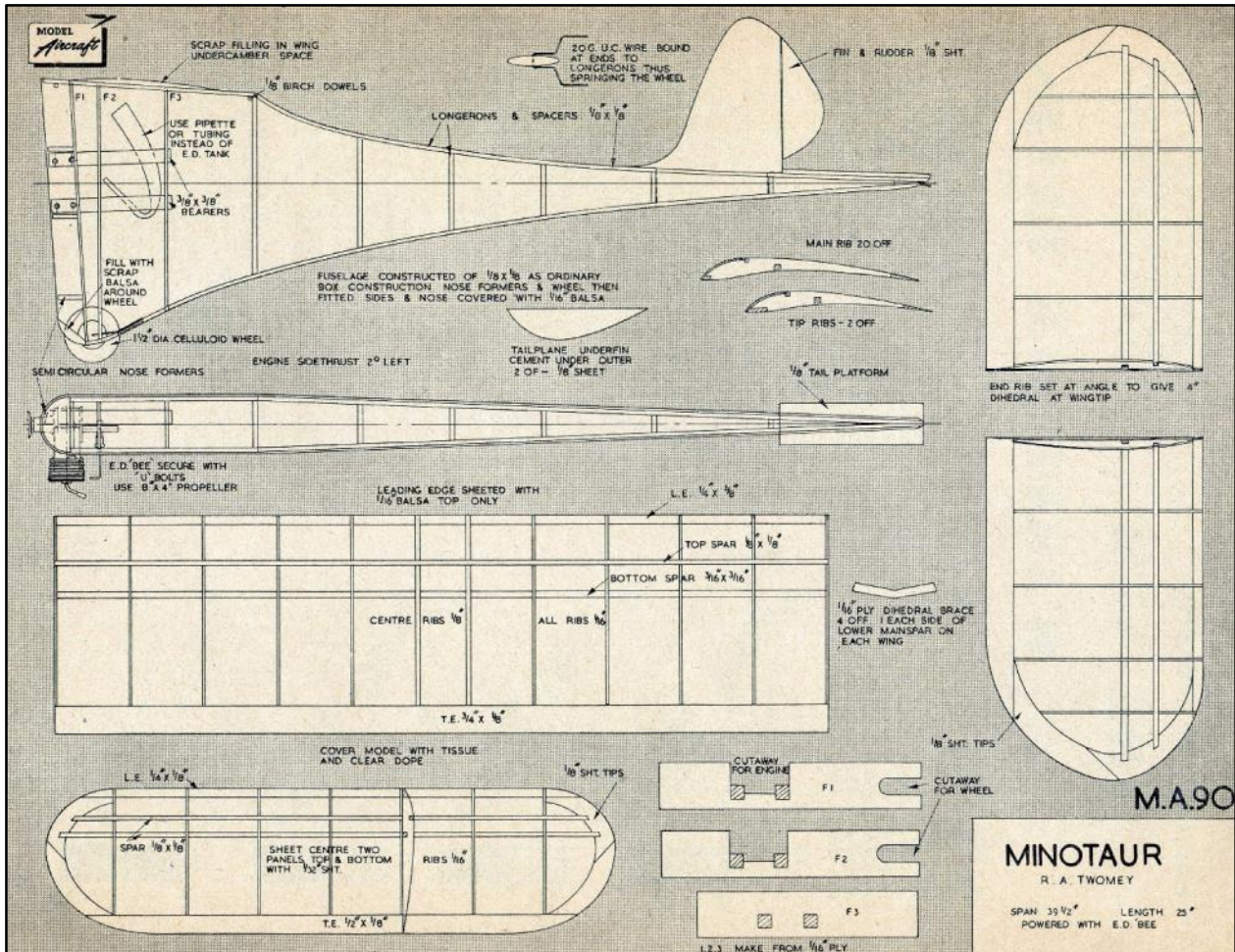
As world record holder Henri Varache once said: "The first flight of a power model may also be its last"—so go easy on trimming. The *Minotaur* climbs either straight or in a wide left circle, and glides to the right, therefore, use right rudder and compensate with generous left sidethrust.

FULL SIZE DRAWINGS ARE OBTAINABLE FROM YOUR LOCAL DEALER, OR BY POST FROM THE "MODEL AIRCRAFT" PLANS DEPT., 23, GREAT QUEEN ST., LONDON, W.C.2.

4s. 6d. POST FREE.

This power model from 1950 (published 1951) was designed by our 1066 Mauritius representative Dick Twomey. It was designed whilst still a schoolboy and like us all is still waiting to grow up.

Roger Newman had built one with an ED Bee which climbed OK but the glide always went to violent stalls. He broke and tried the model many times with no success. It was too tempting for me not to have a go!

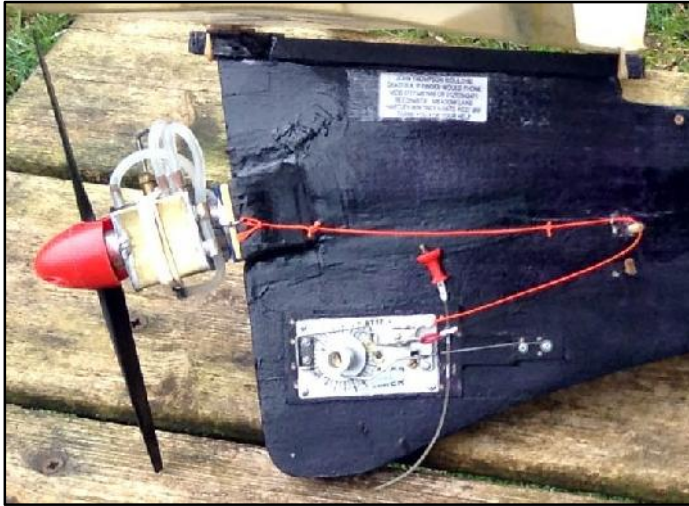


I kept all the dimensions and the wing section - not really what would have been my choice - but altered the construction a little and used a flat plate fuselage, which is quick and easy to build. No CG was shown on the plan and Dick's memory of nearly 65 years ago failed him for once and could not offer a clue. So I decided on 60% as it is easier to move it back, rather than forward, if trimming dictated a need.

I used a PAW 0.8 single exhaust diesel driving a Master 7x3 at 12.5 k, on D1000 fuel. This is probably a bit more power than the original ED Bee.

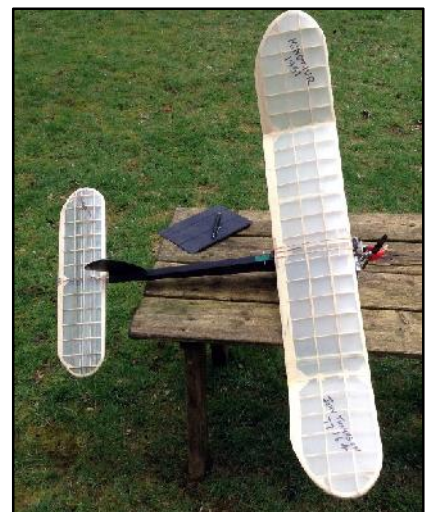


The weights are:
 Wings 41gm; Tail 8gm; Fuselage 50gm;
 Engine prop timer and tank 106gm;
 for a total all up weight of **205gm (7.25 ounces old money)**.
 Rigging Wing +3.5 degrees; Tail 0;
 no warps except 2deg. Washout on tips.
 After trimming thrust line is 10deg. Down and 2deg. Left.



Trimming was fairly easy, launching at about 80 degrees a bit to the right, a reasonably fast right spiral to a decent height was obtained. Transition is good with a pretty good glide. It will take advantage of any lift around so a DT is a must. I had to use a drag flap to get the right hand glide, so as to obtain a tight enough circle. (With forward CG tail tilt can be a bit dodgy)

With the unusual deep belly and large dihedral the model does Dutch Roll a lot, but it does add to its charm with its wobbly flight path.



It really is a vintage design which, under our current rules, are allowed 18 seconds motor run, and in decent conditions should give a 2.30 max most flights.

Good One, Dick .

John Thompson

September Wallop was a non-competition outing for me as the meeting was mainly Gliders and Coupes. The wife and I had a really relaxing day, commencing with extended breakfasting in the café followed by leisurely drive around the peri-track to the far side to set up and do a bit of BMFA Rubber model trimming. First up was 'O-3', which had been extensively repaired after Nationals damage, and needed checking. Need not have worried, a couple of low turn tests and then $\frac{3}{4}$ turn final check. Flew like it was on rails. The supposedly identical, (with the exception of a smaller cross-section fuselage), 'O-4' was a different story, it just will not perform, I think a CG check is required as that is all I can think of. In the past the 'O-4' wing has flown by mistake on the 'O-3' body perfectly satisfactorily but vice versa, no. The props are supposedly the same but I will have to check pitch and length of run. I may nail it down one of these days. However I have the feeling that I'm going to abandon the design anyway and build smaller as my 'Last Resort' seems to outperform them both and will take 50gms of rubber.



Myself with 'O-3'



Rachel with 'O-4'

We spent a lot of the day out and about, including watching the Jimmie Allen gang



CD for the day, Mike Parker captures Roy Tiller and his 'Skokie'

There were quite a few sports/scale modellers making the most of the excellent flying conditions and Rachel bagged quite a few good pictures. Here's one or two.



Pete Smart with Russian 'Beriev BE12' Water Bomber



Tony Thorn with one of his Flying Boats



Another interesting model – details of model and Modeler not acquired



Roy Tiller



Tony Hansell's Coupe

Roy Tiller was trimming his Low Winger ready for the November competition and the highlight of our day was when Tony Hansell's coupe got tangled up in two streamers. My grandsons tell me that these fishing poles are good for catching fish but this was not a flying fish. All in all a good day out with no competition disappointments as I did not fly any.

Sunday October 12th saw us at North Luffenham for the BMFA 8th Area and conditions were respectable once again. That's two meetings on the trot.



I flew in Classic using my 'Last Resort' and after two exemplary maximums I was all set to max out until sods law took over. My third flight looked OK, like the two previous, getting nice and high on the climb, then the fun started. On the prop fold the model went into a left hand glide circle instead of the normal right hand one. I trim right/right and use a significant right wing wash-in warp, this enables a tight right hand climbing turn and keeps the right wing up in the glide turn. The down side to this trim is that you cannot trim too near the stall because if the model does stall it never recovers. Back to the flight, with the model turning left the glide was in descending circles due to the wing warp and it was two large circles before the model returned to its right hand glide circle. The damage was done, not being in lift the model was down in 2.14, and John boy had dipped out again.



Rachel returns cheerful after the first max.

I'm at a bit of a loss as to the cause of the kerfuffle. The single blade prop does not appear to be able fold badly, so I don't see that being the cause. My only thought is that the glide circle has opened out considerably of late and if the tail-plane keys are a bit iffy it might have caused the development of a wandering glide pattern. I will tighten up the glide turn and reduce side-thrust on the climb and see how it goes.



Andrew Moorhouse was operating alongside us and was flying a 'Cloudpin' which is a very similar model to the 'Last Resort' and has the advantage of a fin fixed to the fuselage. The model was published in the October 1959 Model Aircraft so qualifies for 'Classic'. Andrew had brought the magazine along with him in case anyone queried the models eligibility so I was able to photograph all the article and will put a write-up in the next issue of the Clarion.

Once again a good time was had by all and, as is now our habit at the cessation of hostilities, we repaired to the pub for Sunday Roast together with Timperley clubmates Pearl and Gerry Ferer for company.

John Andrews

**Report No. 47. Plans from Kits,
British made, excluding scale, cont.**

20th CENTURY KITS, Kirkcaldy, Scotland

Last month I asked for anything known on Allison & Montgomery who advertised their 20th Century Kits in Aeromodeller in 1946.

Jim Arnott replied in a most fulsome manner, as below, thank you Jim.

I can shed some light on Roy Tiller's question in the October Clarion - "who were Allison and Montgomery? " and I should thank Roy for sending me on a very enjoyable nostalgia trip.

When I joined the Kirkcaldy Model Flying Club, as a 14 year old in 1960, Peter Montgomery was one of the senior members, the best contest rubber flier and the owner of the local model shop. He and Jimmy Allison were business partners, with two shops in Kirkcaldy. There was a stationery business which appeared to be Jimmy's main interest and there was the Pram and Nursery shop on the High Street which was Peter's area. If you went past the prams and cots to the back of the High Street shop then you found the Aladdin's cave of the model shop. You would probably be served by Alex, the one eyed brickie, which was pretty scary until you got used to him. Alex was a very experienced builder and flier who gave great advice.

I think that the "20th Century Kits" venture must have been short lived as I have no recollection of those kits. I am not aware of Jimmy Allison doing any aeromodelling but he must have had an interest as he donated a trophy to the sport that the SAA still compete for annually.

To young Jim Arnott, Peter Montgomery was a god like figure who flew beautiful rubber models. I remember Peter's models as being similar size and style as an XL59 Wakefield. They were always built with all sheet box fuselage, merging into a round nose and with a spinner on the prop assembly. The wings and tail were always "Gerry Ritz" style spar-less construction. They needed the very best balsa to build such a model lightly but Peter had first choice from his incoming stock.

The Pram shop had a colourful Volkswagon delivery van which Peter would use to transport members to big competitions. I can remember many trips from Kirkcaldy to Abbotsinch airfield with four or five juniors bouncing about in the back of this van along with the model boxes. I can also remember in 1962 getting taken to the Rush Trophy event in York in Peter's big Ford Zephyr.

I was with the Kirkcaldy club for five years and gradually over that time I learned more about Peter Montgomery, which reinforced his status as my idol. He had flown Defiants during the war. When demobbed he had joined the air branch of Naval Reserve and had done deck landings with Sea Furies and Fireflies. He transferred to ship based duties and became the captain on a

minesweeper and was later promoted to Commander, in charge of a fleet of minesweepers on NATO exercises.

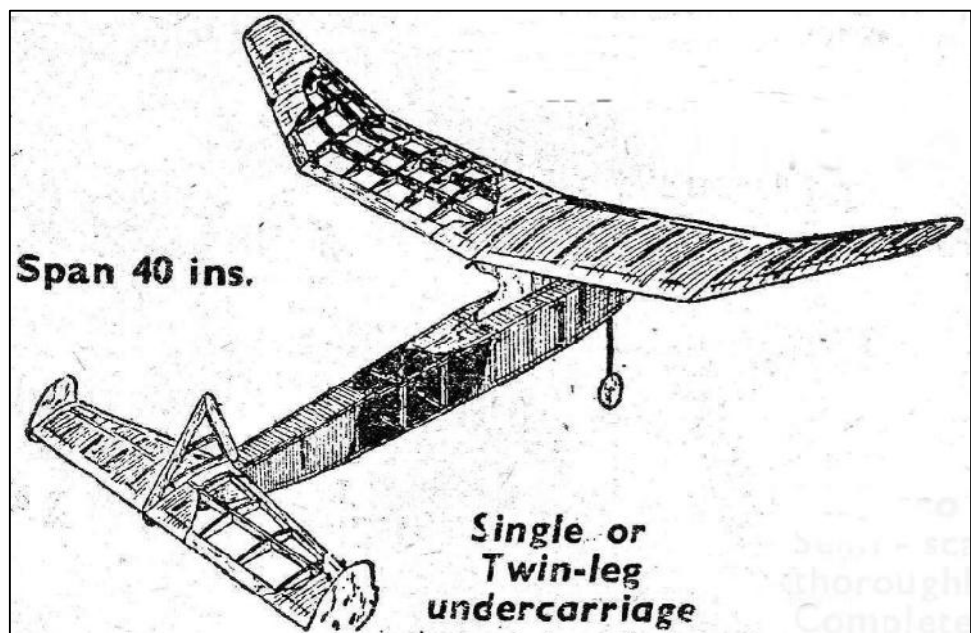
After I left the club, I learned that Peter had "retired" to England and was working with Solarbo in the 1970's.

AIRFLO KITS by Precision Aircraft, Model Division of London WC

Precision Aircraft advertised their Airflo Baby, Airflo Mite and The ANGEL during 1947. I attached the name Airflo to the Angel and sought the plan. The responses came promptly and from rather more readers than my ramblings usually encourage to reply.

Martin Dilly replied to the queries raised, as below, thank you Martin.

With reference to the item on page 35 of the October Clarion the model described as 'the Angel' is surely a Hell's Angel, isn't it? The odd BCM/XAERO is a BCM Monomark, which I think was rather like an early form of PO Box number,



useful when manufacturers were reluctant to reveal their actual address. I had no idea the same company produced both kits though.

Digressing to personal nostalgia, I used to fly a Mills-powered Airflo Baby at Epsom in about 1948 along with my schoolmate John Blount (later to fly Beverleys and Boeing 757s, as well as being a member of the British F1D team) who flew a Hell's Angel powered by a Frog 180. The thing I recall was the difference in sound; my Airflo Baby had a pair of those hollow black plastic wheels which just rattled in flight but John's Hell's Angel had pressed aluminium wheels which made a melodious tinkle as it flew. I think for both of us these two models introduced us to the idea that it was performance that made free flight so enjoyable, rather than just seeing a model flying around. John had graduated from a reduced size Eros, immaculately built and finished in bright yellow, while I'd had a KeilKraft Rover, complete with massive and enormously heavy turned wooden wheels and finished in a rather unfortunate red, white and black. Climbed OK, but had a glide like a sackful of mallets.

Nick Peppiatt replied as below, thank you Nick.

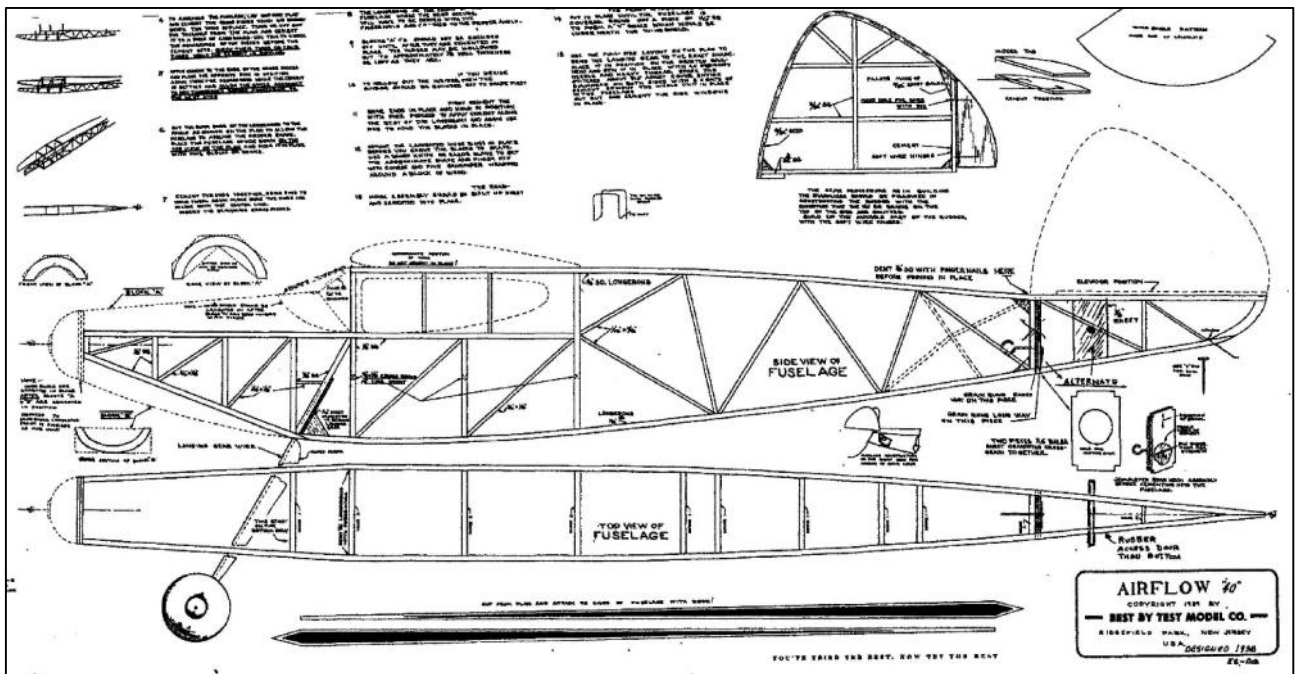
Re your query in the latest New Clarion, I think this is also known as Hells Angel. I'm vaguely familiar with this model as Andrew Moorhouse used to produce a kit of a 5/8 size version for CO2 (25in span). A copy of Andrew's plan is available on the Outerzone website and it looks remarkably similar to the drawing in the Precision Aircraft advertisement. The DBHL spreadsheet also has an entry for the Hells Angel by Warring, original source Precision Aircraft. I have no idea why it had two names.

Like Nick, I have no idea why the name changed but the question of when the name changed is easier to answer. Looking at the advertisements in Aeromodeller reveals that in March 1947 the model is called Angel but by July the name has changed to Hell's Angel. The why remains unanswered.

Andrew Longhurst sent a plan of the HELL'S ANGEL which Geoff Smith tells me he traced from an original that had fallen into too many parts to be saved and which is available from the SAM 1066 plans library.

End of story? Not quite, a typo crept in last month such that Airflo became Airflow which coupled with the 40" span triggered Dereck Scott's memory of the Airflow 40 by "Best by Test Model Co", New Jersey, U.S.A.

See Derick's web site model-plans.co.uk for lots of lovely plans including a nice looking 1938 cabin rubber model called Airflow 40.



Thank you again to all who responded, this month's column is 90% your input and all the better for that.

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

Roy Tiller

The Croydon Glider team for the Model Engineer Cup at Beaulieu.



L to R; Ray Elliott, Peter Jellis, & Don Thomson.

Peter did quite well but the less said about Don's and, particularly, my performance, the better.

One point of interest is the fact that the combined ages of this 3 man glider team for the Model Engineer Cup is 215 years.

This figure was comfortably beaten by the 3 man rubber team for the Farrow Shield who amassed a combined age of 230 years.

Ray Elliott

Editor: Whilst I can believe that the best flyers for the teams are likely to be the older experienced members, I am of the opinion that the demographics of our free-flight hobby participants would show a steady increase in the older age bracket as the years roll on. What does the future of FF hold?

Tailless League:

Spencer Willis

After the cancellation of the August event I thought it would be O.K to round up the league without the re-run event in November as there have been eight events that score points.

The winner is Chris Strachan with 35 points. He has won the trophy at least once before. Second is Michael Marshall with 27 points who was 3rd last year and 3rd was Colin Foster, winner for the last two years. His win at the Nationals earned him enough points (15) just before breaking his arm on the Monday.

Results

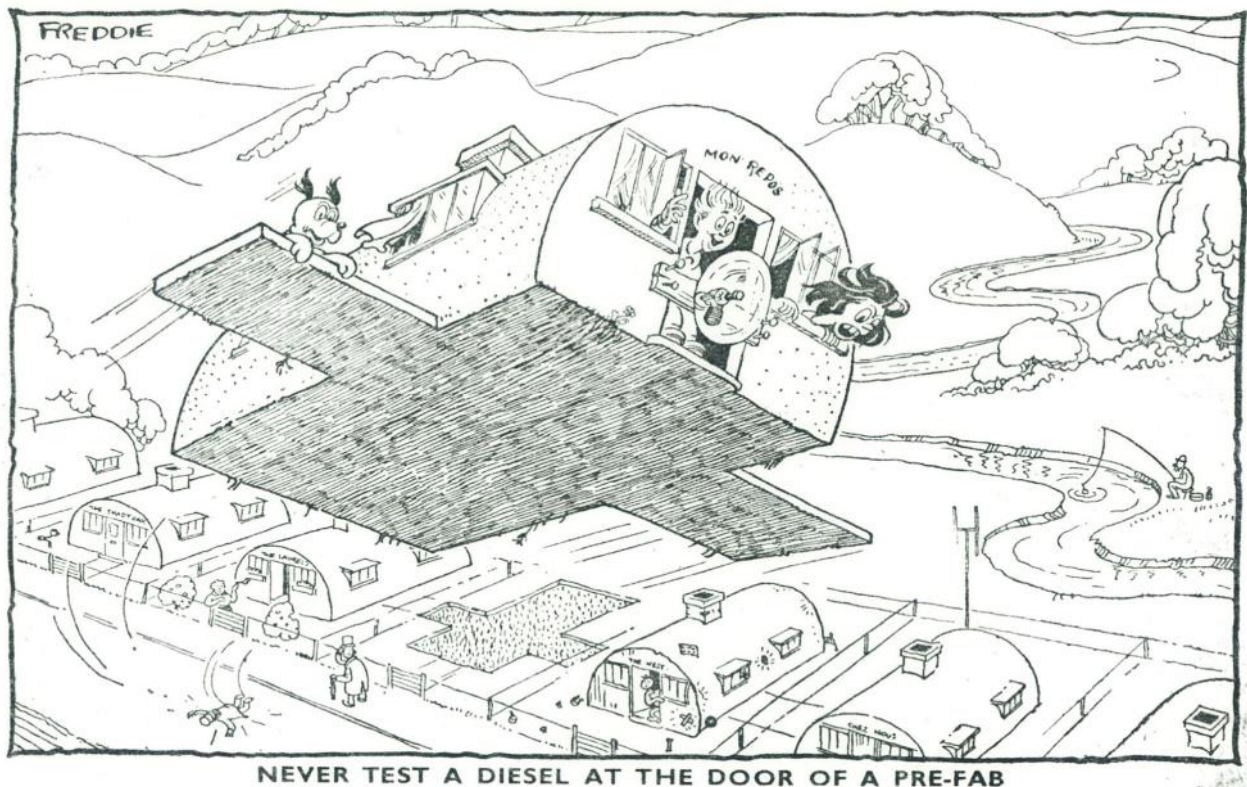
1 st - Chris Strachan	35pts	2 nd - Michael Marshal	27pts
3 rd - Colin Foster	15pts	4 th - J. Deeming	13pts
5 th - D. Taylor	12pts	6 th T - M. Doyle	11pts
6 th T- R. Mosely	11pts	6 th T - G. Hart	11pts
9 th - E. Challis	10pts	10 th T- J. White	9pts
10 th T- P. Tolhurst	9pts	12 th - A. Longhurst	8pts
13 th - P. Woodhouse	7pts	14 th T- J. Andrews	5pts
14 th T- R. Marking	5pts	16 th - T. Stevens	3pts
17 th T- R. Willes	1pt	17 th T- T. Thorn	1pt
17 th T- A. Crisp	1pt		

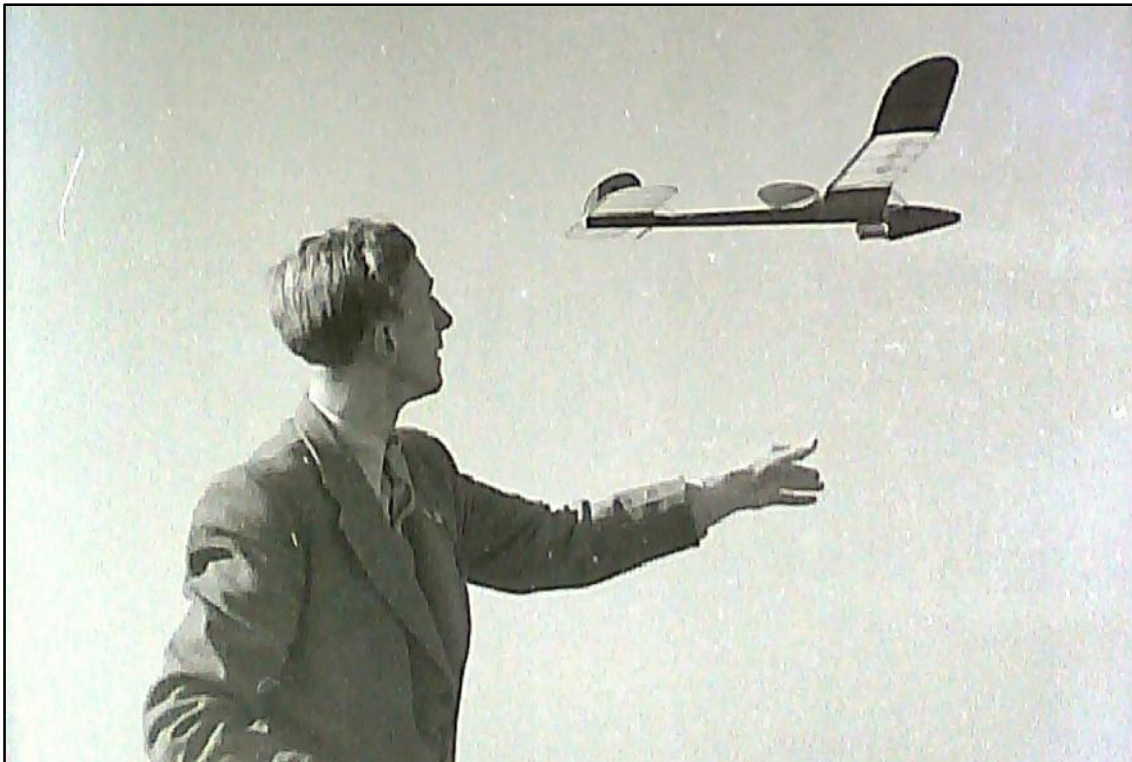
Nice to see a few new names (to tailless) in the results.

8oz and 4oz Wakefields

I will leave totting up of the league until after the re-run event in November as there have only been four scoring events to date.

Spencer Willis





Pete Allaker (Surbiton) launches his Jetex model al Fairlop in the 50's.



Sid Allen of Battersea launches a radio model at a Fairlop contest in the 50's.



Jack North (CDMAC) launches his 1951 300 sq ins rubber model at Fairlop



Jack North (CDMAC) Launches his 1949 diamond lightweight rubber model at Fairlop.



Martin Dilly (CDMAC) launches his Jetex 50 model at Fairlop in the 50's.



**Ray Monks (Birmingham) ROG's his power model at Fairlop in the 50's.
Spectators/timers include Peter Jackson and John Snewin.**



Derick Scott's workshop



Derick's workshop again with printer at full lick.



Now I do not think there will be any arguments as to the tidiest workshop, unfortunately I cannot put any name to the owner of this palace other than the title of the document on which I filed the pictures. BFFS Oz. this I assume is the Brisbane Free Flight Society in Australia. My data transfer to my new computer has robbed me of some back emails and any details I might have had are now whirling around in the ether.



Bill Longley's from last month



Your editors opposite side to last months

Bill's is pretty tidy but then he has a whole factory to set himself up in and from his business point of view he needs to be seen to be organized. Your editor on the other hand has a quart in a pint pot and super glue in abundance, I got it £1 per bottle from seaside.

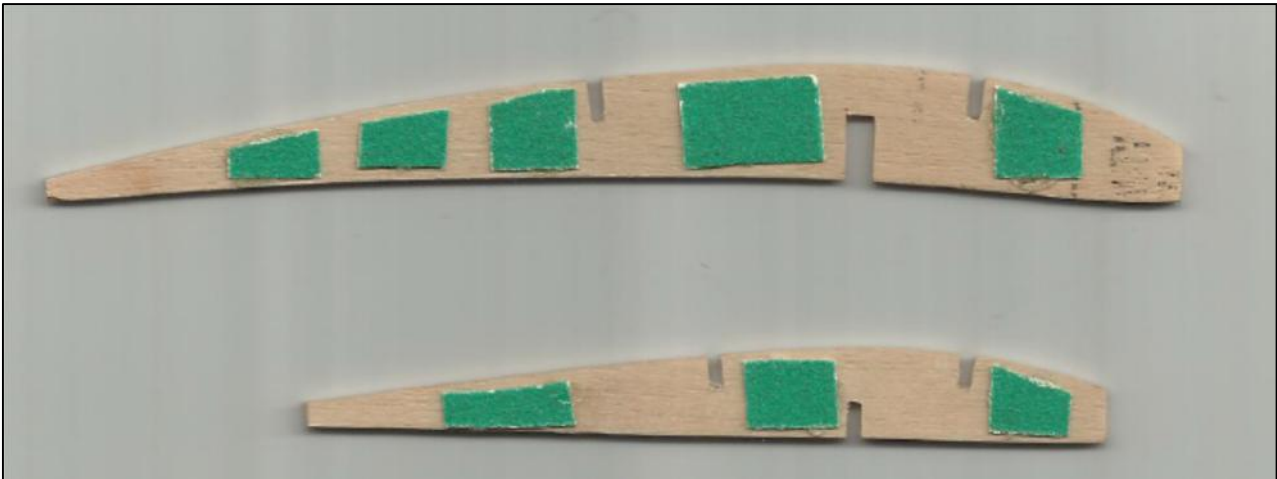
Editor

Ribs

Tim Mountain

I recently found myself in a Shadows tribute group, Apache, F.B.I. etc, and just catching up re learning my guitar skills has brought on a not entirely unexpected side effect.

What has happened is that the tips of the finger on my left hand have become quite calloused and it is hard to hold in place a 1/16th ply rib profile while cutting round it with a scalpel. The profile was just slipping and skidding around, as I was unable to apply enough pressure while cutting.



Hence the pads of green abrasive paper glued as the photo depicts. In use, the abrasive paper is face down, and with almost no pressure, the profiles do not skid around on the balsa rib sheet when the rib is being cut.

So now I can do my Bruce Welsh bit and make models, not though at the same time!

Tim Mountain

(Editor: I think I smell an article for the 'Other Hobbies' coming on)

Letter to the Editor

Mike Turner

Hello John,

Just a little mistake, I noticed in September's Clarion.

I couldn't find any way of contacting Martyn Pressnell so I thought you would do! In his article of the Bournemouth Club Classic event at Wallop, 24th. August 2014, he says that I won flying a 'Flip Flop'.

I don't possess one! I was flying a Frank Heeb design, 'Strato Hawk'

It hadn't been flown for two years, and flew straight out of the box with no trimming flight! Magic!

Kind Regards,
Mike Turner.

Jimmie Allen Mass Launch Comps Report 2014

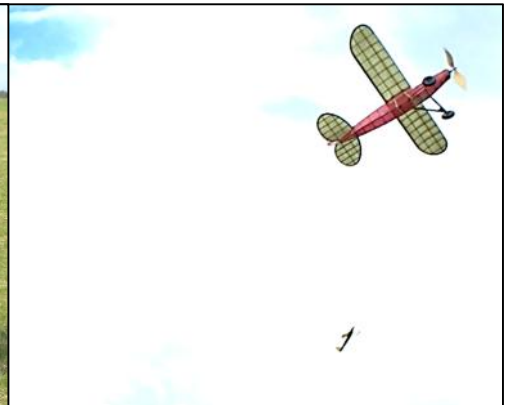
This year we held Jimmie Allen Mass Launch competitions at the Middle Wallop meetings in April, June, August and September.

The most popular model was the little 20" span Jimmie Allen Special which managed to win three of the four competitions, twice in the hands of Barbara Tiller and once by Annie Stevens with a flight of 1 min 59 seconds, all showing that these little models really will go.

The longest flight of the competitions was at the June meeting by Nick Peppiatt flying his Skokie to win with a magnificent 2 min 32 sec.



The photos, courtesy of John Andrews and Roger Newman, show the obligatory "launch" the "group", and "up and away".



Join us for more Jimmie Allen comps which will hopefully run next year.

Plans are available from SAM 1066 for lots of Jimmie Allen models, look at the web site and email Roger Newman for your plan. Three to consider.

Jimmie Allen Special, regular winner at Middle Wallop.

Skokie(aka B A Cabin), Free Flight Quarterly recommended.

Monsoon Clipper, a challenging twin motor flying boat.

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



Roy Tiller

By all accounts, a good day was had by those who attended the Sept meeting at Middle Wallop, which will no doubt be reported elsewhere in this month's edition. We were many miles away in the north of Scotland, also experiencing good weather for the time of year & a distinct lack of people & cars - very pleasant. The journey encompassed a stop to visit John O'Donnell - always a pleasure & then on to Derick Scott to deposit various plans collected for the SAM 1066 plan library to be scanned, with a promise to call in on the way back to pick more plans that had already been scanned. Little did I know how many! Fortunately we met my sister in law & her husband for part of the holiday & who were travelling in their camper van. A little persuasion allowed us to call back at Derick's on the way south & he presented us with 5 very full boxes. Considerable rationalisation at Malvern then allowed me to compress everything so we could fill the estate - mind you, visibility was only via the wing mirrors. These plans will now go to Roy Tiller for onward sale with the proceeds going to SAM 1066 funds, again with very many thanks to Derick.

Nov 16th meeting

We have a full day - always presuming that the weather allows! The comp schedule is mostly that scheduled for the second day of the SAM Champs - postponed due to the rather inclement weather encountered. Competition flying will finish a little earlier than normal, as we then have our AGM, to be held in the Museum meeting room at 4.30pm. The agenda is given below, which follows the format of previous years. I have applied for 12 days in 2015 but as yet, no information has been fed back to me as to what we will get or when.

Sunday 16th November: Comp Schedule

Vintage / Classic CLG/HLG; Under 50" Combined Vintage/Classic Glider; Ryback Glider;
Combined Vintage/Classic Open Power; Vintage Lightweight Rubber; Combined 4oz/8oz Wakefield;
Tailless (Combined Glider, Rubber and i/c Power)
Wallop Bowl (if there are no entries, we'll carry forward to next year);
Mini-Vintage Low Wing Rubber (Roy Tiller's new comp):

2014 AGM Agenda

**Annual General Meeting; Museum of Army Flying; Conference Room; Middle Wallop
November 16th 16:45 hrs**

- 1. Welcome to members old and new for the season 2014/15**
- 2. Apologies for absences**
- 3. Chairman's report**
- 4. Secretary's report**
- 5. Membership secretary's report**
- 6. Treasurer's report and accounts**
- 7. Report on the David Baker Heritage Library, Roger Newman**
- 8. Election of Officers**
 - a) Chairman**
 - b) Secretary**
 - c) Treasurer**
 - d) Membership Secretary**
 - e) Committee Members**
- 9. Annual subscriptions for 2015**
- 10. Events for 2015**
- 11. Any other business**

All nominations and details of any other business to be received by the Chairman at least 14 days prior to the meeting.

NOTES: When nominating committee members the following should be taken into consideration:

SAM 1066 is an Internet based club and therefore it is essential that all of the committee members have:

Access to internet via a broadband connection.

The use of the necessary hardware and software to enable the club to function efficiently.

Currently the club does not own or provide such facilities necessitating that committee members provide their own. However expenses for consumables such as paper and inkjet cartridges etc. are refunded.

The following members of the present committee will be seeking re-election for 2015:

John Thompson (Chairman); Ed Bennett (Treasurer); Roger Newman (Secretary)

Mike Parker (Membership Secretary); John Andrews (New Clarion Editor)

From last month

I had a call from Peter Tomlinson concerning the Vansteed plan. Peter's sharp eyes noticed that this plan was an early edition that didn't meet the rule for cross-section area for that period! So if anyone who has a Vansteed plan - can they have a quick compare against the one in last month's NC & if it's a later version, perhaps we could borrow it to be scanned?

Also concerning the plans from last month, Sebastian Robinson was kind enough to write to our Editor & me to politely suggest I didn't bother building the Moonshadow. He said he had tried & failed to get it to fly at all! I had a similar experience with another Aeromodeller plan - Xanadu, published as a "free-bee" in 1988. Both Rod Williams & I suffered the same problems when trying to trim this model - it would perform a perfect parabolic arc under power straight into terra firma! Didn't make any difference whether it turned left or right, so both models got consigned to the big dustbin in the sky. However, I am not yet deterred, so the little Moonshadow still figures on my winter build program.

Overseas communications

One of the small pleasures of setting up the DBHL plan library is to receive the occasional request from overseas. This month has seen one from Warren Kelley in Canada, who sounds to be a very busy & active modeller. Here is some of his dialog:

"Hi Roger I download and print each month's New Clarion and thoroughly enjoy every issue. We Canadians very much envy the level of participation you guys get at all of your contests. We have not done a good job of recruiting new members and consequently our old-timer activity diminishes alarmingly each year.

I would like to build a scale 28in. span R. P. free-flight model of the Beechcraft 17 Staggerwing and I wonder if you could e-mail me an attachment of plan Beechcraft B17 L #5079 and plan Beechcraft B17L #4142. I've already done quite a lot of research on this aircraft and if you are able to send one or hopefully both of these drawings I can get some lines on paper and start cutting wood.

Thank You in advance for any help you can give me: Warren"

In response to the plans sent to Warren, he replied:

"Hi Roger Thank you very much for your prompt reply and the drawings will certainly add to what I already have on my Beech 17 project. Yes the one pic I sent is 'Senator' (I love this aircraft) and the other model is Earl Stahl's low wing 'Hurricane', a bit of an effort to trim but an excellent flyer once it knows who is boss. I see that it's listed in the new? R.T. low wing event and I think one would have a leg up with 'Hurricane'. Yes you can use them in New Clarion and I have attached a different view of each plus one additional picture to give you some choice. The models in the added pic are the Ontario Modelcraft 'Baby Hornet' and the Jimmie Allen 'Bluebird'.



Warren Kelly stalking the wild Thermal.....He thinks he's got it



The 'Baby Hornet' & the Jimmie Allen 'Bluebird'



The 'Hurricane'

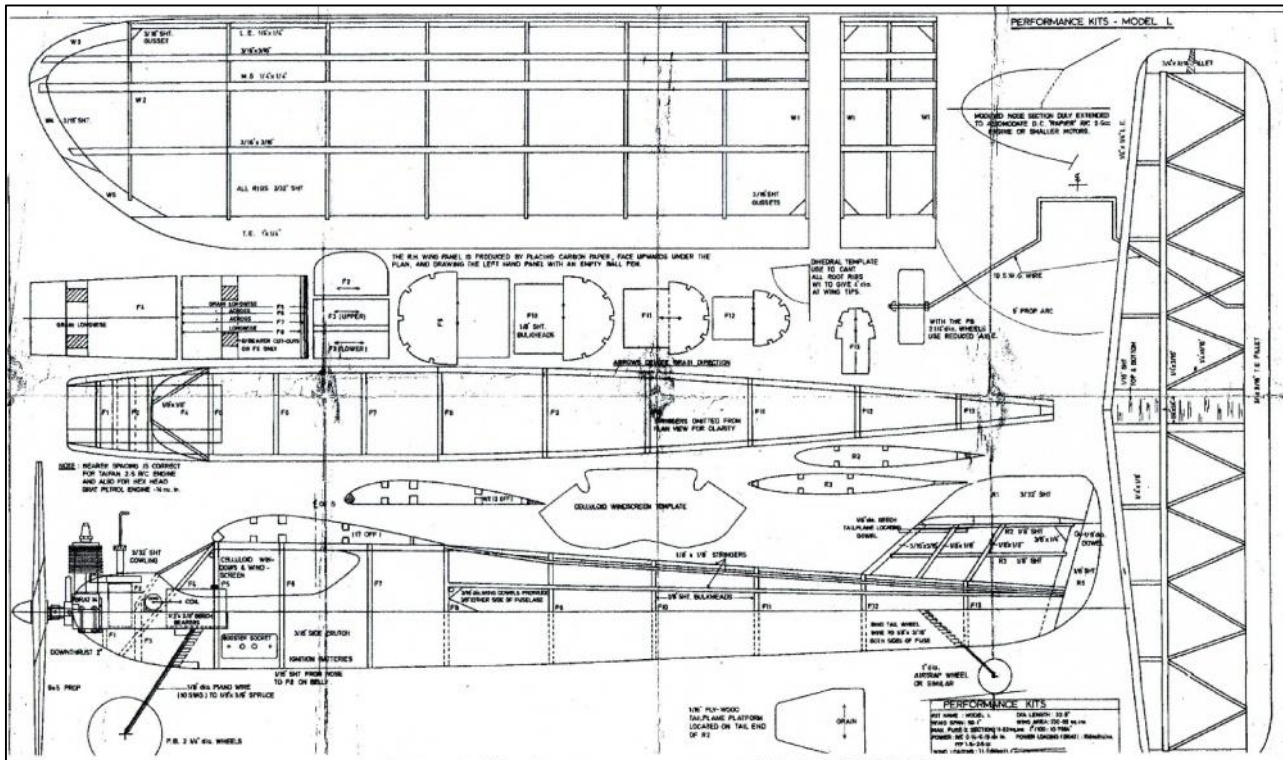


2009 Fun Fly 5

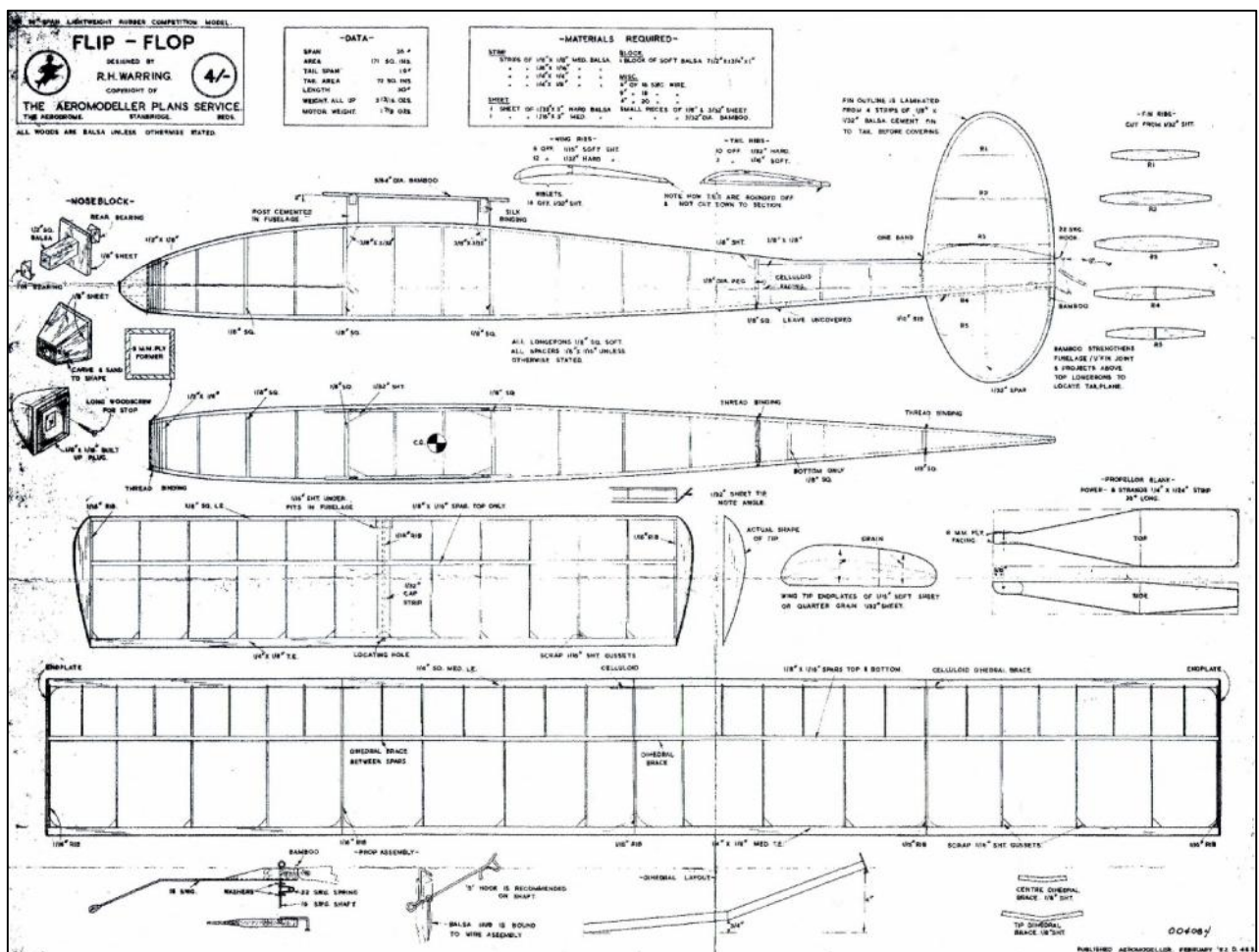
I have been an MAAC member since it was formed in 1949 and I belong to SAM 54 (The Maple Leaf Chapter), Hamilton 'Tiger Town' Squadron 40 Flying Aces Club and SOGGI --Southern Ontario Glider Group Inc My wife says the 'Inc' doesn't stand for 'Incorporated' but rather 'Incorrigible'. Thanks again for your help: Warren."

& thanks to Warren for his pics. It's good to hear that the NC gets around as well.

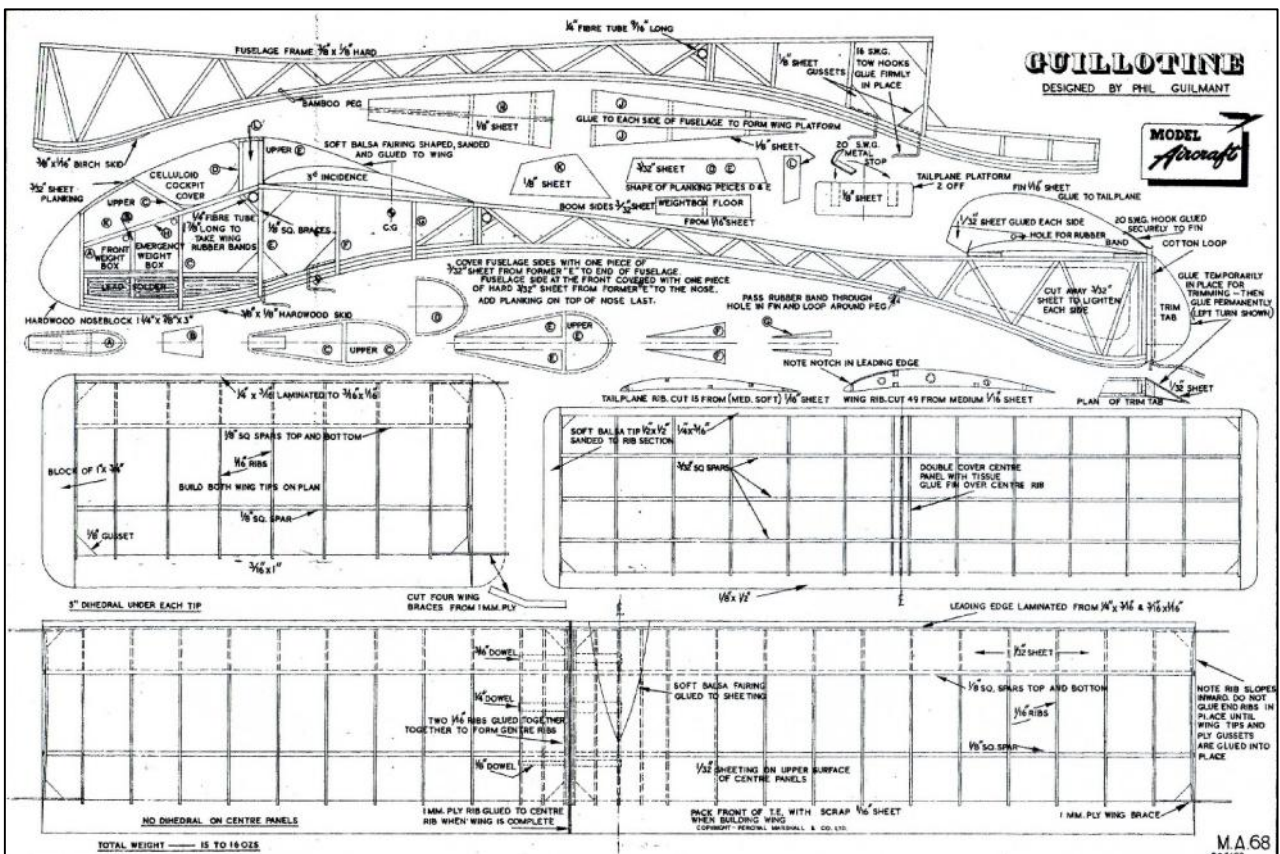
Plans for the month:



Power: Performance Kits Model L - a Pete Fisher sports model that has a certain appeal.



Rubber: Flip Flop - one from the stable of Ron Warring.



Glider: Guillotine – early Model Aircraft plan from Phil Guilment.

Roger Newman

Tail-end Charlie

Editor

I have been having a fight with a new computer that I have acquired and I think it may have won the first round.

When transferring data from my old computer, the new one decided to restore all the items in my recycle bin and threw them into my folder for this New Clarion. I then had to sift through it all to delete items that I thought had already been used in previous issues before I could put this issue of the NC together.

The point of this epistle is to inform contributors that I may have discarded some unused items, so if you find that I appear to have rejected your possible contributions it may well be that I have thrown them back into the recycle bin in error so please contact me if nothing of yours appears in the next issue and I'll look for it.

I have, to the best of my knowledge, only rejected one item in my tenure as editor. Although some items that are not time sensitive get held over to future issues, they should all get into print eventually.

There has been some concern over the size of the magazine and to this end I have reduced the normal text size here and there but essentially we are an internet based organisation and the bigger the better is our motto.

Editor

Wanted **SAM Speaks (USA)**

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

These required to help our cousins
across the pond update their Archive Disc.
If you can help contact Roy Tiller
e-mail roy.tiller@ntlworld.com

SWAP MEET - "Take The Road To Wigan"

Saturday 29 November 2014 Afternoon

Setup from 12.00 Noon Public/buyers 1.00 till 4.00
St. Aidan's Parish Centre, Highfield Grange Ave,
Winstanley, Wigan, WN3 6TB

Simple to find - only 1.5 miles from Junction 25 on M6
Ample free parking on doorstep, flat loading,
quality function room, licenced bar, tea and coffee.

Admission £2-00 Ladies and kids FREE

Tables : small @£2-00 , large @£3-00

Limit of one complete airframe per large table.

Show more in car park.

Sellers goods should bear some relevance to aeromodelling.

For more details, directions, bookings, etc. contact :-

John O'Donnell 01942 211742 john@odonnell3737.co.uk
20 Manderville Close, Winstanley, Wigan, WN3 6HL

Directions : Unless you are local, or know the area, it is best to start from the M6. This avoids going through the centre of Wigan.

If travelling from the South leave at junction 25. This is the one after 23.

From the North leave at junction 24, loop over the motorway back onto the M6 heading North, and leave (after a mile or so) at junction 25.

At the end of the slip road there is a roundabout with a large sculpture. Turn LEFT (first exit) onto A49 (signed Wigan). This is dual-carriageway, soon with a 30 mph limit, then traffic lights (continue straight on), prior to another roundabout. Turn LEFT (first exit) into Highfield Grange Avenue (signed Winstanley). After about ¾ mile this ends in a mini-roundabout and T junction. JUST before this, on the Right are St. Aidan's Parish Centre and Church. The (only) entrance to the car park is in front of the Parish Centre.

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.

THE 2014 FREE FLIGHT FORUM Programme

The thirtieth BMFA Free-Flight Forum starts at 10 a.m. on Nov. 23rd, the day after the AGM, at the Hinckley Island Hotel, A5 Watling Street, Hinckley, LE10 3JA and it looks like being another well worth attending. You can make a weekend of it by going to the AGM, enjoying the dinner, meeting other flyers in a relaxed atmosphere and then following it up the next day by catching up on the developments, techniques and aerodynamics of today's free-flight.

Among the topics and speakers will be: Dave Phipps on Flying Sites for Free Flight, Andy Hewitt on The New Kit Scale Event, John Thompson on Classic Power Models, Trevor Grey on Taking the Mystery out of F1Q, Mike Woodhouse on Electronic F1Bs, Ivan Taylor on Revisiting Rubber Scale 55 Years On, Roy Vaughn on Experiences with Electronic Timers, Alan Jack on The Cursed S - Why Won't It Keep Going Up? and Mike Woodhouse on New Ideas for the F1 Rules.

Lunch will be available and the finish will be at around 5 p.m. The cost for the session will be just £9, with proceeds going towards the expenses of the teams that represent us at World and European F/F Championships. Pre-booking will ensure that you get a seat, so send your cheque, payable to 'BMFA F/F Team Support', to the BMFA office at 31, St. Andrews Road, Leicester LE2 8RE.

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 0QW

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

Small Vintage Rubber LOW WING

Inaugural Competition

Middle Wallop Sunday 16th 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, fly not? Perhaps one will be the winner.

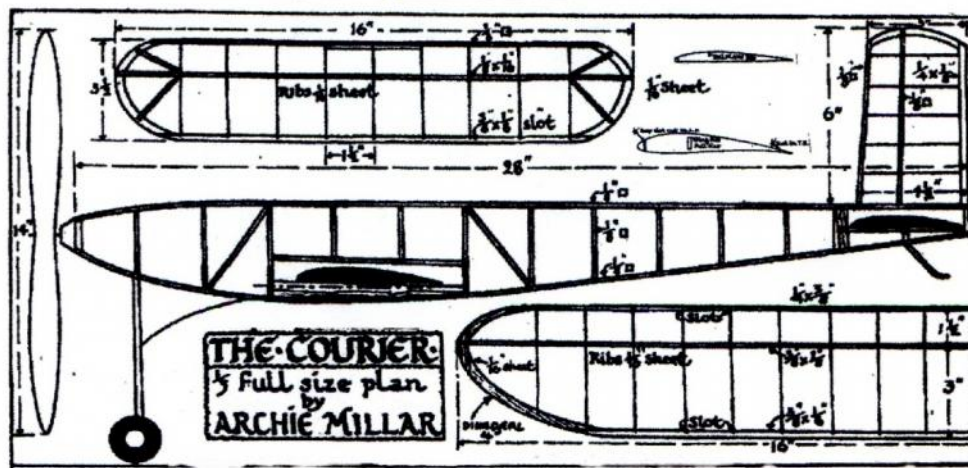
The chart shows some qualifying models.

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.benbucklelevintage.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 stuardarmonf1a@yahoo.com

tel 01858 882057

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**

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
Sunday 9 November
Sunday 14 December

2015
Sunday 18 January
Sunday 15 February
Sunday 8 March

**The meeting planned for 16 November
has now been moved to 9 November**

**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)**

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.

Flitchhook, 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

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.

The following dates are provisionally available.

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

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

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

It is advisable to contact Trevor Grey on Friday before travelling

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	Ilmin'r SAM 35	Merryfield
Saturday 26	Scale & WW1	+ Military	DMFG	Blandford
Sunday 27	Wessex AML	600RES Round 4	DMFG	Blandford
August 2014				
Sunday 17	Wessex AML	600RES Round 5	Marlboro' MFC	Collin' Kingston
Sun 24 & Mon 25	Bank holiday	Control line	Sam 1066	Middle Wallop
Sunday 31	Wessex AML	Tomboy Round 5		West Winterslow
Sept 2014				
Sunday 7 reserv.	Wessex AML	600RES Round 5	Marlboro MFC	Collin' Kingston
Sunday 28		Control line	SAM 1066	Middle Wallop
October 2014				
Sunday 5 reserv.	Wessex AML	600RES/Tomboy	DMFG GALA	Blandford
Sunday 12	Control line only	Open	WMAC	Cashmoor
Sunday 26 reser	Wessex AML	600RES/Tomboy	DMFG GALA	Blandford
Nov 2014				
Friday 7 or	Wessex end of	Tomboy	Fly/Feast/Freeze	Blandford
Saturday 8	season/pub day	& 600 RES	Prize giving	
Friday 14 or	Wessex end of	Tomboy	Fly/Feast/Freeze	Blandford
Saturday 15 res'	season/pub day	& 600 RES	Prize giving	

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" WINGSPAN - I.C. Engines:

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

Electric Motors:

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

Flights and results

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

Awards :

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

Results

Results, address, photos and technical specification about model must be forwarded to the Organization 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

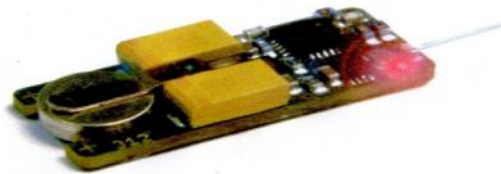
SPECIAL PRIZE DAVID BAKER Free-Flight

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

BUGS

Free Flight Model Tracker



£50.00 - each including 6 batteries

Ready to use radio tracker

Suitable for most handheld receivers

Powered by one 312 ZincAir hearing aid battery

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

Run time around 10 days

Red LED flashes when transmitting

Available in any frequency from 140MHz to 980MHz

Supplied in protective heatshrink

Very quick delivery, often next day

On sale at

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

or contact Peter Brown 07871 459291 for options

Michael Woodhouse

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

Plans of models designed by Geoff Lefever

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



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 .
JACKMcGILLIVRAY's LIGHTWEIGHT 1958	36 in. span lightweight rubber model Twin plan with WINDING BOYII .
CAPRICE 1959 GLIDER	The renowned lightweight glider of 51 in span. Twin plan with GAUCHO .
GAUCHO1960	power duration model for 1.5 cc engines. Designed in 1959 Twin plan with CAPRICE .
VAKUSHNA1959 A2	Designed by Brian Dowling this glider won the 1960 Richer Cup

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

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

MSP PLANS PRESENTS NEW PLANS

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@btinternet.com

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

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

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

Provisional Events Calendar 2014

With competitions for Vintage and/or Classic models

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

Note: Flyers using Salisbury Plain Area 8 for BMFA Area competitions

It is essential to contact

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

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

Please check before travelling to any of these events.

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

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

www.SAM1066.org

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

www.freeflightuk.org or www.BMFA.org

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

www.SAM35.org

Useful Websites

SAM 1066	-	www.sam1066.com
Flitehook, John & Pauline	-	www.flitehook.net
Mike Woodhouse	-	www.freeflightsupplies.co.uk
GAD	-	www.greenairdesigns.com
BMFA Free Flight Technical Committee	-	www.freeflightUK.org
BMFA	-	www.BMFA.org
BMFA Southern Area	-	www.southerarea.hamshire.org.uk
SAM 35	-	www.sam35.org
MSP Plans	-	www.msp-plans.blogspot.com
X-List Plans	-	www.xlistplans.demon.co.uk
National Free Flight Society (USA)	-	www.freeflight.org
Ray Alban	-	www.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