NEW Clarion

SAM 1066 Newsletter

Merry Christmas

Issue 1211

December 2011

Affiliated to SAM 1066 Website

Club No. 2548

www.sam1066.org

Editor:- John Andrews
12 Reynolds Close
Rugby
CV21 4DD

Tel: 01788 562632
Mobile 07929263602
e-mail
johnhandrews@tiscali.co.uk

Contents

Editorial

This is one of those days when I sit down at my computer and only have a few vague ideas of what to write about. I think I'll start with the *'Lulu'* postal.

I was with Peter Tomlinson at the BMFA Midland Gala on North Luffenham airfield on 30th October when he was making his *'Lulu'* flights for the international postal competition currently run by Jane Howick. Peter was saying that there had been a significant drop-off in entries and Jane confirmed this but was expecting a small flush of entries as the comp closed the next day. In discussion Peter and I agreed that postal competitions seem to have a certain shelf life and inevitably support dwindles to the point when consideration must be given to abandoning the event or revising the format.
Other events spring to mind, the international *'Cloud Tramp'* (3 from 5) and the International *'Tomboy'.* Incidentally I flew in the *'Tomboy'* in the early days and was well up the list with a flight of over 9 minutes one year, but these days the long recovery and thoughts of losing my Mills rule me out.
Publicity for the events also seems to fade, or perhaps I don't look for it, that does not apply to the *'Lulu'* of course as the Clarion has run the Jane's Lulu add for some time.

Changing horses, the BMFA Indoor Technical Committee have attempted to run postal's, the *'Gyminnie Cricket'* and the *'Legal Eagle'* being two. Once again publicity seems to fail, I have no knowledge of results. The model specifications however have proved popular and many flyers at various indoor meets fly the models and indeed some meetings run competitions.
It strikes me that postal leagues for indoor models might get some support, most sports halls seem to have ceiling heights of around 8 or 9 Mtrs, if any venue was significantly different I suppose some sort of handicap could be devised. I'm just thinking as I write now, how about a bit of feedback to gauge support and perhaps with a few ideas. Any potential organisers please be my guest.

Radio Assist features later but I think Pylonius defined SAM1066 in 1974

Durable Duration

It's an odd thing, but the most active side of our hobby, contest-wise, is that antiquated, chuck-it-and-run curiosity known as free flight. Goodness knows how many years it has been going, but they were throwing up split cane model against bamboo model when the Wright Brothers were in knickerbockers.

Basically the contest formula remains as simple as it ever was: just clocking the time each model stays clear of the deck. And things haven't changed all that much. The modern Wakefield might be a little less portly around its midriff and sport a few more gadgets than Monsieur Fillon's 1937 winner, but the game's the same.

Cocklebarrow Farm - Tony Tomlin

Cocklebarrow Farm Meeting Loses to the Weather

Sunday, 9th October saw another vintage R/C meeting ruined by the weather, as so many have been in 2011. Twenty-five fliers signed in at the control tent for the third Cocklebarrow Farm event this year. Although some regular faces were missing, the turnout was good but with many models staying safely in the fliers cars.

As the fliers gathered, the wind was just about flyable but soon gusts of 15 -18mph were recorded. Flying was just possible with Rob Smith [Scorpion], Ian Andrews [Stentorian] and Nick Skyrme [Privateer], showing the way, but having problems with landing due to turbulence. Tony Tomlin lost out to the conditions as his Peter Fisher designed Meson, gliding in on a 'dead' engine, was literally hurled against one of the unyielding, drystone walls surrounding the site, breaking the engine plate and other damage. A new model to most of the fliers was the twice size, 88" span Tomboy of Boycott Beale. An electric model, it did manage some impressive flights very early in the day.

Tomboy X2 by Boycott Beale.
The Brushless motor supplies more than adaquate power for the X2 Tomboy.

The final rounds of the 2011, R/C Tomboy League for the Mills.75 powered Tomboy3s and the larger Mills 1.3 powered, Tomboy Seniors class were to be held. After some proving flights by Tom Airey and Andrew Fellows, it was obvious that, unless the wind moderated a little, the two closely contended events would not take place. At 12.30 the conditions had worsened, with the wind gusting at 22mph, and regretfully it was decided to cancel the competitions and proceed to the league awards presentation.

Val Howkins, who with husband Paul has been running the Cocklebarrow Farm events for over 20 years, [thank you Val and Paul] presented the excellent glass trophies, kindly donated by the Parry family. The winners were father and son team, Jeff [Tomboy 3] and Andrew Fellows [Tomboy Senior], who had flown consistently over the year. Second place in both classes went to Tom Airey, with Tony Tomlin 3rd [Tomboy3] and Derek Collin 3rd in the Tomboy Seniors. For the full result list see below.

There had been 9 Tomboy events planned over the year but due to the weather conditions only 6 took place. Two were run in what could be considered good conditions and it was less than ideal [windy] for the others. The numbers of entrants were down on previous years but, considering the poor weather, this was understandable.

Jeff and Andrew Fellows - Winners.

League prizes, via Tony Tomlin and Val Howkins

Tomboy 3 League Results

1st	Jeff Fellows	46 pts	2nd	Tom Airey	43pts.	3rd	Tony Tomlin	37pts.
4th	Stephen Powell	27pts	5th	John Strutt	22pts.	6th	Brian Ball	20pts.
7th	Paul Netton	17pts.	8th	James Collis	16pts	9th	Brian Brundell	10pts.
10th	Chris Bishop	8pts.	11th	George Ford	6pts	12th=	Derek Collin	5pts
12th=	Tony Overton	5pts	13th	Derek Etheridge	4pts	14th	Steven Roberts	3pts
15th	Bob Young	2pts.	16th	Dave Stock	1pt.			

Tomboy Senior League Results

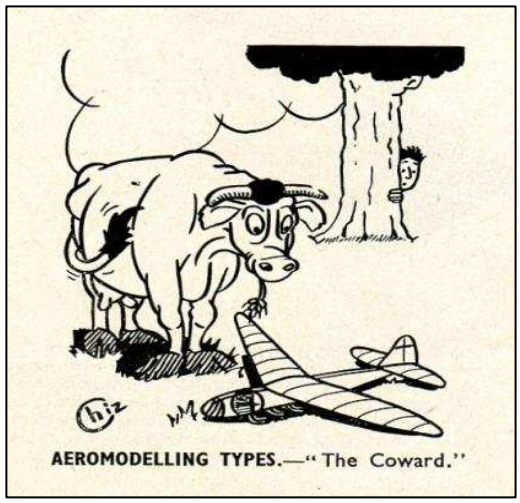
1st	Andrew Fellows	28pts**	2nd	Tom Airey	28pts**	3rd	Derek Collin	14pts.
4th	Tony Tomlin	11pts.	5th	Stephen Powell	9pts.	6th	Brian Ball	8pts.
7th=	Tony Overton	3pts.	7th=	James Parry	3pts.	8th	George Ford	2pts.

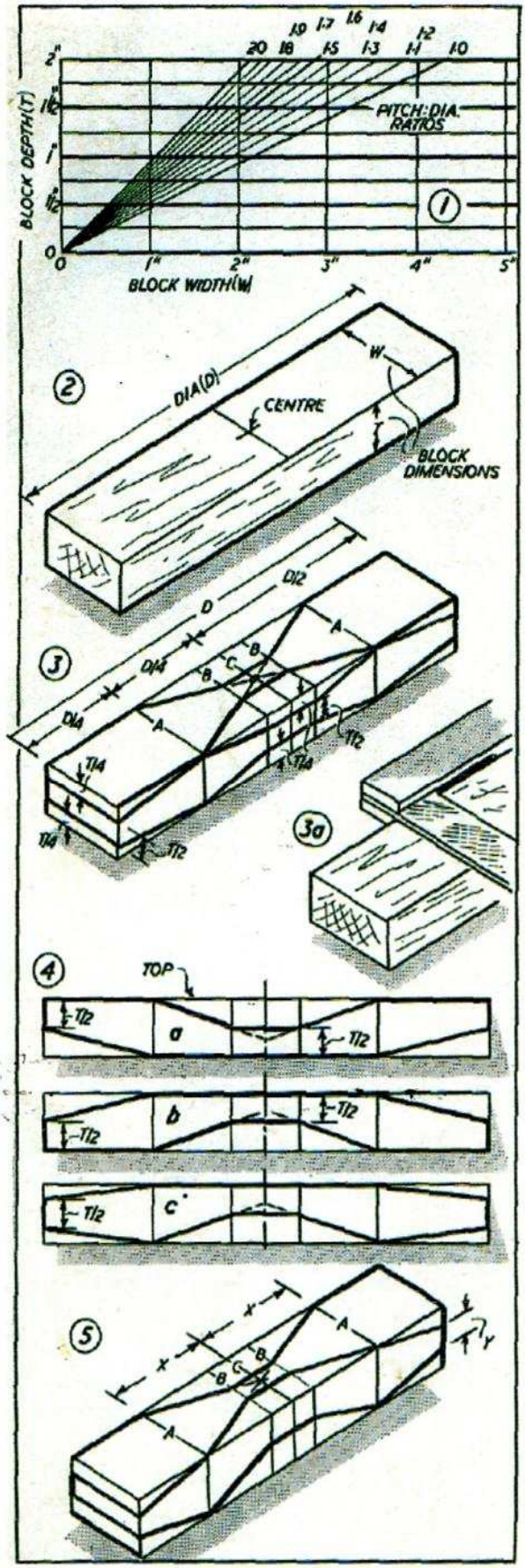
** final position based on number of highest scores

It is hoped to run a similar number of events in 2012. In the future, after a number of requests, the MP Jet .06 will be eligible for the Tomboy 3 class, fitted with its metal 2cc fuel tank.

For further info. on R/C Tomboys in 2012
please contact: Tony Tomlin,
Tel. 02086413505
email. pjt2.alt2@btinternet.com.

Tony Tomlin





Aeromodelling Step-by-Step

CARVING RUBBER MODEL PROPELLERS

FOR BEST PERFORMANCE, diameter of a rubber model propeller is generally about 40 per cent, of the wing span (allied to a rubber motor length equal to the span).

A common error is to use too low a pitch on a rubber model propeller. Unlike the engine-driven propeller, a rubber prop. is usually most efficient when the ratio of pitch divided by diameter is at least 15:1 and not more than 2:1. Only in the case of the very large propellers mentioned are finer pitch/diameters advisable.

Pitch is determined by the angle or "twist" of the blades and is related to the size of block from which the propeller is carved. The graph **1** shows the relationship between block width (W) and block thickness (T) for a range of pitch : diameter ratios. This relationship is independent of diameter. The relationship between block width and diameter is that W is usually made about l/8th of the diameter, although most propellers are carved from "standard" block sizes. For example, 15, 16 and 18 in. diameter propellers are almost invariably carved from 2 in. wide block.

The block, as purchased, may then need trimming to the required thickness dimensions (selected according to the pitch diameter required)—**2**. It should be accurately squared up and the centre marked. Use medium hard straight grained wood for freewheeling propellers and quite light wood for folders.

A standard blank layout is then shown in **3**. The block length is divided into quarters and marked around lines for laying out the blank. The complete blank shape which gives the required change in twist or pitch angle along each blade is then easily laid out, using a straight-edge, a ruler and a pencil or ball point pen.

The layout shown gives a symmetrical propeller, when carved. Using the same proportions, the blank can be laid out to give swept-forward blades **4**a or swept-back blades **4**b. Of the two the latter is to be preferred, but a more popular arrangement is to keep the outer portions of the blank symmetrical and use sweepback on the inner portion only—**4**c.

There is also another method of marking out the blank, using unequal divisioning, *i.e.*, spacing the "A" lines some measured distance from the centre "C" line instead of at half radius **5**. This has the advantage that using a standard block size, *e.g.*, 2 x 1J inch, the actual pitch of the propeller can be varied by varying the "X" dimension. The value of "X" is calculated from the pitch required—

$$X = \frac{\text{block width (W) x pitch required}}{2\pi \text{ x block thickness (T)}}$$

Actual pitch values for a 2 x l ¾ in, block (which are independent of final diameter) are:

X =	4	4 ½	5	5 ½	6	6 ½
Pitch =	22	25	27 ½	30	33	36

Theoretically the end taper should be adjusted accordingly so that the pitch at the tip

(π x diameter x T/W)

is the same as the calculated or selected pitch, but more often than not this is simply made T/2 as with the standard layout.

Cutting the block to *blank* shape **6** often proves difficult for the inexperienced modeller. If you have a fret machine, or can use a fretsaw freehand accurately the job is simplicity itself. Actually only one-half of the blank edges are critical and so it will pay to give these particular attention and at least start cuts along their length.

Use a small stiff-backed saw for as much cutting as you possibly can as this will more or less guarantee "square" cuts if held upright. But before you do any cutting at all on the block, *drill the centre hole* whilst the block is still true and square.

The backs of the propeller blades are always carved first **7**. Carve from the centre to the tip and remove the *top right edge* for the first cut. Then continue carving carefully to reduce the blade to a substantially flat surface between the top left and bottom right edges of the blank. Do not try to remove too much wood with a single cut and watch for signs of the grain running off. If necessary carve in the reverse direction to prevent splitting off part of the blade. Finish carving with a slight undercamber in the surface and then sand perfectly smooth, right out to the edges. Check that the undercamber is the same on each blade.

The partly carved blank is then turned over and the top of each blade carved, in turn, in a similar manner. The secret of a good propeller is a good thin blade section with the maximum thickness well formed and the after portion thinning away smoothly to a very thin trailing edge **8**. The actual thickness of the blade should also taper from root to tip. A useful way of judging the section is by "feel" with the finger and thumb. Try to get the blade sections identical each side, sand the front surface to remove knife cuts but do not bother to finish smooth at this stage.

Each blade is then trimmed to a smooth outline shape **9**. You can either make a card template of the blade shape required and use this to mark out each blade; or trim one blade to a nice shape and make a template of .this shape by marking around the blade on to card. The template is then used to mark out the second blade.

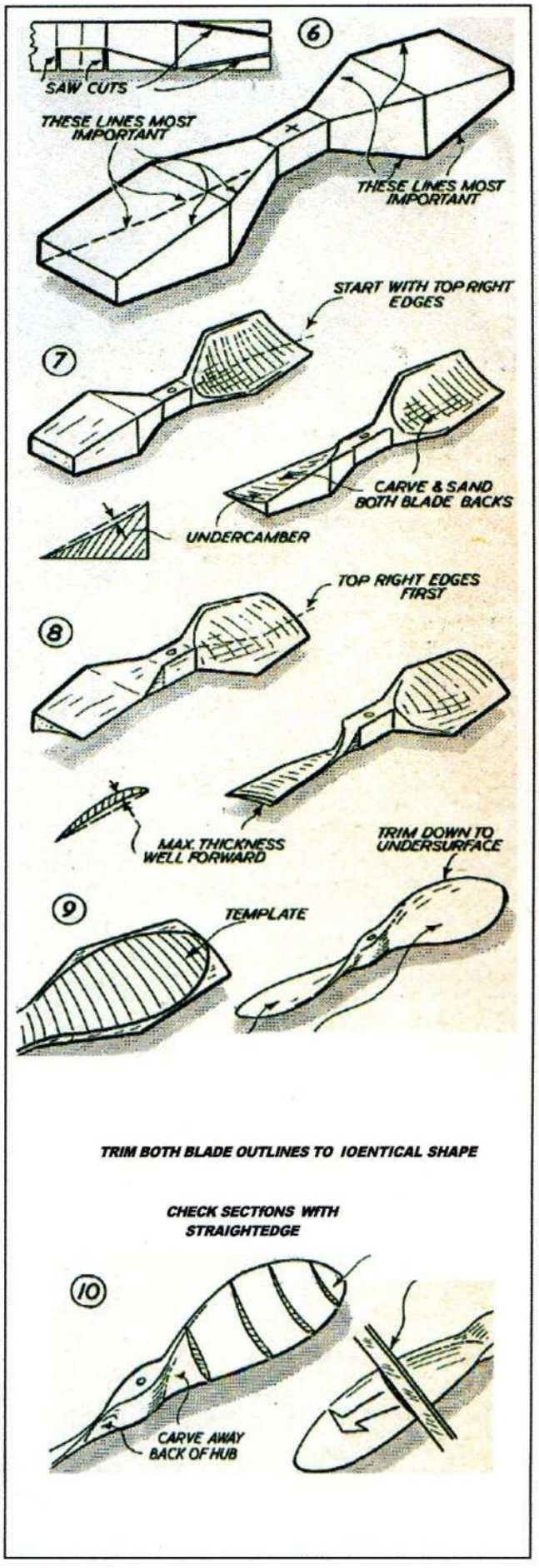
Where wood is trimmed away from the edges this will result in uneven sections. It is therefore necessary to work the upper surface to final shape, preferably with sandpaper. Do not work off any of the bottom surface (blade back) as this establishes the correct pitch. To preserve this pitch the top surface must be trimmed down to meet it.

Continue the smoothing down of the front surfaces right to the hub. Then turn the propeller over and work on the bottom surfaces near the hub **10**. Here, of course, we will be modifying the pitch angles slightly, but the shape will normally be most unsatisfactory if left untreated. Follow the changing pitch as much as possible so that the whole of the blade root blends smoothly into the hub, but avoid undercutting or "notching" which may drastically weaken the blade.

Before finishing the propeller completely with fine sandpaper it must be checked for balance by slipping on to a length of wire, sanding wood off the heaviest blade if unbalanced. Undercamber on each blade can be checked by sliding a straight edge along between the leading and trailing edges. Differences in thickness on the blades can readily be determined by "feel" and corrected by sanding.

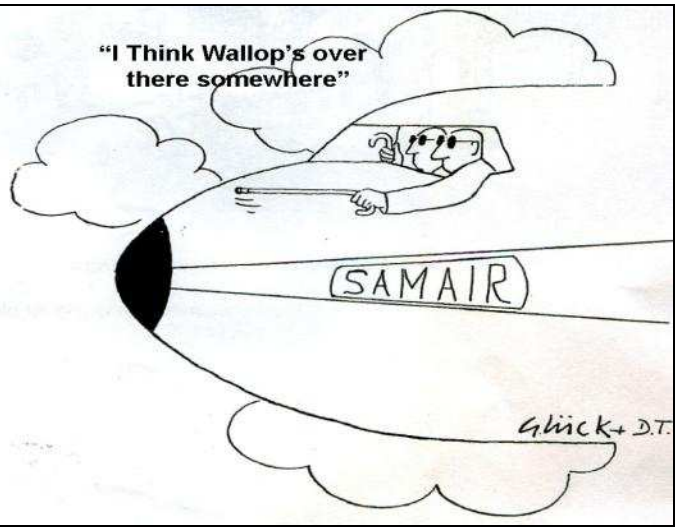
In balancing, remember that wood removed from the tip region of the heavier blade will restore far more rapidly than sanding away nearer the hub. If unbalance is due to the wood density being greater on one side than the other, then push scrap lengths of wire into the *lightest* blade to to get balance, rather than work the heaviest blade down excessively thin.

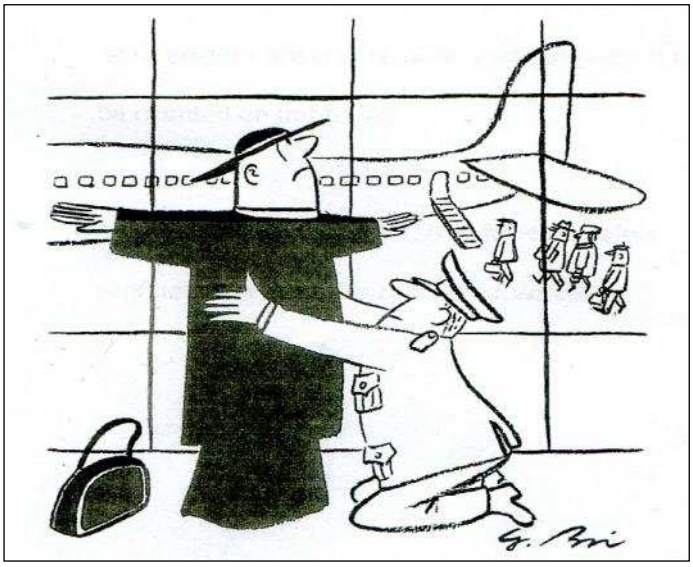
As to finish, many expert aeromodellers give no treatment to a balsa propeller, other than fine sanding. It usually pays, however, to give at least three coats of dope, sanding between each; or use filler plus dope and finally wax polish for a really smooth finish.



Air Travel Guide - Dick Twomey

With today's ever-advancing technology, travelling by air from airport to airport surely vindicates the well-worn slogan that "the safest way to fly is in an aeroplane". It had been traditional, hadn't it, for many passengers in the past to worry all through their flight about the impending landing? No need to do that now, since almost all pilots, like those in this "SAMAIR" picture, are fully qualified to make blind landings.



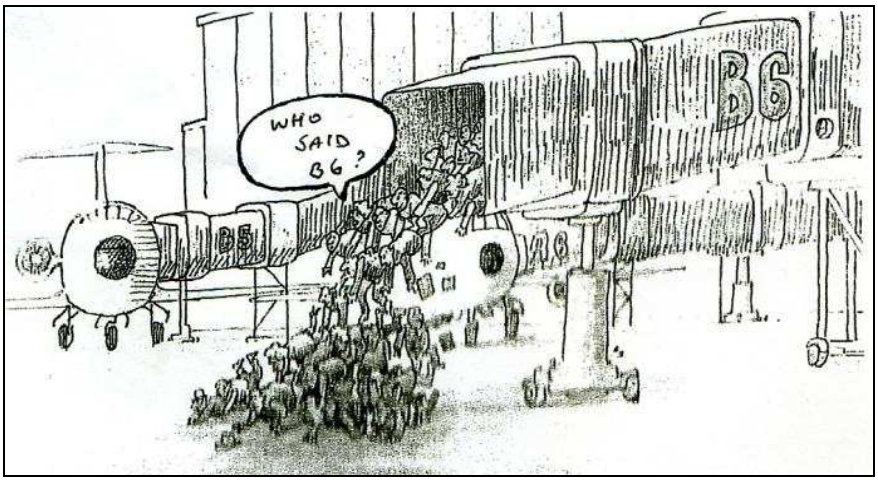


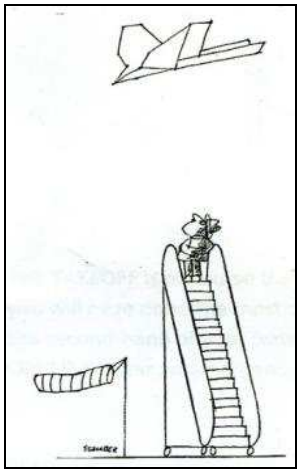
But that's just for a start:

The whole airport – to – airport procedure has been developed to help you get to where you want to go both speedily and safely.

If you approach your journey with the right mental attitude, you can even get a lift out of the security check.

Having got that over, rather than spending your holiday money on the expensive Duty Free, it is important to concentrate on identifying the correct Departure Gate. Mistakes can have some unpleasant consequences.



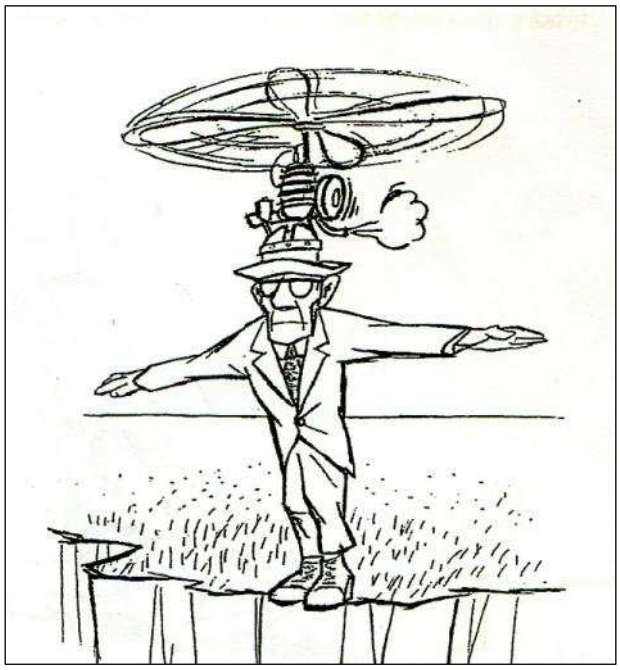


The problem only gets worse if you're looking up when you should be stepping down

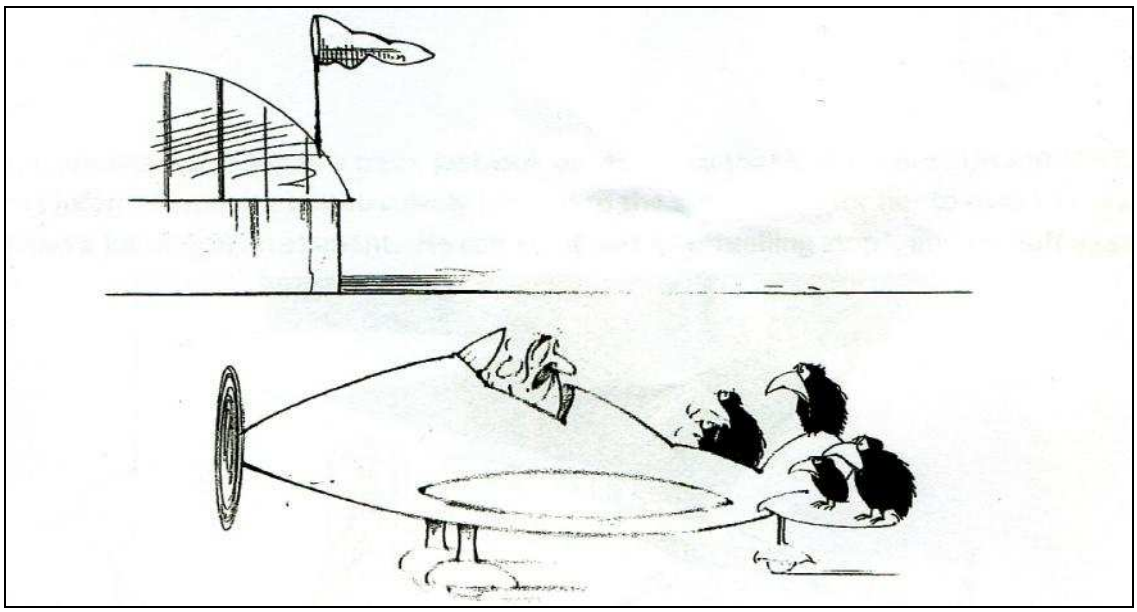
I now revert to my Safety theme, recalling the wise words of an airline operator I used to know when I was stationed in Berlin in the ‘Eighties’.
“The three most important things in airlines are: Safety; Safety; and.....
LEAST BUT NOT LAST (his very words*).....SAFETY” (*Yes)

And this is not a wild dream, as
(thanks to modern Teknik)
Aero Engines
are very reliable
and can (almost always)
be counted on not to fail

All you need as a passenger,
is to have
complete confidence
in your
Aviation Professionals.



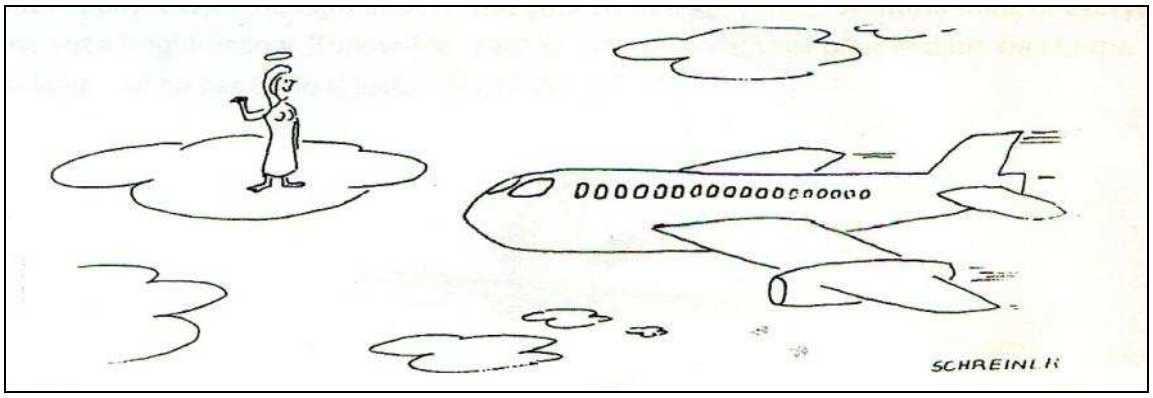
THE TAKEOFF is of course the first challenge, and I will be the first to admit when that item is over, you will have done the most dangerous bit.



Encourage yourself, as I do, by timing the takeoff run with the second hand of your watch:

You should get off the ground well before it reads one minute...
You COULD sit near an emergency exit of course, just in case.

In flight it may be best to refuse a window seat, unless you are really prepared to believe everything you may see.

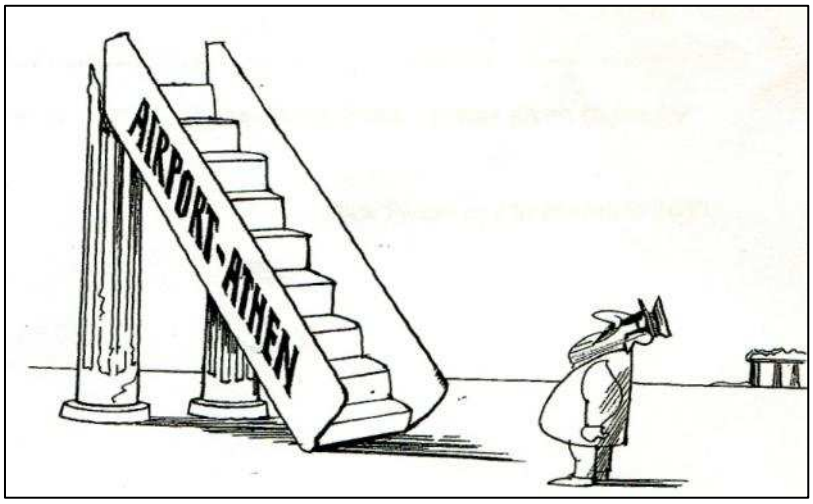


The old lady passenger (in the well-known true story), who closed the curtains in the toilet with a safety-pin, was clearly not taking any chances.

THE LANDING

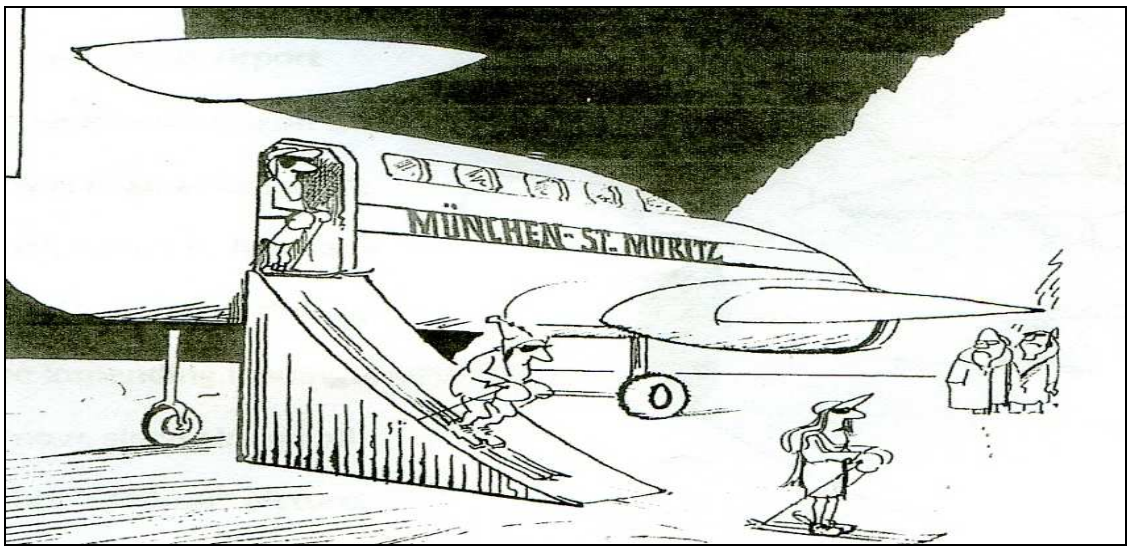
People have often been observed to clap excitedly when alighting at last on the destination runway.

Well?

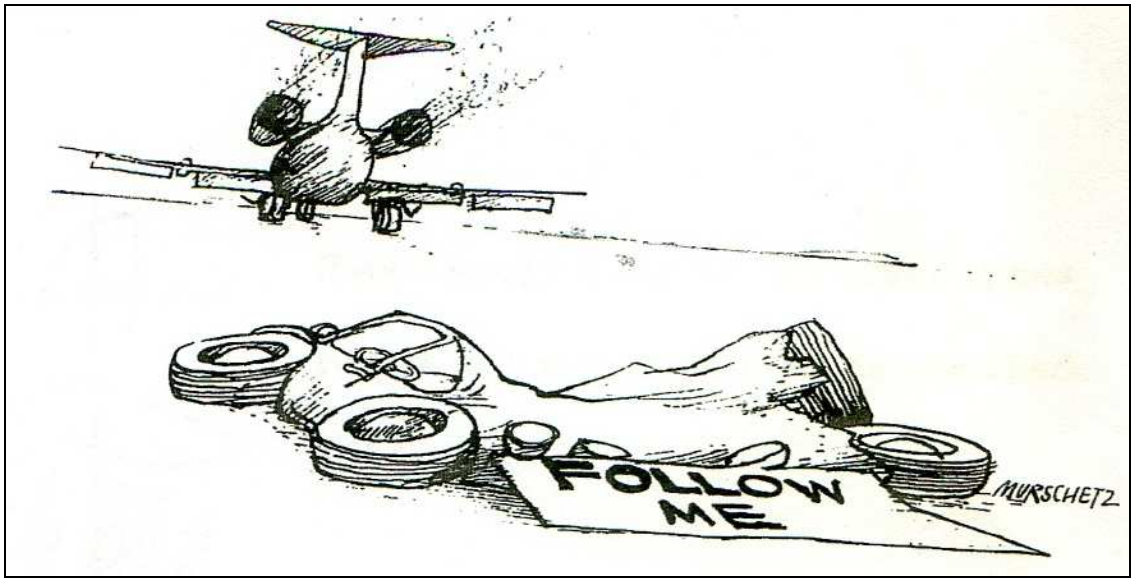


Then, as you are used to doing on a train, just look out to check that it really is YOUR AIRPORT. And if it isn't, a short informative note handed unobtrusively to the stewardess for her to pass to the pilot, will save him from a lot of embarrassment.

He can announce that it was a 'refuelling stop' and takeoff again in a trice.



AT LAST: But happily it WAS the right airport, and your troubles are over.
Airports think of everything,
even sending out a big bright-yellow “Follow-Me Van”
to help the unfamiliar pilot find his way to the Terminal Building.
All he has to do is just.....FOLLOW!



Acknowledgements, for all the illustrations, to a fun book called “Follow Me”.
It was given to me by Lufthansa in the ‘Eighties’

Dick Twomey

Radio Assist, (the final chapter)

Andy Brough:

Just a little bit more on the Radio Assisted free flight. The piece that was in the Clarion a few months ago called the guidelines are in fact issued by the BMFA. These guidelines apply to the flying of radio assisted free flight models on the same site as free flight. Considerable time was spent on ensuring that what was proposed would be safe.
Specialist interest bodies can produce their own guidelines/rules through the BMFA but the technical secretary has to approve them. The RC Power Technical Committee will have no input and declared no interest originally. The guidelines are approved by the BMFA.

The A and B certificates are achievement schemes not requirements. A radio assisted free flight model would not be able to achieve the requirements of the A certificate as they are essentially free flight models using radio to keep them in the field and to land not too far away. The guidelines specifically do not allow flying circuits as per radio flying and cannot reasonably be operated from a radio flight line as the launch point must be up wind and the model will then drift down

wind across what would be the flight line. A free flight flight launch point is required. Also 3 channel operation is not allowed to prevent circuit flying.

No TX control is required as 2.4Ghz only is the requirement. The BMFA does not employ such controls on 2.4Ghz only comps or events.
The use of RDT will eventually spread the use of radio systems throughout the free flight community and no TX control or scrutineering is proposed. Some modellers will use the radio link to enable trimming in flight albeit that moveable functions cannot be employed in the contest. There are currently Bowden and free flight scale models that I have seen being trimmed in this way. For those who don't want to use a DT and prefer a rudder and elevator trim to keep the model within bounds should not be banished from the flying field unless all radio is excluded. The latter will ultimately prove difficult just as it did with thermistors and trackers. Trackers are now an essential part of the competitors kit as will RDT, which if home-made, is far cheaper than a tracker. Adherence to rules for competition models is paramount but for the leisure flyer why not allow them to use minimum radio as per the guidelines?

You would be surprised how many older modellers emailed me hoping to get approval for assisted free flight to allow them to continue flying when retrieval of models is a real issue or at least for the trimming and non competition flights. Should we deny them the use of our flying fields?

Why not give it a go and see how it works in practise. Inappropriate flying is an issue for all types of flying but for assisted free flight at least there is an official BMFA document to act upon and refer to.

Andy Brough

Roger Newman, secretary SAM1066:

There has been quite a bit of correspondence on this subject of late, primarily instigated by Andy Brough. Of necessity, it has been debated at some length by the SAM 1066 Committee and in consequence the official Committee position is stated in the following text. I have spoken to BMFA Free Flight Tech Committee members, who are of a very firm opinion that agrees with the position taken by SAM 1066. Equally it is fair to say that the RC Power Tech Committee do not have a stated view – possibly because they have not been well informed as of now. Nevertheless the Secretary of the RCPTC acknowledges that a "free flight" model equipped with a receiver & one or more servos is in fact a radio control model. In that context, a model can either be free flight or radio control – nothing in between. No doubt the debate will rumble on until we have no more vintage free flighters!

Roger Newman

SAM 1066 & Free Flight RC Assist

1. BMFA Position

a) BMFA has issued a report under name of David Phipps, written by Andy Brough. It is a short statement comprising brief "guidelines" regarding RC Assist and a note to the guidelines that includes a potentially contentious statement "we would expect the flight line to be adjacent to the free flight line…". The report, as such, is not definitive.

b) BMFA does not allow RC Assist flying in the Free Flight Nationals flight line but does allow SAM 35 to run such events in a separate area of the field i.e. similar to SAM 1066 & Wessex Tomboy League events.

c) BMFA Technical Committee states that consideration of RC Assist flying is the responsibility of the Radio Technical Committee. Further the Technical Committee has a clear view that no form of RC Assist flying should be carried out within the flight line of a free flight area.

2. SAM 1066 Middle Wallop Licence

a) SAM 1066 is the applicant & holder of the licence for free flight flying at Middle Wallop i.e. the responsible authority. Thus SAM 1066 sets the rules.

b) The onus for SAM 1066 is for safe & responsible flying in conjunction with live aircraft movements & other users of the field/air space.

3. Local Radio Clubs

a) SAM 1066 has a responsibility to liaise and cooperate with the local Middle Wallop Radio Control Club, which it does when free flight & Wessex League Tomboy events are held.

4. SAM 1066 Position

a) The Club Constitution states the activity of free flight flying but does not specifically preclude any form of Radio Control.

b) The Club Executive Committee position is clear in that no form of RC Assist is permitted in the flight line at Middle Wallop free flight events. (AGM 2011)

c) The Club Executive Committee position is that organised RC Assist events may be run on the same day/s as free flight events (competition or sport flying) but only as an activity in a separate area of the field. Further that such RC Assist events must be organised & controlled by a responsible person (as is the current situation regarding Wessex Tomboy events), who sets & checks rules of flying.

d) In summary, the SAM 1066 Executive Committee is not against RC Assist flying of free flight models – however, it is clear in its position that such a mode of flying is not permitted as an integral part of Middle Wallop free flight flying activities.

Editors note: *As far as the New Clarion is concerned, I consider that the debate on Radio Assist has run its course but, should any other organisation run events I will gladly publish reports, as the NC tries to cover all aspects of aeromodelling.*

R/C Tomboy Postal - Tony Tomlin

For a number of years I have been organising a Worldwide postal event for the 36" span R/C Tomboy. Entries this year were a slight improvement on previous years, we had 12 entries but this is still pretty poor when you consider the number of R/C Tomboys flown throughout the world. We had entries from Italy and New Zealand and of course the UK. There are no prizes for the best times but all entrants receive a certificate at the end of the year.

The event for the 36" R/C Tomboy finished 31st October 2011.

Tomboy Worldwide Postal Event 2010 -11

RESULTS

Thanks go to all the keen Tomboyists who made an entry. Tony Tomlin.

	Name	Date	Time	Location
1st.	Curzio Santoni	19.07.2011	19min 37secs.	Rieta Italy
2nd.	Stephen Powell	24.04.2011	16mins 38secs	Middle Wallop Hants UK
3rd.	John Strutt	22.08.2011	16min 00secs.	Landion Essex UK
4th.	Jeff Fellows	24.04.2011	13mins 44secs	Middle Wallop Hants UK.
5th.	Allen Teal	27.11.2010	12mins 47secs	Thames NZ
6th.	Tom Airey	24.04.2011	11mins 11secs	Middle Wallop Hants UK.
7th.	Tony Tomlin	24.04.2011	11mins 02secs	Middle Wallop Hants UK.
8th.	Lustrati Silvano	25.09.2011	9mins 57secs	Rieta Italy.
9th.	Neil McDougall	26.02.2011	5min 26secs	Levin NZ
10th.	Graham Main	24.09.2011	4mins 46secs	Matarau NZ
11th.	Tascone Valeriano	25.09.2011	3min 50secs	Rieta Italy
12th.	Wessely Gianfranco	25.09.2011	2min 30secs	Rieta Italy

Worldwide TOMBOY POSTAL Event

1ST October 2011 - 30th September 2012

This event is for the duration of a timed R/C TOMBOY flight in competition or in sport flying

---

Models to be to TOMBOY 3 competition specifications and to David Boddington's rules
ie. 36" span, Mills.75 [any type] 3cc tank
or **MP Jet .06 with 2cc Metal Tank**

All entrants will receive a certificate at the end of the year
Purely for entrants interest
Times will be published during the year.
No other prizes will be awarded.

ALL CLAIMS SHOULD BE MADE TO THE EVENT ORGANISER
Tony Tomlin, 122 Marlow Drive, Sutton, Surrey, SM3 9AS, UK
Email; pjt2.alt2@btinternet.com / Tel 02086413505

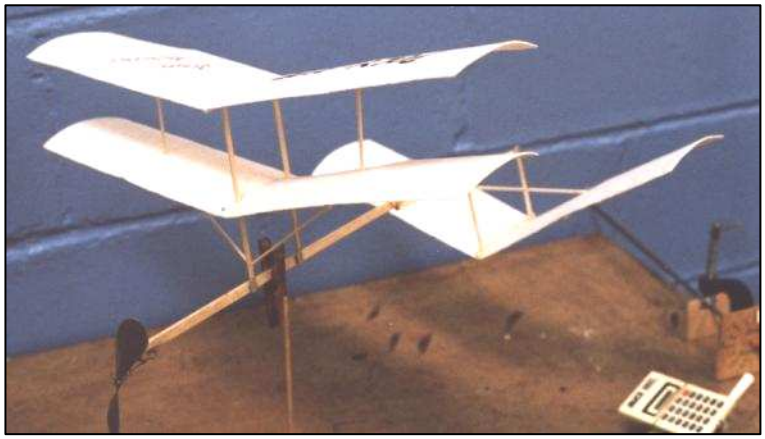
Vintage Clarion - John Andrews

I am a little short of content this issue so I've dug back into my archives and resurrected this article from, I believe, the 'Old' Clarion about May 2003.

John Andrews - Goes Indoors - Finale

I think I mentioned last month that I got into foam because I was reluctant to fly my best Mylar covered indoor models in sports halls due to vulnerability, I was getting 'fighter pilots twitch' when other models were fizzing about behind me. The passing shadows on the wall behind the table always raised the hairs on the back of my neck if I was prepping a model for flight.

Having gone berserk with foam models, filling a model box with all sorts; EZB's, Biplanes with V tails, Tandem-wing Triplanes, they are all so quick and easy to make that you can get carried away, however my natural leanings towards longer flight duration lead me up yet another material investigation path, ***Wilkinson's Value Food Bags****.*



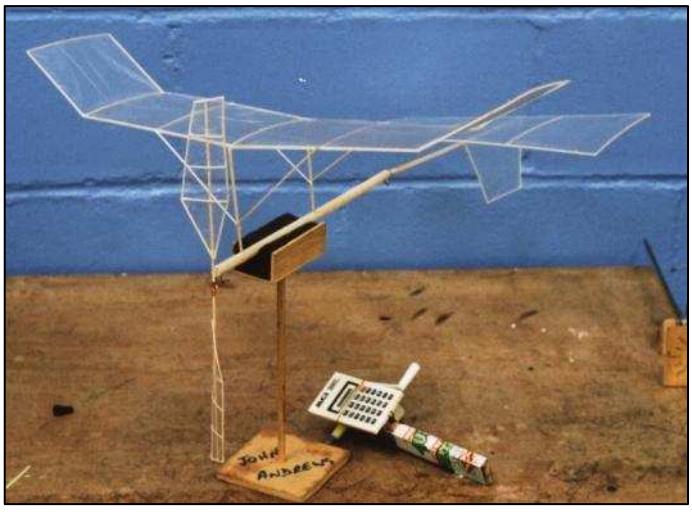
Digression, speaking of model boxes I have probably one of the most expensive you can find if you procure from scratch. It's the box that our DYSON carpet sweeper came in. It's an ace box and comes ready to go, with the hinged lid on the long wide side and three slotted catches to hold it safely closed. All I did was to fit a carrying handle from a wine box in the middle and it was ready. Oh! I also coated it with emulsion and decorated it like an iron bound chest, but that's not mandatory. Close on £200 is a bit much though.

That's better, I always feel refreshed after a digression. Where was I, Ah! Yes Wilco food bags, these are made from quite thin plastic of some sort and I have built an indoor model along normal lightweight lines and used the food bags for covering. I had to use quite a lot of Spray-mount Adhesive to stick it and cutting the excess with the soldering iron is not as easy as proper indoor Mylar but it works. I think Pritt-Stik might be another adhesive option but it's a bit on the heavy side.

I made the fuselage from soft 1/32 sheet, soaked and rolled around a piece of dowel until dry, then slit and stuck with cyno. I used a small length of aluminium tube stuck on the back end of the tube and made a plug-in rear boom from tapered 1/16 sheet. The advantage of the plug-in boom is that tail tilt can be adjusted to alter the model's turn diameter for different size venues.

. The structure needs to be a little more robust than a normal flimsy; the tail plane on my prototype gets quite agitated in normal flight and particularly when recovering from a roof bang. If the model hangs up in the roof and then drops away backwards, the convolutions (good word that) of the tail-plane are unbelievable and sometimes twist the boom in the mounting tube.

I had my first go at a built up prop, it was a much misshapen elliptical effort built on a 5-inch diameter metal tube. I held the main spar down with plasticine, stuck on the ribs and then attempted to bend the wet 1/32 outline around the ribs. I got in an awful mess but somehow I managed to finish up with an embarrassing but useable prop. I soon had my second go, as on my first indoor meet with the new model, a styrene scale job got by me at the table and chewed up my first embarrassing effort.



My second attempt depicted in the photo was much easier; I kept the profile in straight lines, no more ellipses like the first time, after all I was still sweating from the first effort. First I built the prop outline on the tube and stuck it on the spar later. The blades were fitted to a rolled paper tube hub so I could set the pitch. I intend to make

another similar but with wider blades. I did cover the blades with indoor Mylar but I may try food bag material next time.

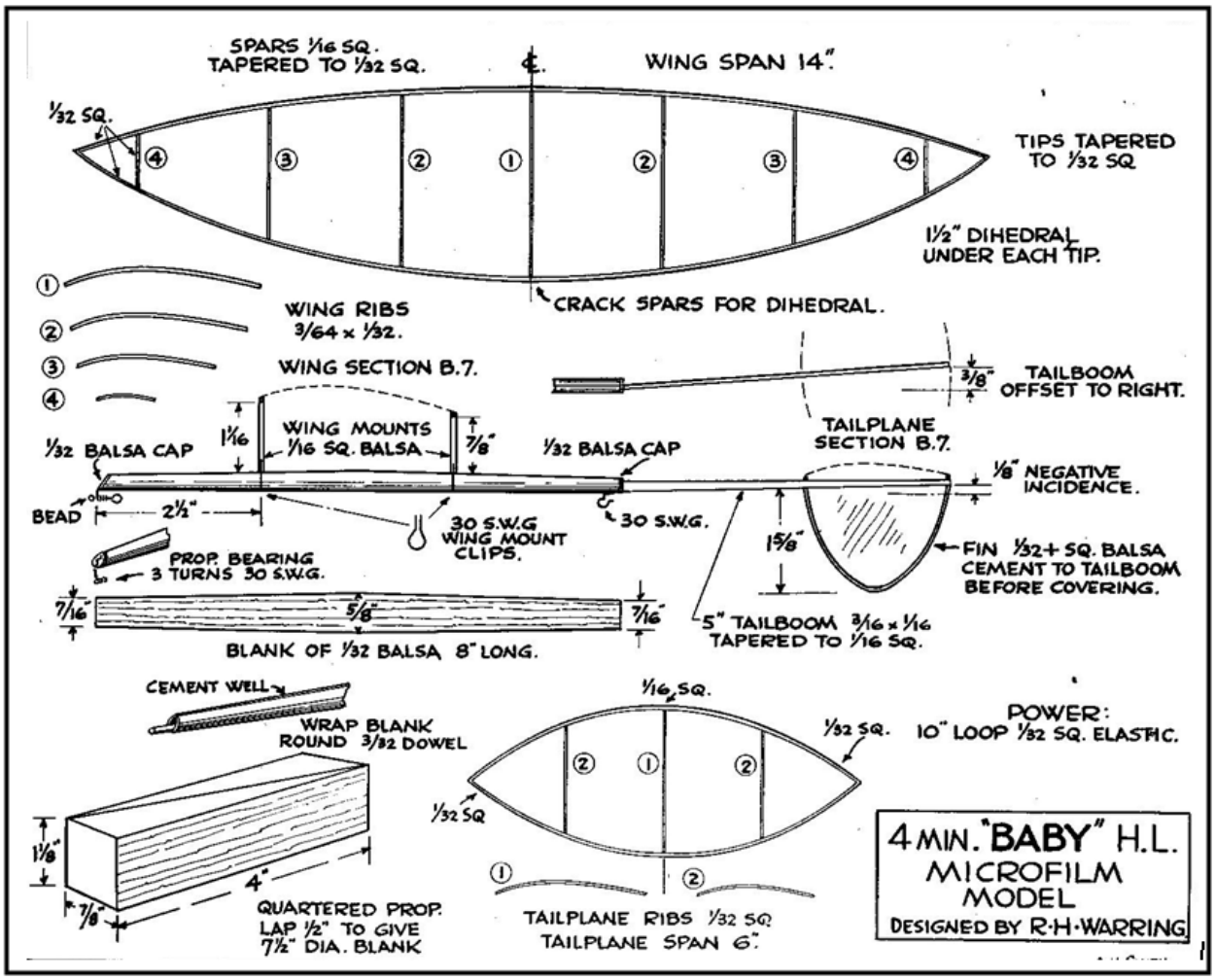
I've had 5-minute flights in sports halls already with the prototype and I think longer flights will be possible when I get a bigger prop, that's assuming the model stays out of trouble for a few meetings.

The outdoor season is now upon me and I'm not really ready for that yet, and to cap it all the B.M.F.A. Nationals is now at the start of May and I've already invested again in the bulk entry. You'll be in for another epistle on my attempts this year. I've got me a new Stomper, I'll see if I can lose this one. Hey Ho!.

I'd better finish with a little Vintage from Ron Warring's book. I mentioned last month that free-flight indoors was pursued more in the States and around 1926 they were flying tissue covered models having flat aerofoils and kite-like tails. 1928 saw cambered aerofoils; 1929 hollow motor stick, all these models had straight dihedral wings mounted below the fuselage. 1930 to 1933 saw parasol wings; microfilm; hollow booms and polyhedral. Microfilm props and tungsten wire bracing came in about 1935 and by 1939 the models were not far removed from the indoor models of today. In the late 1920's the tissue covered models were managing flights of up to 5 minutes and although 3 microfilm models were entered in the 1932 American National contests they were not outstanding performers but created a great deal of interest. The standard was now set and development over the next few years saw duration's rocket up to the twenty minute mark.

The models of this era were quite large, 30 inches wingspan and 22 inches overall length. They had quite high aspect ratio elliptical wings, about 8 to one and polyhedral. The rubber used is stated as 1/8th strip about a 20-inch loop driving an 18-inch diameter airscrew of 42-inch pitch. One interesting difference from the models of today is that these old models were flown in right hand circles.

Reproduced hereabouts is a Ron Warring BABY indoor design well worth having a go at, I think even I could manage the elliptical wing. I think it would benefit from a simple built-up prop though along the lines of my Wilco special.



From the 1946 book 'Indoor Flying Models' by Ron Warring

Well that's about me written out until I think of some other subject, bye. *John Andrews*

Picture Gallery

An R/C 'Super Slicker by Colin Shepherd
3 function radio, one on engine, originally OS25 powered but now with OS20
(Colin thought it was a bit too lively with the 25**)**

Ron Marking, at Wallop, tunes the 'Bullet' sparky motor in his 'Alert'

A 'Junior Miss' by Spencer Willis.
Built specially for the Peterborough Club Commemorative Event.
Unfortunately it never made it as it was lost on its first trimming session at Lodge Farm.

John Knight winds his 'Magister' for the Earl Stahl Low Wing at Wallop.
(picture by Keith Miller experimenting with his new camera)

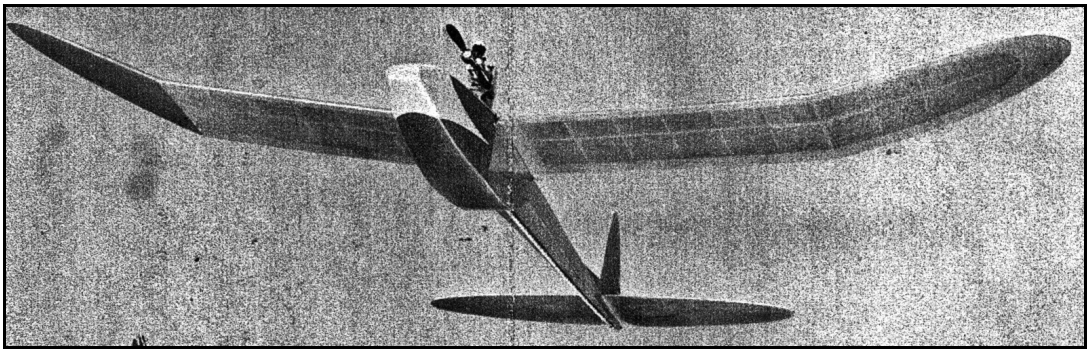
A Distant Observation - Martyn Cowley (USA)

I was both somewhat confused and amused to learn recently that British modellers have at long last been given official sanction to fly F/F models equipped with R/C (whatever next — I always thought the Junior 60 WAS F/F ?). Was it previously an offense to do so I wonder ? Where have these legislators been this past half century ? Haven't they heard of the Tomboy League ? (OK, I'm just kidding — sorry Andy). But I can still remember those early days. Sunday afternoons spent clustered heads-down bent over the model, merrily tuning reeds. And then, just before sunset, buoyed with delusions of adequacy and a mighty smoking engine, came that lumbering parabolic arc in the sky, terminating all hope of flying until next weekend. R/C control of F/F — they wish. More like F/F while in possession of a Transmitter ! I can remember thinking at the time — why do they bother, this R/C stuff is never going to catch on. At least we can now rest-assured that would-be R/C'ers are finally being permitted to put their gear into inherently stable F/F designs, with success virtually guaranteed — certainly a move for the better !

Hence, this unexpected revelation together with the vivid nostalgic recollections by our esteemed Editor, John Andrews, of his own early single channel rudder-only slope-soaring exploits, in his reply to Tony Tomlin (see NC 1011, Letters to the Editor, page 16), has prompted me to divulge similar topical news of a modern day, back-to-the-future trip down memory lane from over here in the US.

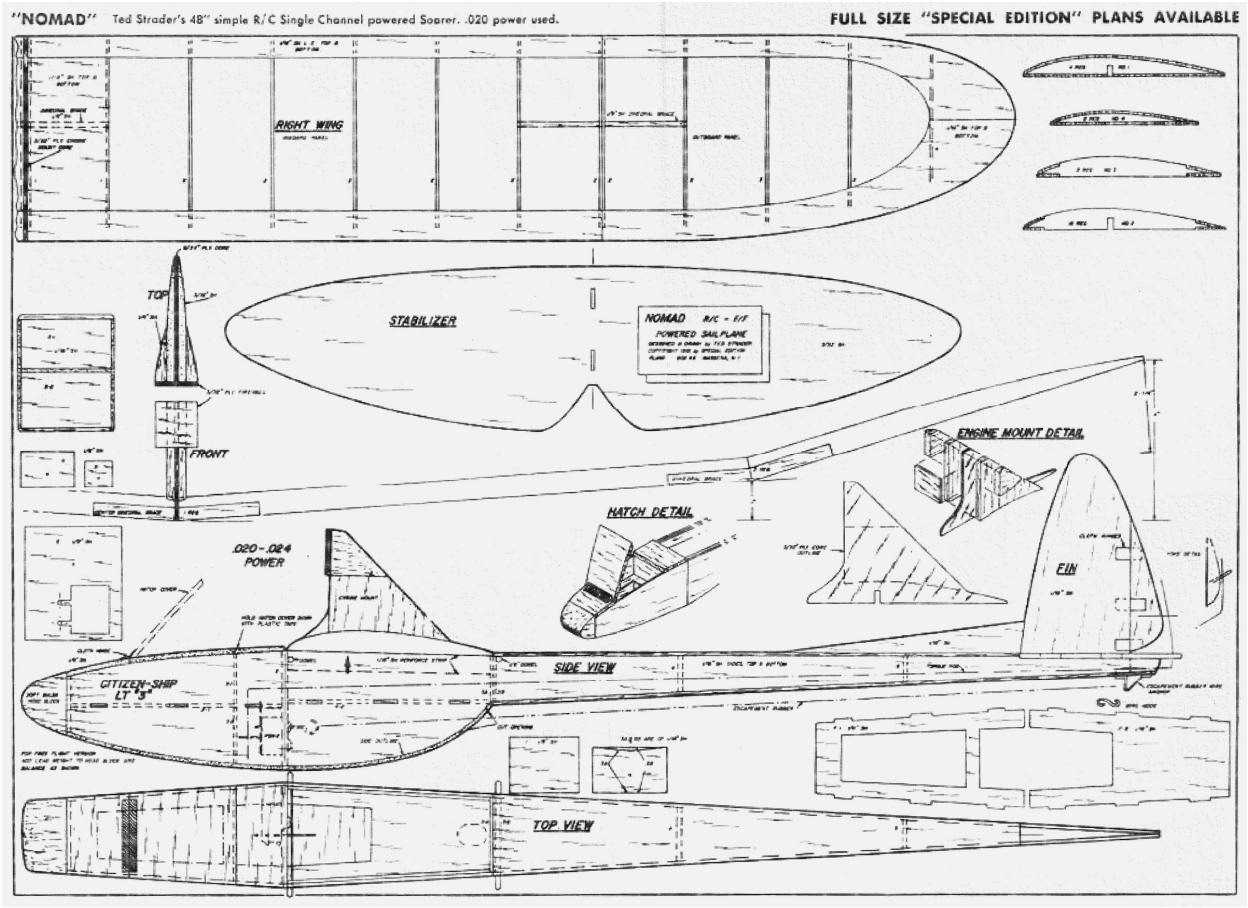
Bill Watson's NOMAD:

Recently, long-time expert modeler Bill Watson (a member of the Gossamer crew in the late-70's) wanted to recreate one of his earliest flying models: Ted Strader's 'Nomad' Glider, built when he was in his early teens. Bill's first glider rendition, built almost 50 years ago, was equipped with an R/C system produced by Royal Products and F & M Electronics, consisting of an Echo transmitter and superhet Vanguard receiver, using an escapement for bang-bang control. It only made a couple of successful flights before succumbing to a terminal out-of-sight flight from the top of a hill in Malibu, and was never recovered. But Bill had always wanted to try again.



The original F/F or R/C model was published in Flying Models magazine August & September 1961.

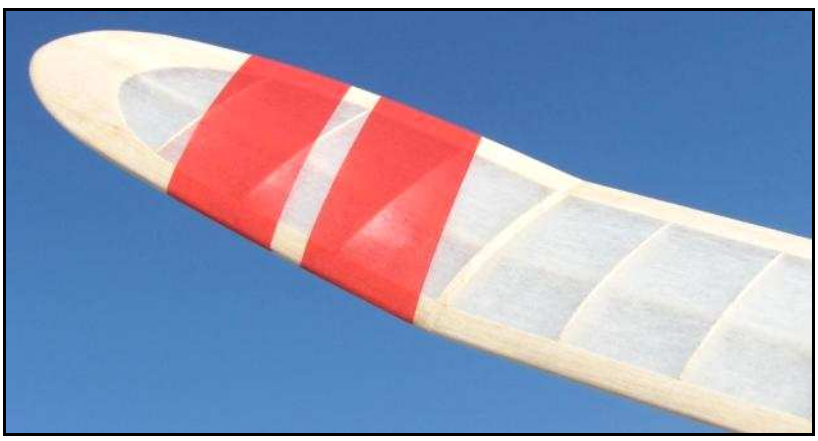
The model featured a power-pod for a Cox Pee Wee .020 (or the then newly released Cox Tee Dee .010) but a pure sailplane glider for towline or slope flying was also a possibility. A kit was produced at the time by California Model Co of 5885 Falcon Ave, Long Beach 5, CA (that old zip-code no longer being valid !). The design was also one of the first models to be kitted by House of Balsa USA, in 1971, as an all-sheet model: (that way they sell more balsa !). Their latest modernized, laser-cut rendition uses 3-channel control (rudder, elevator and throttle) with a Speed 300 electric motor power pod and quotes an all-up-weight of 14 oz with LiPo batteries: http://www.houseofbalsa.com/media/k-73.pdf



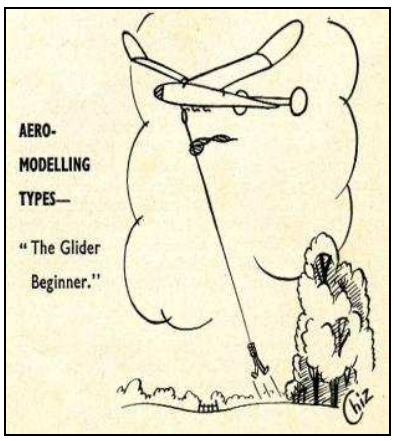
So when Bill recently came across a plan set online, which included full details of the design, he immediately set to work (the original kit plan didn't feature the drawings of the die-cut parts such as tailplane and fuselage formers). But to bring the control system up to date, Bill decided this time around to use current 2.4 GHz equipment. But with a twist ! He had always wanted to retain the authentic rubber-band escapement concept, so overtly apparent in the uber-functional Nomad design. Why, you may ask ? Just to make the flights that much more challenging and exciting, and also to verify that such a control system might have worked more successfully all those years ago, had he been more lucky. So, Bill has designed a novel R/C servo-activated escapement, still powered by the traditional rubber motor power source, which is the key feature of his reconstruction.

The Model:

Bill's model is beautifully crafted and faithful to the original structure, using light 6 to 8 lb cu ft wood throughout. Fuselage sheet is 1/8 for the pod and 3/32 for the boom. Some wood sizes were increased slightly, to 1/8 inch for the tail and 3/32 for the fin. The wing is 48 inch flat span x 5 inch chord, with 2 inch rib spacing, 14 inch inner panels and 10 inch tips. The wing uses a top and bottom Vee-sheeted hollow LE and TE and similar construction hollow tips, which results in an attractive lightweight structure. A 1/4 x 1/8 inch hard balsa spar (16 lb / cu ft) is perfectly adequate, or use spruce in the centre panels if contemplating towline launches. The underside outline is built first flat on the plan, complete with spar and ribs and then removed from the plan, so that the edges can be bevelled before being returned to the building board to add the upper LE, TE and tip sheeting. The centre panels are raised 1 inch each side and the tips raised 2 1/4 inches relative to the adjacent panel. Wing span with dihedral added comes out at 47 inches, with around 220 sq in projected area and 55 sq in tail (25%), for comparison making it very close to an A/1 size glider (at 279 sq in maximum total).



Wing covering, standard grade Polyspan



Wing covering is modern standard grade Polyspan (available in UK from Mike Woodhouse: http://www.freeflightsupplies.co.uk): a water-proof synthetic tissue which is applied to the structure dry, as normal, but then heat shrunk and sealed with dope to produce a tight, very stable, warp-resistant covering. If you haven't already tried this new synthetic covering, you will find the finish is almost indistinguishable from lightweight Modelspan tissue, with much better toughness and very similar structural stiffening properties, and it doesn't go slack in the damp. The fuselage and tail sheet-wood surfaces are covered in authentic 1960's red Japanese tissue and dope.

Tail surfaces showing torque rod for rudder & rubber motor for actuator power, needs winding occasionally.

Innovative Control System:

For those too young to have experienced early R/C, or too old to remember, single channel control used a relay actuated lever to trigger the release of the rubber-band powered escapement wheel which drove the torque-rod to the rudder horn. Tabs on the 4 arms of the escapement wheel, would be released or stopped by the lever: thus providing left or right rudder while the control was held, returning to neutral position when the control was released and the relay returned to its off position. The sequence was: neutral, left, neutral, right, and so on. Consequently, flyers then had the mental task of remembering which control they had used last, and using one command for the opposite control, or two quick blips in order to get the same turn direction again! Sometimes with unintended, embarrassing or disastrous results !

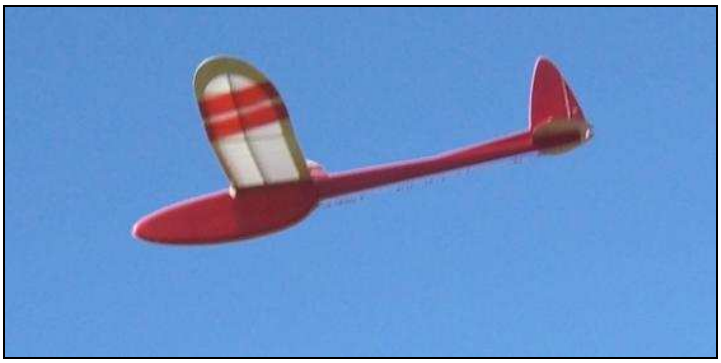
Details of the control system in the follow-up articles in next month's issue.

The plan instructions do reference early F/F versions, so this model is definitely legit for conversion to R/C assist in the UK !

Original Nomad Specifications: 48 inch span (measured with panels flat)
Weight: - 9.5 ounces ready to fly R/C with power pod - Cox Pee Wee .020

Bill's model:

Wings (covered and doped):	1.94 oz (55g)
Fuselage (with servo, escapement and control linkage):	3.96 oz (112.3g)
R/C Gear (battery and 2.4 GHz Rx):	2.43 oz (68.8g)
Total flying Weight:	8.33 oz (236g)



First Flights:

However, first test glides with the recommended CG located at 30% chord were disappointing, diving dramatically from a hand-glide. Moving the CG back did no better, resulting in what appeared to be a more unstable nose down tuck ? Fortunately without damage, so back to the workshop to investigate. To measure the incidence between the underside of the flat bottomed wing relative to the flat plate tail, what else – Bill used his smart phone, which can read angles in 0.1° increments ! (see iPhone App Carpenter's Level: http://www.ihandysoft.com/). This high-tech gismo indicated only about one degree differential, as-built. A non-theoretical, rule of thumb for F/F models would be about 3° for a similar angular comparison (Note, this is not the true incidence angle between wing and tail, as the bottom surface does not represent the zero-lift line of the airfoil, but it turns out to be a useful guide for most of our F/F models).

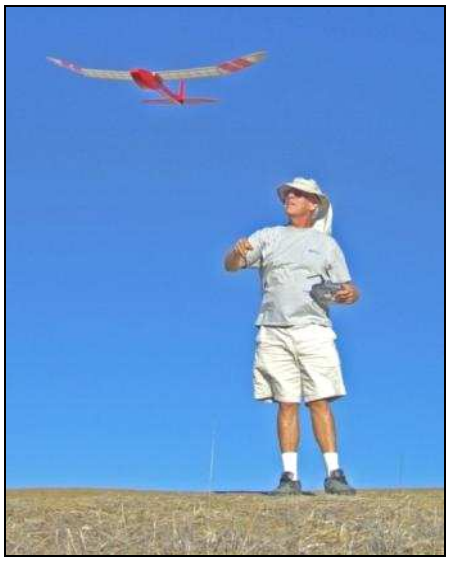
Checking against the plan, and measuring against the top edge of the fuselage, which is parallel to the tail, revealed barely 3/32 inch incidence under the wing LE (ie only +1°) confirming virtually no built-in incidence angle in the design (perhaps the result of an accidental drafting error ?). The CG was spot on correct as shown, being 1.5 inches back from the LE. Therefore, Bill subsequently added a 1/8 inch balsa shim under the wing to bring LE up to almost1/4 inch (around 2.5°) and tried again. The glide was now fast and flat, so it was time to commit to aviation from a hill-top.

In a light on-shore wind, of about 8 to 10 mph from a 300 ft hill, the model penetrated quickly, losing a little altitude. Bringing the model back around across the slope, cautiously at first, the model reassuringly gained a little altitude. Some gentle S-Turns back and forth soon had the model flying flawlessly, and some passing thermal activity had it riding high in the afternoon sun. Every

control input gave a resounding and reassuring loud CLACK, CLACK, and drew the attention of other flyers on the slope, signalling its presence in the airspace (an added bonus for air traffic control !).


Bill assembles the model and then fits the 1/8th incidence packing

Because of this limited control, the Nomad is pleasantly challenging to fly so you must pay attention, but it's quick to learn, and the discipline of bang-bang control is very rewarding for those wishing to re-live the skills of real seat-of-the-pants R/C flying !




Trimming complete Bill pushes the 'Nomad' out from the slope & look at it go.

Flight speed was slightly faster than sedate, and the model is definitely a joy to fly in a steady breeze. Bringing the model parallel to the slope, it was easy for Bill to drift it just downwind of the crest and gently place it down in the grass. Flight times were conservatively restricted to 8 to 10 minutes, before bringing it down for a landing to add a few more turns to the rubber motor. Just keep winding the 4 strand 1/8 flat rubber motor until you get 2 rows of knots, and you're ready for another sortie — priceless ! If Bill makes another mechanism, he says he will flip the escapement wheel to rotate in the other direction, as the one as shown requires the rubber motor to be wound backwards, compared to normal F/F practice !

Martyn Cowley (USA)

Wakefield Cup Winner 1965 - Charles Dennis Rushing

1965 Thomas Koster, 33, Denmark

The venue this year was mid-Finland at Kauhava for the FFWC format consisting of the three FAI Free Flight events: glider F1A, rubber F1B, and power F1C. The village of Kauhava, has a population of only 10,000, and I am sure they felt a little overwhelmed by the shear magnitude of feeding, housing, and daily caring for 164 aeromodellers, their entourage and all of their trappings. Housing was minimal, a school at once was transformed into a dormitory, "guests" arrived as early as the first day of July! All meals had to be served at the Village Hall. There had to be lunches for 500 persons on the flying field, each day! The aeromodels had to be processed for each event! Although this may read like chaos, it was all very well planned and went on as well as could be expected.

The weather did not cooperate and on test day it rained, and the wind blew. Now the most frantic persons in the Village seemed to be the aeromodellers. Even during test flying the single runway on the flying field was being used by the local pilots, completely oblivious to the areomodellers. Imagine if you can, the plight of those who had to dodge a full sized aircraft while attempting to get in a few test flights. The field itself was problematic, besides having a single runway it was surrounded by farm crops on all sides, beyond which there were peripheral forests of very tall pine trees. Recovery of downed aeromodels would be essential and promises were made. Given the terrain, even a light wind could carry the aeromodels into the surrounding trees, yet the organizers assured the Team Managers that every effort would be made to retrieve the planes.

Friday , July 9 was glider F1A day, the weather was perfect, and there were thermals in great abundance. The retrieval system was working, and the organization by the WC officials was also good on Saturday,

July 10, for F1C. Only the weather did not cooperate, it was overcast, windy, and it rained, take your choice. Were these the "neutral" atmospheric conditions promised? Altogether in F1C there would be sixteen contestants with 180 second maximum flights in each round, who were in the fly-off.

Sunday, July 11 was F1B day, and the weather was more like it was on glider day, with plenty of thermals, but some variable winds, and alternating cloudy sky's, with a sprinkling of rain. Into these skies faced the aeromodellers of twenty five nations: Brazil (PP, PT), Canada (C, CF), China (B), Czechoslovakia (OK), Denmark (OY), Federal Republic of Germany (D), Finland (OH),France (F), German Democratic Republic (DDR), Great Britain (G), Hungary (HA), Israel (4X), Italy (I), Japan (JA), Luxembourg (LX), Netherlands (PH), New Zealand (ZK, ZL, ZM), Norway (LN), Poland (SP), South Africa (ZS, ZT, ZU), Sweden (SE), Switzerland (HB), Turkey (TC), USSR (CCCP), United States of America (N), Yugoslavia (YU) - including both the nation names and the ICAO Nationality markings required to be carried on all FAI models copying the full-size aircraft.

Joachim Loffler of DDR, The 1963 F1B WC was there, as was Frantizek Dvorak of Chechoslovakia. The 1959 F1B, WC Team USA was there, including Frank Parmenter, John Lenderman, and Daniel McDonald.

Team GB included John O'Donnell who was attending his sixth WC, Alan Armes, and Bruce Rowe.

ROUND 1: Began on time, by the end of the round there were 42, 180 second maximums on the Leader board.

ROUNDS 2-5: There were 35 maxes in round 2; 33 in round 3; 51 in round 4; and 54 in round 5. This was just too many maximums! Maybe the FAI/CIAM could do something to change this situation! They did, wait and see.

Twelve contestants had maxed every round, now the "Real Contest" could begin.

ROUND 6: The first fly-off round would be for 240 seconds, and only three made it: Bengt Johansson (Sweden), Vladimir Matveev (CCCP), and Thomas Koster (Denmark).

ROUND 7: The second fly-off round would be for 300 seconds, a time many felt would determine the contest. Now the sky was infilling with clouds, but there still was lift. Matveev was up first, then Johansson, and then Koster. All three maxed this round, but now the chase was on downwind to retrieve the F1Bs. Round 8 would begin in 30 minutes!

ROUND 8: The third fly-off round would be for 360 seconds. Thomas Koster, not comfortable with his backup F1B, chose to go down wind to search for his number one aeromodel. Bengt Johnsson, and Vladimir Matveev meanwhile prepared to fly the round, leaving retrieval to team mates. The drift was nearly zero as the horn announcing the opening of the round sounded. Johansson was off first, launching into good air, Matveev followed. Johansson's F1B was down in 196 seconds; Matveev maxed the round, and everyone nearby began congratulating him. But the round wasn't over! RUSSIA HAD WON! (NO!)
Thomas Koster, and friends, arrived back with his number one F1B! Thomas quickly processed, changed rubber motors, and began cranking on the turns. A STRAND BROKE! Thomas without blinking kept winding. Now he plugged in the front end, came up to the line, and launched! Tenths of a second later the horn sounded to close the round. Thomas' FIB maxed the round, "...let the play begin."

ROUND 9: The fourth fly-off round would be for 420.seconds, so much for neutralizing the weather component. Matveev, sensing victory, wound up, and was the first to launch, climbing into good air.

Team Denmark was heavily on to their "bubble machine", trying to blow up enough soap bubbles to detect the presence of lift, a crude, but an effective "thermal detector." Less than a minute after Matveev had launched, Koster became interested in the rising bubbles created by his team mates, and he made the decision to launch. In the climb Koster's F1B got higher than Matveev.
Now the cheering throng began giving a circle by circle, second by second, countdown of each F1B.
First Matweev was down, 217 seconds.
The crowd began to cheer! It was Thomas Koster who would be the 1965 F1B World Champion.

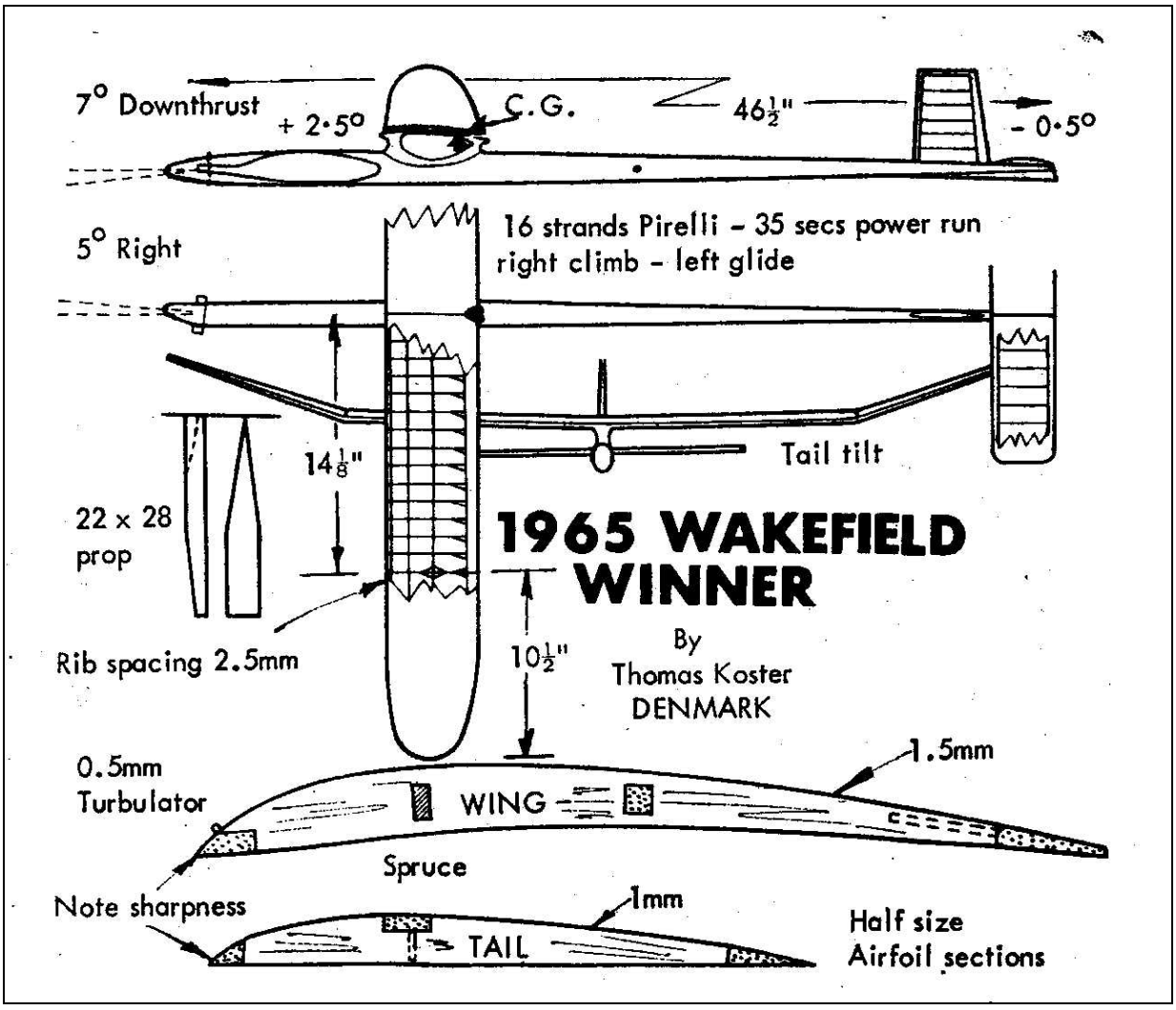
Place	Name	Country	Round I-5	Round 6	Round 7	Round 8	Round 9
1	T Koster	DEN	900	240	300	360	257
2	V Matveev	CCCP	900	240	300	360	217
3	B Johansson	SWE	900	240	300	196	
4	L Flodstrom	SWE	900	129			
5	R Jobansson	SWE	900	221			
6	J Horn	BRD	900	218			
7	F Parmenter	USA	900	212			
8	E Oskamp	NED	900	200			
9	A Armes	GBR	900	188			
9	J Merory	YUG	900	188			
10	V Kmoch	YUG	900	183			
11	M Itoh	JPN	900	174			

WINNING WAKEFIELD TK-10		
component	*inches*	*mm*
wing	42x5	1067x127
tail	16x3.38	406x86
fuselage	42	1067
propeller	23 dia 23 pitch	584 dia 584 pitch
rubber	50g Pirelli	

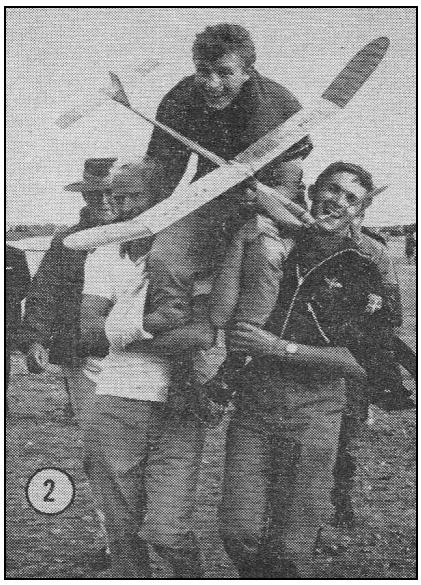
1965 Team results						
1	Sweden	SWE	2700	3	4	5
2	Yugoslavia	YUG	2690	9	11	18
3	USA	USA	2631	7	21	31
4	Netherlands	NED	2623	8	17	35
5	Italy	ITA	2622	19	22	28
6	Fed.Rep.Germany	BRD	2618	6	22	33

Charles Dennis Rushing

The following images are by courtesy of Roy Tiller and the DBHLibrary



Koster winds for his 8th flight ignoring the broken strand flailing about



A jubilant Koster chaired by his team-mates

Roy Tiller

Letters to the Editor

Hi John,

I noticed that Aarne Ellilä's Wakefields were discussed in the August and September 2011 issues of New Clarion. In the September issue Martyn Cowley assumed that there is also a reproduction of an Ellilä Wakefield in the Finnish Aviation Museum. That assumption is quite correct! Earlier this year, the Finnish modelling magazine "Pienoismalli" followed Jukka Rantanen's project to recreate Ellilä's 1949 and 1950 models. The project culminated in a flight at the Jämi Airshow in August, at the same field where he won the 1950 Wakefield event. Unfortunately, I went there on Saturday, when the wind was too tricky for them to risk the model.
Regards,

Pertti Metsänheimo

Subject: AIRSAIL AUSTER AOP 9.

Greetings All.

SHED THERMAL CHALLENGE. *(fire that is)*

You may by now have realized who the BMFA recently referred to regarding the demise of a lifetime of gear and models, but I am gradually recovering.

One of the models sitting on my bench at the time, was my newly finished Auster AOP 9, just waiting for the right weather for a test flight! However, when I tried to replace the kit, I found that Airsail products appeared to be no longer available, as the firm had gone out of business.

However, a far away pal of mine, found that they had been taken over by another firm in New Zealand and were now available. A rapid search found that this was so, and that just two kits of the AOP 9 were available, and a short while later, one of these was mine. The quality of the kit is quite superb, and, whereas I had to cut out all the parts on the original, this one is beautifully lazer cut.

Should anyone else be interested, now up and running, their firm is known as JR Airsale and their Web is www.airsale.co.nz and their Email contact is John, on theteam@airsail.co in Pukekawa, New Zealand.

Now I have a request for help, please, in that I am now looking for another replacement kit. This is in the shape of the ANDERSCRAFT 31.5" RUBBER POWERED FREE FLIGHT KIT OF THE SOUTH AFRICAN AIR FORCE, NORTH AMERICAN HARVARD 2, which is shown as number 7621, or a similar number, on page 115 of the Ron Belling, book of Military Aviation in South Africa.

Whilst again I have been searching, I unfortunately found that Neil Anderson, who was regarded as a superb modeler and producer of the Anderscraft range of South African model aircraft kits, passed away in August this year, and consequently, his products are no longer available, although his family may still be involved. It would seem that Neil was well known among the scale model fraternity but, although I have been searching, I am unable to locate one of his Harvard kits.

Should you, or you know of anyone that may, be able to help me, I will be most grateful, particularly as I hope to have a new fireproof shed in the new year.

Best wishes and thank you all for your consideration.

Tony Roberts.

Hello

I am just starting a research project and I was wondering if you had any information regarding a company called Southern Junior Aircraft that used to occupy 89/90 London Road, Brighton.

I have established that they were at these premises from just after the war until the late 50s early 60's. They appear to have sold a range of model aircraft kits, model boats, internal combustion engines and two steam engines to power their models.

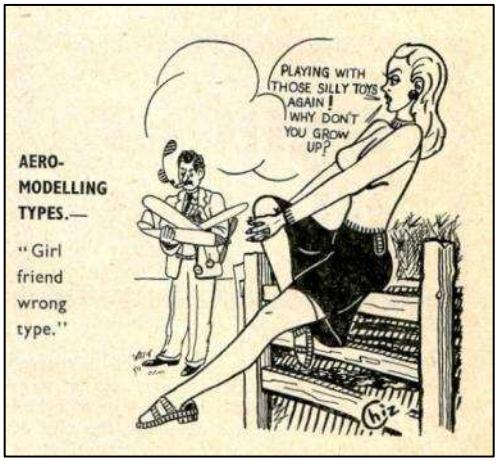
I don't know if they produced the kits that were under their name or if they were produced by a company such as Keil Kraft or Mercury?

I have only found 1 advert for them, that was in a 1948 Aero Modeller showing the "Southern Dragon" free flight model,. I believe that this kit is now being reproduced for Radio.

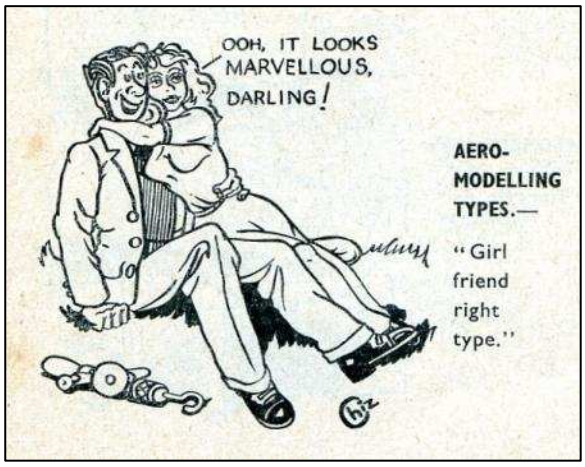
Do you have any further information such as adverts, pictures of the shop, catalogues, pictures of their products, anything really associated with them, Period pictures of London Road appear to be hard to come by.

Any information would be very gratefully received, thank you.

Ian Grantham



Possibilities - Roger Newman/Jim Wright



As some of you may know, we have recently acquired a medium speed page scanner for magazine archiving through the efforts of Jim Wright.
What you may not be aware of are efforts by Jim to persuade the BMFA to start thinking about some form of museum of model flying/aeromodelling. He has produced a very well documented case that has been presented to the BMFA Executive Council Meeting earlier this year and has received encouragement to pursue the project. It is however very much dependent on finding suitable space and Jim has been travelling round various full size aviation museums to see what possibilities may exist within such establishments.

What has this to do with SAM1066? Well, various members hold models of some historic significance & it would be a great shame if these were all to disappear. The recent passing of Peter Giggle (see elsewhere in this edition) has bought the subject into focus again, as Peter had some of the original Boxall models from the heydays of the Brighton Club. I have been contacted by Colin Giggle, who has very kindly offered Peter's models (& other modelling bits & pieces such as magazines & plans) to SAM 1066 rather than disposing of them in the traditional burning ceremony.
Speaking with Jim, following this news, he tells me that BMFA HQ – via David Phipps, has offered to acquire storage space close to BMFA HQ in Leicester for models, whilst Jim pursues the longer term objective of finding a permanent home. If this is the case, it is worth obtaining & restoring selective models & what better than to do as a starter than some of the models that were in the possession of Peter Giggle – assuming that they are in a condition worth restoring. It may be that we shall need a few willing volunteers to do some restoration work but until we start, we will not know.

If anyone has thoughts on this subject, please let us know. I am aware that this topic has been discussed on previous occasions without any meaningful conclusions, but it shouldn't stop Jim's efforts to push forward.

Roger Newman

Museum of Model Flying – the story so far by Jim Wright

In the recent past we have lost some major names in aeromodelling including Ron Moulton, Laurie Barr, Vic Smeed, Phil Smith and Dave Boddington to name but a few and with them we lost a great deal of aeromodelling heritage. I knew Ron and Laurie,

and got to thinking that we should start a project to preserve the history of model flying in the UK.
This led me to dump my ideas into a proposal document that I shared with my old friend Martin Dilly who strongly encouraged me to present it to the BMFA Executive Committee, which I did in Spring 2011. Subsequently I was asked to act as the 'BMFA Museum Liaison Officer' with a view to identifying an existing full size aviation museum with which model flying had some synergy we could collaborate to incorporate model flying exhibits.
Now, I am aware of the excellent exhibits to be found in other countries such as Muncie in USA, in Germany at the Wasserkuppe and Deutsche Museum in Munich and in Helsinki Finland to name but few but where is there such a place in the UK I asked.
There are some model flying exhibits in some museums but not showing the full history and development of the subject.
Whilst there is positive interest from the museums I have met so far, the main issue is nearly all of them have no of space available and usually have far more items than they have space to exhibit. Nevertheless, I have identified a few possibilities and will be keeping in contact but the quest continues.
Along the way, I have received support from some interested modellers and overall the concept receives positive feedback.
What I need now is to open the net and get ideas, comments and suggestions about the way forward with offers of support. Encouraged by Roger Newman I have opened this to the readers of The New Clarion.
Funding has not been seriously addressed yet but for the right project we should be able to get support.

Back in July I presented an update to the BMFA Executive that included the following, to describe how I am currently directing myself on this project:

M.O.S.T. (Mission, Objective, Strategy and Tactics)

Mission - To establish a permanent museum and archive of UK model flying easily accessible to both modellers and the general public.
Objective - To collect, preserve and exhibit the vast history of UK model flying up to the present day.
Strategy – (short term) Seek collaboration with established aviation museums to display models and related items at least on loan or on a temporary or rotating basis.
Tactics – (short term) Meet the management of established aviation museums to investigate if any synergy exists between their acquisition criteria, display policy and the history of UK model flying.

In addition, my long-term vision is for the BMFA to develop the concept for a more permanent arrangement and I offer the following description of what I had in mind at the outset.

To establish a permanent museum in a central location of England under BMFA control that can accept models and related model flying exhibits for display provided they meet the defined selection criteria. Preventing UK model flying history being destroyed or lost forever.
When space does not allow an item to be exhibited immediately, then provide safe storage until space is available as exhibits are rotated.
For items of significant historical interest or importance but not in a condition suitable to exhibit, provide on-site facilities (workshops) and skilled volunteers to enable the item to be restored/refurbished or stabilized for display. Replicas might also be built.
To establish an archive of model flying magazines, books, plans, photographs, documentation and memorabilia that can be accessed for research.
(It is acknowledged this is partially underway at Chacksfield House and via the SAM1066 DBHLibrary project).
To provide a **centre of excellence for model flying** that can provide education and training facilities for new recruits, (ideally younger) members, into the sport as a life-long activity.
Ultimately the museum and centre of excellence should be just part of a centre for other modelling activities. (e.g. model cars, boats, trains, and planes etc both static and working/functional) with easy access to a site where they can be flown, sailed, run, raced etc.

What I am trying to encourage is that we invest in the past for the future health of model flying in the UK. We need to encourage young members to join and become life-long enthusiasts as many of us are but today the peak of the age profile is moving to the right and not growing enough on the left.

Feedback and ideas are welcome to gauge the levels of interest in such a major project.
Please email me at jim.wright@dsl.pipex.com. I cannot promise to answer every email but will take note of your input.

Jim Wright

Aeromodeller Departed

Peter Giggle:

I have recently been advised of the passing of Peter Giggle, by his son Colin. Peter was a long time member of the Brighton Club, together with his wife Mavis who died a few years ago. In more recent times, Peter was an enthusiastic supporter of the "water" events at Middle Wallop but had not been in the best of health over the past few years. The New Clarion next month will carry a short obituary, meanwhile another well remembered modeller has departed from us.

Roger Newman

R.I.P.

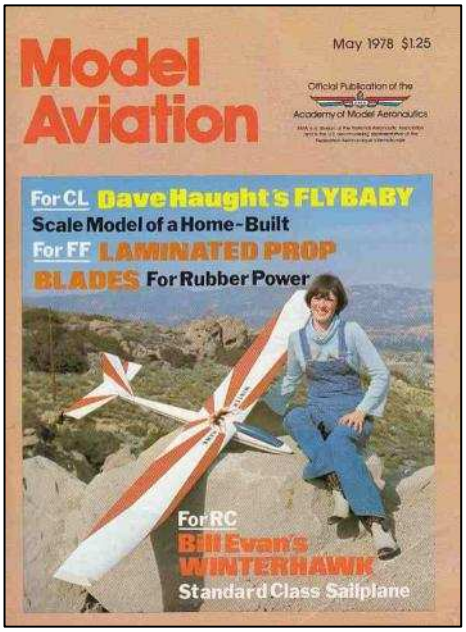
The DBH Library (Magazines) - Roy Tiller

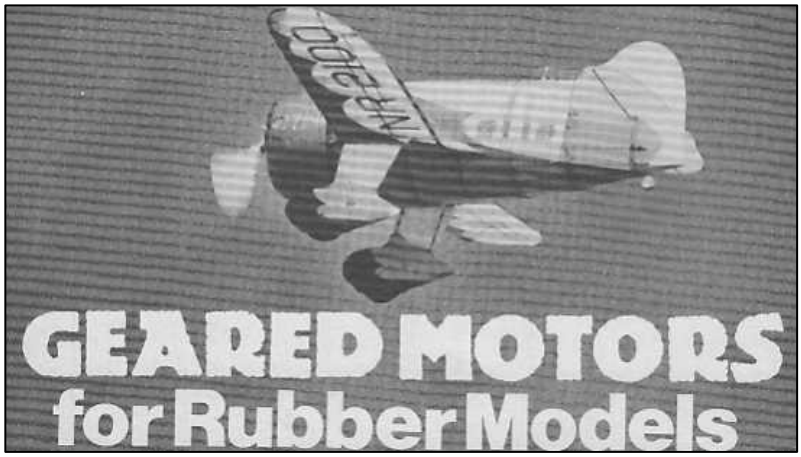
Report No 15 U.S.A.

Model Aviation.

Model Aviation started in 1936 and was published monthly by The American Academy for Model Aeronautics i.e. the mouthpiece of the official body. It was about A5 in size and as normal at the time all monochrome.

We have a just a photocopy of the cover of Vol 1 No. 2 dated August 1936 and then about 50 off from 1956 to 1962. Volume XX No. 7 dated July 1957 concentrates on safety on the cover and inside explains "insurance at work for you". All much like the BMFA News. Somewhere about 1962/1964 it became more like a commercial magazine A4 in size with colour on the cover. There may have been a gap in publication between 1967 and 1975; does anyone have any information on this?



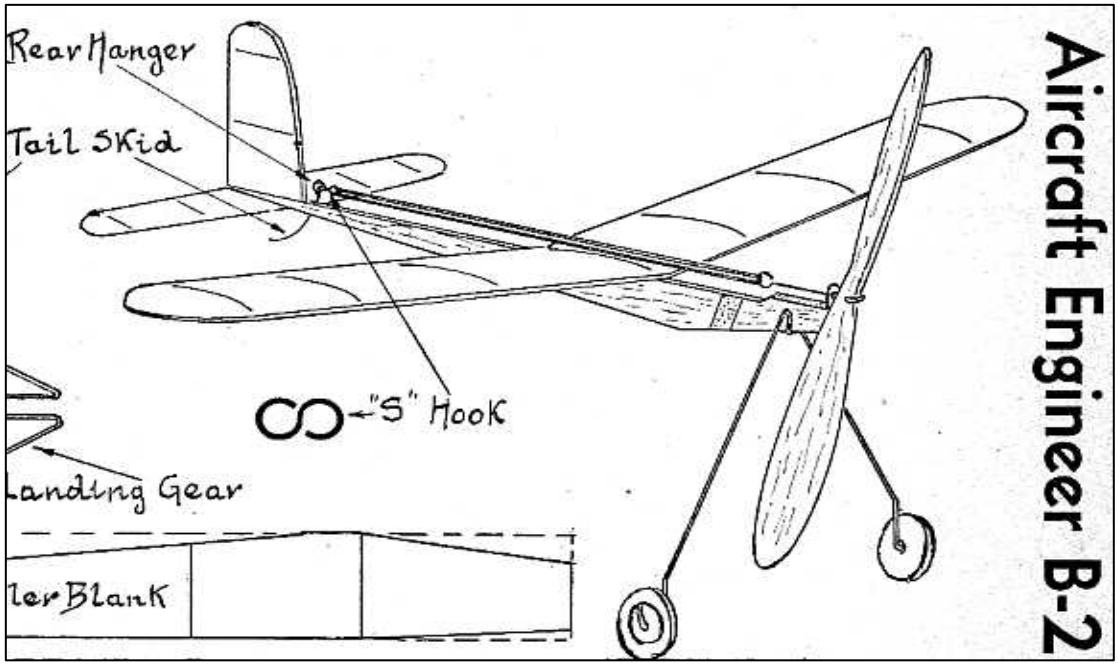


The May 1978 issue is a mix of RC, CL and FF. The free flight content includes an article on making laminated prop blades and wire hinges also an article on geared rubber motors as an aid to bringing the rubber weight forward on short fat scale models like the Gee Bee.

Bob Meuser's free flight column shows a picture of his "Man powered blimp". It looks as though it suffers the same nose up attitude problem that is being faced by BMAS member Tony Searle with his helium filled airship.

From 1980 onwards due to the bulk of each issue and the limited amount of items of vintage or free flight interest we retain, in the library, only the cover and any free flight or control-line items. This reduces a hefty volume to just a few pages.

February 2004, which is one of our latest issues, has plans for a control-line Lavochkin LAGG-3 Russian WW2 fighter and, for the free flight fans, an 18inch HLG the Arm Soar by Jean Pailet.

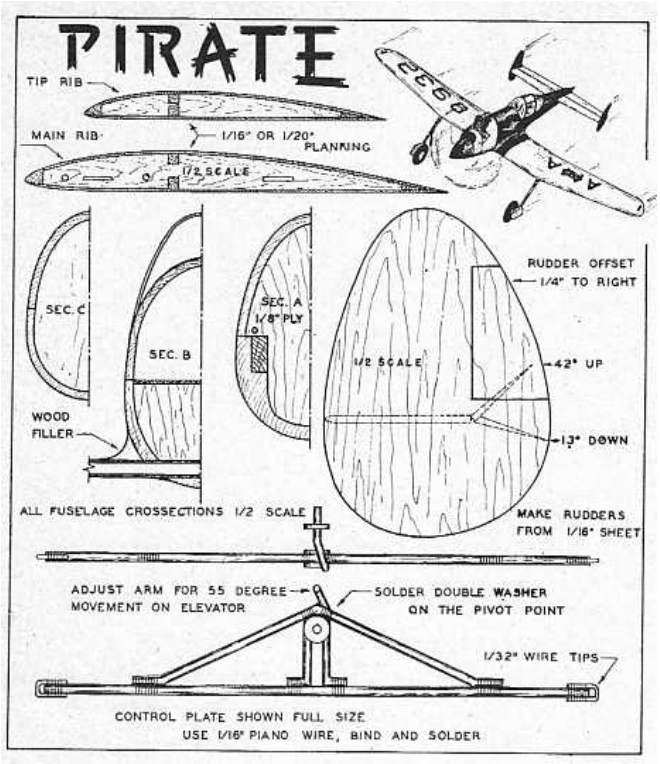


Model Aircraft Engineer

Just 8 issues were published commencing in 1934 of which we hold 2 with no covers. July 1934 has three full size plans, the Model Aircraft Engineer Beginners No. 2, then a scale Howard Mike by Virgilio Sturiale and finally a high speed model by John McKenzie, all rubber powered.

Model Craftsman

This started in 1933 covering most forms of model making but by 1949 it was entirely a railroad magazine. We have just one issue, September 1946, in which things that travel on wheels, trains and cars, or travel not at all, stationary engines, predominate. The model aircraft editor is Leon Shulman and the sole model aircraft featured is the control-line Pirate, by Don McGovern, which required you to make your own control plate (bellcrank) from 1/16th piano wire.



WANTED. Any magazines to fill gaps in the collection.

Contact. Roy Tiller Tel. No. 01202 511309 e-mail roy.tiller@ntlworld.com

Roy Tiller

For Sale and Wanted

For Sale:

Ron Moulton's collection of SAM 1066 'Clarion' Newsletters, all in SAM folders from 1991 to 2004, unfortunately 1998 is missing.
Offers invited, please contact Dinah Ripper on:
Tel: - 01923 269279 or email: - dinah.ripper@talktalk.net

I look forward to hearing from you. *Dinah Ripper (Ron Moulton's daughter).*

Wanted:

Seelig F1J timers.
Contact Roy Vaughn on:
Tel: - 01344 779071 or email: - roy.vaughn@btinternet.com.

Thanks in advance. *Roy Vaughn*

Editors Postscript:

This is an appeal to you free-flighters to put pen to paper and write a few words for this magazine of ours. SAM1066 is an organisation dedicated to the preservation of vintage free-flight designs, I know there are hundreds of you that build them, but precious few of you will write about your exploits.
Please make a new year's resolution to write at least one article for the New Clarion in 2012.
You can post, email or deliver. You can write it by hand if you have no other means of committing you thoughts to paper. I can handle anything. Give it a whirl.

Editor

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

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

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

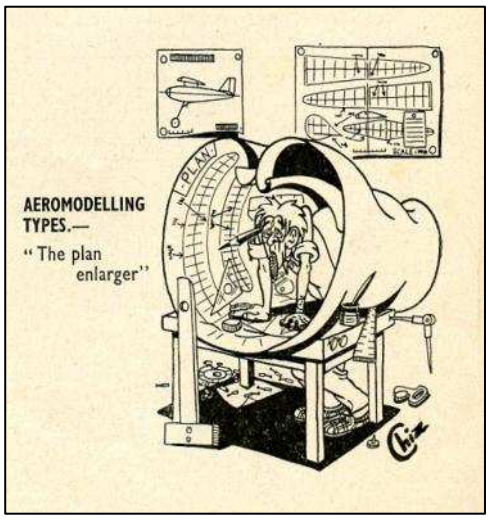
The process for obtaining a digital file of a plan is:

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

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

If the plan has not yet been digitised, a scan of the paper plan has to be done but this could take up to two weeks, sometimes longer if a clean-up is necessary. Once I have received the digitised file back, the requester will receive an email with an attachment of the plan.
This service is provided at no charge.

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



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

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

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

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

2011 dates

May 7th

Sep 17th; Oct 15th; Nov 12th; Dec 10th

2012 dates

Jan 7th; Feb 4th; Mar 3rd.

Admission - Flyers £5.50 - Spectators £2.00

For further information phone Colin Shepherd 0121 5506132
or e-mail colin@colinwilliam.wanadoo.co.uk

Brownhills Indoor Flying – Free Flight

Brownhills Community Association,
Deakin Ave. Brownhills WS8 7QG

Just off the A5

Saturdays 2-00pm until 5-00pm - £6

2011 dates:

May 14th; June 11th
Sep 10th; Oct 8th; Nov 5th; Dec 3rd.

2012 dates

Jan 14th; Feb 11th; Mar 10th;
Apl 7th; May 12th; Jun 9th.

Contact:- Tony Eadon-Mills
Tel: 01952 240451 - e-mail: tonyeadomills@gmail.com

I

BMAS

BOURNEMOUTH MODEL AIRCRAFT SOCIETY

INDOOR FLYING

TUESDAY 22ND NOVEMBER 2011

TUESDAY 13TH DECEMBER 2011

TUESDAY 24TH JANUARY 2012

TUESDAY 28TH FEBRUARY 2012

TUESDAY 27TH MARCH 2012

7pm to 10pm

ALLENDALE CENTRE

HANHAM RD. WIMBORNE BH21 1AS

FREE CAR PARKING IN PUBLIC CAR PARK IN ALLENDALE RD

FREE FLIGHT ONLY

COMPETITIONS incl GYMINNIE CRICKET LEAGUE

ALL FLYERS MUST HAVE BMFA INSURANCE

FLITEHOOK NORMALLY IN ATTENDANCE

Adult Flyers £4 Accompanied Juniors & Spectators £1.50

CONTACTS:JOHN TAYLOR TEL.No 01202 511502
ROY TILLER e-mail roy.tiller@ntlworld.com

Waltham Chase Aeromodellers

2011-12 INDOOR FREE-FLIGHT MEETINGs

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

DATES are

September 29th	18:30 – 22:00	
October 27th	18:30 – 22:00	
November 24th	18:30 – 22:00	
December 29th	10:00 – 16:00	XMAS Daytime Special
January 26th	18:30 – 22:00	
February 23th	18:30 – 22:00	
March 29st	18:30 – 22:00	
April 26th	18:30 – 22:00	
May 31st	18:30 – 22:00	
June 28th	18:30 – 22:00	

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

Admission to the meetings will be £4 for adult fliers and £1 for junior fliers and spectators, whilst accompanied junior spectators will be admitted free.

Fliers MUST be insured and may be required to show proof of insurance by the organisers.

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

For further details please contact:

Ken Brown (Tel. 023 8057 8866) or Alan Wallington (Tel. 01489 895157)

or see our web site: www.wcaero.co.uk

The 3rd Old Warden Swapmeet

Sunday 12th February 2012

180 table swapmeet.

To be held in the Russell Hall complex of the Agricultural College.
The Swapmeet will accommodate all modelling disciplines:-
Aircraft, Boats, Cars, Vintage and Modern
Engines, Kits, Radios and accessories.

Additionally there will be a small trade presence.
Doors open at 8.30am for table holders and 10.00am for the public.

The Russell hall complex has a bar and restaurant.
Visitors are reminded that the world famous Shuttleworth Collection of full size vintage Aircraft and Motor Vehicles is based at Old Warden.

Costs will be as follows;-
Table £10 + £6 per head (Max 2 people per table).

Public £5

No Early Bird Tickets
Bookings will commence 1st November 2011
Bookings:- Richard Dalby 020 7607 6820
Email:- owswapmeet2012@hotmail.co.uk or
Peter Dirs:- pd_eng@yahoo.co.uk

Provisional Events Calendar 2011

With competitions for Vintage and/or Classic models

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

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

For up-to-date details of SAM 1066 events at Middle Wallop check the Website – www.SAM1066.org

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.martyn.pressnell.btinternet.co.uk
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

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).

MERRY CHRISTMAS

That's all folks! *John Andrews*