

	<h1>NEW Clarion</h1> <h2>SAM 1066 Newsletter</h2> <p><i>Merry Christmas</i></p>	<p><b>Issue</b> <b>122013</b></p> <p><b>December</b> <b>2013</b></p>
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Editor:- John Andrews  
12 Reynolds Close  
Rugby  
CV21 4DD

Tel: 01788 562632  
Mobile 07929263602  
e-mail  
[johnhandrews@tiscali.co.uk](mailto:johnhandrews@tiscali.co.uk)

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**Editorial:**

*Merry Christmas to one and all.*

Another year gone and 12 more issues to archive, then off we go again.

First things first, I would like to thank all the contributors without whose efforts this magazine of ours would not enjoy the appeal that it seems to have world wide.

Particular thanks to our secretary Roger Newman and archivist Roy Tiller, their regular monthly reports guarantee that I have some content.

Tony Tomlin's reports on the radio meetings keep us in touch with the alternative form of aeromodelling to our free-flight flying roots.

Other heros are Spencer Willis and John Minshall, who collate the Wakefield and Tailless results from all the meetings to give us the league results, not forgetting Peter Hall/Roy Vaughan for thier Coupe reports.

This issue sees the first batch of vintage pictures from the camera of Keith Miller, he and Roger have finally managed to get Keith's archive onto disc and now also in my hands.

There is some worrying news in the secretary's notes this month. We find ourselves severely restricted for flying dates at our ancestral home of Middle Wallop, with only 5 days being offered. There are moves afoot to find an additional venue, but if one is not forthcoming it will be difficult to shoehorn all our events into the competition days on offer.



Hello! is that R/C-Is-Us?  
 can you tell me exactly how much  
 a complete 2.4gig Spektrum Radio Control System weighs,  
 Just out of curiosity.



The final Cocklebarrow Farm meeting for 2013 took place at this excellent flying site on 6<sup>th</sup> October. Although the flying area is not vast and is surrounded by Cotswold stone walls, it seems to have, as one flier said, a "Cocklebarrow magic", certainly judging by the large turnout of modellers it always attracts, this is very true. During the day 62 fliers signed on, many joined by friends. The meeting was run by Val and Paul Howkins with help from their dedicated band of followers, [thank you all].

The day dawned cold and with a thick mist, fliers stood around chatting and waiting for the weather to clear, until around 9.30 the sun broke through, spirits lifted and we settled down to a great days flying.



A walk along the field showed a large variety of models. Seen were designs of Vic Smeed, Sai Taibi, Phil Smith, Albert Hatfull, Walt Good, Colonel Bowden and

many more, and, ranging from the smallest, a PAW 80 powered Sharkface, to the largest, the Ben Sheresaw, Super Buccaneer. The Galahad design seems to have made a revival with 3 seen in the air. Electric models are becoming more popular at every vintage event now. Conversations can be overheard of fliers discussing the merits of 2 or 3 cell LiPo batteries, speed controllers, inrunners and outrunners motors etc etc, something unheard of only a few years ago when most were members of the oily hand brigade! A number of rudder only single channel models were flown in the generally calm conditions, including the Madcap of Stephen Powell, which was flying well.



An unusual model not seen before was the 1951 Magpie design by John Rogerson and built by Ted Tomlin.

This interesting design looked very similar to the much later, American designed, Lazy Bee. David Lovegrove had brought along his Flying Flea that has proved a reliable and stable flier [unlike the full size!!]. There was a good turnout of Tomboys, many to be flown in the last Tomboy competition of the year. In total there were around 120 models signed in.



The mass launch flyoffs for the Tomboy 3 and Senior competitions drew, as usual, a large crowd of watchers, many from the local village. The Tomboy 3 class [Mills .75 36" span Tomboy] had 9 entries and for only the second time in the 7 years and 50+ Tomboy competitions, there was a midair shortly after the launch, when the Tomboys of Colin Shepherd and Ted Tomlin collided. Colin's model gently glided in with a dead engine whilst Ted's model flew an erratic course until some frantic adjustment to the trims settled things down. He was surprised, as after a reasonable flight, he discovered on landing [when the fuselage collapsed] that only the control snakes were holding the fuselage together! Amongst all of this excitement the other fliers climbed away with no other dramas, Brian Ball coming out on top with a time of 8mins 19secs.

### Tomboy 3    Results

1 <sup>st</sup> . - Brian Ball	8min 19secs.	2 <sup>nd</sup> . - John Strutt	6min 18secs.
3 <sup>rd</sup> . - Brian Brundell	5min 46secs.	4 <sup>th</sup> . - Bob Young	4min 37secs
5 <sup>th</sup> . - Tony Tomlin	4min 27secs.	6 <sup>th</sup> . - James Collis	4min 02secs.
7 <sup>th</sup> . - Ted Tomlin	3min 29secs.	8 <sup>th</sup> . - Stephen Powell	3min 16secs.
9 <sup>th</sup> . - Colin Shepherd	0min 15secs [Mid air].		

This was followed 30 minutes later by the Tomboy Senior Class  
[Mills 1.3 48" span].

There were 10 entries, and with the slower flying larger models, this was altogether a more gentle affair! Most models got away unscathed, with the exception of Derek Collin who had the misfortune to hit a tree, luckily his model slithered safely down to the ground. Tony Tomlin and Steve Roberts had a 'touch' shortly after launch, Tony continuing with part of his elevator flapping in the slipstream. Steve was lucky to escape with nothing more than a dead engine and landed safely.

Apart from John Strutt and Peter Rose, all the others seemed unable to find decent lift and were descending, however Roger Briggs was the most successful of the group, claiming 3<sup>rd</sup>. place a little under 7 minutes. John Strutt was 2nd. , with Peter Rose a clear winner, landing a little over 2 minutes after John, at 12mins 12secs.

### Tomboy Senior Results

1 <sup>st</sup> . - Peter Rose	12min 12secs.	2 <sup>nd</sup> . - John Strutt	9min 35secs.
3 <sup>rd</sup> . - Roger Briggs	6min 52secs.	4 <sup>th</sup> . - Brian Ball	5min48secs
5 <sup>th</sup> . - Barrie Collis	5min 37secs	6 <sup>th</sup> . - Tony Tomlin	5min 08secs.
7 <sup>th</sup> . - Ted Tomlin	4min 17secs.	8 <sup>th</sup> . - Bob Young	3min 36secs
9 <sup>th</sup> . - Steve Roberts	0min 16secs [Mid air].	10 <sup>th</sup> . - Derek Collin	0min 10secs.

After what can only be considered another excellent Cocklebarrow meeting enjoyed by all, the fliers raffle was drawn and Val Howkins presented the Tomboy awards.

After the presentation, whilst everyone was still together, Val talked about the future of the Cocklebarrow meetings, which she has run with Paul for 23 [or more] years. Val explained that at present they are willing to continue to run the events. However, if their circumstances change due, for instance to ill health, they hope that a person or a group would step in to run this prodigious event.

Paul and Val would, of course, be available to give advice as required. For further information please contact Val or Paul Howkins

Tel: 02476405126      email: [valerie@jhowkins.plus.com](mailto:valerie@jhowkins.plus.com) .

*Tony Tomlin*

**YULON " 49."**

Manufacturers.

Yulon Engineering Co.,  
53, Woodland Road,  
Northfield, Birmingham 31.

Retail Price. 99s. 6d.\*

Type. Glowplug.

Delivery. Ex stock.

Spares. Full spares and  
repair service at works.

Specified Fuel.

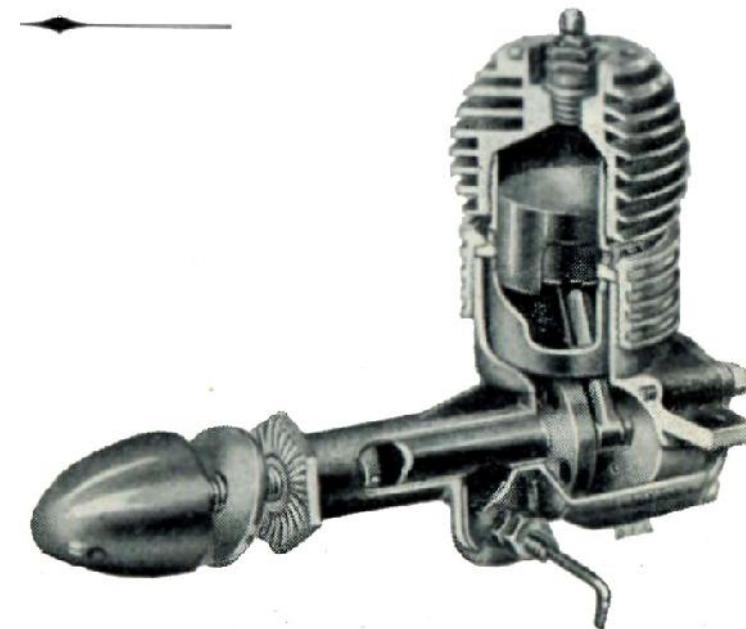
37½ % Dry Methanol,  
37½ % Nitro Methane,  
25% Castor oil.

Mercury No. 7 or  
Record Powerplus.

Capacity: 8.2 c.c./.49 cu. in.

Compression Ratio. 8:1.

Recommended Airscrews.



Weight (bare). 6½ ozs.

Mounting. Beam or Radial.

Free Flight, 11x5 ins.;

Control Line, Stunt, 10x6ins. or 9x8 ins.;

Speed, 8x12 ins. or 9x12 ins.

Bore. 0.960 in. Stroke. 0.687 in.

Cylinder. Meehanite, Alloy retaining ring 40 T.P.I.

Cylinder Head. Low expansion alloy, screwed 40 T.P.I.

Crankcase. Die Cast, Anodised black crackle finish.

Piston. Plain Meehanite, flat top.

Con-rod. Light Alloy, no bushings.

Crankshaft. 55 ton tensile, finished with Hard Chrome deposit.

Main Bearing. Plain.

Crankshaft Valve. Rotary shaft inlet valve.

Special Features. Duralumin crankshaft extension shaft is replaceable in the event of damage, has left hand thread.

Threaded needle valve gives fine adjustment.

Carburettor throat insert to improve carburation.

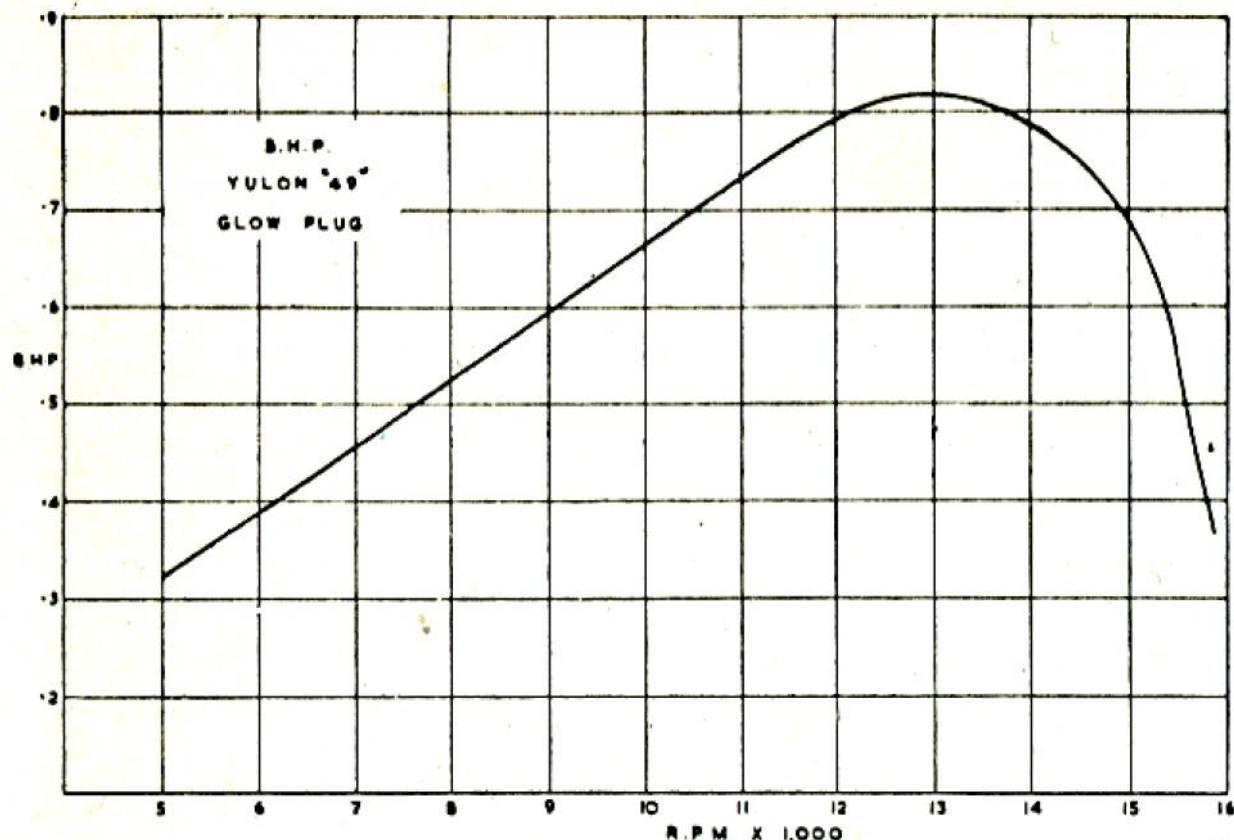
**TEST**

*Engine.* Yulon " 49" (approx. 8 c.c.) Glowplug.

*Fuel.* Mercury No. 7 Glowplug.

*Starting.* Good under all conditions.

*Running.* Good at all tested speeds, especially around region of maximum b.h.p. output. Carburettor control was excellent and responsive, due to the needle valve giving a positive fuel cut-off when tightened down, and a gradual jet opening. This gradual opening made it necessary to act quickly at times when adjusting for correct running.



*B.H.P.* As the graph shows, a very fine performance was obtained, with a maximum of .820 b.h.p. at 12,900 r.p.m.

While the top of the curve is fairly flat—between 12,100 and 13,750 r.p.m.—a rather steep drop in output is seen on each side of these figures.

Maximum output lies at a reasonable and convenient speed. The lowest figure recorded was .320 b.h.p. at around 5,000 r.p.m.

From the curve it would seem that this would also be about the figure at 16,000 r.p.m.

*Checked Weight.* 6.5 ozs. (less tank).

*Power/Weight Ratio.* 2.2 b.h.p./lb.

*Remarks.* The Yulon is a typical modern, high-performance engine, with the highest power/weight ratio yet recorded in these pages. It has been pointed out before that power/weight ratio is always in the favour of large engines and the high ratios which have been recorded for some smaller, high-efficiency units would lead one to expect very high figures for large engines of the same type. In addition, particular attention has been given in the Yulon design to weight-saving, resulting in a particularly clean and business-like appearance. The black crackle-finish enamel of the crankcase contrasts pleasingly with the polished alloy parts



Saturday 16<sup>th</sup> November, I whizzed up the A5 to the Brownhills indoor meeting run by Alan Price for the Walsall club. Attendances are just about holding their own but a small price increase has been necessary to keep the meetings viable.

The wife Rachel decided to come with me, I think she thinks I have a fancy woman up there (*by the way I had to ring her up and warn her not to come*), it was a good thing really as wifey was able to take a few pictures.

For me it was a trimming day for 'Gym Dandy's' the Thorns Xmas competition model. Note the use of the plural, not only were others doing the same but I had been forced to make another. My times for the comp were not as good as some other B'ham members and my last visit to Thorns, when I was expecting to increase the performance, turned out to be a complete disaster. I had changed the incidence on the tailplane, hoping to get rid of the necessity for plasticine at the rear end, but this seemed to have destroyed the trim completely such that I used up the whole three hour session without making a single timed flight.

At home I prised off the flying surfaces and scrapped the patched up fuselage, if you recall it was too flexible initially and needed bracing, it had bits stuck all over it. I made a new fuselage from thicker material, but as usual I had over done it and the revised model was a bit on the heavy side so off I goes again and made yet another one. So I had two to trim at Brownhills.



My two models ready to go



Eric Hawthorn with his

I am please to say that the trimming went well, although the newer one was more than a little wayward at first, steaming off to the left instead of right and finishing up stuck up on the side wall but retrieval was simple, You may note in the picture that the strain of the afternoon had got me stripped down to belt and braces. All ended well and, although the model needed a very large trim tab on the fin, I finished with a flight over the minute mark so I should be able to improve my official times at Thorns under the slightly higher ceiling there.



**Where would we be without our roach poles**

A few pictures from Rachels efforts with the camera



**As TV Minder's Arthur Daley would say 'Her on Doors'**  
**Alan Price's good lady Jeni, purveyor of the Orange or Green Spots of payment**



**Hanger Rat corner, many Rats sally forth from this group**



**Mike Brown, model in hand chats away.  
The model is not quite what it appears, it's a canard and flys well  
It has enthused Mike who is now building another design**



**Rachel appears to have the ability to mesmerise her subjects**  
**Here we have Colin Shepherd on the left with a delightfull KeilKraft 'Ace'**  
**On the right, organiser Alan Price trimming yet another 'Gym Dandy for the comp.**



**Three of Mike Brown's fleet of half-size Wakefields**  
**It's a 'Gipsy' on the right, a 'Jaguar' in the centre,**  
**but the one on the left I do not recognise, may be a 'Clod-Hopper', I know he has one.**

A pleasant afternoon in good company, "roll on christmas, lets have some nuts".

*John Andrews*

*Editor: These two pieces are real vintage Aero-Modeller but are just as relevant today. The indoor problems of differing model speeds still causes difficulties and the rubber lube recipe is timeless.*

### THE T.M.A.C. INDOOR MEETING.

It seems that the time has now arrived when indoor meetings form a definite source of attraction for aero-modellers during the winter months, and the meeting organised by The Model Aircraft Club at the Horticultural Hall on November 28th bears out this prediction. It is only due to the energy and foresight of this active body that indoor flying has been kept alive during the past year or so and it deserves to be congratulated for its enterprise in attempting to establish this branch of model aviation as a recognised pursuit.

Judging by the general nature of the models present it would be well worth while organising some type of competition with a view to obtaining some official records for indoor duration and for the smaller type of scale model. This type of flying, however, is heavily handicapped by the flying models which are obviously too large or too fast for the hall. After all, indoor meetings are provided for models which, by reason of their size or lightness, are unsuitable for outdoor flying. Indoor modelling is in a class by itself and people cannot be expected to bring their pet models only to have them smashed by machines which are obviously the type for outdoor work. It would appear that some loading limit is necessary for duration fliers while scale models could be kept within reasonable size by use of a limited scale.

However, even with the collisions which did occur, the meeting was a great success, particularly with regard to the new and experimental types, among which were ornithopters (wing-flappers to the uninitiated) and autogiros. Mr. S. R. Crow was particularly successful with the latter type. The scale-model class was also well represented and some exceptionally fine flights were observed.

### RUBBER LUBRICANTS.

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

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

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

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

## 4oz Wakefield League Results

- John Minshull

## 2013 4oz Wakefield Final Results

Competitor	Croydon		Odiham		Wallop May		Wallop Aug		Wallop Sep		Total Points
	Place	Bonus	Place	Bonus	Place	Bonus	Place	Bonus	Place	Bonus	
J Paton	1		3	2	5	4	4	3	4	3	<b>29</b>
J Lancaster			4	3	2	1	7	6	2	1	<b>26</b>
C D Wright							11	10			<b>21</b>
N Peppiatt							10	9			<b>19</b>
M Turner							9	8			<b>17</b>
P Michel							8	7			<b>15</b>
J Minshull	3	2					5	4			<b>14</b>
J Wingate							6	5			<b>11</b>
R Taylor			2	1	4	3					<b>10</b>
P Hall					3	2					<b>5</b>
B Stout							3	2			<b>5</b>
R Kimber									3	2	<b>5</b>
J Taylor							2	1			<b>3</b>
J White	2	1									<b>3</b>
P Jackson					1						<b>1</b>
R Tiller			1								<b>1</b>
D Powis							1				<b>1</b>
D Grieves									1		<b>1</b>

*Editor: John asks CD's to ensure that model types are identified on result sheets particularly in combined events.*



Peter Jackson & Robin Kimber, a couple of 4oz Wakefield fliers

John Minshull



*Extract from Aeromodeller June 1966*

### A lot of Tribe

Whatever vicissitudes and problems may beset the dark continent, at least its T.V. programmes have not yet suffered the Western fate of being smothered by old American movies; but no doubt Foxfam will soon remedy this cultural deficiency. Meanwhile, youthful natives of Zambia are given the civilised privilege of watching a fortnightly programme on the delights of model flying. Odd, though, to think of the old hobby enjoying an extension of life in the emergent states. Satisfying in one way, but in another I'm a bit sorry to see the old gnu and hartebeeste pushed off their slumping grounds in order to make way for six lane highways and ten channel radio models, but we all have to pay the price of progress. In this country it is the rapid erosion of our available flying territory, and I have no doubt that we shall soon hear the same cry from Africa's limitless acres, by which time we can be sure that the youth of Zambia will not be watching telly programmes of model flyers cavorting over the grasslands, but looking at Gary Cooper adventuring over the vast empty spaces of yesteryear.

### 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 areas 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 \whi77. 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, far fetched?

### 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 gives a clue to the term "gassie", which must obviously be an abbreviation of "gastronomic".

*Pylonius*

### Obituary, Charlie Yost

Many of our older members who attended Middle Wallop in the late 1990's & early 2000's will remember visit by SAM colleagues from the USA. Charlie Yost was amongst those who came on several occasions & formed long lasting friendships - notably with our own Brian Martin. Sadly Charlie has suffered ill health over the past few years & died earlier this month. He was one of life's "nice guys" & will be missed by all his modeller friends. Mike Myers has kindly provided a fitting tribute & a few photos.

#### A Few Words on Charlie Yost

Charlie Yost was known to many SAM modelers in England as well as in the United States. Charlie passed away in San Diego, California on October 31, 2013. That's an appropriate bookend to his life since Charlie was born in San Diego in 1926 or 1927.

Roger Newman asked me to send some pictures and a few words about Charlie. His father was a Chief Pharmacist's Mate in the U.S. Navy, so Charlie moved a bit as a youth. Charlie was just old enough to get into the US Army Air Corps at the end of the war. As a young enlisted man, he was a crew chief on a Curtiss C-46 Commando cargo aircraft—hauling beans, bread, beer, and bullets in and around New Guinea. He got an engineering degree after the war and settled in St. Louis, Missouri working for McDonnell Aviation starting in the early 1950's. By the late 1970's McDonnell was McDonnell Douglas, and Charlie was a project engineer on the F-18 Hornet program. He was sent to San Diego to liaise with the U.S. Navy at North Island, and also at Miramar Naval Air Station—then the home of the Pacific Fleet Fighter Force. He retired from McDonnell in the mid 1980's.

I have to pull Charlie's leg a little bit. I met Charlie on the flying field at Taft about the time he retired. He was my flying buddy for nearly 30 years, and it's hard to accept that the almost constant "Yost Drone" in my ears that went "Myers, you're doing it wrong." has finally stopped. I didn't mind the drone—I had my filter that said 98% of it was nonsense, but about 2% of the time Charlie's advice was right! Charlie would argue that my 98 to 2 ratio was backwards.

Anyway the two of us—tall, bulky and white haired careened around flying fields in five states and several countries, enjoying every minute of flying time we could find. Middle Wallop, Old Warden, Pinkham Field, Taft, Lost Hills, Perris, Mile Square, Muncie, Eloy, El Dorado Dry Lake, Otay Mesa on the Mexican border—we saw them all. We must have made half a dozen model airplane trips to England together and our car driving experiences in England with Myers as pilot and Yost as navigator set English motoring back at least 10 years. But Charlie and I had a good time. In fact, as I was going through pictures to select a few to send to Roger, every photo of Charlie brought a smile to my face and another happy memory to think about.

Because Charlie was a big guy and had a low pitched voice, his "curmudgeon act" was very effective. But it was an act. Charlie made friends very easily—and kept them. Charlie was an engine collector, and a diesel aficionado. He enjoyed his friendships with Brian Martin, Bob Close and John Maddaford as well as with many other English modellers over a period of 25 years. Big boys like their toys, and Charlie was no exception. Over the years he had a light plane (which he crashed back in Saint Louis in the 60's) and a three wheel Morgan. Aside from model airplane engines, he was a big fan of live steam model engines. Charlie and his wife Kitty usually had two or three Jack Russell terriers underfoot—they liked dogs. Kitty and Charlie's children and grandchildren will miss him---and so will model flyers on both sides of the Atlantic.



Charlie, R.I.P.

*Mike Myers*

### Last Meeting of 2013

Our last meeting of 2013 is on 8<sup>th</sup> December - in conjunction with the Croydon Club. The schedule is:

#### **Coupe Europa**

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

#### **SAM 1066 Fun Fly, Trimming & Comps**

Bungee Glider to SAM rules - Ryback Glider to SAM rules

#### ***No Flyers fee but normal Gate Entry fee applies***

In the past we have had some really good days so let's hope that this year gives us the opportunity for a cracking end to the year.

### **Middle Wallop 2014**

Our application for 14 days flying at Middle Wallop next year has been severely diluted to 5 days. It seems this is due to a combination of (at least) two factors: an increase in use of the airfield at weekends by the Army Flying Association combined with a need to implement & observe new rules regarding flight safety.

Subject to our licence application now being approved, the dates we have been allocated are 27<sup>th</sup> April, - 1<sup>st</sup> June, - 24<sup>th</sup> & 25<sup>th</sup> August - & 28<sup>th</sup> September. Thus we face the prospect of no Easter meeting.

However, on the positive side, we are investigating possibilities of holding a one or two day meeting on Salisbury Plain over Easter. Our Chairman indicates there is a suitable area for both sports fliers & for holding comps - albeit maybe with reduced maximums. Another possibility is to host a one day meeting at Port Meadow, Oxford - home of Andy Crisp's Dreaming Spires meetings. More info will be published in the NC on these as we gather further

### **Photos by Keith Miller**

Keith & I managed to work out a solution in the end & your Editor now has a CD with all the photos, accompanied by appropriate annotations. There might even be one or two examples in this month's edition. Many thanks to Keith for providing a special glimpse of past aeromodelling in all its glory.

### **A day out**

The annual Romsey Swap meet took place on 17<sup>th</sup> November. Mostly full of RC related stuff - nevertheless Dennis Underwood & I made our annual pilgrimage to see if there any bargains on offer. This year we encountered Geoff Smith selling some of his modelling goodies, in preparation for "downsizing". He had an amazing amount of balsa which was literally flying off his sales table, much to the delight

of his wife who (I suspect) was not keen on seeing it return home! Both Dennis & I invested in some sheets of genuine lightweight orange Modelspan which lurked in a box under the balsa.



Having looked at the forecast (as one does) - we had each put a few models in the car to carry on to Beaulieu, as the prospect was low wind speed with overcast conditions. I took a Keil Kraft Outlaw (Mills 1.3) & a low wing Linnet (DC Spitfire) - both fairly ancient but still capable of good flights - indeed the Linnet was lost at Middle Wallop several years ago, to be found some three weeks later up a tree near Thruxtion, plus a new Jersey Skeeter for bungee glider test flights. Dennis had a Slicker & his trusty Popsie.



We weren't disappointed, as conditions proved to be near perfect. Both the Linnet & Outlaw maintained their trim patterns in spite of not being flown for nigh on a year, so I managed to get a good bit of walking in as well on the retrieves. The Jersey Skeeter eventually trimmed out after a struggle to get a straight tow - but shows promise.

#### **Cox International Service - to be recommended**

I recently finished a Quack canard, for which I have a K & B Infant. The Quack is a pusher canard & foolishly I hadn't thought to check the availability of small pusher props. After exhausting the sources I could think of in the UK, I remembered that Cox used to do a small three blade pusher prop, so a quick

search on the web found the Cox International website & lo - they listed the exact item at a very reasonable price.

I bought three in one hit, ordered from their website & paid for by credit card - the package arrived by post 4 days after my order was placed. I have to say it was brilliant service & one I will definitely use again. If you need bits for Cox engines or literature etc, have a look at their website - [www.coxinternational.ca](http://www.coxinternational.ca)



**The Quack waiting for the engine to be fitted**

### **Bargain of the month**

I'm not really an indoor flier but do go to the occasional meeting. My fingers are more used to 3/16<sup>th</sup> or  $\frac{1}{4}$  square & above & can't cope too well with 1/16<sup>th</sup> for indoor models. However one has to try, so the odd model does appear from time to time. Building indoors would be nice as well as the workshop gets a bit nippy in the Winter, so when Peter Shelton told me that our local LIDL was selling small cork notice boards for £5.99, a visit was made. The size is 40 by 60 cm - just right for Peanut & Bostonian models. I now have to find a couple of easy ones to build & to take over the kitchen table from time to time as I'm allowed!

### **The perennial "what shall I build this Winter" question**

I thought the problem was in hand when going over old ground from previous years - it's easy - catch up with a Hysteron Proteron, a Southerner (from a kit that has been resident for at least 12 years & a Record Hound (just a bit different). Then the thought occurred that various models are in a state of dis-repair or abandonment for no good reason. A survey of these indicated the following state of affairs:

**Veron Vortex** - old wings & tail need redoping (exceedingly slack nylon for Beaulieu proof conditions) & d/t sorting out. Otherwise ok.

**Red Ripper** - built but never covered. Brian Martin has been kind enough to sort out my O & R 60 this summer, so I owe it to him to complete this one.

**Night Owl** - badly warped wings, no tail but perfectly good fuselage. Solution - new wings & tail. This one is so old it has our previous address label on it - from at least 17 years ago.

**Gool** (1/2 size) - needs recovering due to age & split tissue otherwise sound.

**Powerhouse** (Korda) - wing need repair otherwise ok.

**Dixielander** - no wings or tail but perfectly good fuselage & timer. Same vintage as Night Owl! Same solution.

**Junior Zipper** - complete but never flown as Pee Wee wouldn't go. Need to sort engine out!

**Minotaur** - disaster from summer flying. Fuselage broken yet again. Needs new fuselage with slightly longer nose to avoid having to put large amounts of lead up front. Wings & tail fine.

Added to which, I did promise Brian I would build a new fuselage for my Playboy Junior to accommodate an O & R 23 for his SI comp. Built the side frames & parked them but one has warped beyond belief, so back to the board. The existing model built this year has an AM 15 & flies a treat.

In conclusion, before any thoughts of building something new, the above list is to be sorted out. It, of course, totally ignores any other kits that are stacked away for a rainy day! Be interesting to get inputs from other SAM 1066 members who have similar problems?

### **Gildings Annual Engine Auction**

Results are now posted on the Gildings website. Spoke briefly with Peter Rose at the Romsey Swap Meet - he attended but don't think he was totally impressed!

### **Input from Italy**

Gianni has sent details of an Italian website that has a very good archive of Italian plans. The home page is <http://www.riviste-di-aeromodellismo.it> - click on the Union jack for an English translation & then have a delve into the site. An example plan is in this month's selection - challenge for our glider enthusiasts!

I did build one of his little "Straightforward" indoor chuck gliders & now have to wait for the next local indoor do to try it.

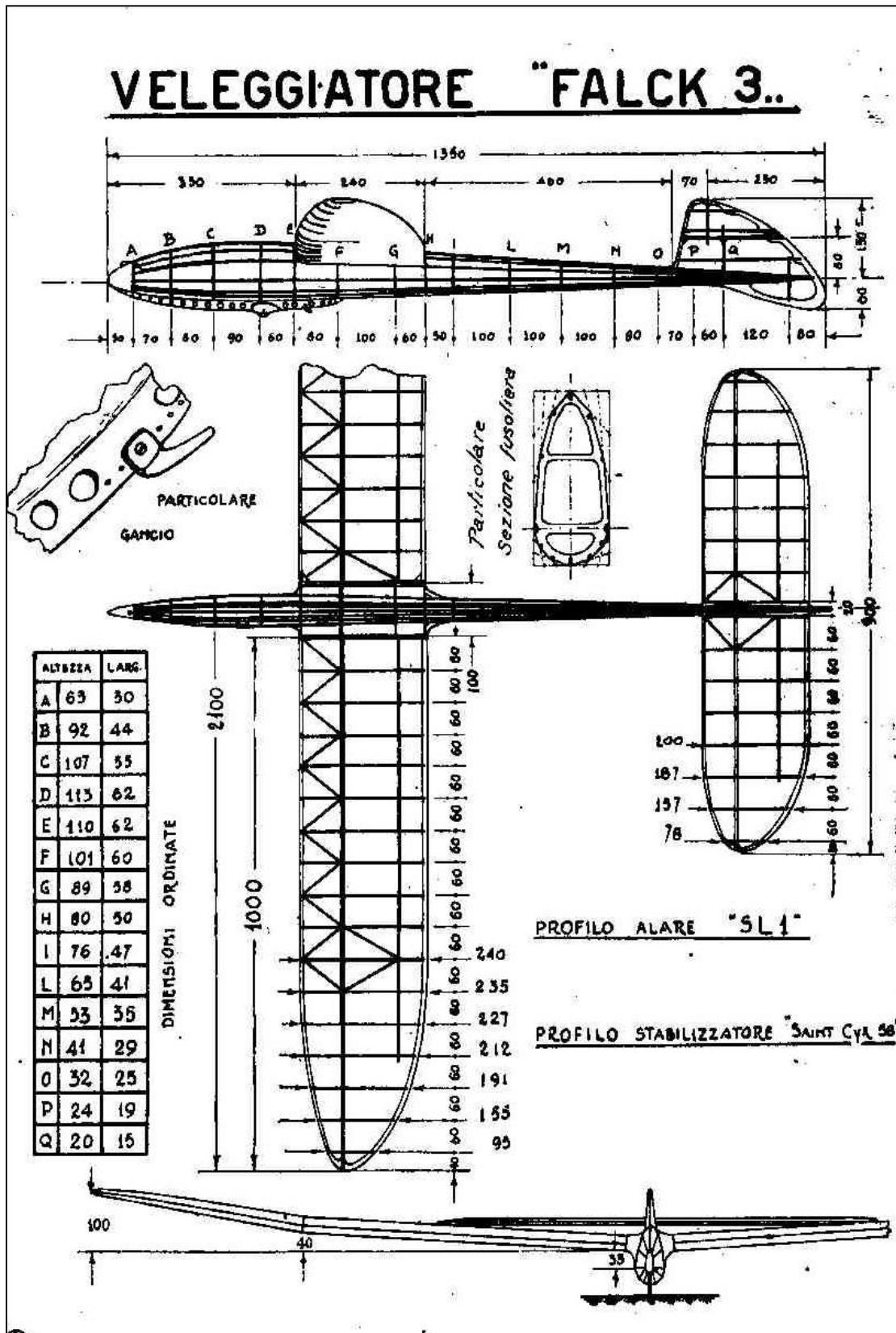
### **Natsneez comp**

Awaiting input from James on any outline ideas for a comp. Meanwhile it is rumoured that our esteemed Chairman has built an electric powered version & has even test flown it at Chobham!

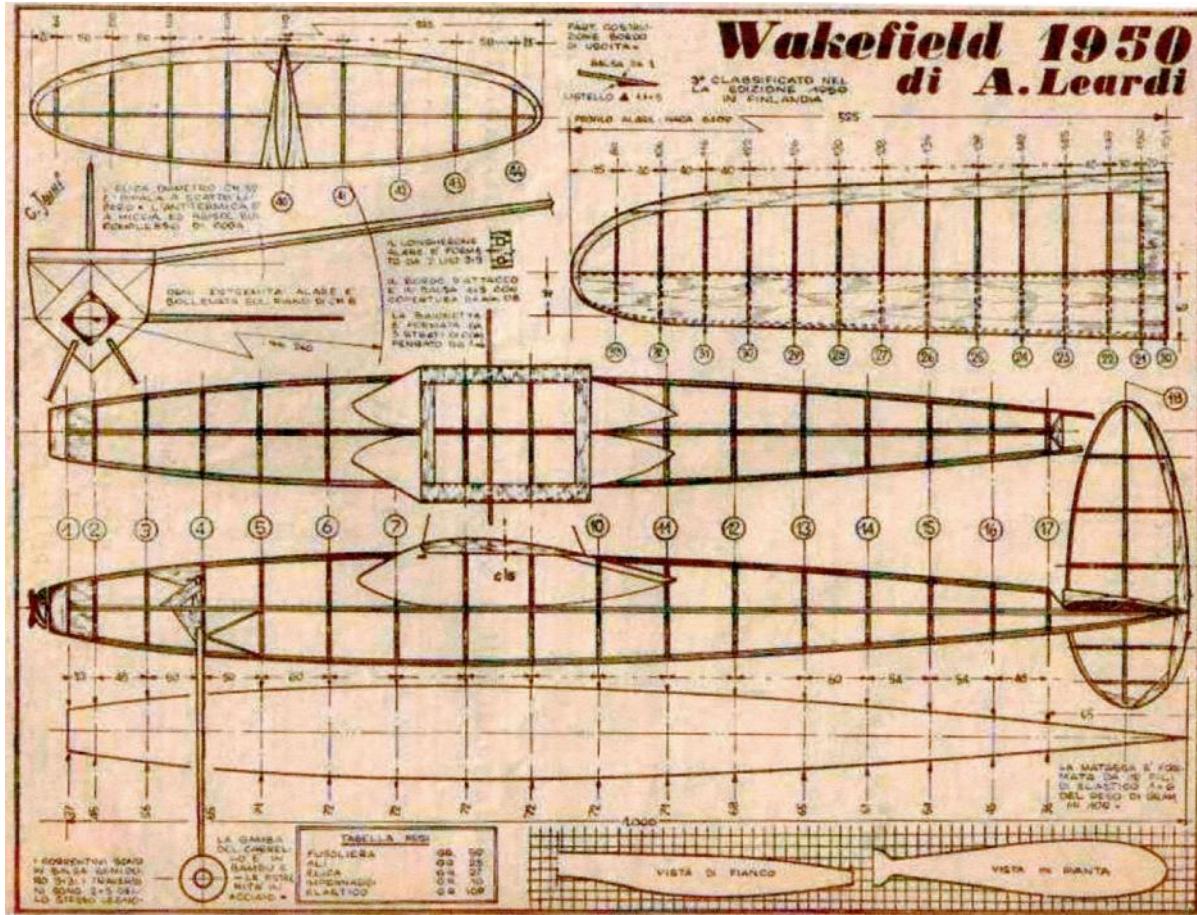
*Roger Newman*

## Plans for the month

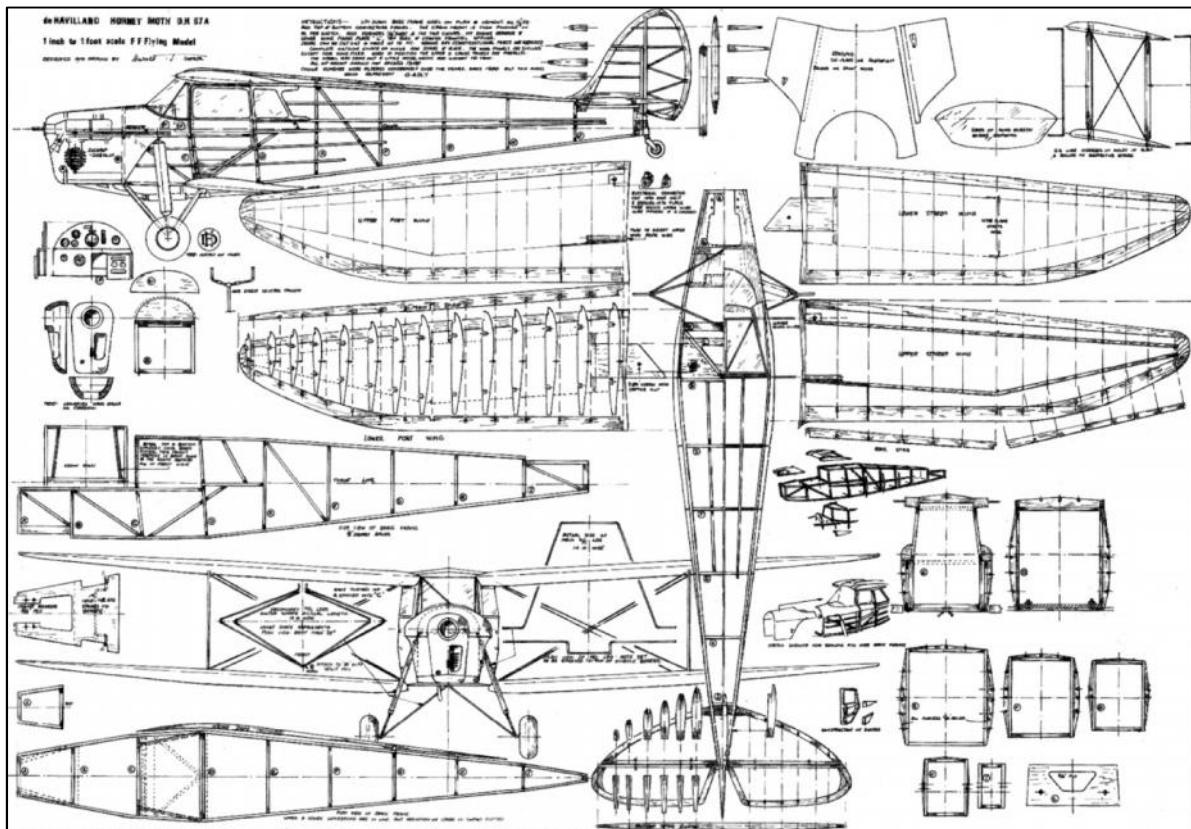
**Glider:** The 'FALCK 3', this is one from the above mentioned Italian website - a very elegant 1947 design.



**Rubber:** A 1950 wakefield 'AL50' once again from the Italian website.



**Power:** We don't see many power scale models at Middle Wallop. How about this 'De Havilland Hornet Moth' one from the stable of H J Towner.



Roger Newman

## Paper Airplane: JS Dart

Nick Robinson

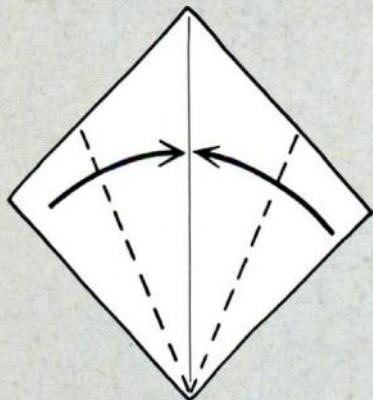
JS DART

JOHN SMITH

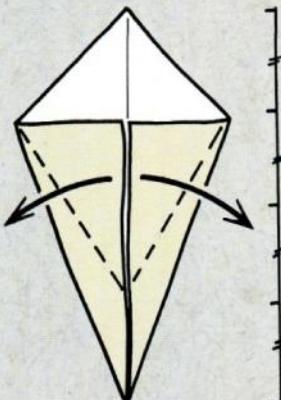
John Smith is a folder who applies what some might consider severe restrictions to many of his designs. They must come from a square and must only consist of valley and mountain creases. He has named this approach "pureland" and has developed several interesting techniques to replace complicated squash or reverse folds.

Special care must be taken when folding this airplane to ensure the nose is neat and sharp. The finish of the underside is particularly elegant and attractive.

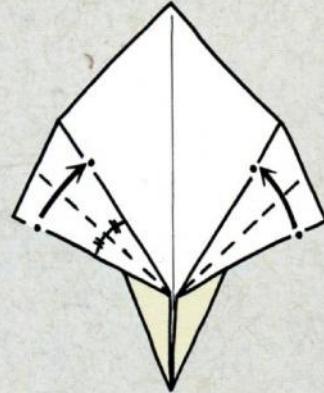
Start with a square, coloured side down. Fold in half from corner to corner and turn the paper so the crease points away from you.



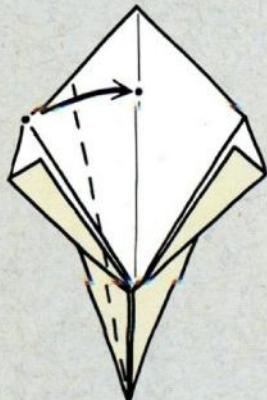
1 Fold both lower sides to meet the centre crease.



2 Fold the paper in half from top to bottom, making a *very gentle* pinch. This locates the  $\frac{1}{4}$  mark. Starting from this point, fold the two inner corners back out as far as they will go.



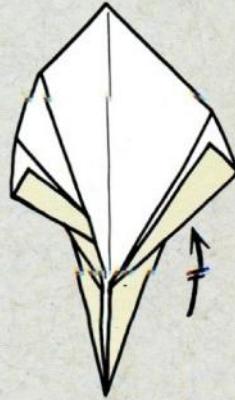
3 Fold the lower raw edges in to lie on the inside folded edges. Be accurate.



4 Fold the left-hand side in to meet the centre crease, bisecting the angle.

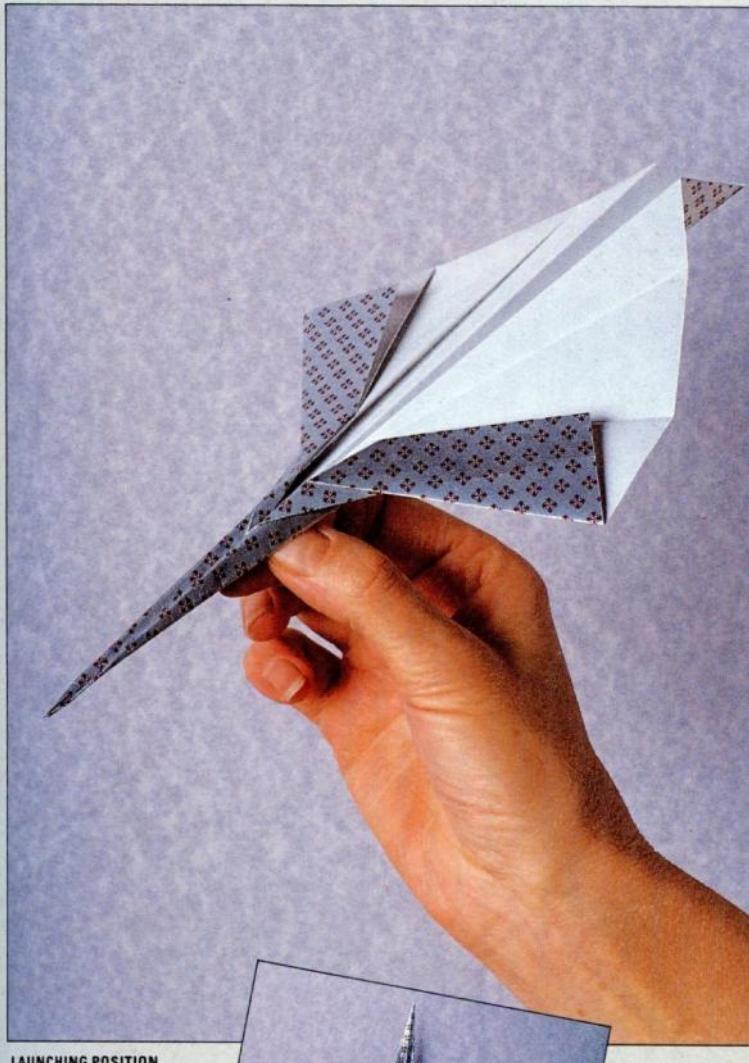


5 Starting at the  $\frac{1}{4}$  mark again, fold the flap back out as far as it will go. This move is similar to step 2.

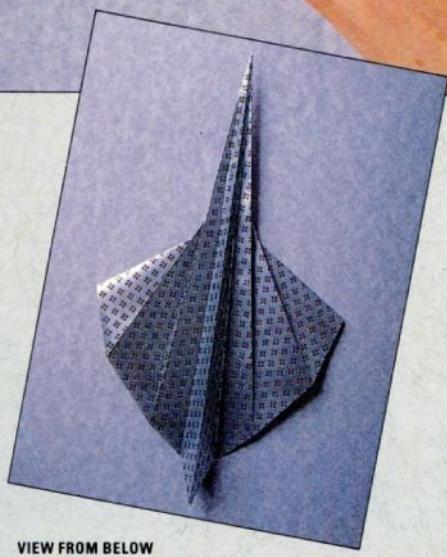


6 This is the result. Repeat the last two steps on the right-hand side.

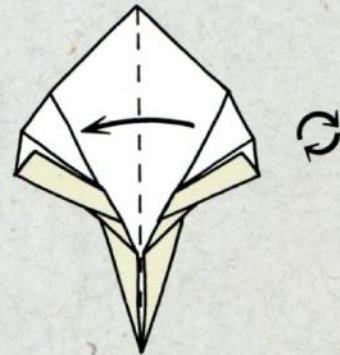
## JS DART



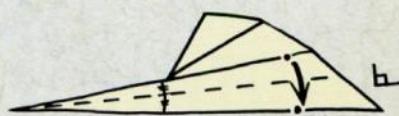
LAUNCHING POSITION



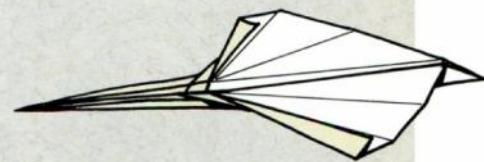
VIEW FROM BELOW



**7** Valley fold the plane in half and turn it to point to the left.



**8** Make a crease that bisects the body of the plane, taking the upper edge to the lower. Take your time and try to be as neat as possible. Open the wings back out to 90 degrees.



**9** The finished JS Dart.

## FLYING HINTS

When launching this design, take extra care that there are no people in front of you since the sharp nose could cause injury. Launch quite gently.

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

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Last month, in the New Clarion, Roger showed a plan of the Cruiser Pup low wing model by Rippon and wondered if it should feature in a one model competition at Middle Wallop next year.

Opinions were sought at the Totton Free Flight Indoor meeting and whilst there was a good level of interest, the view was expressed that perhaps it would be more popular if open to other low wing models. So the idea was born of Small Vintage Rubber Low wing i.e. to Small Vintage Rubber rules (34" max wing span etc.) but with the added requirement of the model being a low wing design.

What models? The Cruiser Pup has proved to be a good flyer over many years of competitions at Old Warden, the Swoose and Skylark II are both well spoken of and, in his low wing article in SAM 35 Speaks September 1995, Andrew Longhurst thought that the Courier was worth adding to his build soon list. M. R. Knight, a proponent of low wing models, was famous for his Kamlet and also designed the Eaglet and the K85, although the date of the K85 is not known. If you have any knowledge of the date please get in touch.

The chart and reduced plans show some designs that qualify.

MODEL NAME	ORIGIN	DESIGNER	SPAN
Black Bullet	Modelcraft Kits 1941		20
Veronite Series No4	Veron kit	LEADBETTER J	22
Dart	Model Aircraft(New Zealand) 1935	OMBLER E W	23
Junior Pilots Official Model Plane	Erie Daily Times 1933?	ENGSTROM A	23
Midge	M.S.Kits June 1950		24
Goblin	Aeromodeller Jan 1946	EVANS J	25
Chieftain	Berkely kit 1941		26
Swoose	Air Age June 1943	CLEAVE Alfred	26
Eaglet	Modern Boys Book of Hobbies1937	KNIGHT M R	28
Cruiser Pup	Premier Aeromodel Supplies 1937	RIPPON C A	29
CRUISER PUP Mark VI	Premier Aeromodel Supplies date??	RIPPON C A	29
K85	Simpson P drg, date ??	KNIGHT M R	30
Skylark II	Aeromodeller Nov 1947	PRIDMORE H J	30
Kamlet	Aeromodeller Sept 1941	KNIGHT M R	31
Courier	Aeromodeller Jan 1941	MILLAR Archie	32
Hurricane	Flying Aces July 1940	STAHL Earl	32
HURRICANE, Jones B Redrawn	Flying Aces July 1940	STAHL Earl	32
Silver Streak	Jimmie Allen kit 1935	Skelly Oil Co	32
Flying Scot	Model Airplane News Feb 1943	MAYORS H	33

Your feedback now please.

Just Cruiser Pup as a one model competition or any small vintage low wing?

Three flights and a flyoff? Say three comps in the year?

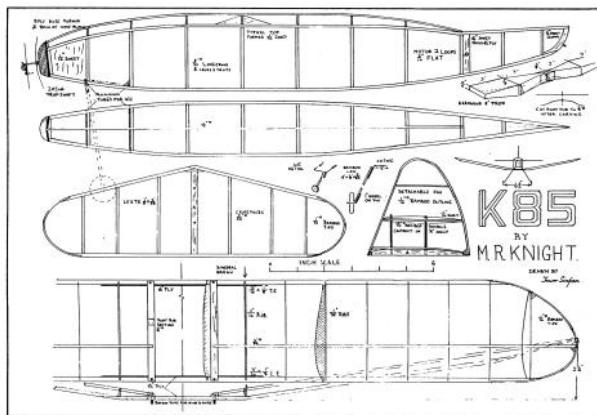
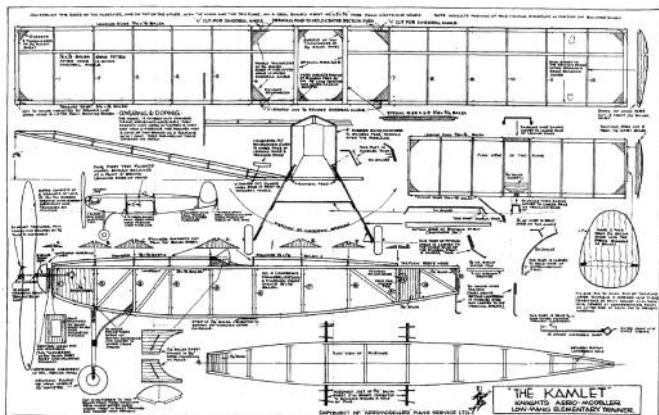
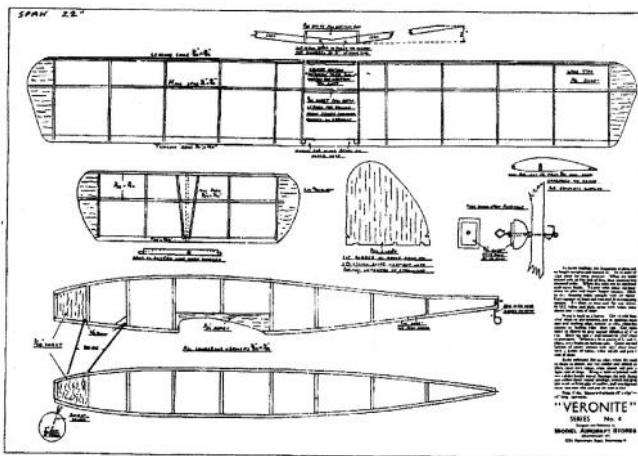
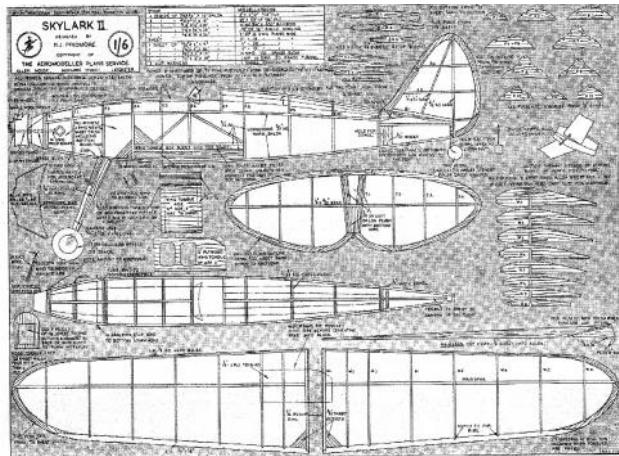
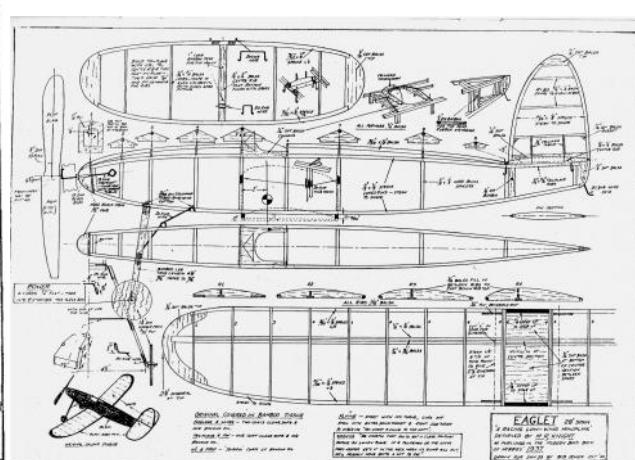
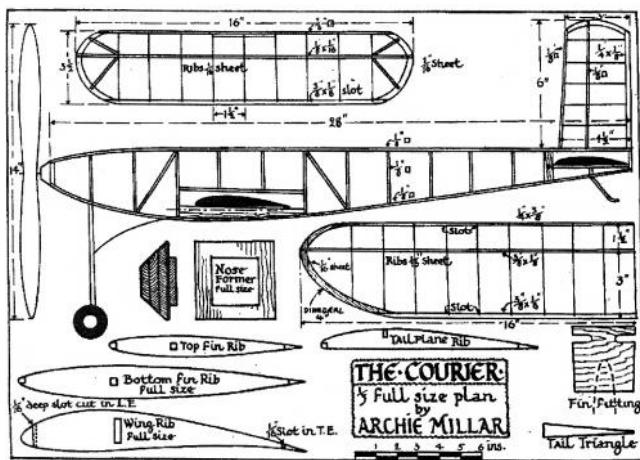
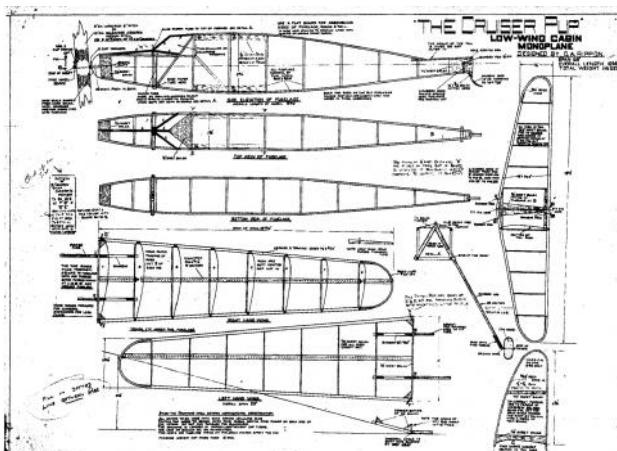
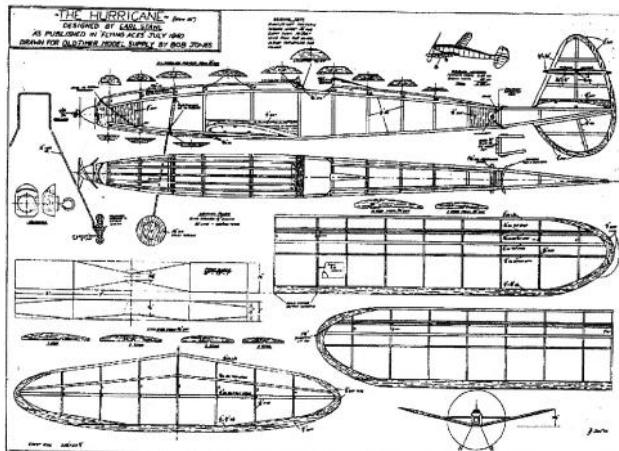
Would you enter such a competition?

Subject to enough interest the competitions can be organised and the plans made available.

E-mail your thoughts to [roy.tiller@ntlworld.com](mailto:roy.tiller@ntlworld.com)

Roy Tiller

## One or two possibilities



Roy Tiller

## Odds & Ends



*Loveliest of models the airplane now  
Hangs by its prop along the bough  
And stands about the woodland ride  
Wearing white for Eastertide*

*Now of my three score years and ten  
Five will not come again  
And take from seventy springs a quarter score  
It only leaves me five more*

*And since to fly in the afternoons  
Five springs are little room  
About the woodland I will go  
To see my model hung with snow.*

*A. E. Houseman*



André Bird took this photo of Old Warden and the rainbow  
David Parker could not resist photo shopping a few models onto it .  
The Falcon (right) is one of David Bakers taken at a Nats probably some 30 or so years ago!



Draga Zigic of Yugoslavia, assisted by Zdenka Juresa, launches his "W" power model at the 1950 Eaton Bray International meeting.

Model features folding prop and retractable undercart.

Photo used as frontispiece in the December 1950 Aeromodeller.



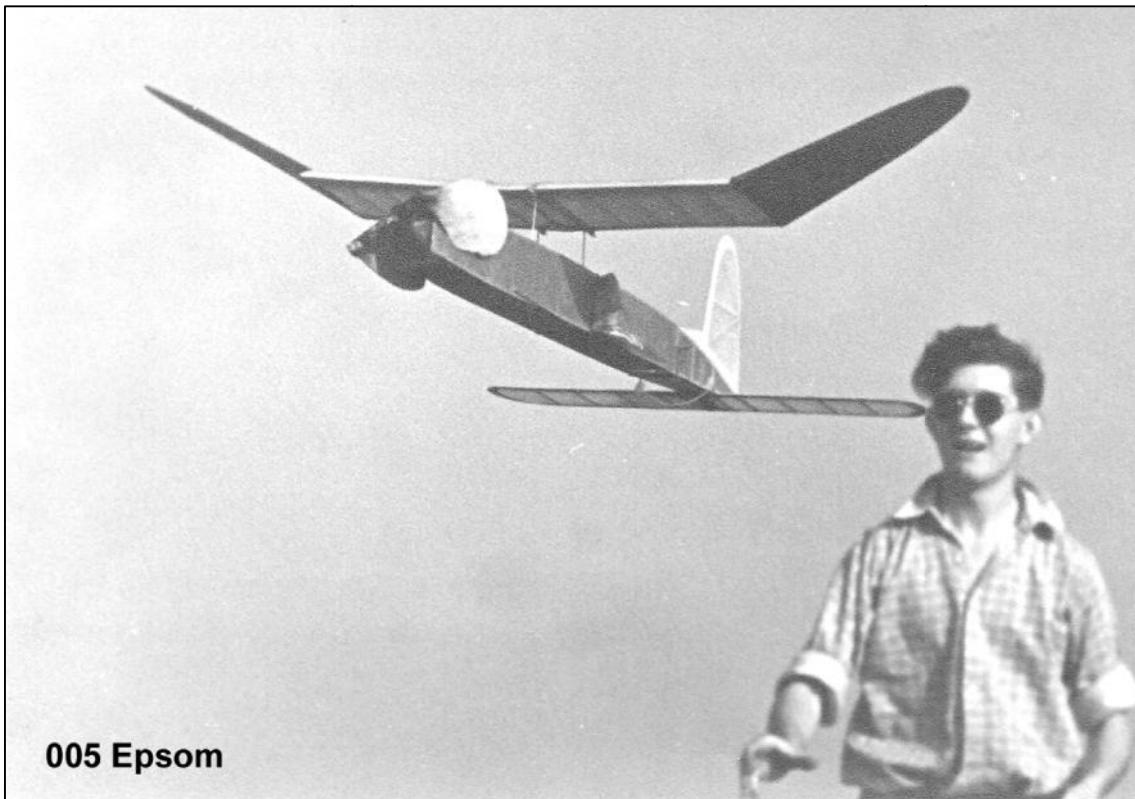
Norman Marcus (CroydonDMAC) launches his Screwball power model at the 1950 Eaton Bray International meeting observed by 1<sup>st</sup> left Stuart Davis and 2<sup>nd</sup> left Ted Setterfield (both CDMAC).



Jacques Morisset of Paris Aeromodellers launches his power model  
at the 1950 Eaton Bray International meeting  
with (CDMAC) Stuart Davis on left and Ham' Hills on the shooting stick.

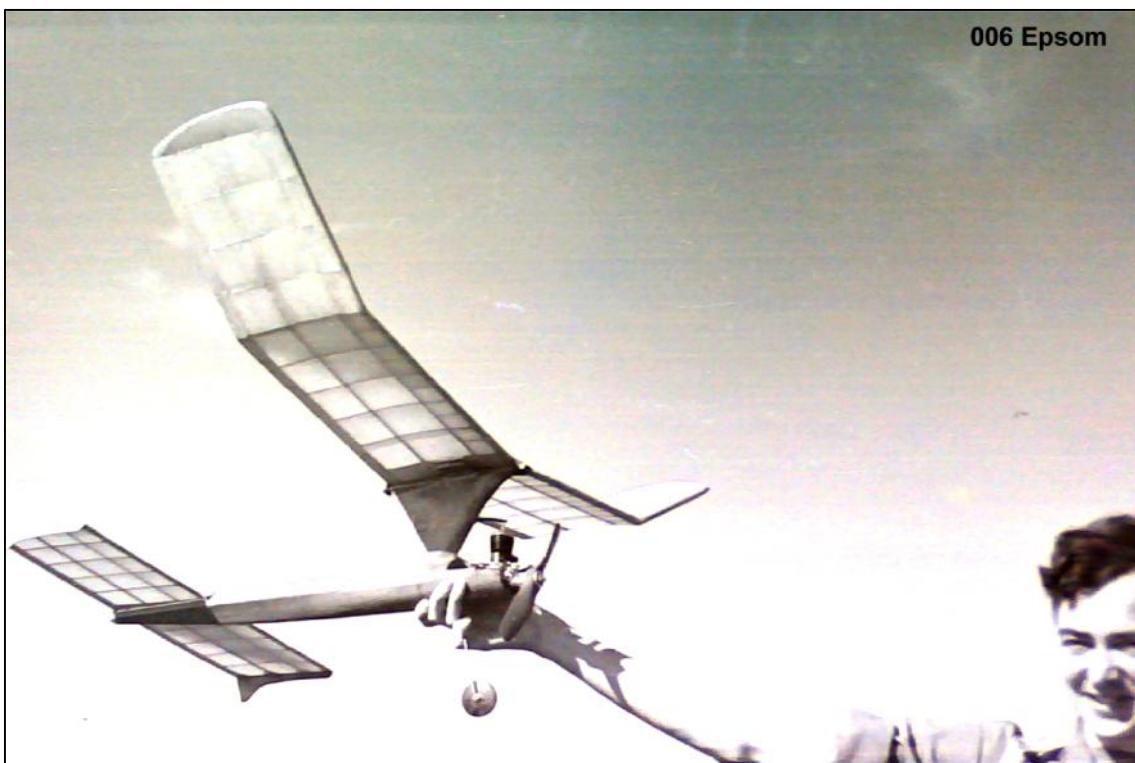


Alan Geesing (CDMAC) ROG's his Wakefield model at Epsom Downs in the late 40's.



**005 Epsom**

Norman Marcus (CDMAC) test glides his Bazooka FAI rubber model.  
Photo used as heading for the original Aeromodeller article.



**006 Epsom**

Ron Ward's Climax (American power design)  
held by Bob Ladd at Epsom in late 40's early 50's. Both (CDMAC)

*Keith Miller*

The Buzz is that if you are tired of all that fruitless galloping, you have only to get out your Bungee, and.....PING your glider effortlessly up into the wide, blue yonder... but there is ANOTHER WAY!

In faraway Mauritius, home of tropical inventiveness, we do it by:-  
Helicopter Lift!



How did it get up there?

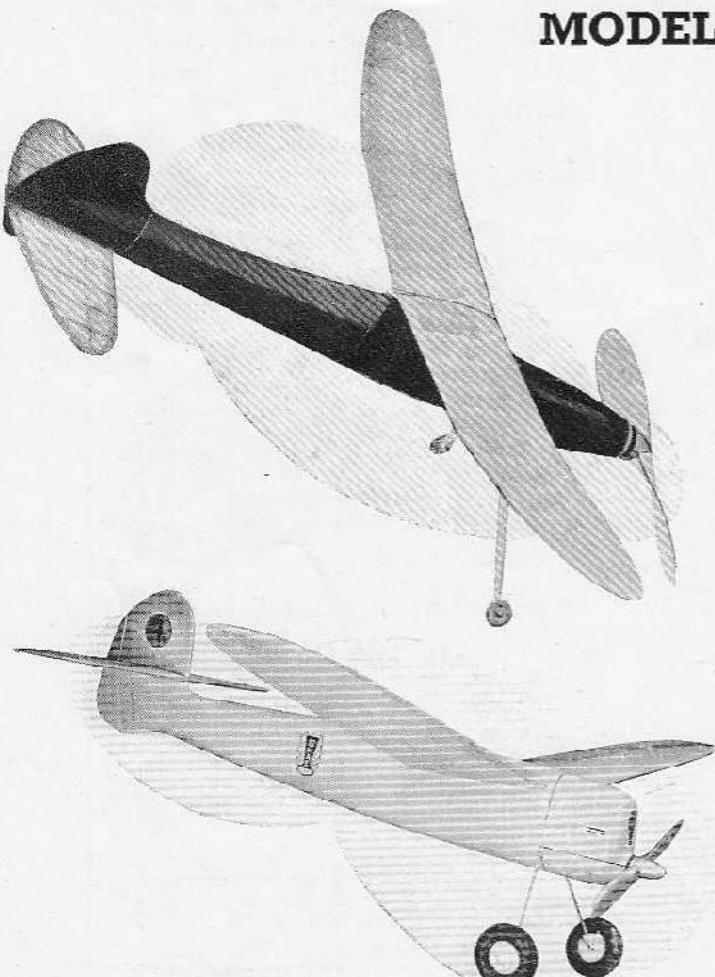


the real life photos of Dick Twomey's APS SNARK,  
which has made several dreamy flights in this way!  
(Who says that R/C can't be useful?)

Dick Twomey

Report No. 37. Plans from Kits, British made, excluding scale, cont.  
ASTRAL KITS, part 3

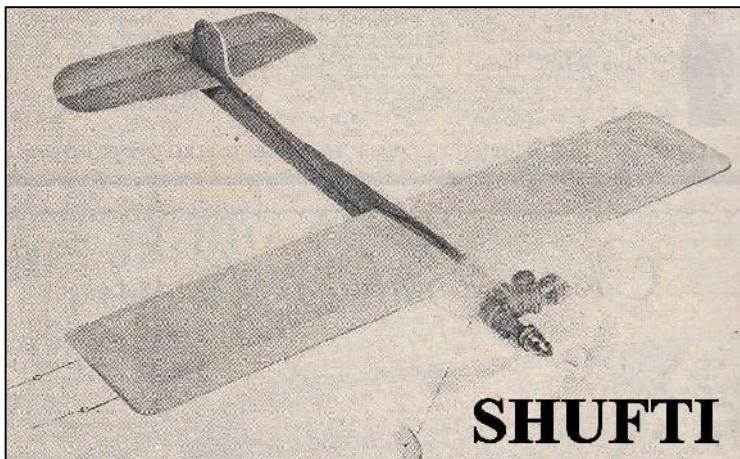
**THE TWO OUTSTANDING MODELS OF THE YEAR**



**TARSUS**  
R. H. Warring's  
Wakefield cum Diesel  
42" Wing Span, Clark and Wing Section, Overall Length 35". Built to Wakefield formula, Weight 8½ ozs. Modern streamlined design, fully detailed plans. Kit includes full details of conversion to Diesel power. Fully detailed plan and selected materials.  
Complete Kit 21/-

**ARIES**  
New Diesel by  
E. P. Anderton  
40" Wing Span, Clark and Wing Section, Overall Length 29", Weight 15 ozs.  
All balsa fuselage incorporating new principle of sheet covering, fully streamlined but easy to construct. Specially designed for the "Clan" 1 c.c. Diesel engine, but will take any engine from .9 c.c. to 2 c.c. Astral Sorbo wheels included in kit. All materials carefully selected. Excellent enough for competition work and rugged enough for general flying.  
Complete Kit 21/-

Continuing the look at adverts for Astral non scale kits we next come to Model Aircraft, September 1947, featuring "The two outstanding model of the year". These were the Tarsus Wakefield, by Ron Warring, with the option of conversion to diesel power and the Aries, a 40" span diesel powered model, designed by E. P. Anderton.



Here is an Astral kit where the plan is available, the Shufti, a 28" span control line model from an advert in Aeromodeller September 1948. Plan available from Derick Scott, see his web site at [www.model-plans.co.uk](http://www.model-plans.co.uk)

Last month included reference to the **Orion**, a rubber powered biplane advertised in Aeromodeller August 1947 together with the **Pollux** and **Castor**, all designed by E. P. Anderton. The advert in Aeromodeller December 1948 lists, without any pictures, the **Castor**, **Pollux** and the **Leo** biplane. Did they rename it, and if so, why, or was it a typo? Please be on the look out for both the **Orion** and the **Leo** rubber powered biplanes.

The **Flapjack**, all wing control line model of just 11" span, designed by F. G. Birden of the Leicester M. A. C., appeared in the advert in Aeromodeller February 1949.

**To summarise:**

Astral scale kits, well known, plans readily available.

Astral non scale kits, of 21 kits found in adverts, just 3 plans available.

Why would this be? Well, who would buy a kit for a model named **Sopey**, **Weepy** or **Wumpy**? On the other hand, **Aries**, **Orion**, **Saturn** and **Tarsus** should attract buyers. Please e-mail any ideas.

**Missing Astral Plans**

MODEL NAME	DESIGNER	SPAN	NOTES
ARIES	Anderton E P	40	Power
ATOM(MIGHTY ATOM)	Gallagher R	17	Glider. Tailless
Bill Whites RTP Model	White B	26	Indoor, RTP
BREEZY	Anderton/Gallagher/Saunders	16	Rubber canard
CASTOR	Anderton E P	21	Rubber
DO-DAH	Gallagher R		Indoor
FLAPJACK	Birden F G	11	CL, tailless
KNASHFUL	Anderton/Gallagher/Saunders	16	Rubber
KNATS WHISKERS	Norman P E		Power
ORION (name changed to LEO?)	Anderton E P	36	Rubber biplane
POLLUX	Anderton E P	30	Rubber
SATURN	White B	42	Glider
SNAPPY	Anderton/Gallagher/Saunders	16	Rubber
SOC	Anderton/Gallagher/Saunders	16	Rubber biplane
SOPEY	Anderton/Gallagher/Saunders	16	Rubber, tailless
TARSUS version power	WARRING Ron	42	Power
TARSUS version Wake	WARRING Ron	42	Wakefield
WEEPY	Anderton/Gallagher/Saunders	16	Rubber
WUMPEY	Anderton/Gallagher/Saunders	16	Rubber

If you have plans for any of the above models, or any info on Astral non scale kits please get in touch.

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

**"FLAPJACK"**

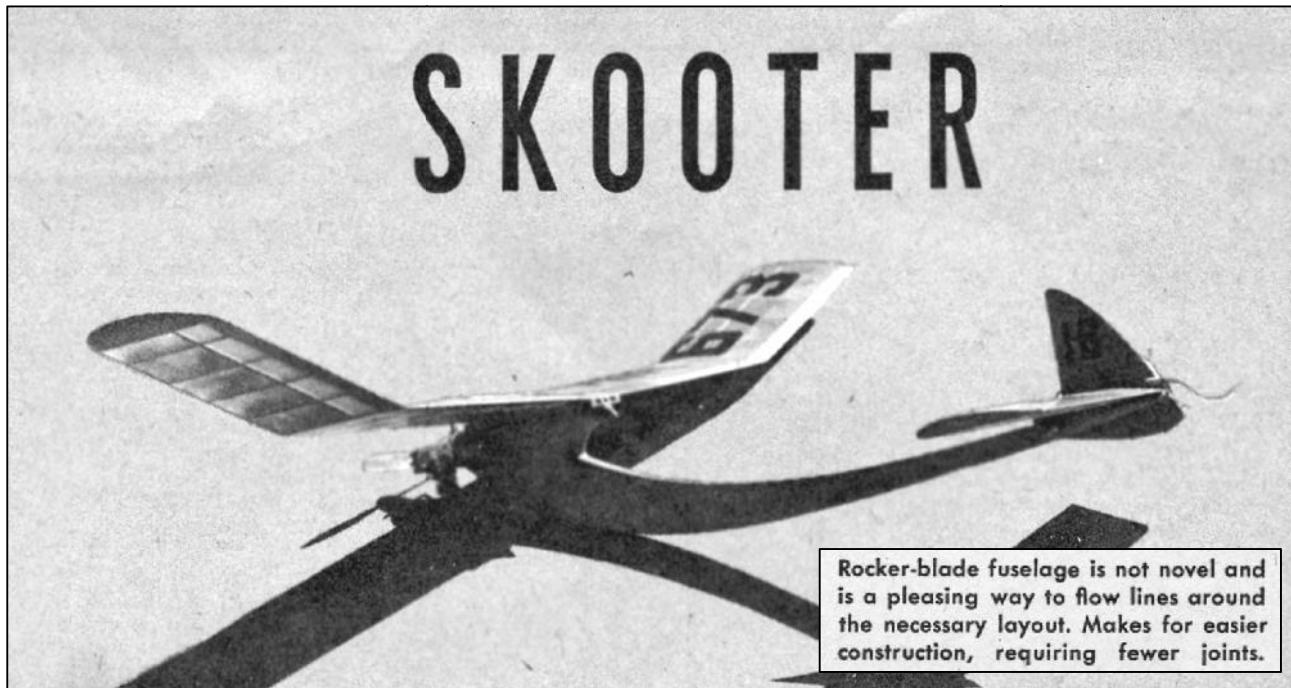
*All Wing Control Line Model*

Likely to become the most popular style of Control Line Model ever

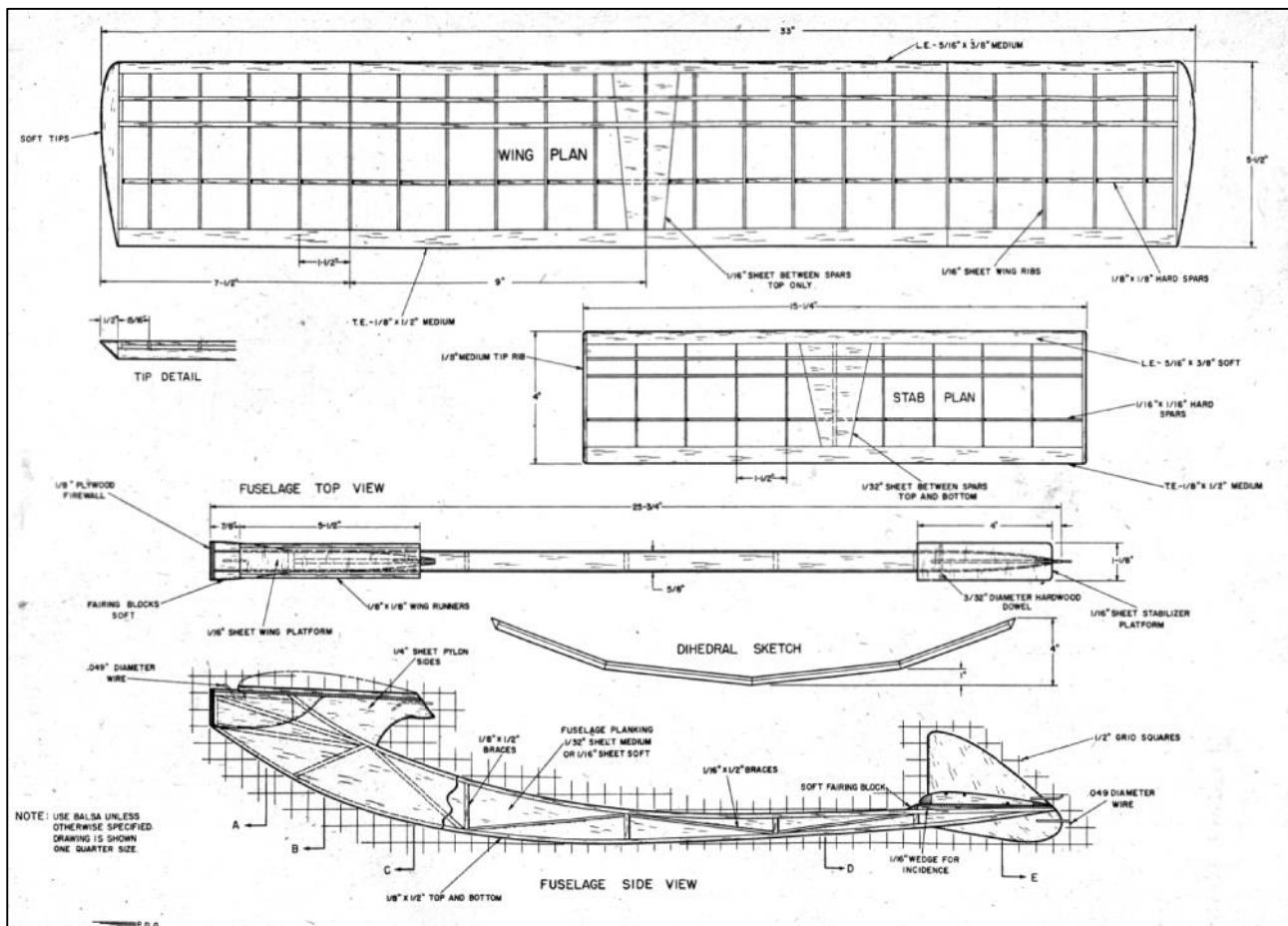
## Airplane from America - 'Skooter'

- Harry English (USA)

FLYING MODELS for July 1959



Today's  $\frac{1}{2}$  A engines are so hot that a modeller either has the choice of building a huge 350 square inch model or controlling that power in a smaller, and we believe, more practical model. Hi-thrust models are becoming more plentiful as more modellers realize that this is one of the most practical ways of controlling this high power without excessive, area-wasting dihedral.



The Skooter isn't the first hi-thrust job we've built. Neither is it the last of a whole series of models all looking alike. It is the culmination of a certain design, one of many with the same force arrangements; but different airfoils or other changes to aid its performance which in reality make it an entirely different design. Two other Skooters have been built. One, by A.D. Coe, with a smaller, elliptical wing and tail and using a NACA 6409 airfoil, was very hot. The other one was almost identical with the present model but only had tip dihedral in the wing and warren truss rib layout. It flew well but ended up going "over the top" and into an asphalt runway when we played around with zero-zero incidence. Cest fini.

We would like to say, too, that our hi-thrust experience has been greatly influenced by the infamous Q-T n, pronounced Cutie Pie, designed by George Castleberry and Bob Holland, which almost all the San Valeers, and not a few, Texas Eagles were flying as far back as 1954. We were also influenced somewhat by Paul Gilliam's Civy Pie, nearly as hot but trickier to adjust (for everyone except Paul, that is) because of its large stab. True, the fuselage does look odd, but this is a pleasing way to stick the wing and engine "up there" without having that double-fuselage look apparent on too many hi-thrusters. Skooter is, to us, an airplane which is easier to fly, not tricky to build—a practical contest performer. Under the 1959 A.M.A. rules, an .049 model must weigh over 8.49 ounces.

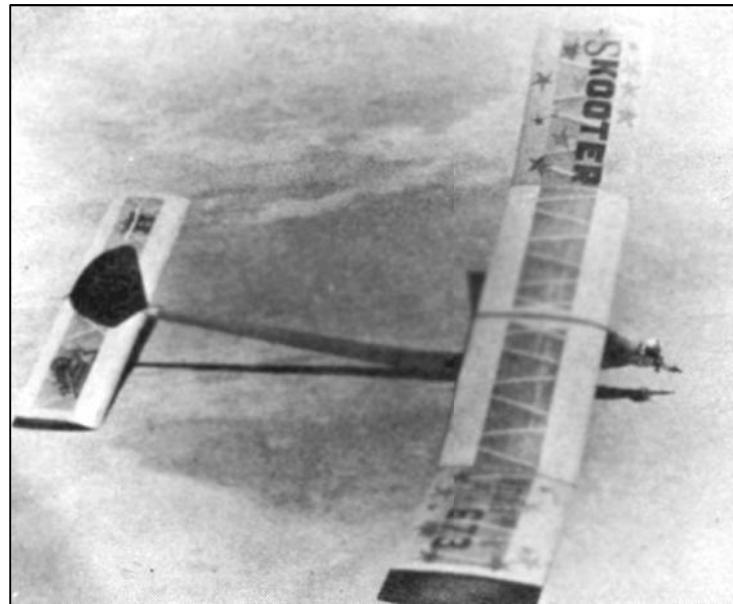
Many contestants screamed very loudly when these rules were published but Pan American pay-load models were carrying more weight than this years ago, and, without tremendous wings, and getting maximum flights regularly. We don't particularly approve of the new rules but we believe it will prove more consistent, with better designs which carry off the trophies—no puns intended!

**FUSELAGE:** The outline is layed out with  $1/8" \times 1/2"$  balsa. Uprights are also  $1/8" \times 1/2"$  except those near the rear which are  $1/16" \times 1/2"$  to aid in keeping the tail weight down. Actually these members could be omitted entirely without too much loss of strength. Personally, we'd rather play it safe and use them. After the fuselage profile has dried thoroughly, lift and taper the last few inches of the rear to a point using a razor-blade plane or rough sanding block. Drawing a pencil center-line for about the last 5" will help in tapering evenly. Later the center-line, if drawn on the fuselage bottom, may be used to help align the sub-rudder.

A slot  $1/8"$  wide is cut in the fuselage top to admit the pylon core which is cut from hard  $1/8"$  balsa with the grain running vertically. After installing this core, turn the fuselage structure upside down and let the wing mount-pylon unit align itself against the workbench top. Soft  $1/4"$  balsa is now cemented to the sides of the pylon core and carved roughly to shape after drying. Fuselage sides are now cemented in place. We used very light  $1/16"$  sheet with the grain running lengthwise. Some will argue that this grain should run vertically to prevent fuselage twisting but the fuselage top and bottom are of bulky enough wood to prevent this disastrous twisting.

The firewall is cut to shape from  $1/8"$  plywood, and by shape, we mean the shape of the engine's timer tank (we used Atwoods and more recently the Holland Hornet). The Hornet mounting plate, or one to fit your choice of engine is mounted to the rear of the firewall and the entire unit is cemented well to the fuselage. Soft scrap balsa is used to fair the firewall into the fuselage. A little careful sanding here will make this streamlined fairing an attractive, functional unit. The nose may be further strengthened by the use of fibreglass and resin, dope and fibreglass, silk and resin or your own favorite combination of these. We've heard of several of these combinations, any one of which will do the trick. A piece of sandpaper wrapped around a dowel or piece of broomstick is a great tool for scallop sanding the pylon. The rear of the pylon is shaped and sanded into a knife edge except the portion which is used as a rubber band hook for the wing. This is left a little bulky for strength.

Add the wing mount in the position shown and the stabilizer platform after adding the incidence wedge. A good way of geting this incidence correct is to use a couple of straight yardsticks or T-squares and aligning until you can draw a light pencil line on the side of the fuselage at the rear exactly parallel with the wing mount. The fuselage, as built up to now, has one tremendous amount of incidence in the tail. Needless to say, this incidence must be softened until the longitudinal dihedral is only  $1/8"$  at the rear end of the fuselage. We personally accomplished this by planing off the top of the rear, but it's just as easy to add a wedge to the front of the stab platform and under it. In cementing



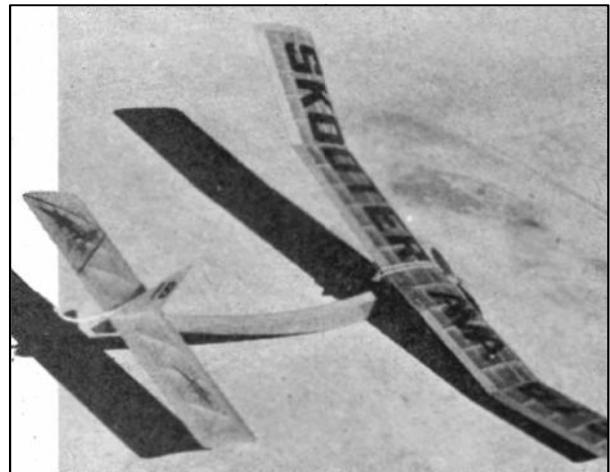
the stab platform in place, it might be wise to check this incidence *again*. There is no incidence in the wing, but in relation to the wing (not the thrust line) there is a 2° angle as measured, of course, from the rear fuselage tip. The slight amount of down thrust required has been built-in the fuselage layout. Several coats of sanding sealer (our favorite is a very thick mixture of clear dope and whatever talcum powder we can find in the medicine cabinet) are applied, heaviest at the front. Light sanding and a complete covering with colored Jap tissue pretty well finished the fuselage. In fact, all that remains is to cement the sub-rudder in place and add all hold-down hooks and dowels. Fuel proof if you haven't been using hot-fuel-proof dope.

**WING AND STABILIZER:** Skooter's wing and tail are completely straightforward in construction. The leading edges of both are shaped from 3/8" x 3/8" medium balsa. A great deal is to be said in favor of pre-shaped leading and trailing edge balsa. Few shape their own trailing edges anymore but, in the case of leading edges, these are almost always symmetrical and don't lend themselves too well to free-flight airfoils. Frankly, however, we did use them, reshaping the bottom of the wood before pinning to the work board, it worked well and saved a good deal of time. Spars in the wing aren't inserted until the wing has been built and the dihedral blocked and cemented in. Better joints result this way. Tips on both the wing and stab are carved from soft balsa.

The plans show balsa fill-ins at the center of both the top and bottom of the wing and stab. However, we found that it's just as practical to double cover these areas with tissue and dope several extra times, particularly since, in this case, the lifting surfaces are multi-spatted and the rubber bands holding the wing on will not create any weakening sag. The wing and stabilizer are now covered with colored Jap tissue (after thorough sanding, naturally) and doped four or five times with thin dope, about fifty-fifty dope and thinner. More coats of dope may be used since the rules-change but we personally prefer to concentrate the extra dope to bring up the weight to the area forward of the pylon on the fuselage.

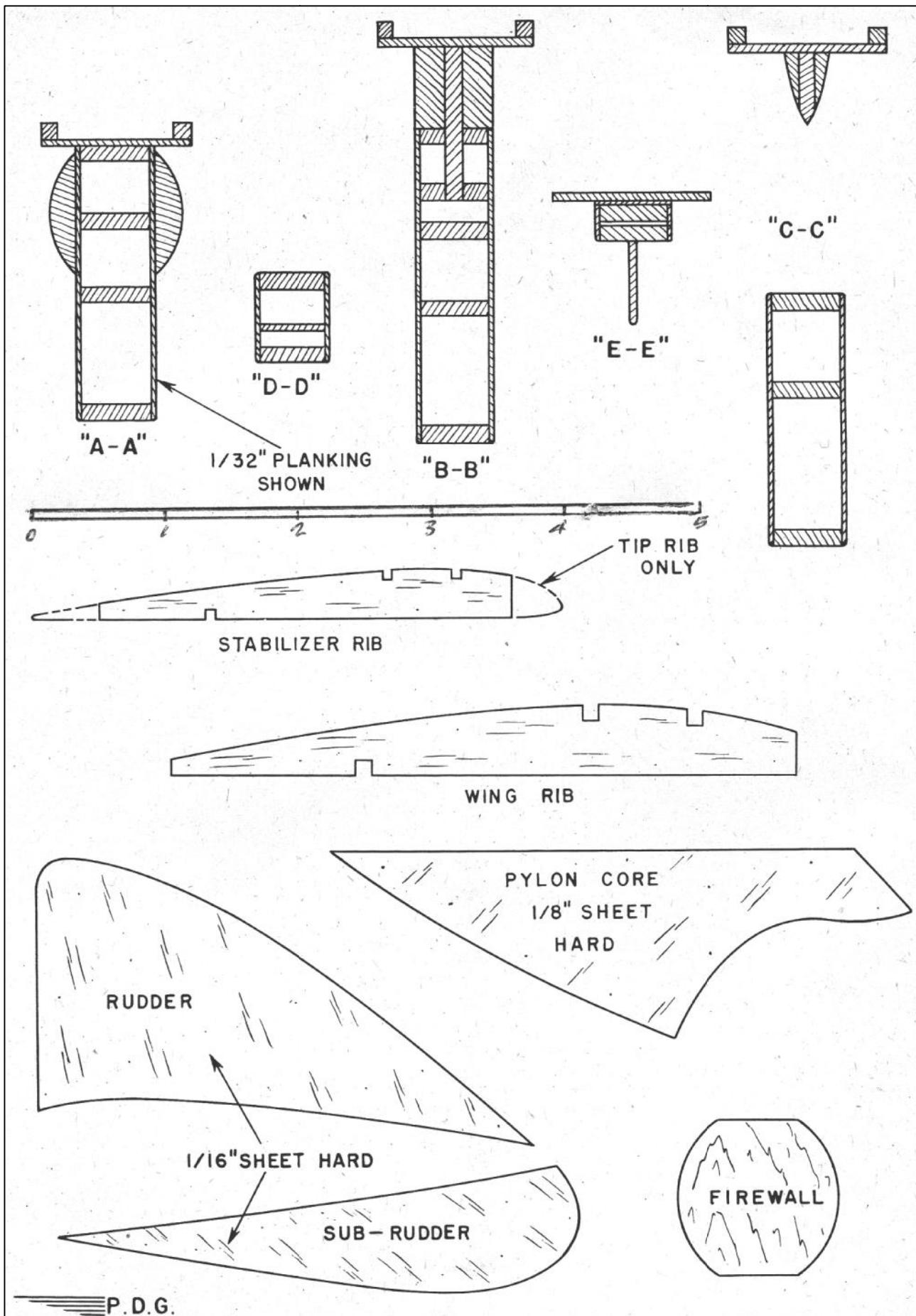
Some builders, wanting to take advantage of the new rules, may want to add the needed extra weight by building all parts of the model stronger and consequently, heavier. Of course this is a mistake which makes flying a little tricky since the forces are changed. For instance, if the wing is built a lot heavier, even though the C.G. may remain unchanged, this extra concentration of weight far out on the wing tips will tend to "build up" at high speeds during the power run. Naturally, little needs to be said about the weight of the tail since it must be kept light to balance at the point (C.G.) shown. In short, concentrate the weight, at least that part other than obtained "through normal construction and finish, near or forward of the center of gravity.

**FLYING:** Flying the Skooter will be relatively simple. Assuming you have heeded the previous paragraph regarding center of gravity and the concentration of weight, and further assuming that you have gotten the Skooter together without any warps, low power flights may be made after pitching the model a couple of times into tall grass adjusting the glide. First power flights are made with the prop on backwards and the engine running pretty slow. Power turn is adjusted with thrust until the power pattern is a steep spiral to the right. Glide turn is either right or left, obtained by cocking the stab a little at a time. When the glide is flat and turning in circles about a hundred feet in diameter, cement all stab tilt adjustments in place very well. Turn the prop around the right way when satisfied with full power with the prop on backwards. Now light the fuse, turn the engine on pretty hot and get ready to chase!



You may have noticed, in the photographs, a lack of take-off gear. A hi-thrust model will get plenty of height because of its steep, straight climb but it does have the disadvantage of being almost impossible to R.O.G.—at least with landing gear of any practical length. Then again, vertical take-offs are further complicated by the new rules which require a little too much weight to make this type of start feasible. As a matter of fact, any V.T.O. job has a couple of seconds at the start when it is barely moving. We personally believe we can HEAVE a model high enough on a handlaunch to make up for the five seconds time gained by R.O.G. or V.T.O. Therefore we didn't use any gear at all on the Skooter.

If you have a particularly hot engine and prefer a power run lasting twenty seconds, we recommend using short lengths of dowel on the stab and rudder for V.T.O. gear—a landing and take-off gear using wheels would have to be of prohibitive length. Otherwise the take off run is likely to be a very fast, tail high run down the runway—about fifty feet.



**Aeromodeller Departed:- Jack Allen**

Fred Chilton

**Jack Allen 1922 - 2013**

It is with deep regret I report the passing of Jack. He joined the Royal Navy 1941 transferred to the Fleet Air Arm spent most of the war years in Ceylon servicing Sword Fish and Corsairs returning home safely Petty Officer Allen.

A well known modeller for many years flying with Brighton and Chichester clubs before joining Crookham Contest Modellers. He travelled to world events as a supporter and helper sadly just missing out at the trail having tried a number of times for a place in the team. He flew a number of times in French Internationals travelling in his VW camper. He flew F1B but mainly F1C with a strange left handed flicking motion that's before we had starters. He stopped competition flying on a high winning the Crookham combined power contest flying a Dixielander with a OS MAX 15 at the age of 82.

His wife Kath flew many times in the ladies cup with great success and was always with Jack on the flying field.

Our thoughts are with Kath and family.

*Fred Chilton*

**For Sale, - Wanted, - Freebies**

**Wanted:** we have a request from an Italian SAM2001 member Alvise Coerezza:

Good day to all, I'm interested to buy adjustable pitch propellers in motion or commanded by a servo.

I'm an engine collector, review them and am very interested to use this type of propellers in order to gain torque and power curve.

I know that in the '80's these types of propellers were in production.

VariProp, PITCH-CONTROL

Are they still sold? or does anyone have some to sell?

Please reply to: [alvise.coerezza@libero.it](mailto:alvise.coerezza@libero.it)

Thank you

Best regards

Alvise

**Free to a good home:**

Frank Zaic plan & part Kit.

I have acquired an Old Timer kit and plan of Frank Zaics' Contestant rubber model (diamond fuselage).

The kit is not complete, but there is some strip wood and some unmarked sheet.

Can you find a home for it?

Regards

Bryan Stichbury Tel: 01730 812485 email: [jbstichbury@btinternet.com](mailto:jbstichbury@btinternet.com)

## **Coupe Europa, Sunday December 8th,**

**Middle Wallop**

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

F1G for Aeromodeller Trophy

Vintage Coupe d'Hiver for AAA Cup.

Flitehook Europa Team Trophy for F1G teams.

10 a.m. start. F1G in rounds.

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

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

### **Indoor Flying with the South Birmingham MAC**

**Free Flight Only**

### **Thorns Leisure Centre. Stockwell Ave.**

Off Thorns Road - Quarry Bank - West Midlands - DY5 2NU  
Saturdays 1pm until 4pm

**2013**

**7<sup>th</sup> Sep. - 5<sup>th</sup> Oct. - 2<sup>nd</sup> Nov.  
30<sup>th</sup> Nov. - 21<sup>st</sup> Dec.**

Admission - Flyers £5.50 - Spectators £2.00

For further information phone Colin Shepherd 0121 5506132  
or e-mail [colin@colinwilliam.wanadoo.co.uk](mailto:colin@colinwilliam.wanadoo.co.uk)

### **Brownhills Indoor Flying – Free Flight**

**Brownhills Community Association,**

**Deakin Ave. Brownhills WS8 7QG**

*Just off the A5*

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

**Flyers - £8 Spectators £2**

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

**Contact:- Allan Price**

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

# SOUTH HANTS INDOOR FLYERS

[www.wcaff.info](http://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 31<sup>st</sup> November 28<sup>th</sup>

**XMAS Daytime Special: Sunday December 29<sup>th</sup>. 10:00 – 16:00**

### 2014

January 30<sup>th</sup>. February 27<sup>th</sup>. March 27<sup>th</sup>  
April 24<sup>th</sup>. May 29<sup>th</sup>. June 26<sup>th</sup>.

### SUMMER BREAK

September 25th. October 30th. November 27<sup>th</sup>.

**XMAS Daytime Special: Monday December 29<sup>th</sup>. 10:00 – 16:00**

The Main Hall at Wickham Community Centre is suitable for indoor free flight models of all types, with a ceiling free of obstructions.  
Tables and chairs will be available in the hall.

The organisers are always grateful for help with moving furniture.  
Please note that NO remote-control models may be flown at these meetings.

Admission will still be £4 for adult fliers and £1 for junior fliers and spectators, due to continued generous support from SABMFA, accompanied junior spectators will be admitted free.

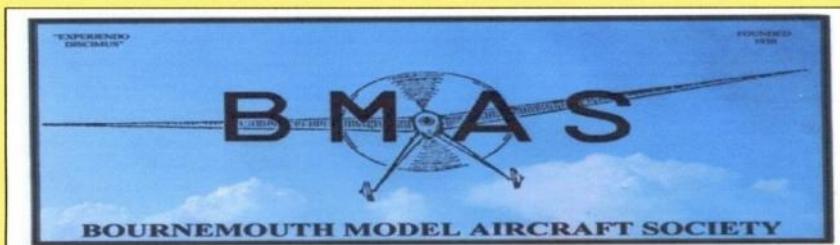
Fliers MUST be insured and proof may be required by the organisers.

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

There is also now a drinks machine on site.

For further details please contact:

Ken Brown (Tel. 023 8057 8866) or [info@wcaff.info](mailto:info@wcaff.info)



## INDOOR FLYING

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

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

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

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

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

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

**7pm to 10pm**

## ALLENDALE CENTRE

HANHAM RD. WIMBORNE BH21 1AS

FREE CAR PARKING IN PUBLIC CAR PARK IN ALLENDALE RD

**FREE FLIGHT ONLY**

**COMPETITIONS incl GYMINNIE CRICKET LEAGUE**

ALL FLYERS MUST HAVE BMFA INSURANCE

**FLITEHOOK NORMALLY IN ATTENDANCE**

Adult Flyers £4 Accompanied Juniors & Spectators £1.50

**CONTACTS: JOHN TAYLOR TEL. No 01202 511502  
ROY TILLER e-mail [roy.tiller@ntlworld.com](mailto:roy.tiller@ntlworld.com)**

## SALISBURY PLAIN

### Free Flight on Area 8 For 2013

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

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

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

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

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

### 2013 WESSEX AERO LG. COMPETITION DATES

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

*Dates subject to change, always check events before travelling.*

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

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

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

**Model**

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

**Engine/motors**

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

**36" WINGSPAN**

I.C. Engines:

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

Electric Motors:

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

?? **-450 Mah 2 cell LiPo**

- ?? separated batteries pack for Rx alimentation is allowed

**48" WINGSPAN**

I.C. Engines:

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

Electric Motors:

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

?? **-500 Mah 3 cell LiPo**

- separated batteries pack for Rx alimentation is allowed

**Flights and results**

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

**Awards :**

A diploma for all competitors and prizes for the first three in each version rank.

Special prize for best flight in float version.

**Results**

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

Many pleasant flights and happy landings to ALL !!!

**SPECIAL PRIZE VIC SMEED**

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

Good ROW and flight

**SPECIAL PRIZE DAVID BECKER**

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

Good thermals

## **22nd Annual Worldwide Postal Competition 2013/2014, Includes the KK Senator Postal**

The purpose of this postal contest is to encourage friendly participation between aeromodellers worldwide with the prime emphasis being on low-key, leisurely flying without the pressures of 'regular' competition. A wide variety of events are offered including classes for types and sizes of models which have been overtaken and/or outclassed by modern developments or are perhaps too small to be considered for 'serious' competition work, such as 20" and 25" Rubber and Cloud Tramp, many of which can be flown at any time on smaller local sites without the necessity of travel to more formal contests at larger areas.

Flights may be made outdoors between **August 9th 2013 and June 30th. 2014** inclusive; it is not required that all flights in any event be made upon the same day but each is to be pre-nominated as 'official'. The general format (with exceptions as noted) is for three or more flights to the specified maximum; after three (or more) maximums further flights will be made to a score increasing by increments until the model fails to reach the duration target for that flight. The final score will be the total of all flights, recorded in seconds; the purpose of this scoring system is to reduce the possibility of models being lost in an 'unlimited flyoff' and as flights may be made at any time within the contest period it does not entail unduly arduous flying sessions to complete same. In classes where maximum sizes are established, the span shall be measured as per plan, not as 'projected span'. 'Vintage/Oldtimer' classes are for designs authenticated to have been flying outdoors prior to December 31st. 1950, even though plan publication may be of a later date in any kit, commercial magazine, SAM publication, club newsletter, etc. Multiple entries with different models may be made in all events but flights in one event may not be 'doubled up' with any other class for which a given model is eligible – separate flights, please.

The 20" Rubber class is to encourage the flying of all such models designed for outdoor use and not usually considered competitive against larger designs. There is no restriction on publication or production date and all designs 'published' in/on freely available sources i.e. newsletters, websites, etc are acceptable provided such source and/or details are made available to others.

To maximise flying opportunities there is ample scope for rubber models and gliders to be flown in multiple events and you are encouraged to take stopwatch, pencil and notepad with you each time you go to your local field, or to a contest, as an added incentive to your flying enjoyment. Bear in mind, also, that any number of individual models may be flown in any event for which they are eligible.

A full report will be forwarded to each entrant by mail or e-mail as appropriate. To assist in the compilation of same a brief account of weather, site, flying anecdotes, photographs, etc. would be appreciated when scores are submitted. Please ensure that all scores are forwarded to arrive by July 15th 2014 as I have limited time thereafter to collate, print and distribute results; earlier submissions would be most gratefully received! I welcome any comments regarding amendment to any event rules that might make same more attractive, or suggestions for other classes that might be considered of general interest in any future Contest.

Please advise if you have an Email address; transmission of entries/scores/reports/results to me by this means helps to reduce overall costs, eases communications and enables wider distribution of submitted photos. Please return your entries to:- Caley Ann Hand 6639 Datura Avenue Twentynine Palms, California 92277 USA

email: caleyannhand@yahoo.com

**GOOD FLYING - GOOD LUCK - and ... above all ...  
HAVE FUN!**

**Caley Hand**

**See below for events**

## World Wide Postal EVENTS:-

**20" Rubber** - For any published outdoor designs not exceeding 20"/51cm span . Three flights to 60 second maximum followed by 30 second increments thereafter.

**25" Rubber**. Any models up to 25"/63.5cm span. Three flights to 60 second maximum followed by 30 second increments thereafter.

**30" Vintage/Oldtimer** - For designs pre-1951, not exceeding 30"/76cm. Three flights to a 90 second maximum followed by 30 second increments thereafter.

**42" Vintage/Oldtimer** - For designs pre-1951, with spans greater than 30"/76cm but not exceeding 42"/107cm. Three flights to a 120 second maximum followed by 30 second increments thereafter.

**P30 Rubber** - Standard P30 rules. Three flights to 120 second maximum followed by 60 second increments thereafter. No gears or movable surfaces, other than for d/t operation.

**Freewheel Rubber** - Any published outdoor design with a freewheeling propeller is eligible, wing span not exceeding 36"/91cm. Three flights to 90 second maximum followed by 30 second increments

**Unlimited Rubber** -any rubber model with wingspan not exceeding 42"/107cm. No auto surfaces. Three flights to a 120 second maximum, followed by 60 second increments thereafter.

**KK 'Senator'** A one-design class for this popular design. Three flights to 120 second maximum, followed by 60 second increments thereafter.

**Cloud Tramp** - Any version of the Cloud Tramp design as published. 8" prop (plastic OK), any type of prop bearing. Five flights, no maximum; longest and shortest will be discarded and balance totaled for score.

**Small Bungee Launched Glider** - Any glider to a maximum span of 36" Bungee will consist of two parts, a 22.5 meter towline and 7.5 meters of 1/8 inch rubber. Three flights to 60 second maximum followed by 60 second increments.

**Catapult/Handlaunch Glider (small)** - For any glider with wingspan no greater than 12"/30.5 cm. Six flights, 60 second maximum (flights under ten seconds need not be reported). If six maximums scored, 30 second increments thereafter. Catapult - a 9" loop of 1/4" flat rubber attached to a 6" handle. Multiple entries permissible.

**Catapult/Handlaunch Glider (large)** - For any glider larger than 12"/30.5cms. Rules as above.

**Embryo** - FAC rules apply for structure size (see Flying Aces Club website for rules) Maxes are 120 seconds with each successive flight increasing by 30 seconds

**NOTE: The following are for those who are new to the hobby with less than 3 years experience**

**Novice Basic Stick Fuselage** - rubber powered, wingspan 13 inches or less (example: AMA Cub, Squirrel, Denny Dart) 3 flights Max is 45 seconds for the first three flights with successive flights increasing 15 seconds each flight .

**Novice Basic Built-up Fuselage** - rubber powered, wingspan up to 18 inches (examples are the Pussycat and Big Pussycat) Maxes are the same as the Basic Stick Fuselage

**Novice P-30** - Basic P-30 rules apply with the following exception. Maxes are 90 seconds for the first three flights with each successive flight increasing by 30 seconds each flight.

**Scale** - This year we have one builds for three categories of scale.

Low-wing scale build is the P-40, any version

High-wing scale build is the Pilatus Porter, any version

Biplane scale build is the Antonov AN-2

Flights of less than 20 seconds can be refloated. Five official flights are required. The longest and shortest flight are discarded, and the remaining three are totalled for your flying score. Maximum wingspan is 22 inches..

**NOTE:** Scale is still an experiment. Based on participation, next year will see scale Postal flying expanded to many of the Flying Aces categories. There is no scale scoring.

### Michael Woodhouse

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

Plans of models designed by Geoff Lefever

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

### DBHL Plan Service: IMPORTANT:

The rules for obtaining plans have changed.

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

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

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

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

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

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

This service is provided at no charge.

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



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

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

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

# MSP PLANS PRESENTS

Vintage, Classic, Sport and other Duration Designs

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

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

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

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

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

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

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

For overseas delivery of Popular Plans send local bank notes equivalent to £10.00.

Enquiries: please write or email [martyn.pressnell@btintemetcom](mailto:martyn.pressnell@btintemetcom)

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

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

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

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

**Provisional Events Calendar 2013**  
**With competitions for Vintage and/or Classic models**

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

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

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

For up-to-date details of SAM 1066 events at Middle Wallop check the Website -  
[www.SAM1066.org](http://www.SAM1066.org)

For up-to-date details of all BMFA Free Flight events check the websites  
[www.freelfightuk.org](http://www.freelfightuk.org) or [www.BMFA.org](http://www.BMFA.org)

For up-to-date details of SAM 35 events refer to SAM SPEAKS or check the website  
[www.SAM35.org](http://www.SAM35.org)

## Useful Websites

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

Are You Getting Yours? - Membership Secretary

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

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

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

*That's all folks! Merry Christmas John Andrews*

*PS:*

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

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