



NEW Clarion

SAM 1066 Newsletter

Merry Christmas

**Issue
122015**

**December
2015**

Affiliated to
SAM 1066 Website:



Club No. 2548
www.sam1066.org



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Editorial

Wither Sam1066, I think not.

Following this editorial is the secretary's report on his meeting with the Wallop Airfield Management on November 2nd to discuss dates for 2016.

The thrust of the meeting will be seen to be the imposition of several restrictions on us as airfield users: occupation reduced to 5 hours; mandatory Dethermaliser use; models to be confined to the airfield; operation over a restricted area and only flying under certain wind directions.

The initial thoughts of your committee, in response to the restrictions, was that 1066 would not be able to operate and, as a first action, cancelled the November meeting thinking there was not sufficient time to assess the situation and circulate info to the whole membership.

It has now been decided to call an Extraordinary General Meeting on Saturday January 16th at the Wallop Museum to decide on the future of SAM1066.

Now that the dust has settled somewhat there appears to be a general opinion that 1066 may be able to move forward under the new regulations and your committee will try to form a proposal to that end ready for the EGM. I feel we are not yet ready to throw in the towel.

The Future of Free Flight: The BMFA FF Technical Committee are holding a conference on the subject on Sunday 31st January 2016 at the Coventry Gliding Club HQ at Husbands Bosworth airfield in the Midlands. It behoves us all to be there if possible. See adds.

So much for the serious stuff, back to this month's content.

Tony Tomlin reports on the Cocklebarrow Farm vintage RC meeting and it appears that finally after two aborted attempts a successful meeting took place.

The final days of the Great Grapes Gathering in the States is reported by Roy Smith to whom I owe an apology for labelling him as American, he is in fact an ex pat Canadian and the meeting he promotes happens to be in the USA as the venue is available. Sorry Roy.

The SAM2001 Tomboy rally story and results includes our Tony Shepherd winner of the Free-Flight David Baker prize.

Ex SAM USA President Mike Myers won the bungee glider comp at the USA Sam Champs and I pieced together details from a flurry of emails on the event.

Stewart Mason expands on the trimming of his 'Bimbo' featured last month.

There is the interim report in response to the Airfield conservation petition, this petition is still active so if you have not registered your support please do so.

<https://petition.parliament.uk/petitions/106779>

As was to be expected 'Letters to the Editor' has many opinions on the Wallop crisis and all letters are published. The general thrust seems to be 'please carry on' and at the recent BMFA Annual Dinner many modellers accosted me voicing the same sentiments.

Our secretary's August visitor Gianni Lofredo left us quite a few pictures from the August event so I put together a few more.

Our chairman reports on his version of the popular 'Ramrod' power model and not to be left out from this xmas issue I weigh in with my indoor meets to date.

Editor

Meeting at Middle Wallop: 2nd November 2015

Military Attendees:

Commanding Officer & Aerodrome Operator (Lt Col Amlot);
Airfield Manager (Sarah Shave)

Deputy (Major Curphy);

This meeting took place prior to the Airfield Users meeting, where dates for the next year were to be discussed & agreed for non military use of the airfield. Ostensibly the purpose was for me to “explain” who we were, how we operate, what we fly & how we are organised for events at MW.

However it became quickly clear that the Military had a prior agenda – basically to set out rules under which we would be allowed to fly on the airfield. This on the basis of legal advice from the Military Aviation Authority that no “out of hours” activities should be permitted. The CO made it clear that he didn’t wish to impose this advice, but had to set rules for risk free operation of any airfield activity, inclusive of two “golden rules” for model fliers – no models to transgress airfield boundaries & no models to cross the main A343 road.

- (i) Flying would be restricted to an area bounded by the two runways i.e. when the wind direction is broadly from the West/North West.
- (ii) SAM1066 would be notified shortly after midday on the Friday proceeding the meeting date/s of the predicted weather conditions. If the wind direction was deemed to be adverse, no flying would be permitted i.e. the meeting would have to be cancelled at short notice.
Note: the risk then exists of a wind direction change from forecast between Friday notification & the actual meeting. If this changes to be adverse, flying would be cancelled – worst case, on the morning of the event.
- (iii) All models must be flown with an operable DT, set to a time to avoid flights out of the field.
- (iv) Access times to the field would be restricted to 11.00am – 4.00pm, during which time there would be no full size movements. As a concession, two Committee members would be allowed access at 10.30am to “set-up”. This potentially limits our useful flying time to approx 4 hours.
- (v) Car parking would be on the hard standing – as it is at present. Fliers would (possibly) have to walk out to a pre-set flight line for launching, dependent on the prevailing wind direction.

These rules impose conditions on flying of free flight models that cannot be underwritten by the SAM1066 Committee. Additionally the limited time available for flying (effectively a reduction from 6 hours to 4 hours) is probably unattractive to members, particularly those who travel some distance.

These rules would apply to our planned meeting on 15th November.

It is therefore the decision of your Committee to cancel this meeting and the Annual General Meeting planned for the same day. Instead an Extraordinary General Meeting will be called to discuss & agree the future of SAM1066, inclusive of possible dissolution. Notice of the date of the EGM will shortly be sent out by separate email to all members.

Notes regarding Dissolution/Evolution

Principal considerations are:

- (i) *Financial assets*
In the event of dissolution, net financial assets would be distributed to Macmillan Cancer research, as defined by SAM 1066 Constitution. Net financial assets are the funds remaining after finalisation of expenditure & income for 2015. In the event of evolution, a contribution could be made to Macmillan with a small retention of funds to maintain SAM1066 website etc.
- (ii) *Physical assets*
These comprise two ground to air transceivers, which could be donated to a suitable recipient. All other physical assets are considered to be nil value.
- (iii) *DBHL Library*
The Plans Library can continue – ultimately the digital legacy can be passed to the BMFA.
The Magazine Library requires consideration by its Custodian (Roy Tiller)
- (iv) *Trophies*
Two possibilities exist: (a) current trophy holders are allowed to retain them in perpetuity; (b) all other trophies held in store are passed to the BMFA, together with trophies recovered from current holders.
- (v) *New Clarion*
Requires consideration by NC Editor (John Andrews) as to whether he wishes to continue as Editor & thus keep the newsletter going. If negative, there would be need to revisit Membership & BMFA affiliation as dissolution is the only probable outcome.
- (vi) *Membership & affiliation to BMFA*
Consideration of whether to keep SAM1066 as website & electronic journal operation. If nothing else, it keeps people in touch with the hobby. Also future circumstances may change at MW – albeit by then we may be too old to benefit! See also comment on New Clarion.

Roger Newman, secretary SAM1066

Third time Lucky for Cocklebarrow Farm Vintage R/C Event

Sunday October the 4th, was the date of the final meeting, of the three planned for 2015, at the excellent Cocklebarrow Farm site near Burford, deep in the Cotswolds. The previous two meetings in July and August had been blown / washed away, much to the disappointment of the keen fliers who turned up.

After a foggy start the sun broke through, the visibility gradually improved and after a while we were treated to a virtually windless day. Within a very short space of time the car park was full, 66 fliers signed on, with an estimated 140 models, however there were also many more people present, some there to just watch and soak up the atmosphere of this very popular event. Again it was all organised by Paul and Val Howkins. Thanks to them and their band of helpers who make this meeting such a success.

With the large amount of models present, the air was soon buzzing to the sounds of four and two stroke engines and of course, as is now the trend, many electric models. The smallest there were probably a couple of Vick Smeed Chatterboxes and a Sharkface, which seem to fly at great speed, mainly because of their small size. Shrimpos, Majestic Majors, a pair of Spooks, a Privateer, a 9ft span Mamselle and many more made up the 'large' size category with Junior and Super 60s, 48" Tomboys, Galahads etc filling in between. A small number of low wing models were flown which made a change from the normal, large amount of high wing vintage designs seen. John Laird was flying his well finished Ben Shershaw, Cumulas design with Tony Tomlin flying a scaled up 1.5 to 1.0, Peter Fisher designed, Meson. Mervyn Tilbury was also flying his recently finished scale Bebe Jodell that, after a little fettling, flew well.



Bebe Jodell by Mervyn Tilbury



Scaled up electric Senator by Boycott Beal flew well.



OS 60 in nicely finished Falcon.



John Laird making smoke with 9' span Mamselle.



James and Barrie Collis [Team Collis] consistent winners in Tomboy competitions.

As normal at Cocklebarrow events there was a competition for 36" and 48" Tomboys. The foggy conditions earlier in the day gave some of the competitors problems making the two, four minute + duration flights to qualify for the mass launch fly-off. It was decided, in fairness to the fliers that only one flight was required to qualify.

Tomboy Competitions

Tomboy 3

There were 9 entries for the popular 36" span Tomboy class, with 7 making it to the mass launch flyoff. Nick Skyrme was the starter, 6 models got cleanly away but George Ford was sidelined with engine starting problems. It was soon apparent that although the sky was a brilliant blue with just a few fluffy clouds, visibility was still poor. After around 1 minute of climbing [the normal motor run being around 2 minutes] most of the models were suddenly vanishing and having to be spun down to a lower level. John Strutt was unlucky to lose sight of his Tomboy, which vanished upwards and was lost. Bob Young was the first down in a little over 3min 30secs, followed by Tony Tomlin, 1 min 30secs later. Brian Brundell, although not having a long engine run claimed 3rd place at 8 mins 21 secs. The two remaining fliers, Paul Netton and James Collis, were just about visible at an estimated 600ft. James finally became the winner at just short of 12 mins, around 1mins 30secs after Paul in second place. All agreed that the visibility problem caught the fliers out. We were pleased when John Strutt appeared an hour or so later having luckily found his model undamaged two fields away. John did claim that he should have won, with a time of 1hr 30 mins O.O.S.!

Results

1 st - James Collis	11 mins 52 secs	2 nd - Paul Netton	10 mins 33 secs
3 rd - Brian Brundell	8 mins 21 secs	4 th - Tony Tomlin	5 mins 06 secs
5 th - Bob Young	3 mins 31 secs		

Did not qualify; John Strutt, model lost O.O.S. and George Ford, non start

Tomboy Senior

Seven fliers qualified for the flyoff and it was hoped that the larger 48" Tomboys would be easier to see in the conditions. Nick Syrme was again the starter and this time all the models got away well, staying close and climbing in what seemed a more leisurely fashion. As before it was apparent that visibility was a problem. The faster climbing models were soon vanishing from view and having to be spun down. Tony Tomlin and Bob Young both came down a little too

much, with Tony landing at 8 mins 17 secs followed by Bob 13 secs later. Roger Briggs was next down at 10 mins dead, a good time in the conditions. At this point Peter Rose's lightweight Tomboy vanished upwards and was gone. The remaining 3 were close, all trying to balance lift against visibility. Barrie Collis was down in 3rd place at 12 mins 14 secs, four seconds before his son James. Brian Brundell had managed to stretch his glide for a few more seconds and landed in first place, 12 secs later to a round of applause from the many spectators. Luckily Peter Rose was reunited with his Tomboy Senior the following day after it was found by a friendly farmer.

Results

1 st - Brian Brundell	12 mins 40 secs	2 nd - James Collis	12 mins 18 secs
3 rd - Barrie Collis	12 mins 14 secs	4 th - Roger Briggs	10 mins 00 secs
5 th - Bob Young	8 mins 30 secs	6 th - Tony Tomlin	8 mins 17 secs

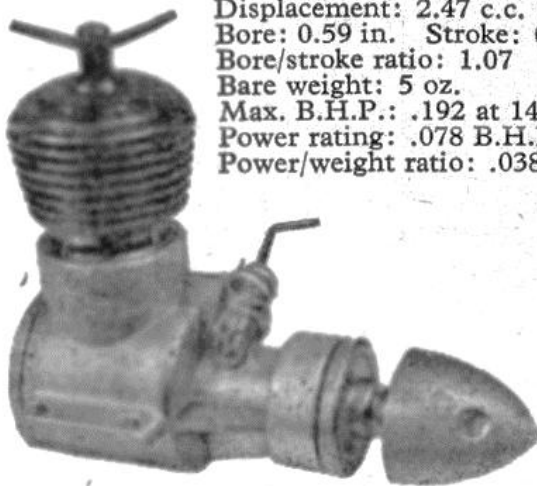
Did not qualify; Peter Rose model lost O.O.S

Fliers then continued to make the most of the good conditions until late in the afternoon when Val Howkins presented the raffle prizes and Tomboy awards, bringing to an end an excellent days flying for all.

Tony Tomlin

Engine Analysis: Taifun Tornado 2.5cc

Extracted from AERO MODELLER ANNUAL 1955-56



Displacement: 2.47 c.c. (0.15 cu. in.)
 Bore: 0.59 in. Stroke: 0.59 in.
 Bore/stroke ratio: 1.07
 Bare weight: 5 oz.
 Max. B.H.P.: .192 at 14,000 r.p.m.
 Power rating: .078 B.H.P. per c.c.
 Power/weight ratio: .038 B.H.P. per oz.

Material

Specification:

Crankcase: Die-cast light alloy
 Cylinder: Nickel-chrome steel
 Piston: Cast iron
 Contra-piston: Nickel-chrome steel
 Crankshaft: Alloy steel
 Con. rod.: Dural
 Bearings: Two ball races

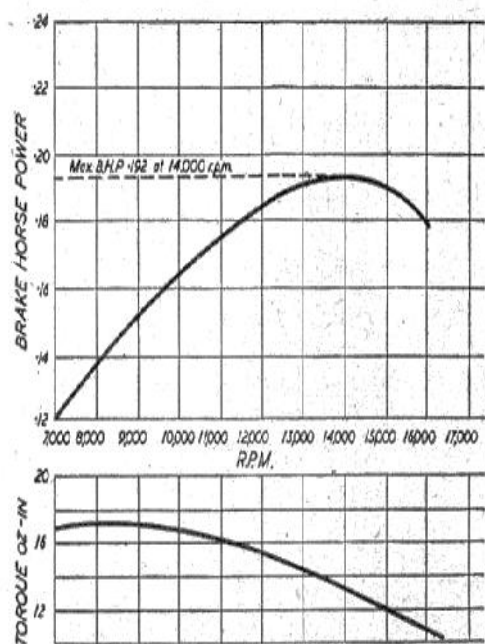
PROPELLER	R.P.M.
dia. pitch	
11 x 5 (Stant)	6,000
9 x 4 (Stant)	10,000
21 x 15 cm.	11,500
9 x 6 (Trucut)	8,200
7 x 6 (Stant)	12,000

Fuel: Equal parts ether, paraffin and castor oil

TAIFUN TORNADO 2.5 c.c.

Manufacturers:

Johannes Graupner, Kirchheim-Teck (Germany).



Continued from November Issue

The fun, however, wasn't to be. Saturday morning dawned as forecast, with steady rain falling. Fliers convened at the field at 9:00 am but it was clear that flying would not be possible. By mid-morning it was accepted that the forecast was likely to be borne out and the rain would continue unabated all day. Flying was cancelled and all of Saturday's events were rolled over into Sunday with the exception that two-day events in which participants had already flown on Friday were declared closed - any that had not been flown were rolled over.

Saturday evening saw 35 sit down for a Chicken Barbecue in Swanson Hall on the airfield. The meal was once again organised by Heather Mollendorf and was a great success, as always. The Crest Hill Motel in Avon provided magnums of red and white wine for the delectation of all, which was much appreciated - especially by those who hadn't yet won a bottle of their own. In addition to the dessert goodies provided by Heather, a celebration cake was provided by Richard and Pat Barlow to mark Carol Crawmer's birthday (her 29th I believe) and also the 49th Anniversary of Jim and Cindy DeTar's first date.

Two door prizes were won - insulated travel mugs went to Dave Pishnery and Paul Nelson.

Sunday morning saw a rather discouraged group of fliers congregate at the field to watch the rain continue falling. It was decided to 'wait and see' before calling a cancellation. This turned out to be the right decision because by 11:00 am the rain had reduced to scattered light showers and flying could begin. The skies remained heavily overcast and the wind was strong but, amazingly, there was strong thermal activity around. We set up at the furthest point West on the field that we could get and 2-minute flights were ending up in the corn or the soybeans that adjoin the Eastern edge - a distance of about 8-900 yds. This corresponds to an average ground speed of around 15 mph. A very large number of events remained to be flown, but there was only 5 hours left in the day, and a much-reduced contingent of fliers left to compete in them. 14 fliers, out of the total of 28 who signed up, competed in 7 events and made a total of 33 official flights.

As a result of missing 1-1/2 days of a 3 day contest only about half of the scheduled events were flown. This is disappointing for the organisers and the fliers alike, of course, but that is the nature of the hobby/sport that we engage in.



Roy Smith and Jim Moseley prepare to present plaques, bottles of wine and other goodies to winners. The "wellies" attest to the field conditions.



Mark Rzdca and Jim DeTar (Mark's straight man) conduct the monologue prior to handing out FAC prizes.

(Photos: Miriam Morris)

As usual at the GGG, award plaques were presented, along with stickers to define which events and which placing was being recognised, as well as bottles of wine and some other special prizes. Texas Timers donated a Micro Max timer for first place in 1/2A Classic Gas,

Richard and Pat Barlow donated coffee mugs carrying appropriate graphics for first place in Cloud Tramp and Vic Smeed Design. These are bound to become valuable collector's items as they are unique to the GGG and aficionados of Charles Grant or Vic Smeed will obviously covet them. BMJR products provided a Fortastrop kit and some discount certificates for their products, as prizes for the $\frac{1}{2}$ A Old Favourites event.

The awards for Friday's non-FAC events were handed out on Saturday morning in the Swanson Hall at the museum - there being no flying taking place. The prizes for all of the FAC events and the remainder of the non-FAC events were distributed after the conclusion of flying on Sunday.

The final act before closing this year's events was to present the Trophies. This year the Don Reid Trophy (for highest placing Gollywock) wasn't awarded - no-one flew a Gollywock. The resurrected Dave Andrew Trophy wasn't contested for because of the lack of time to organise and hold the single unlimited flight event.



The John Magee Memorial Trophy was presented to Jim DeTar - the winner of the WWII Mass Launch event. The trophy consists of a beautifully crafted Spitfire atop a wooden plinth. In addition to the trophy, a framed print, comprised of a picture of a spitfire in flight, as well as a picture of John Magee and the text of his well-loved sonnet "High Flight", was presented as the prize for that event. Unfortunately, we don't have a picture of Jim with the trophy and prize.

The Jack McGillivray Achievement Award, for highest points scored in FAC events, went to Mark Rzacca.

Those with sharp eyes might notice that the aircraft atop the trophy is different from last year. There was a mishap involving the grandchild of last year's winner (well, that's his story anyway - sounds like a variation on the 'dog ate my homework' gambit to me!) so he had the trophy repaired and the 'topper' replaced.

The replacement is actually more appropriate to FAC events than the original.



Roy Smith holds the Bob Gordon Memorial Trophy
For highest aggregate score in power events



NWM Series Grand Champion Jim Moseley with
Jim Anderson Trophy and the MAAC Can-Am Free Flight Trophy.

Finally, the Grand Champion for the NWM Series, for the second year in a row, is Jim Moseley.

The Grand Champion is awarded the MAAC Can- Am Free Flight Trophy, which goes to the flier with the highest number of points from both of the NWM Series sanctioned events, flying at least two of the three categories (power, rubber, and glider). Jim flew six events at the ESFFC, five events at the GGG, and flew in all three categories, for a well-deserved win - the true all-rounder, and great competitor, that we all know Jim to be.

We still haven't determined why the ESFFC attendance is dwindling - it is a great meet, has almost the same events as the GGG, at the same venue, and is held in August, around four weeks before the GGG.

If anyone has any suggestions as to how attendance can be increased at the ESFFC and/or the GGG please contact Brad Bane, Mark Rzacda, Jim DeTar, Jim Moseley, or me.

One matter of concern for the organisers is that we had hoped that the introduction of the Grand Champion award would encourage more people to attend and compete in both the ESFFC (in August) and the GGG. You have to fly in both to be eligible. Because of low attendance at the ESFFC (something we are still grappling with) only 10 fliers were forwarded from that contest to be eligible for the Championship and of those, only seven put in flights at the GGG to confirm that eligibility. None of this takes anything away from Jim's achievement in winning the championship - it was a great record of flying - but I think he would feel even better about it if there were more people 'in the chase'.

Attendance at the GGG was down from previous years, but I am aware of unusual conditions that kept six of our 'regulars' away - which hopefully won't be repeated in future years. I am also aware of a number of others who had conflicts this year, that I hope won't keep them from future participation. Finally, I believe that the dismal weather, which had been predicted, kept others away. All of those factors considered, I think that this year's attendance was good.

It remains for me to thank all of the people who helped to put on this year's GGG, it was a true hands-across-the-border effort. Lyle Whitford was our CD and handled all of the paperwork with the AMA. Heather Mollendorf organised the Saturday barbecue. Mark Rzacda and Jim DeTar ran all of the FAC events. Jim Moseley acted as Event Director for the non-FAC events. My best friend, Sally Smith, did stalwart service at the registration desk and scoreboard. Richard and Pat Barlow assisted in myriads of ways - at the scoreboard, the barbecue, and the raffle. Without the contributions that you all make, the contest could not take place.

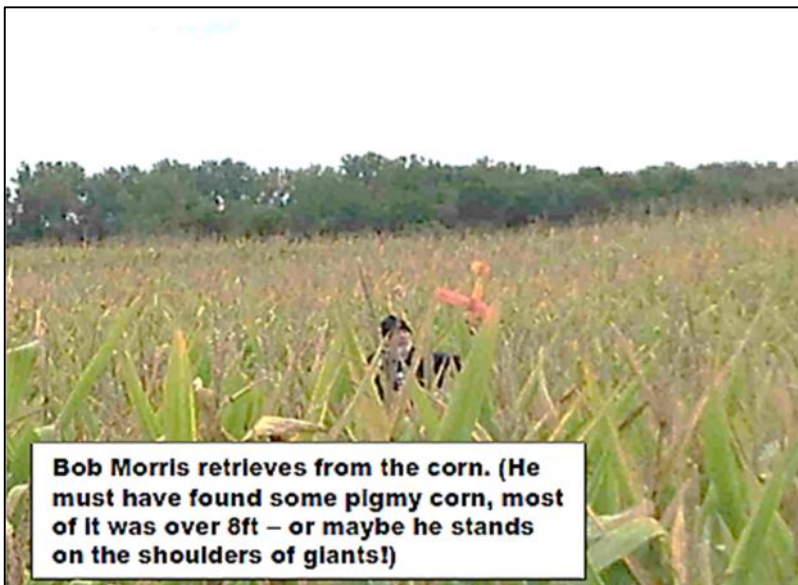
I would like to mention one very special act of selflessness. On Saturday morning the headquarters shelter, which had been lowered as far as possible on Friday, to protect it from the anticipated rainstorm, was filling up with water. On his own initiative, upon seeing this situation, Mark Rzacda walked out to the middle of the field and released the attachments that were allowing the water to collect in the cover, thereby preventing the shelter from becoming severely damaged by the weight of the liquid sunshine that was accumulating. He then walked back - getting completely soaked in the process. It seems that FAC fliers, unlike their models, are quite waterproof. My heartfelt thanks to Mark for this act of great kindness.

Despite the less than clement weather which we all had to suffer through this year I believe that most, if not all, had a good time and I hope that we will see you all again next year, together with many more. The dates are September 9-11 and the location is unchanged. If anyone has any influence with the weather gods, please use it to bring us three days of warm, calm, weather. On that subject - in recent years we have had a number of occasions when one day was lost, or partially lost, to inclement weather (wind or rain) but I can't recall an occasion

when we have lost so much flying time over the course of the three days. We have sometimes enjoyed three consecutive days of gorgeous flying conditions. Let's hope that we will return to those halcyon days next year.

Results					
1/2A Nostalgia Gas		Dave Pishnery	215	Dave Pishnery	225
Roy Smith	332	Don Myers	196	Dom Algieri	189
Paul Nelson	83	Bob Morris	94	Bob Morris	114
		Lyle Whitford	88	Bob Clemens	61
.020 Replica/1/4A Nostalgia Gas		Jim Moseley	83		
Mike Cook	303	Bob Clemens	50	FAC Dime Scale	
Paul Nelson	277			Mark Rzacda	345
Jack Barker	137			Jim DeTar	240
		Senator		Dave Acton	208
		Richard Barlow	310	Mark Houck	167
P-30		Ed Smith	307	John Houck	146
Ed Smith	356	Sam Burke	120	Vic Nippert	131
Jim Moseley	327	Jim Moseley	120		
Jim Mayes	320				
Dom Algieri	303	36" Bungee Launched Glider		FAC WWII Mass Launch	
Dave Acton	276	Jim Moseley	171	John Magee Memorial Trophy	
Lyle Whitford	258	Vic Nippert	150	Jim DeTar	1
Mark Houck	156	Roy Smith	115	Jerry Crawmer	2
Lynn Miller	149	Dave Pishnery	100	Mark Rzacda	3
Jim DeTar	120			John Houck	4
		FAC No-Cal Scale		Mark Houck	5
Cloud Tramp		John Houck	326	Vic Nippert	6
Vic Nippert	252	Mark Rzacda	318		
Richard Barlow	217	Mark Houck	234	Vic Smeed Design	
Bob Morris	178	Vic Nippert	220	Campbell Blair	68
Dave Pishnery	158	Jerry Crawmer	70		
Jim Moseley	147				
Sam Burke	0	FAC Embryo Endurance		1/2A Classic Gas	
Mark Rzacda	0	Mark Houck	341	Joe Mollendorf	360
		Jerry Crawmer	321	Roy Smith	42
HL/CL Glider Combined		Mark Rzacda	303		
Vic Nippert	253	John Houck	279		

E36 Electric		Jim DeTar	13	Jim DeTar	120
Paul Nelson	178	Jerry Crawmer	10		
Mark Rzacda	94	John Houck	9	Bob Gordon Memorial Trophy	
		Bob Morris	3	Roy Smith	734
SAM Small Rubber Stick		Dave Acton	3	Paul Nelson	488
Jim Moseley	315	Jack Barker	2	Joe Mollendorf	360
		Vic Nippert	2	Mike Cook	308
A Nostalgia Gas		Dave Pishnery	1	Jack Barker	137
Roy Smith	360			Mark Rzacda	94
Jim Smith	71	Jim Anderson Memorial Trophy		Jim Smith	71
		Jim Moseley	909	Campbell Blair	68
FAC 2 Bit + 1		Ed Smith	663		
Mark Rzacda	312	Richard Barlow	527	NWM Grand Champion	
Bob Morris	188	Jim Mayes	320	The MAAC Can-Am Free Flight Trophy	
Jim DeTar	120	Dom Algieri	303	Jim Moseley	21
		Dave Acton	276	Roy Smith	16
FAC Simplified Scale		Lyle Whitford	258	Dave Pishnery	11
Jim DeTar	162	Vic Nippert	252	Mark Rzacda	6
Jack Barker	108	Bob Morris	178	Bob Clemens	6-D
Jerry Crawmer	33	Mark Houck	156	Jack Barker	4
		Dave Pishnery	155	Joe Mollendorf	4-D
Jack McGillivray Achievement Award		Lynn Miller	149		
Mark Rzacda	18	Bob Clemens	140	D – disqualified – only one category flown	
Mark Houck	14	Sam Burke	120		



Bob Morris retrieves from the corn. (He must have found some pigmy corn, most of it was over 8ft – or maybe he stands on the shoulders of glants!)



The Dave Andrew Trophy



Bring on the Barbecue – Jim Smith and Don & Bonnie Myers are ready!



Paul Nelson receives a place sticker – Roy and Jim endeavour to find the right bottle of wine!



Dave Acton launches his Lola.



Roy Smith watches his 1/2A Nostalgia Dixieclander climb.

Roy E Smith (Canada)



Extract from Model Aircraft June 1959

Smooth Talk



All the balsa processors seem to be flogging the "finish" gimmick for all it's worth, probably in order to keep a jump ahead of all the wonder substitutes which weigh less than cast iron, can be sawn, hacked, filed, chewed and, in some remote cases, even cut. But what is satin finish? There is wild speculation among us backwood boys who live out in the rough sticks. Is it a form of upholstery for our tired generation of model builders, or a new fashion style for lady modellers? Whatever it is, it is obvious that it has not yet reached the rustic toy-side counter where I furtively paw over the hairy 9/64th by 7/64th square in search of a usable longeron.

These new techniques make me confused. By what I read in the model mags I'm more than a bit out of date in using balsa for building model planes. The smart, up-to-date thing to do, it seems is to buy a ready-made plastic model and use the antiquated balsa wood for storing your liquid gas. Not being a technical sort of bloke I can only hazard that liquid gas is some new-fangled sort of glow fuel which

does not harm plastic surfaces.

However, I observe that a few modellers still use balsa to keep their tissue taut. Mostly the models are of the rugged sport and combat variety, where crashability is an essential part of the fun. A particular feature of these models is the natural, contemporary finish, with square leading and trailing edges and fully textured balsa throughout. Where possible the balsa is left uncovered, the better to reveal the natural beauty of the untreated wood.

As a point of interest, you might wish to know that these primitive models are built by the "action" method; thrown together with a few brief, dramatic gestures during television commercials. The artistic creations which result, liberally garnished with such slick, modern verbiage as "I Only Arsked" and "Dig This - Out," have a vital urgency about them which might well be rendered flaccid by the use of anything but the hairiest, coarse grained, back shelf wood.

My aversion to satin finishes is of a different order. I know that, in the past, I have often cut up rough about the rough balsa I have had to cut up, but, over the years, I have developed a passion for sandpapering. It all began when I read that the difference between the beginner and expert was sandpaper. I bought up reams of the stuff, and, if there is any truth in the theory, I should by now be heading the expert field by at least two sheets of medium coarse. As it is, I am the shortest fingered beginner in the business.

But why are the manufacturers so coy about revealing the secret of these satin finishes? It's all so simple. Just examine one of those little holes you always find in the centre of a stress bearing spar. Instead of a woodworm you'll find a silkworm.

Common Topic

I see that I am accused of taking the mickey out of Chobham Common. This is grossly unfair. To the best of my knowledge all I have removed from that haunt of pastoral elegance is a boot-full of muddy water, a few pockets-full of sand, and a charred model box, but never a mickey.

The landscape lover who brings this strange charge claims that Chobham is a piece of land. This seems to me a piece of wild overstatement. Any resemblance to terra firm is quickly dispelled in the course of a two-minute flight. You are either suspended, semi-airborne, in a deep crevice or aquatically floundering in a bottomless bog. At the end of a day's flying you don't know whether to be seasick or airsick.

But if he thinks I haven't flown on Chobham Common, let me tell him that I was one of the first refugees to take the hard road from occupied Fairlop. After getting lost for several hours in a wilderness of thorn and bracken, I was beginning to despair of ever reaching the promised flying field. And, it was not until I sighted a familiar heap of ancient motor bikes, that I realised I had arrived at the modellers' paradise. Surveying the acreage of charred bush and gorse I couldn't help wondering what the other place was like—the one to which we are often directed by an irate public.

Still, even if Chobham isn't quite my cup of char, I greatly admire the commando spirit of the assault course generation who regard it as a first-class flying field.

I come from a gentler breed of modeller, reared on flat grasslands and firm foundation, but I am prepared to give Chobham another chance, if anyone can tell me where I can obtain a bath-chair with caterpillar tracks.



Pylonius

No report from North Luffenham this time as the weather was so bad I stayed at home. However tomorrow is looking promising for trimming at Salisbury Plain.

Slightly off topic, but here goes. I recently bought a battery drill from Screwfix. It was on offer and small and light, so suitable for my aero modelling needs as well as diy and woodwork.

It's a Bosch 18 volt with lithium batteries (PSB 1800 Li-2). It is light and powerful and lasts a long time on each charge. When I fly at Port Meadow I carry it to wind up my rubber models, rather than leaving a stooge behind when I am on my own and retrieving. The bonus is that it comes with a spare battery, which I found I was only occasionally using. However, on eBay I noticed that you can buy, for only £29, a spare new drill without battery or charger. Two drills might appear extravagant, but when woodworking I find one really needs four. One for the pilot hole. One for the clearance hole, one for the screwdriver bit and one for the countersink. The fact is that two drills last twice as long and so are no more expensive in the long term, and very labour saving in the meantime. That is the logic I am sticking with, especially when the wife is around.



Last weekend I was part of Crookhams effort to succeed in the club championship, or rather the weak link. I have a second hand F1B bought from Ray Jones. The ground is a bit unforgiving at Port Meadow these days as the grass is cropped short, so I was reluctant to risk trimming it there, so I ended up trimming in competition, yet again. My scores were poor, but I did advance with trimming to the point where I would be happy to expect it not to do anything dire next time at Port Meadow. Experts Trevor Grey, Chris Redrup, Tony Shepherd and Ted Tyson scored well for Crookham. I have since trimmed it further to get a better climb and glide. F1Bs are not for the faint hearted. I prefer winding up smaller motors in vintage models. I got up to seven on my torque meter before chickening out on my last wind. That is twice the torque I normally stop at with other models. The trouble is those last few turns make all the difference.

I see there is an interesting video on YouTube showing how to cover with tissue over Mylar. I am seriously lacking in that skill. I recently recovered a Senator that way but the tissue is as wrinkly as me after a long bath. Others seem to have no problem. I am about to get a tutorial off Chris Redrup after the next Crookham chomp (lunch). There are plenty of skills for me to master yet, and plenty of new mistakes to make, as well as the old ones.



Too many obituaries. None of my closer flying friends gone yet, but they all have medical problems. Very depressing. I had an excellent day trimming at Salisbury Plain yesterday. Calm and sunny. I had another new mistake. I had recovered and improved an old Senator and it flew really well after the initial trimming flights. However it had a rather small Tim White hook on the braided rubber. A couple of loops came off while winding. That jerked the blast tube wire off the winder, which then demolished a couple of inches of wing trailing edge and ripped the tissue. The blast tube protected the fuselage. I got home and replaced

the rubber hook with a bigger one and put a rubber band around the rubber. The wing repair was easy but the covering is just a bit wrinkly. I am hoping the trim is not much affected as I had spent the whole morning getting it perfect. As usual, it was going to be the final flight.

Jim Paton,



L'AQUILONE SAM 2001 TOMBOY RALLY 2014-2015

Hello everyone!

It is with a great pleasure that I introduce you the report of 7th edition of SAM 2001 TOMBOY RALLY. The 7th edition ended on May 31st 2015 but it has been followed up by a 8th edition of Tomboy Rally which will take place from June 1st 2015, up to May 31st, 2016. The 7th edition saw a good participation of modelers from different countries, such as Australia, New Zealand, France, Slovakia, Great Britain and Italy. In particular there were 30 modelers in 36/44" event and 1 modelers in F.F. event. No one in 48" event but 4 modelers took part in 36" event with 44" Tomboy version. It seems that 48" version has no followers anymore!

TOMBOY RALLY 36" EVENT



The winner of our "classic" event this edition is Ian Dixon from Australia with 19'54" and an electric powered 36" Tomboy. When I told Ian than he was the winner of this edition, he replied to my email "I am very pleased to be the winner in the electric class, the model was built by my 80year old father before he stopped aero modelling and was as pleased as I was to hear of the result." On November 23rd, 2014, Ian made his best flight during a SAM 270

TOMBOY event, which was held in Oakford field, Australia. The event was organized by Paul Baartz, an old friend of a SAM 2001, he has sent me a report of the event where he says: "The weather was not ideal at all with temperature being cool (by West Australian standards) and a moderate to strong southerly wind which became more gusty as the morning progressed. These conditions made lifting areas hard to find, even bouyant air was difficult to locate. Ian Dixon was the only one to find seriously lifting air and thus recorded the best time for electric



models. Two models were lost due to being unable to get back to the field in a strong gust of wind. Some others landed well outside the area but these all survived to fly again. Rob Rowson could not coax a reasonable motor run from the antique Taipan engine." Bravo Ian! You have just earned the first prize, a SAM 2001 T-shirt, just like the one won by Euan Mitchell, but I will explain you about Euan later in the report.



The second prize winner is Ugo Baldari from Italy with 17'25" with his old 36" model powered by Barbini B38. This year Ugo have made his flight on 30th May 2015 near Rome. He launched his Tomboy at 11,20 am, it gained a good altitude and found immediatly a god lift. The thermal left Ugo after 5 minute or so, and the Tomboy began slowly to lose altitude but, passing from a little thermal from another, Ugo managed to get a very good time. Unfortunately the model was too far from the field and Ugo saw the Tomboy flying over some trees and landing far away. The model was recovered after 2h 30 m on a tree 3 miles from the field of take-off "I am very happy for the time gained" said Ugo "but I am happy above all because I have found my Tomboy, just when I thought I had lost it." The 4th place is



for Mark Venter from Christchurch, New Zealand (the magician of Mills, remember?) with 13'42" Mark made two attempts in the same day with 36"IC powered Tomboy:" Hi Curzio, Two weeks ago we had fantastic weather here in Christchurch, New Zealand and I made two flights with my Tomboy. First flight was 9 min 38 and conditions were so good I decided to try again for the postal entry. My second flight was 13 min 42. Tomboy details - 36" Diesel, (Doonside Mills) and weight is 12oz (8oz/sq') Covering is mylar & tissue. Both engine runs were approx 2 1/2 minutes.



Hopefully some more good weather and another try before the end of this competition." Unfortunately for Mark, the weather was not good enough before the end of this edition. Silvano Lustrati from Italy has gained the 5th place with 13'06" and a 36" electric powered model. He made his best flight in November 2014, during a Tomboy meeting near Rome, where Silvano managed to find and to take advantage of the rare thermals on that cold winter day. The 6th place goes to Rod Mc Donald from Australia, with a time of 12'02", who has overrun Paul Baartz , who got the 7th place,

for just two seconds. In the contest both Rod Mc Donald and Paul Baartz used 36" electric powered Tomboy. And now the surprise of this edition, Euan Mitchell from australia, who got the 9th place the 9th place with a time of 11'18". Euan is the youngest contestant in this edition, he took part with a 44" version IC powered (MPJET) and he had previously won the SAM 270 W.A. Tomboy Event in Oakford Field. Have a look at the photo of Euan with his model and a SAM 2001 Shirt; Paul Baartz had given that shirt to Euan as a prize for his victory in that event. Bravo Euan!. The 2014 edition saw the participation of two new entries from Slovakia, Pavel Rabek, 5'46"(36"ws Cox 0,49 powered), and Peter Pricinsky, 1'47" (44"ws Tomboy MPJET 0.6 powered). A warm welcome to both of you in the Tomboy Rally!

TOMBOY RALLY 48" EVENT

There were no new entries in 48" event. The Board of SAM 2001 hope that there will be entries in the next edition at least from UK. The Tomboy 48" version is particularly loved in UK, where Tony



Tomlin has been organizing events for years, seeing the participation of skilled contestants. I am sure that UK friends will be formidable opponents for everybody. My old 48" Tomboy is already ready to fly.

DAVID BAKER F.F. SPECIAL PRIZE



In June I have received this e-mail from Tony Shepherd from UK, who is the winner of the current edition of David Baker FF SP; He said "Thanks for the reminder John (John Andrew, editor of Clarion and friend of Tomboy Rally). I saw that the results had to be in by the 15th of this month and have been waiting for a nice day to take a photo. Unfortunately today is not that sunny day down here but a photo from my files will be just as good. For info my dear old Mills 75 powered, 36" span, free flight Tomboy did a

7' 31" flight at Middle Wallop on the Sunday 25th August. I was keen to fly quite early as the wind was forecast to strengthen throughout the day and following a quick trimmer I filled the eye dropper tank and sent her on her way with engine burbling nicely and clubmate, Peter Tolhurst, on the watch. The very gentle drift meant that the model only covered about 2/3rds of the airfield during its flight and it was a very easy retrieve. I've had the model since the Hilda Baker competition at Middle Wallop started and originally it was electrically powered by KP02 electric but I converted it to diesel quite a few years ago and it makes a lovely relaxing flyer in that form. Thanks Tony Shepherd" Some days later, I read this e-mail to Paolo Montesi, the President of SAM 2001, while we were having dinner in his house together with other Italian modelers. Since the David Baker FF Special Prize is very important for us, Paolo got the great idea of making the Prize delivered by Gianni Loffredo during the awards ceremony of Middle Wallop, who was in Middle Wallop to help his friend, the C.D. In the end the prize, a SAM 2001 shirt and the diploma, was delivered to Tony Shepherd at MW event. Tony has also won the 2015 Tomboy Trophy and Top Time Trophy event! Bravissimo Tony, L'AQUILONE SAM 2001 is proud of you.



A SPECIAL WISH



Also this time I want to thank the friends of S.I.G. of M.F.N.Z., from New Zealand, who are organizing a Tomboy Postal Contest for any modelers who is a member of a foreign Country's recognized club. The contest is for 36"ws version only, IC or electric classes in two separated competitions. For IC there are the same rules of SAM 2001 Tomboy Rally, for Electric class only 360 mah-2s battery is allowed. Your best time flight from 1/1/2015 up to 31/12/2015 must be submitted by e-mail to Allen Teal at allen@tealcare.org. I took part in the 2014 event with my

friends Ugo Baldari in IC event, but we did not score well in this edition. Ugo placed 6th and I placed 7th. I promise to Wayne Cartwright and Allen Tale that I will take part in their event also this year. Finally, I would like to give a warm thank to all Tomboy Rally friends who took part in this edition and also to all of them who could not attend the contest this year, such as Brian Deason, Les Davis, Dete Hasse (Good job but be more careful riding your Suzuki next time!), Bernard Dereudre (dit Bede), Stewart Mason, Mick Walsh, Graham Main, John Andrews, Manuel Rojo and Bob Slater;

Good luck to all of you and Have fun with SAM 2001 TOMBOY RALLY.

Gianfranco Lusso and Curzio Santoni



TOMBOY RALLY 36" RESULTS

CONCORRENTE	NAZIONE	EL/IC	Classifica
IAN DIXON	AUSTRALIA	EL	19,54
UGO BALDARI	ITALIA	IC	17,25
RAY SILBEREISEN	AUSTRALIA	EL	13,57
MARK VENTER	NEW ZEALAND	IC	13,42
SILVANO LUSTRATI	ITALIA	EL	13,06
PAUL BAARTZ	AUSTRALIA	EL	12,00
POMPEI MASSIMO	ITALIA	IC	11,36
EUAN MITCHELL	AUSTRALIA	IC44	11,18
MAURIZIO SAGNOTTI	ITALIA	EL	10,56
TROY LATTO	AUSTRALIA	IC	9,55
GIANCARLO DICHIARA	ITALIA	EL	9,50
EROS CAVALLARO	ITALIA	EL	9,36
GIANCARLO WESSELY	ITALIA	EL	8,45
KAVIN HOOPER	AUSTRALIA	IC	8,28
IAN DIXON	AUSTRALIA	IC	8,04
ANTONIO RICCARDELLI	ITALIA	IC	7,15
CURZIO SANTONI	ITALIA	EL	6,59
ROD MC DONALD	AUSTRALIA	EL	5,49
HANS VAN LEEUWEN	AUSTRALIA	IC44	4,31
PAVEL RABEC	SLOVAKIA	IC	3,46
CHRIS EDWARDS	AUSTRALIA	EL	3,35
MIKE BUTCHER	AUSTRALIA	IC	1,48
PETER PRIECINSKY	SLOVAKIA	IC44	1,47
CHRIS EDWARDS	AUSTRALIA	IC	1,07
LES ISILL	AUSTRALIA	IC44	1,00
BRIAN EDWARD	AUSTRALIA	IC	0,33
ROD MC DONALD	AUSTRALIA	IC	0,19
LES DAVIS	AUSTRALIA	EL	0,01
BRIAN DEASON	AUSTRALIA	EL	0,01



Gianfranco Lusso and Curzio Santoni

Vintage 'Aussie' in Black & White

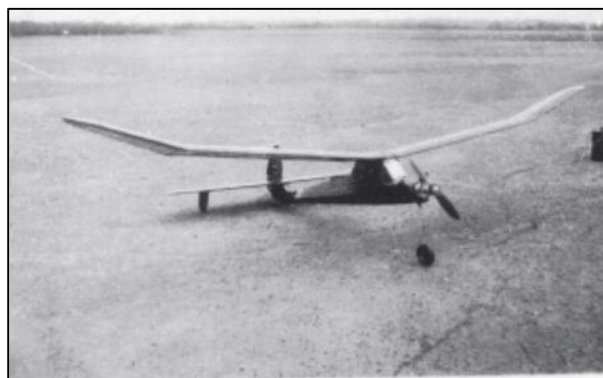
Col Williamson

These pictures are from a collection by Col. Williamson.

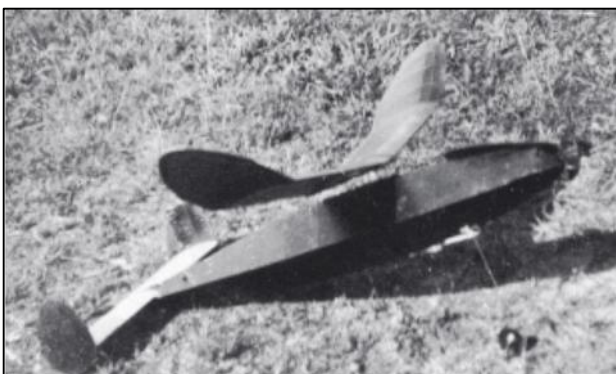
An excellent modeller and well known in vintage circles in England where lived for a long time.

The pictures are of his younger years in Australia around 1948 thru 1951.

Jerry Litschi



bill evans power winner "hyphen" '48



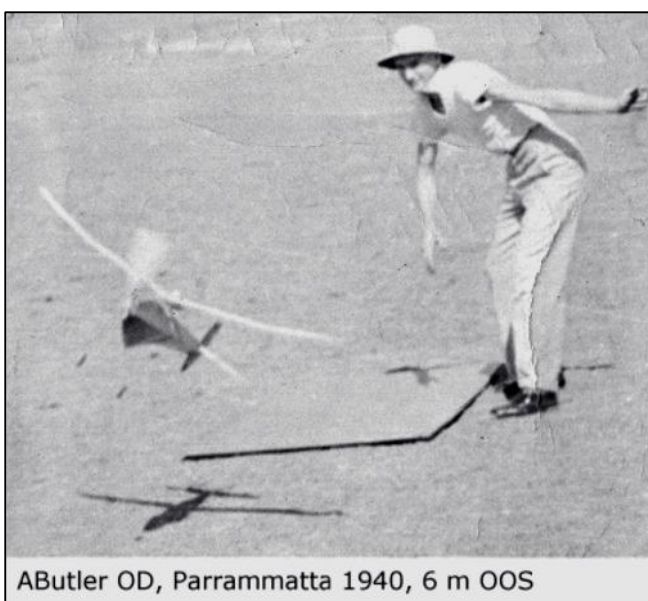
Col Williamson O/D 1950



alan king winds , lim joon holds
1949 nats



stinson reliant 1946 butler



AButler OD, Parrammatta 1940, 6 m OOS



alan king with power model
48 nats

(Editor: some of the pictures leave a little to be desired but I feel that I should continue to reproduce the whole of what I assume is a scanned album.)

Col Williamson/Jerry Litschi

Mike Myers won the 36" Bungee Glider Comp at the SAM(USA) Championships, this meritorious achievement caused a flurry of emails back and forth which I will attempt to reproduce in some sort of order.



Here we have a very young Dick Twomey with the prototype of the enormous version of the famous model



Mike Myers, SAM USA about to launch his winning 36" Leprechaun

The first I heard of the event was a copy of an email from Peter Michel to Dick Twomey as follows:

Peter Michel to Dick Twomey

Hello Dick.

I thought you might like to know that the famous Leprechaun (a 36in. bungee version) has covered itself with glory in the United States! This is the sequence of events:

Mike Myers, former US SAM President, was in the UK in September on a family visit from Los Angeles and was a most welcome guest at our Bangers & Mash lunch/fly-in at Epsom Downs. He had nothing to fly on a lovely sunny afternoon with just a gentle breeze, so I lent him my 36in. Lep with which he fell deeply in love... I knew he would be unable to make big the big bash at Middle Wallop later in the month, so I gave him the mini-Lep to take back with him and fly at the US SAM Champs. This Mike did after hastily knocking up a box for the flight. And today I received this email from him...

Peter,

I have some good news and some bad news re the Leprechaun you gave me. The good news is that I won the 36 Inch Bungee Launch glider event at the SAM Champs last week—on a magnificent single flight of 12 minutes and 32 seconds. Allan Laycock (unbeknownst to me) was in hot foot (er hot "sandal") pursuit of the model. He'd seen it come off the towline in a flight I had intended to self-time. I shut my watch down at 6:02 as the little Leprechaun soared high into the sun. I'd had trouble rigging the DT so it was an un DT'ed flight. The auto rudder worked just fine. Allan however continued in pursuit until the model flew out of his sight at 12:32. The model now sleeps in the desert somewhere between El Dorado Dry Lake and Searchlight Nevada. It was a magnificent flight and a spectacular thing to see. It's also the first time that I've placed first in any event at any SAM Champs I've flown at. What a gift!

Mike.

Now isn't that great! I have always maintained that the Leprechaun, just like the Lanzo Duplex Wakefield, is in some mysterious way more than the sum of the parts. I am now going to build another one and will urge Mike to do the same.

Peter.

Dick Twomey to Peter Michel:

Hi Peter (Michel)!

I have just received your message about Mike Myers' great Lep flyaway, although - strangely - the post appears to come from one Peter Mackenzie-Williams, perhaps your nom-de-plume? Wonderful stuff, and possibly of interest to our Clarion Editor John also. I'll copy him in case you have not.

Your report of Mike's flight at the US SAM Champs has made my day! My latest (of many copies) "original Lep" (34 inch span or 36 "flat) flew away also, at Middle Wallop last time I was there, and has not yet been replaced. Like you, I think there must be a special ingredient in its bobbing about thermal-riding...

With compliments to Mike, and regards to the mysterious Peter Mac-Williams (?)
Your old friend.

Dick.

Mike Myers to Dick Twomey:

Ah Dick, the story is even better than that. And it has a happy ending. Allan Laycock had come up to the SAM Champs from Australia (Canberra) this year. He has probably been to almost as many SAM Champs as I have. He stayed with me in Los Angeles, and I drove him up to the Champs in Boulder City just south of Las Vegas Nevada. While I had intended to self time (*I mean after all, who would doubt the word of a very much former SAM poobah?*).

Allan saw the Leprechaun rising majestically into the sky on the towline (it was a very pretty launch) , had his watch handy and set off in pursuit when the Leprechaun came off the towline. I'd consigned the model to the thermal Gods when it flew out of my sight at six minutes and three seconds. The terrain south of the field was nasty, and on a warm day not a place to go on foot when no one knew you were out there. Safety first and all that. Allan however charged bravely on ---again unknown to me---or anyone else on the field for that matter. These Australian lads can get impetuous. Even with Allan's hot sandaled pursuit (not the footwear of choice for going in the rough stuff) after the little Lep, it flew out of his sight at 12:32.

When he returned from his chase I asked him, "Where have you been?" since I'd not seen him for an hour or more. His reply was a wee bit recriminatory, "More important where were you!" 'Twas only then that I learned of his volunteer timing and retrieval effort. Allan does not like the idea of giving a good model away to the thermal Gods.

Well the trip up from Australia was worth the effort for Allan since he was (quite properly) inducted into the US SAM Hall of Fame at the awards banquet on Friday night. His induction into the HOF was well deserved—he's been a magnificent ambassador for SAM and for Australia in his travels to SAM contests in the United States and in Europe.

And the happy ending? Well the SAM Champs was on the lakebed from Monday October 19 through Friday October 23. A two day FAI contest was held on the lake on Saturday the 24th and Sunday the 25th. An FAI modeler out on a long chase after an F1A glider found the Leprechaun out in the desert on Saturday. Fortunately I'd put my name and telephone number on the Peter Michel built model. The model was returned to the FAI contest director (a friend of mine named Bill Booth). Bill e-mailed me yesterday to tell me that he had the model. I've made arrangements to retrieve the model from him..

Now Bill mainly flies F1B these days (he's made the USA team once—for the FAI world contest held in Mongolia). But he still recognizes a pretty model when he sees it. He was much impressed by the loveliness of the Leprechaun design.

Score one more for the Leprechaun! Dick, you designed a winner.

Mike

Dick Twomey to Mike Myers:

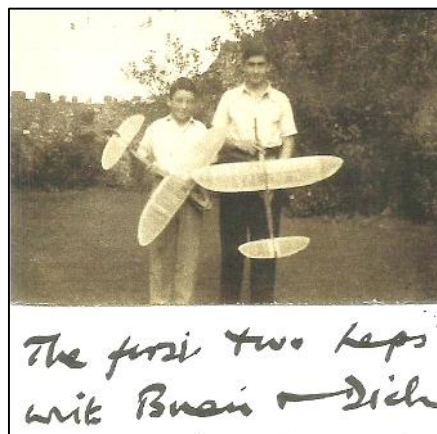
Hi Mike,

It is my pleasure! The original Leprechaun was a schoolboy inspiration, and sort of designed itself! It has certainly been my most popular production, not at first but after our good friend David Baker decided to build one...coloured all-over-red as was David's habit. I rejoice that you have now made it a US SAM Champs winner! Good move from Peter M too!

Mike: You are now an Honorary Fellow of the exclusive "A.R.*6 Society." There aren't many of us left! (* Aspect ratio of course!)

With best wishes,

Your old (85 now!) friend **Dick**.



*The first two Leps
with Brian & Dick*

1948

Peter Michel recalls:

This gets better and better! I remember a big meeting at Middle Wallop in the early days of SAM (UK) when David Baker appeared with a brand new, unflown, Leprechaun. It was a medium-size version, all red, around 50in. span, and he was looking for someone with a tow-line so he could give it its maiden flight. I offered my bungee and David hooked the Lep up. (No DT of course. David didn't believe in them.) It was a perfect, top-dead-centre launch as I recall. Needless to say, the Lep caught the father and mother of all thermals - and was never seen again!

Peter.

Editor: As an aside I have an extract from an email from Jim Moseley in Canada who built a Lep way back.

It finally flew into the side of a building .. downwind .. and demolished the fuselage back to the pylon. Being a glutton for punishment I built a new fuselage much like a Sunspot sans 'cabin'. Now, in all fairness, my experience with gliders (or anything) was not of the highest order back then so maybe I didn't do it justice; however I'm not going to try again.

Where does one build a 7' fuselage? Mother came home from work to find I'd taken up the carpet in the hall and had the side frames down on the floor boards. For some reason she was not amused.

Perhaps it's ironic that I now fly similar low aspect wings on rubber models and they perform very well indeed. All best, **Jim**



Mike Myers to Dick Twomey:

Dick,

An Honorary Fellow of the Aspect Ratio 6 Society! The gongs keep coming.

Grant Carson has also made me a fellow of the Nutworthy Twin Pusher Society! (Grant and I along with many others, were participants in the hard fought twin pusher wars in Southern California in the late 80's and early 90's. We might have as many as 15 twin pushers for a mass launch event. The competition was tough, but friendly.)

And 85—you're but a wee lad—I'll turn 72 in a week or so. We had Gil Morris out from Indiana competing in the SAM Champs at age 92 last week. I really do have to build that two meter sized Leprechaun, although I'm now wrestling with covering a Taibi Powerhouse and installing RC equipment in it. I "inherited" a framed up but uncovered FF Powerhouse. I'll install a bit of extra wing bracing, and modify the tail feathers for RC.

And I am very happy to get Peter's Leprechaun back. I'd flown my Leprechaun for 15 years or so until I broke its fuselage just forward of the tail last year. Peter being a clever bloke had made his fuselage sides out of sheet—a bit quicker (and stronger) than the longerons and uprights I'd used. But the little darling flies just as well (if not better) than my pukka Leprechaun. **Mike**

Dave Harding chipped in with a comment:

Gliders were a passion in my youth living north of London, but I never built a Leprechaun. However I do have a Lep story;

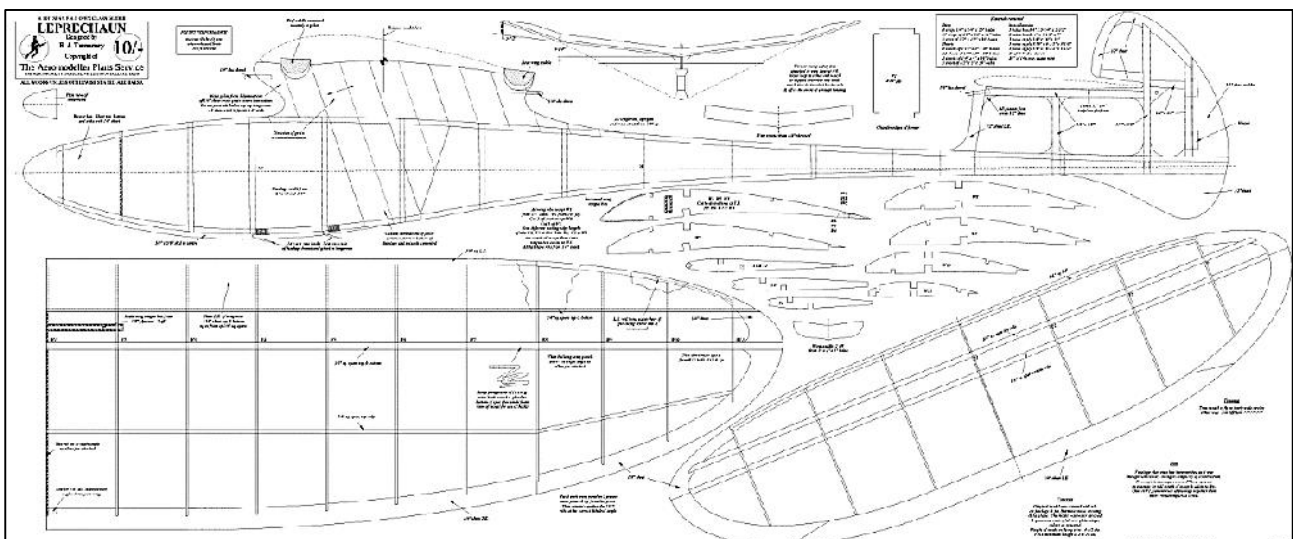
When I began to fly Old Timers and joined SAM in the early 2000s I also began to look in on their chat group. I noticed a number of posts by a certain Jim Moseley. Could it be my boyhood friend from the Enfield club? So I sent a message asking if this was the Jim Moseley from the Enfield club who built a full sized Leprechaun in the early 50s? Sure enough it was and eventually we met up at the Great Grape Gathering SAM meet in Geneseo NY for a 50 year handshake.

See, that Lep just sticks in your memory!

Dave Harding



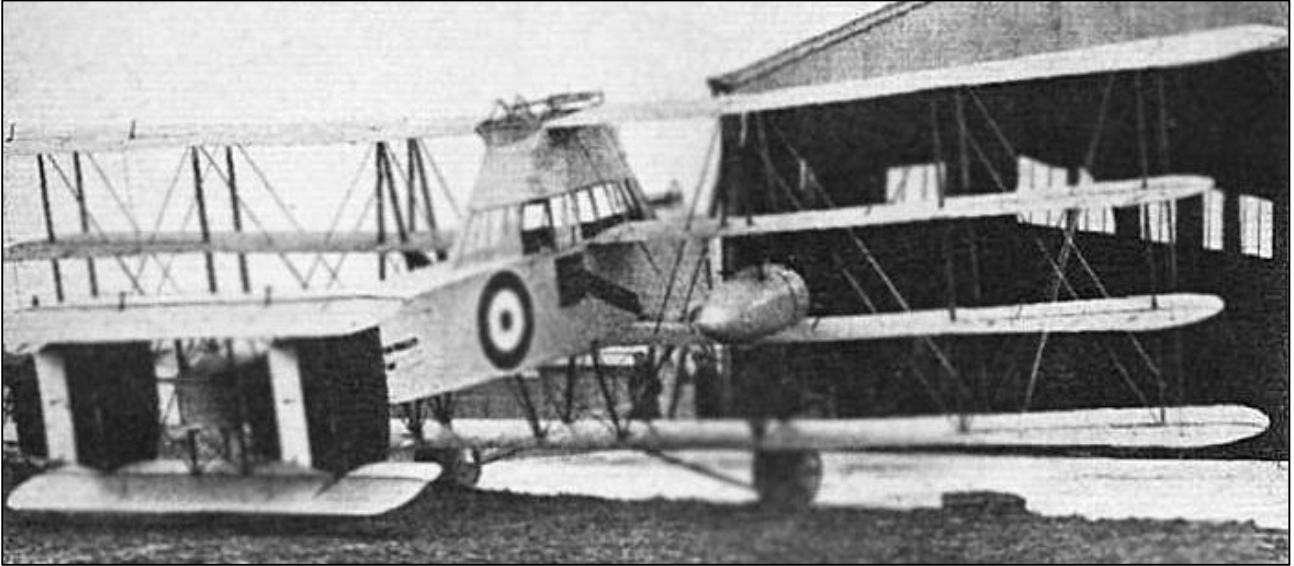
Jim Moseley & Dave Harding



That's the lot.

Editor

FROM THE PAST No. 19
Supermarine Night Hawk



The Supermarine Night Hawk of 1915 was an aircraft with the mostest of everything, from wings to range. Powered by two 100 h.p. 10-cylinder Anzani radials, it was designed by that remarkable man, Noel Pemberton-Billing, as an anti-Zeppelin fighter.

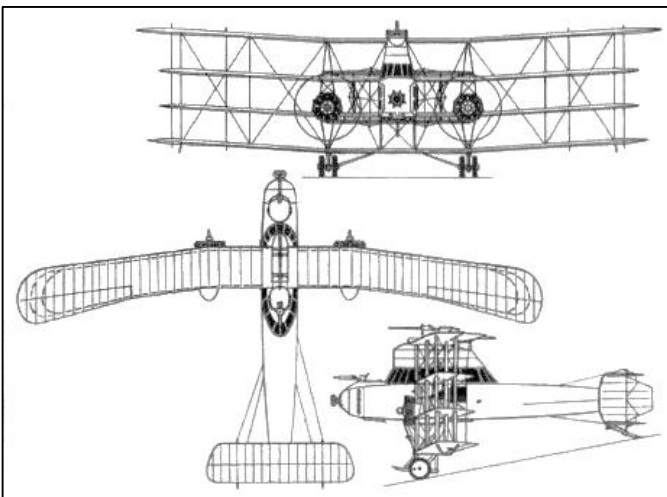
It had swept quadruplane wings, a biplane tail and a square-section fuselage in which most of the wooden structural members were fabric-wrapped to reduce the possibility of injury to the crew from splinters in an accident.

The pilot sat at the rear of an enclosed glasshouse with side windows in the fuselage to give a good downward view. In action, the gunners occupied open-air positions in the nose and above the pilot's cabin, level with the top wing. Lewis machine-guns were fitted in the nose and to the rear of the top platform, but the real "secret weapon" was a 1½ pounder Davis gun, with 20 rounds of ammunition, in the front of the upper position.

No less interesting was the searchlight on a flexible mounting in the nose which was intended primarily for target illumination and so fore-shadowed the Turbinlite night fighters of 25 years later.

The *Night Hawk* carried a ton of fuel in its nine tanks, sufficient for a patrol endurance of 18 hours, and even contained a bunk on which one crew member at a time could get some sleep.

It flew well, and its non-production was probably because the Zeppelins had been mastered by standard fighters by 1916.



Dimensions

Span: 60 ft.

Length: 37 ft.

Height: 17ft. 8½in.

Wing area: 962 sq. ft.

Weight empty: 3,675 lb.

Weight-loaded: 6,145 lb.

Max. speed: 75 m.p.h.

Landing speed: 35 m.p.h.

*Model Aircraft
 December 1957*

Trimming the 'Bimbo'

Stewart Mason

Last month I penned a few words on my version of Vic Smeed's 'Bimbo' and now I thought you might be interested in a little more detail and notes on the trimming exercise.

I'd thrown it together in short order and finished it off in my usual manner for power models. Heavy tissue on the fuselage, and lightweight tissue on the flying surfaces, finished with shrinking dope and proofed with a brush-on acrylic resin.

No Mylar, I hate the stuff. I'd rather just patch tissue.

A single 5 gram servo moves the rudder, via a closed loop cable, and a cheapo orange receiver and a 300mah nimh battery pack complete the airborne radio fit. Motive power is a brand new MP-Jet .040.



Initial trimming is exactly like a free flight model, with a few throws into Keil Kraft grass to establish a glide, a little packing under the trailing edge of the underslung tailplane, engine running this time giving a low powered descent into the grass, and then increasing to what I thought would be the power setting for a nice gentle mooch around the field in a steady climbing turn, which turned out to be another powered descent into the grass a little further away...Hmmm.

This one is a good bit heavier than the Tomboy, it's going to need the wick turned up a bit. Well it turned out it needed a lot more wick. I finally achieved a nice climb out and started a gentle right turn into crosswind and then off it goes into a right hand dive into the grass despite my desperate use of full rudder to pick the wing back up. Crunch.

I trotted off to assess the damage, and discovered the 4 supports holding up the wing had been torn off. Damn. Early bath.

A week later, and after some balsa surgery I try another flight, throwing caution to the wind I launch it and start another nice climb out, and then same again, a sharp bank into the grass on the first crosswind turn. Double damn !!

This time no damage, just pinged off the wing bands. I am starting to think I've made a major mistake during the build and done something utterly asinine, like putting both wings on one side...but no, it all checks out OK.

Now I'm starting to doubt the radio and I decide to do a range check. I get 50 feet away and all control is lost. Problem narrowed down to defective radio gear. I try another receiver and still the same problem, then I bind the receiver to a friend's transmitter and the problem goes away! So now we have narrowed it down to a defective transmitter. I take the back off the radio and remove a circuit board and discover the root of the problem, an ever so slightly dislodged connection on the aerial connection to the module. Just enough to allow a bit of verdigrises' to set in. A quick push back on cleans the connection up and another range check and we're fine!

I fire up the engine, top up the tank and it's away! I'd fitted an external tank for a longer engine run rather than the 3cc tank that is fitted to the motor, and this allows a climb to a good height followed by a glide back to the patch, scratching around for any lift about.

It flies mostly hands off, as I have dialled in a little right trim on the rudder, rather than using the free flight method of a tab or a piece of balsa on the fin.

No need to carry the transmitter with both hands either, I just nonchalantly carry it at my side with one hand, and my thumb moves the rudder stick when needed! It's not free flight, but it is rather satisfying, and shows the foam and plastic guys what fun can be had with some tissue and tuppence-ha'penny worth of balsa and spruce!

So there we go, a nice quickly built tough little model that can be flown free flight or with radio, and is ideal for spot landing competitions or to stand out from the usual Tomboys, Mamselles and so on.

Take a chance on an ugly duckling!

Stewart Mason

Dear Mr John Henry Andrews,

The Government has responded to the petition you signed –

[“KEEP AIRFIELDS GREENFIELDS. Review Airfield Classification as Brownfield Sites”](#).

Government responded:

National policy and guidance recognises the importance of airfields, we will work with the aviation sector to ensure the current policy relating to development on airfields is better understood.

Brownfield land is defined, for the purpose of national planning policy prior to and in the National Planning Policy Framework, as land that has been previously developed. Airfields, as land that has been previously developed, are therefore regarded as brownfield land. A central premise of the policy has been and remains that it should not be assumed that the whole of the curtilage of a brownfield site should be developed. This has been made clear in the definitions of previously developed land set out in Planning Policy Guidance 3 (Housing - revised 2000), Planning Policy Statement 3 (Housing – 2003 as revised) and the National Planning Policy Framework (2012). The definition in Planning Policy Guidance 3 included a footnote which defined curtilage and stated that “where the footprint of a building only occupies a proportion of a site of which the remainder is open land (such as at an airfield or a hospital) the whole site should not normally be developed to the boundary of the curtilage. The local planning authority should make a judgement about site layout in this context, bearing in mind other planning considerations.” Although this detailed explanation of curtilage was not carried forward into Planning Policy Statement 3 the assumption in relation to developing the curtilage of previously developed land, including airfields, has remained the same and there has been no change to the policy relating to airfields in this respect.

Applications for the re-use or modernisation of airfields must be considered in the context of national policy. The National Planning Policy Framework, Planning Practice Guidance, the Aviation Policy Framework and the General Aviation Strategy acknowledge the significant contribution that aviation makes to economic growth across the country.

The National Planning Policy Framework encourages the effective use of land by re-using land that has been previously developed (brownfield land), provided that it is not of high environmental value. The Framework also makes clear that local plans should take account of the growth and role of airfields in serving business, leisure, training and emergency service needs. Applications for planning permission to re-develop airfields must be determined in accordance with Local Plans, Neighbourhood Plans and the London Plan, unless material considerations indicate otherwise. The National Planning Policy Framework is a material consideration in planning decisions.

The National Planning Policy Framework strongly encourages early and meaningful engagement and collaboration by local planning authorities with neighbourhoods, local organisations and businesses so that Local Plans, as far as possible, reflect a collective vision and a set of agreed priorities for the sustainable development of the area.

In March 2015, following the General Aviation Red Tape Challenge and the publication of the General Aviation Strategy, Planning Practice Guidance was strengthened to make clear that local authorities should consider the interconnectivity between airfields of different sizes and that they should have regard to the Aviation Policy Framework. The Aviation Policy Framework is clear that maintaining access to a national network of airfields is vital to the continuing success of the sector, and sets out Government policy to allow aviation to continue making a significant contribution to the economy.

In July 2015 the Government announced its intention to legislate to grant automatic permission in principle on brownfield sites identified in brownfield registers, subject to the approval of a limited number of technical details. The Government is taking this commitment forward in the Housing and Planning Bill. Decisions about the suitability of sites for inclusion in brownfield registers and the grant of permission in principle must be consistent with the National Planning Policy Framework. The Government intends to set out criteria to determine the suitability of sites for inclusion on the register in Regulations. We propose to consult on these criteria and the wider policy in due course.

We will work with the aviation sector to ensure the current policy relating to development on airfields is better understood.

Department for Communities and Local Government

Click link to view the response online: https://petition.parliament.uk/petitions/106779?reveal_response=yes

The Petitions Committee will take a look at this petition and its response. They can press the government for action and gather evidence. If this petition reaches 100,000 signatures, the Committee will consider it for a debate.

The Committee is made up of 11 MPs, from political parties in government and in opposition. It is entirely independent of the Government. Find out more about the Committee:

<https://petition.parliament.uk/help#petitions-committee>

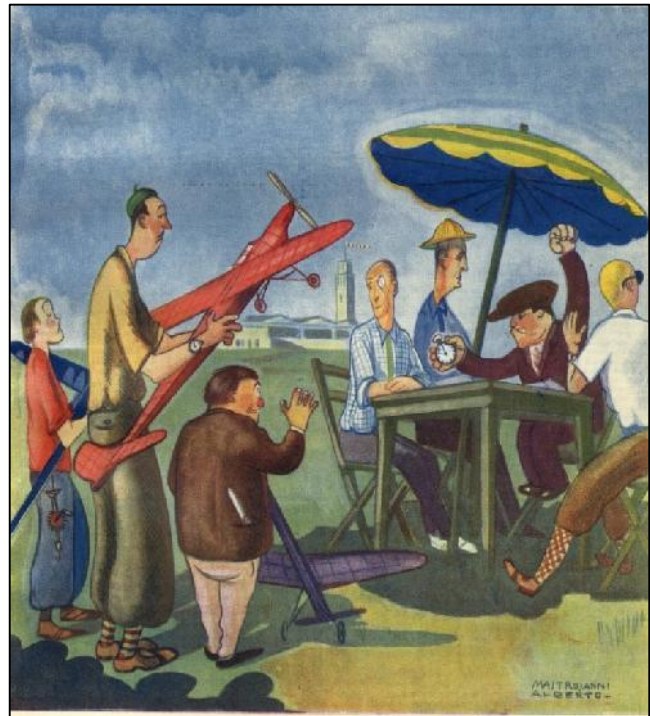
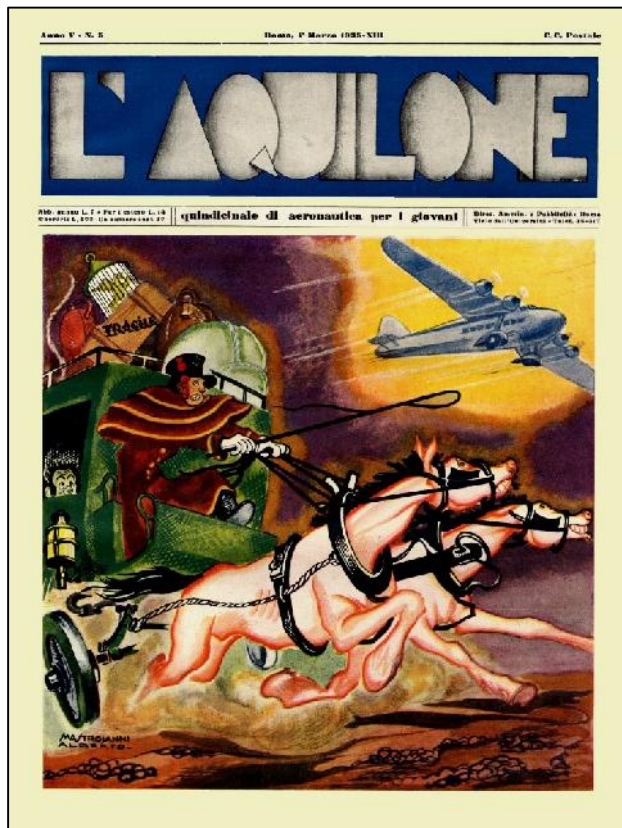
Thanks, The Petitions team UK Government and Parliament

Editor

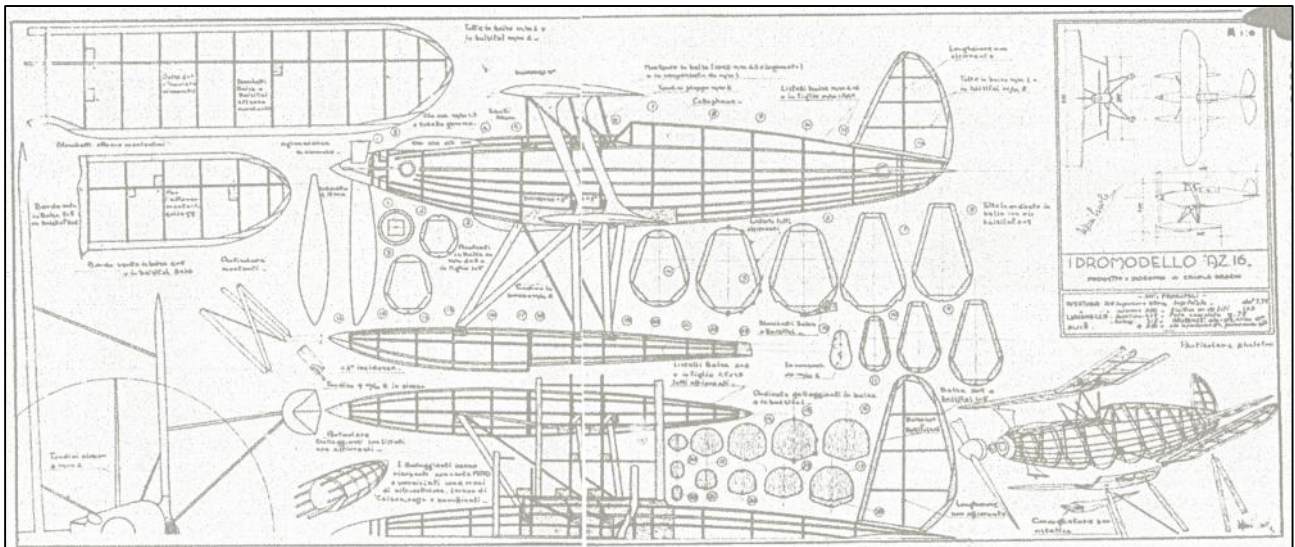
Report No. 59. Something to smile about.

Over the past year or so we have received some CD's holding digitised scans of L'Aquilone (the Kite) from the 1930's. This was an Italian magazine which at that time covered both full size aircraft and aeromodelling. L'Aquilone is still published today as the online newsletter of SAM 2001. I do not think that publication has been continuous, politics and world wars possibly having caused some difficulties.

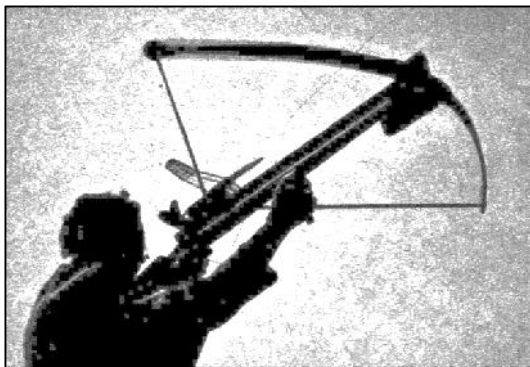
Here are some L'Aquilone covers from 1935 for your amusement. Perhaps you could suggest some captions.



The plan AZ16 is from a 1936 L'Aquilone and is of a 26" wing span rubber powered biplane on floats, very pretty, but it is a scale model?



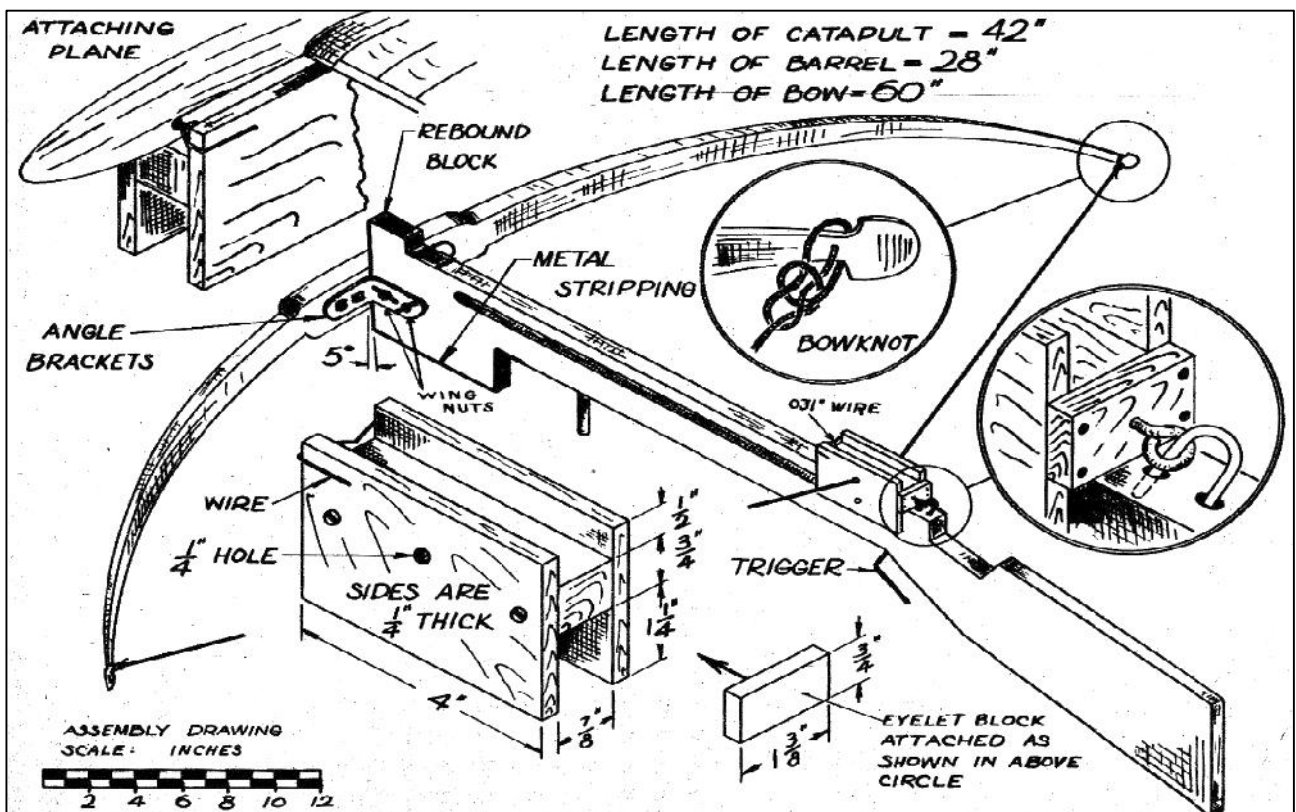
Now all you Catapult Launch Glider fans, how about something to boost that 2 grms of rubber which you are allowed.



There is no mention of crossbows in the rules, so can you get away with it? Probably not, as the rules say something about the rubber being attached to a handle of 6" max length. Oh well, it could still be a bit of fun even if not within the competition rules.

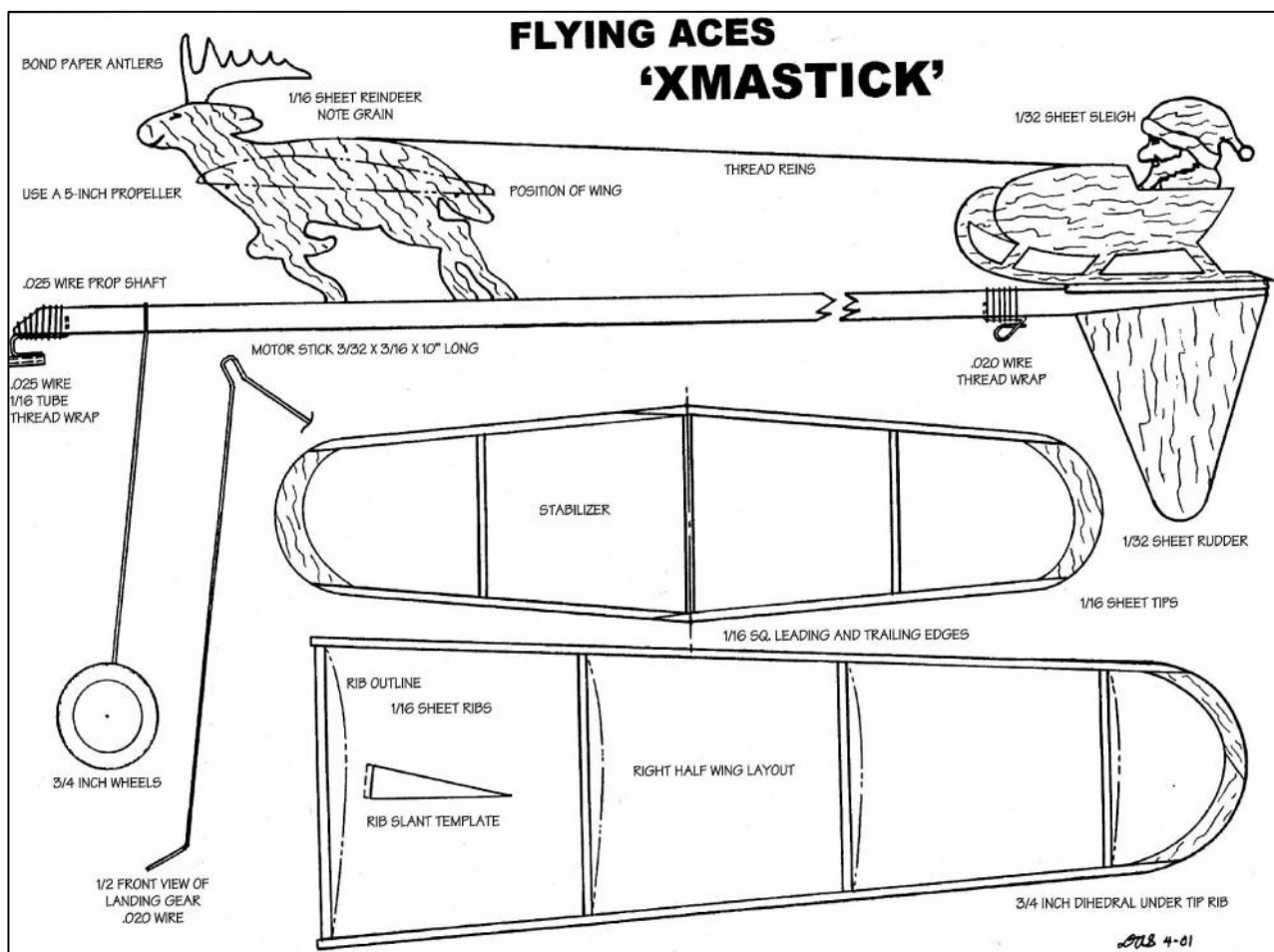
Give It the Gun With "Glidapult"

By JOHN STOCKWELL



Next, for some indoor fun try a Flying Aces XmaStick, An Alan Orthof design which originally appeared in Flying Aces January 1939.

The plan shown here, as redrawn by Dave Stott, is from Flying Models (USA) December 2001. Original Flying Aces plan and article available by e-mail.



Contact Roy Tiller,

tel 01202 511309,

email roy.tiller@ntlworld.com

Roy Tiller

Letters to the Editor & or Committee concerning 1066 Future

David Parker: re 1066

Sorry to burden you but feel that protocol has to be observed and you are Secretary! Well something like that. I am not sure why I am so concerned about all of this as I can rarely make an appearance at MW but something is motivating me to jump about.

But first I am going to try and phrase this so that if you feel it appropriate you can circulate it to the Committee, or whomsoever you wish without commenting yourself and then send me a collective reply - or not ?

I have the Notice of the EGM. I am doubtful I will be able to attend and also mindful of the time of year and potential adverse weather. For me it is a drive of between 4 & 5 hours each way. I could admittedly stay over but it all gets a bit expensive. I know there are others who are just as far away perhaps, who may make the effort but I am just setting out my stall!

Depending upon the numbers who may not be able to attend would it be possible for members to send in a vote. I realise that this is not entirely satisfactory but better than a minority turnout? But this may be a regular thing generally with AGMs if other clubs etc. are anything to go by.

I am a bit concerned that it is difficult to get a feel of what others may have in mind as communication is difficult, but there is a possibility that the meeting will not be able to continue long enough for all views to be considered and debated. OK if the vote quickly goes in favour of dissolution that will be that; but if there is debate first about which way to go and finally if that is for continuance there is then the matter of the other items on the Agenda to be decided which again may take some time.

Is it the intention of the present committee to stand down to a man regardless and not be available for re election? (I can well understand the present committee not wanting to continue).

If so then would it not be prudent to have some members proposed and seconded in readiness to form a new committee if the vote is in favour of continuance. They will be available to take over the meeting when the former committee vacate (if that is the decision). An alternative perhaps would be for the present committee to care-take for say two months whilst things are being organised.

I wonder if it will be possible to consider the Events and Rules for 2016 there and then? Yes the Army/MAA have set out their stance - all be it at variance with each other. But see my point below on negotiation.

Can a sum be proposed by way of subscriptions and charges beforehand but is it not the case that there is no membership fee for belonging to 1066 - events being self-funded? So this is a matter that might be decided at a later date?

Somewhere in the middle of all this I would like thought to be given to an attempt being made to negotiate, at some stage, with the MAA as there seems to have been no indication that this might have been considered so far. If for example the MAA said they would be willing to talk then any dissolution would be possibly premature?

It is of course entirely correct that the EGM Notice be sent out and the form is perfectly correct. I commend those involved for getting it out so quickly. There should be time for interaction between members of some kind I hope. Unfortunately I cannot at this stage offer any way of achieving this, as I do not hold details of numbers etc. Chat lines are not easy.

No doubt this all provokes further questions and maybe unwanted complications. However it is submitted in good faith.

David Parker

Secretary's reply:

Hello David, Just read your message after getting from the Area AGM. Have forwarded it to the rest of the Committee by copy of this email - at this stage I won't comment further other than to say that the only path for any possible negotiation is at local level i.e. with the CO & his support staff. It is very evident that MAA have given him their legal view (effectively offer nothing) but that he has chosen to follow a somewhat different path. However, at the end of the day, he is responsible & it's his neck on the block!

Kind regards, Roger Newman

Jim Paton: re 1066

I won't be able to attend as I will be in New Zealand.

I am strongly in favour of continuance because:

Rules may change or be renegotiated.

C.O.'s seem to come and go. The museum does need the income.

I and many others would attend shortened sessions under the new rules. I would happily fly ff, radio dt, radio assist. I might even have a go at control line.

I think members should be encouraged to have dts and trackers, or radio control which could only be used to stay within bounds. Staying one step ahead of the authorities and the lawyers with their duty of care etc. by being flexible is better than finishing.

If we give up MW we have little or no chance of getting it back. Things might change for the better.

Giving up MW might have a knock on effect for other sites.

I suggest only giving up if the meetings regularly have a very poor attendance. The sport may be slowly dying, but I think we should hang on in as long as possible.

Many thanks to the committee. **Jim Paton,**

John Warman: re 1066

Firstly, thank you for the work that you and the committee are doing,

Unfortunately, I won't be able to attend the EGM but I would like to express my opinion as regards future meetings at Middle Wallop.

As a sports flyer, I am much less concerned by the restrictions that would be placed upon us by the new military rules and would be quite prepared to install rudder only RC, or an RC DT to comply (although it would be a shame). My great fear is that the use of Middle Wallop would be lost completely, and I feel that it would be unlikely that we would ever get back, if the decision to dissolve SAM1066 were to be taken. Best Regards, **John Warman**

Nick Peppiatt: re wallop

I couldn't let the current situation pass without comment: -

I was much saddened to learn of the cancellation of the Middle Wallop meeting on the 15th November and that the flying of free-flight aircraft at this exceptional site is now in great jeopardy. I fear that this is one of the results of our current risk adverse society. However, I would like to thank the SAM1066 committee, in particular John Thompson and Roger Newman, for their efforts in keeping this venue available to us for as long as they have. I, for one, have many wonderful memories from flying free-flight at Middle Wallop, both for fun and competitively, over the years and think it would be a great pity if SAM1066 had to disband. I would also like to thank John Andrews for his editorship of the New Clarion, the publication of which has brightened the start of every month.

Best regards, **Nick Peppiatt**

Stewart Mason: re 1066

I've just read the news about Middle Wallop etc. Bad times. I've never been to Wallop, but I had hoped to make the pilgrimage to our spiritual home one sunny day, even if only the once.

I don't know what your thoughts are John, but I really hope 1066 continues. I for one will always fly free-flight models as well as the other types I fly, and I will always proudly be a 1066 member, whether in actuality, or if the club is dissolved, in spirit.

I just wanted to show my support to keep the club going. Life without the New Clarion every month would be very depressing too! It's the best read out there, and that includes the Aeromodeller.

Best wishes, **Stewart Mason.**

Mike Parker to committee: Gents,

I have sat back a little this week and read many comments as to the future of Middle Wallop and SAM 1066, whilst some may have rubbed me up the wrong way (nothing new there then), others are voicing a more conciliatory approach. I guess it's a case of "is your glass half full or half empty", for me it's the former. To end what has been such a success, both originally with David Baker or later with the "New" 1066 would in my opinion be a little premature. OK, we have lost much use of our flying field but most

FF clubs don't have any and still remain active, the fact that many of them also used Middle Wallop is not lost on me.

Let's use any dates we are offered and play the game to their rules, not easy in both the practical and political sense. Small meeting of people with DT equipped models, electronic if deemed necessary, although the chances of my wick going out (or me not setting it) or a tomy timer stopping is probably no greater than the new technology failing due to similar human errors.

Most people can find some limited flying at a local site however less preferable to Middle Wallop and the New Clarion can still hold the club together until we either get some of the restrictions lifted (this CO is not there forever and politics change) or we all die, I am not taking bets on which will come first!! Basically let's suck it and see, as my old mother used to say "a second class ride but be better than a first class walk", yes it's better than nothing. Some people may get upset that they are not invited to all the meetings but that's life.

Perhaps members access to a days flying at Wallop should be proportional the amount of days they have spent working for the club, now there's a thought!!

Keep on smiling, life's only a game. Regards, **Mike Parker**, Membership secretary

John Thompson, Chairman: reply to Mike & committee

I think we are all probably in agreement. It is strangely easier to carry on in some respects as opposed to winding up everything. There is however, as Roger and I have discussed, a cost element vis a vis the museum and really we would have an obligation to pay for the gate staff etc and or to provide some income if few turned up. I do not think that it would be an immediate problem. Obviously we could charge extra, on a back of an envelope, say £15 to come on to the field, but would the sports flyers want to do this. The competition ones will but the comps would be very limited and would they attract entries.

With the coming weeks I think we will have been able to clarify to ourselves how best we can proceed. I also think that we should have agreed what we think is best before the EGM, otherwise the meeting will descend into a shambles with no real outcome except that we could all resign and then see how the armchair critics come forward to save the day!!

As you say move forward as we are and see how it goes for next year, but we would have to have, I think, some agreement with the Museum regarding some income for them. **John Thompson**

Chris Marsh: to Editor

I was sorry to hear about the restrictions for future SAM events at MW, however, if all models used Radio DT's or Radio trims I am sure it would satisfy the requirements of the military. Could this proposition be considered at the meeting in January 2016 ? I have been using radio DT's and radio trim tabs on my free flight models flown from small sites on the Isle of Wight for many years and it saves them from ending up in the Solent or the sea ! Hopefully it would mean the most enjoyable SAM events could continue. Regards **Chris Marsh**.

Letter to the editor from Czechoslovakia re Airfield petition

Subject: SAM 1066 - greenfields

Dear John,

I read your editorial in New Clarion - November 2015 information about airfields. We have same problems in Czech Republic: airfields are very interesting places for investors and developers.

Yes, airfields are very important places for wildlife. For example: our Medlanký airfield is one of oldest airfields. It is located in the second largest city in Czech Republic and it is one of the few places where live ground-squirrels:

<http://www.akmedlankycz/ochrana-prirody/>

They are state protected. Investors and developers are unlucky, but residents of Brno have wonderful attraction and place for trips.

Airfields are not a brownfields!

Adam Jakes SAM78 - Czechoslovakia

(Editor: Sorry Adam but I could not reply to your email as my return email to you was blocked by some filter or other.)





Gianni Lofredo (Italy)

RAMROD NOTES

FROM JUNE 1956 M.A.N. by Ron St. Jean Los Angeles, Calif.

The 'RAMROD' is the culmination of many years of trial and error designing. It started in 1948 after the Olatha Nationals.

Three other designs seemed outstanding in my mind and my purpose was to produce a model better than any of the three, combining what I consider the best points of each. (Designs in question were successful in competition but were not good enough to perpetuate themselves.) Ramrod, I am certain, can sustain itself and grow, because it is a bugless design.



The RAMROD design was finalized in the Fall of 1954. Then another problem arose: What was the best size model to build for each engine I was using?

Until that time I had been going on the "hotter the better" theory, where one attempts to put his little skyrocket all but out of sight in the allotted 20 sec., hoping it will take five minutes and 40 seconds to fall through, even with its poor glide.

At this time the .19—.23 RAMROD had 350 sq. in. of wing area. This was a four minute model but had the following bad features:

It was stable under power, but hard to control, since it was so sensitive about the rudder adjustments.

A re-check was necessary at each flying session, because of very slight warp changes.

The glide was fast enough with its high wing loading to cause many broken props and rips in covering.

These disadvantages of the "the hotter the better" theory began to make clear the advantages of the "powered glider" theory. Building a model as large as possible without going far overweight does away with all the disadvantages of the small ship and in addition does one more important thing: It reduces the "sinking speed" of the model so that it can be suspended by a weak thermal, while the smaller one would drop right through.

I firmly believe that we can safely throw most of our old spiral stability theories into the scrap box and substitute that I shall call, for lack of a better phrase, the "top rudder theory."

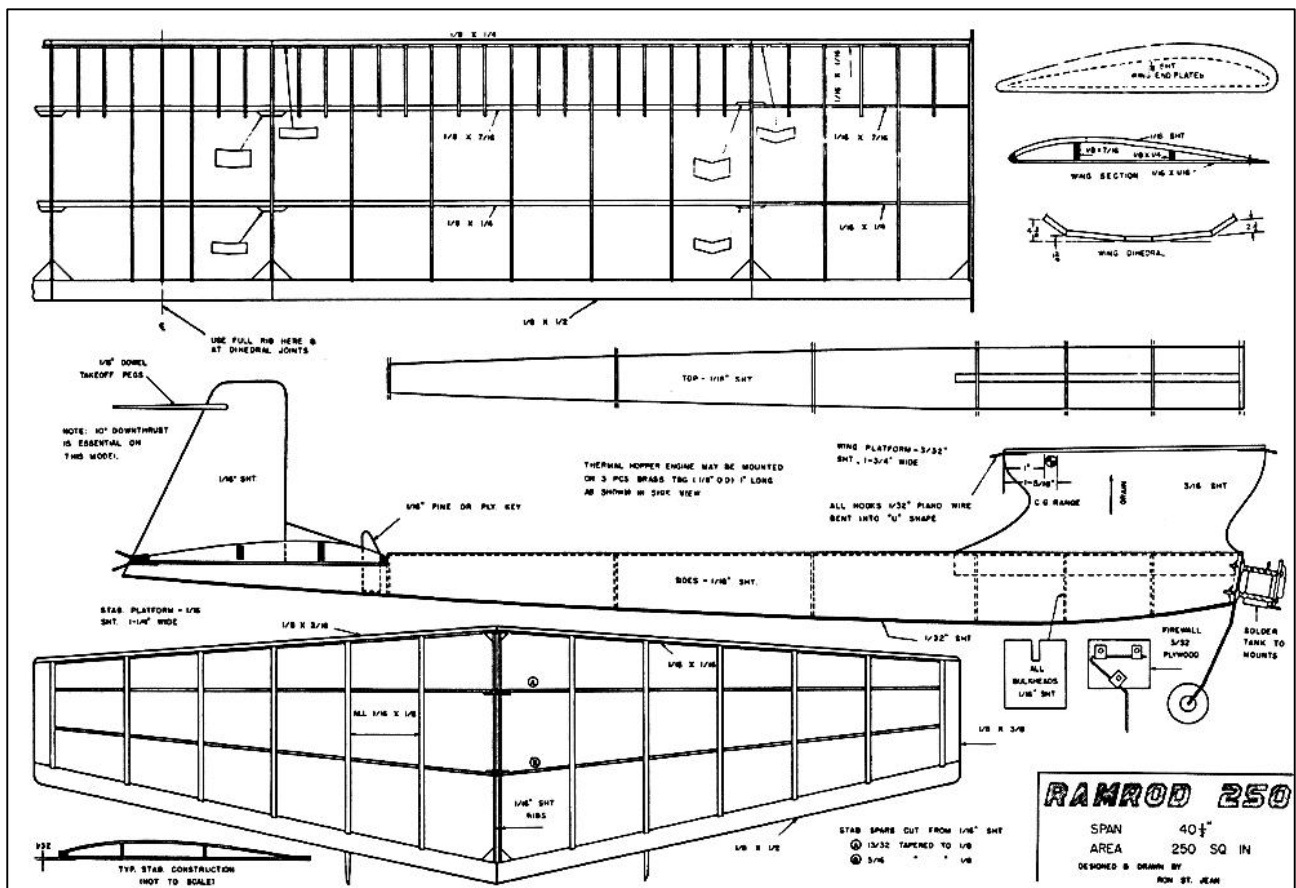
My contention is that to insure a design to be spirally stable we need do only two things:

Provide in the design sufficient decalage, dihedral and rudder so that we will have, respectively ample longitudinal, lateral and directional stability.

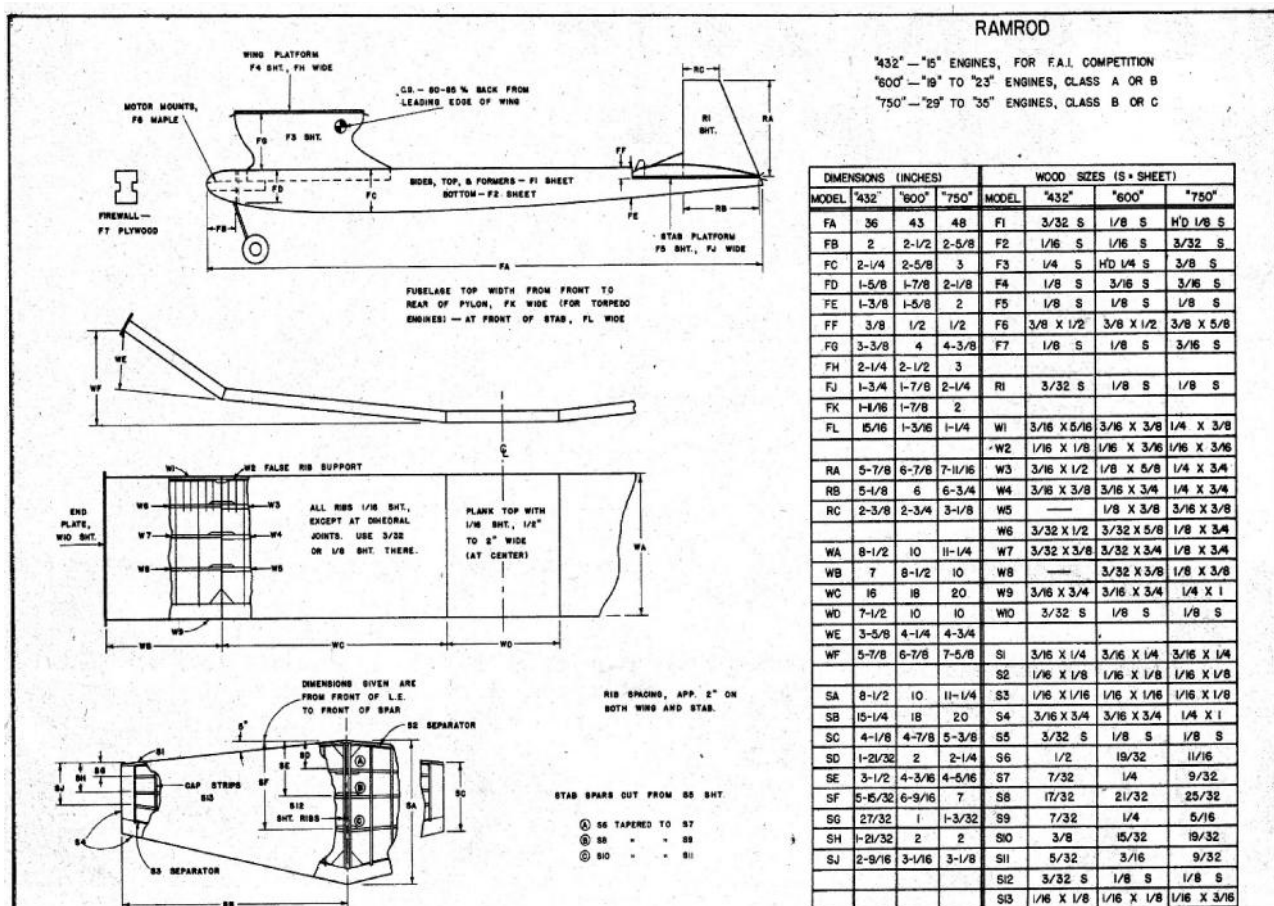
Design or adjust our model so that it will climb against rudder. In this way the rudder offset will help hold the tail down in a steep bank. •(Set rudder slightly "left" for "right" bank.)

Note that a 10 degree angle of downthrust is used. Unless there is something wrong with your version of RAMROD, it will require every bit of 10 degrees, so build it right into any RAMROD.

Although RAMROD uses no sidethrust, it is the 10 degrees of downthrust which facilitates vertical take-offs. The down-thrust is very effective at low air speeds and will lean the RAMROD (or any model with a great "deal of downthrust) forward into a normal flying altitude soon after it leaves the ground. Thus it is unnecessary to lean this type of model forward "on" the ground for a VTO. Try it sometimes. You will be amazed at the ease with which your model will VTO.



The Ramrod was built in several sizes for the American Power Classes & FAI



Using this drawing, which is keyed to the table at the right, other classes of Ramrods can be made. Note wood sizes for three classes of ships.

My Ramrod.

An iconic model from the mid 50's designed especially for VTO. Ron St Jean had developed this model over many years and, with experimentation, found that by using 10 degrees downthrust the model would VTO with great ease.



The model itself is a basic simple build (although I did alter the construction to suit my taste), hence it continues to be built in many sizes and flown around the world. Performance is as good as any contemporary model.

I for some reason or the other had not got around to building one, but decided in late 2014 to build a 420 square inch version. it was to be powered with an AP Hornet 2. 5cc. With this engine it would turn out to be quite light with a lot of power, 0.6bhp.





I had put the CG at about 75 % on the basis it was easier to move it back rather than forward. (5 g of weight in tail will move the CG about 5%). upon initial trimming I moved the CG back to the design position.

I found that 10 degrees of downthrust was too much (very strange as I am a great believer in downthrust) and reduced it to 5 degrees. I have no explanation as to why the 10deg pulls the nose down initially, despite my regular vertical launches. Possibly a thinner tail section might help?

The trimming is not finalised in that the transition is still a bit messy but settles quickly into the glide. I used a drag flap for glide turn as I found that tail tilt on my build was very sensitive on the climb.

In its current form the model goes from the vertical after say 3/4 seconds into a slight right vertical sweep into the right glide. It reaches 837 feet on the altimeter on an 11 seconds run. Which under any normal conditions would result in a 2.30 max flight.

This is a model that I need to spend more time on, probably only having had some 50 flights. There is something different in my build which I need to get to the bottom of, however the only improvement would be a more reliable transition, with little in increase in performance. But I do not like models that do not do what I want!

One thing to try is a larger prop say 8x4.5, such props I have found improve the stability of the climb and transition, with no loss of altitude. These larger props seem to give superior performance with "draggy " classic designs.

The AP Hornet is a high speed engines and does not run well on big props (maybe a poor choice in the first place?).

Hence if I go that way I will install a heavier OS LA 15 with N/D head which may require some butchery to the nose to avoid a build-up of unnecessary weight.

More information maybe next year.

Model details ;

Motor: AP Hornet 2.5 N/D head, Prop: APC 7x3 , 30/40 nitro, 24 K +.

Weights:

Wing: 108g, Tail/ fin: 36g, Fuselage box: 76g, Pylon 23g,

Power pod plus timer 164g.

Total 407g or 14.4 ounces.

Set up

Wing +3.1 deg; Tail +1.6 deg. No warps, only 1 deg washout both tips.

Down thrust 5 deg, Left thrust 4 deg. CG 82 %.

John Thompson

With only one more outdoor meeting to go in 2015, I now turn my attention, such as it is, to indoor flying. I fly with the Walsall club lads at Sneyd Leisure Centre in Bloxwich under the command of Alan Price and with the South Birmingham lads at Thorns Community College sports hall commanded by Colin Shepherd. Each journey for me is in excess of a 100 mile round trip for three hours flying. If you want to fly you've got to do it and I want to fly.

I've flown a couple of meetings at Thorns, September and October and by the time this issue hits the web I will have attended a third, the November meet.



These meetings prior to Xmas are competition time for me as Colin Shepherd picks a model for a one design comp and the sum of the best two flights recorded before the Christmas break decides the winners. I've won this event a couple of times and this year there is a trophy to be won and I would like to be first on the list.

This year the model is the 'Gyminnie Cricket' built exactly to plan including a plastic prop and tissue covering. The rules are strict and my old original 'Cricket', which was flown in Cardington back in 2009, has had to have the removable wing fixings dispensed with and the wing is now permanently fixed as per plan.



Above left is yours truly with my two GC's on display, the one I'm tending is the 2009 version and my best recorded flight to date is a 1-37 at the September meet, my log book reads:

motor 0.1 x 12; turns 1300; time 1-37; comments 1 hit.

(There is a rule that only two hits on the lights are allowed)

I see from the records that I also had a 1-22 that same day. Since then I have not improved, the October meeting was quite cool in the hall and air was not buoyant enough for good times. Terry Beese is the other flyer above exhibiting his 'Cricket', the exaggerated tail boom angle, I believe, is the result of lack of wing incidence and omission of the tailplane trailing edge packing. It took a while to sort it out. Terry turned up at the October meet with another GC

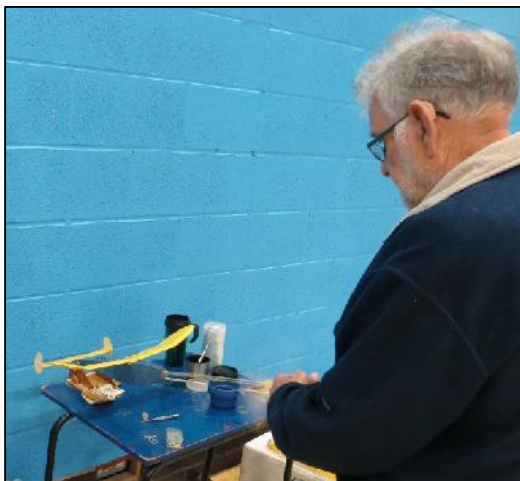
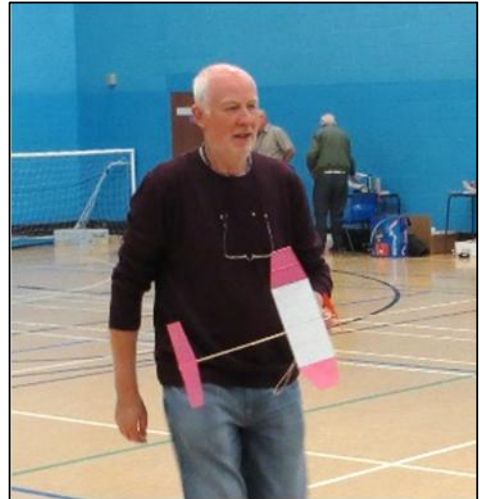
sporting a polypeck propeller and we had one hell of a job trying to get it to fly properly. The model just would not climb and even a short motor of 1/8 rubber barely flew it. I was quite frustrated myself and got really involved in the problem, finishing up attempting to trim it myself. After many abortive attempts, whilst looking at the thrustline of the prop, I suddenly solved the riddle. The prop was a pusher, but after a bit of butchery by Terry, the prop was turned around and the 'Cricket' was soon up among the lights like a good un.

Some of the other contenders for the trophy give me cause for concern, Mick Chilton seen here returning to base after a test flight, has a model with real potential, it's flying quite slowly which normally means light weight and therefore good performance. The model is covered with tissue from a craft shop, it looks lighter than jap, I'll have to find some.

Mick is still trimming and has not yet recorded any times but his ability with outdoor models is sure to bring good performances indoors.

Competition organiser Colin Shepherd has also built one and is probably going to compete himself this year, I'll be lucky to finish up third the way things are going.

There are other things going on apart from the GC comp and all sorts of models can be seen flitting about.



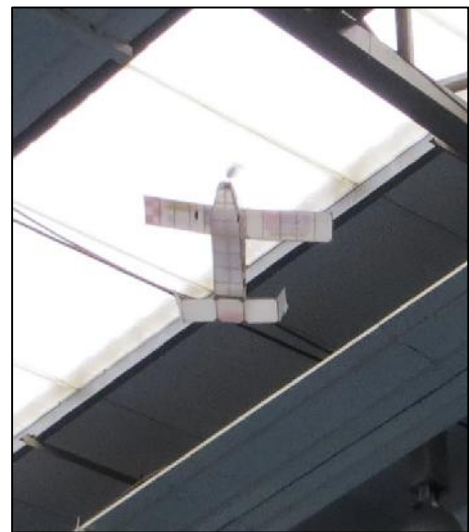
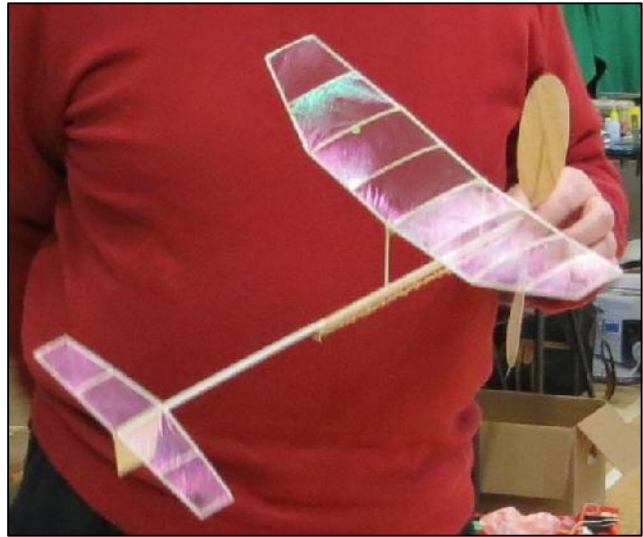
Mike Brown is always on hand with his many $\frac{1}{2}$ scale wakefields seen here winding one of his stable. Also Mike Larlham exhibiting one of his scale models, a bought Tiger Moth I believe.



From the looks of the snaps above (nearly a joke there) it could be that, away from the eyes of their good ladies, our flyers slimming diets may well go by the board and feasting rather than flying may be the priority.

My first meeting at Sneyd was the October one, I had a few flights with my old pukka indoor lightweight 3gm Crickets and looking at my flight log most were around the 3 min + mark. I should be able to get 4+ but it depends on the air. If the place has been heated up for some other occupants the air remains warm and more buoyant for a while. Pete Thompson and his dad are regulars and are developing a really good duration model which they are producing in numbers for other flyers.

I will have to get some pictures.



Pictured here are team Thompson with a Bostonian, I believe, and the model flies well as can be seen



Graham Smith fettles one of his scale radio models



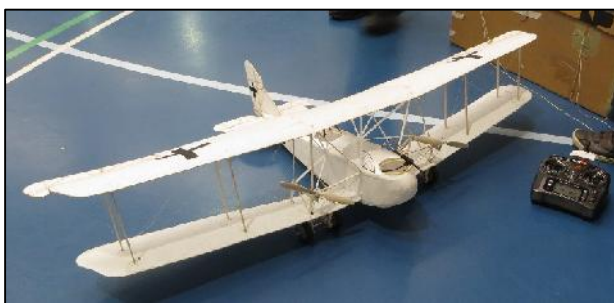
Mike Brown winding one of his 1/2 scale models

The November meeting saw me there again and I had made a new prop using model shop 1/32 sheet for my oldest 3gm Cricket as the original made from razor plane shavings had got more than a little tatty. The prop was heavier than the shavings one but the model is no longer used for serious duration.



The razor plane shavings propeller blade (before it got tatty)

For those who don't recall my article of some years ago, shavings are taken from a soft small block of $\frac{1}{2}$ in sheet with a razor plane. It takes a while to get the plane set right and it is best used at an angle. It will take quite a while to get sufficient flakes to work with. The useable shavings will be curly and must be soaked in water and smoothed out and left to dry out flat. The shavings are then stuck with balsa cement or cyno in the manner pictured. First as a flat sheet which is cut to prop shape then wet moulded on former like any other indoor prop. I flew the model with its new prop all afternoon and never even got 3mins out of it. I think I will have to do another lightweight razor plane shavings prop, or build a new model.



Another of Graham Smith's scale radio models, forgot to get the aircraft type

Attendances at Sneyd are a little on the low side and it must be marginal in terms of financing the event. If you are within reach of the venue check the dates in the advert at the end of the magazine and come and pay us a visit. Lightweight radio is also flown, many by Graham Smith whose large scale old-timers seem to float by, so slow is their flying speed. Well worth a visit just to spectate.

John Andrews

THE AVRO-F

Build this first-ever cabin aeroplane
exclusively modelled for
Meccano Magazine by Ray Malmström



All of us owe a great deal to those gallant men who started out, over half a century ago, to conquer the air. The model we are presenting this month is a scale model of the Avro 'F', which first flew in 1912 and was designed by A. V. Roe. Its span was 29 feet, length 23 feet, loaded weight 800 pounds, and it was powered by a 40 h.p. five-cylinder 'Viale' engine. Also, it was the first cabin-type aeroplane in the world. Our model Avro *F* does require a little skill and care to build, but it flies well and will capture for you some of the excitement and suspense of those early days of flying.

The stages for building the Avro 'F' are shown in the 'easi-build' sketches, so we are confining these instructions to advice on the trickier stages and to notes on test-flying your model.

When adding the sheet cabin sides to the fuselage side frames, make sure the outline of the wing rib is accurately drawn on the cabin sides. This outline will assist you when you assemble the wings to the fuselage and to line up the wings at the correct incidence angle.

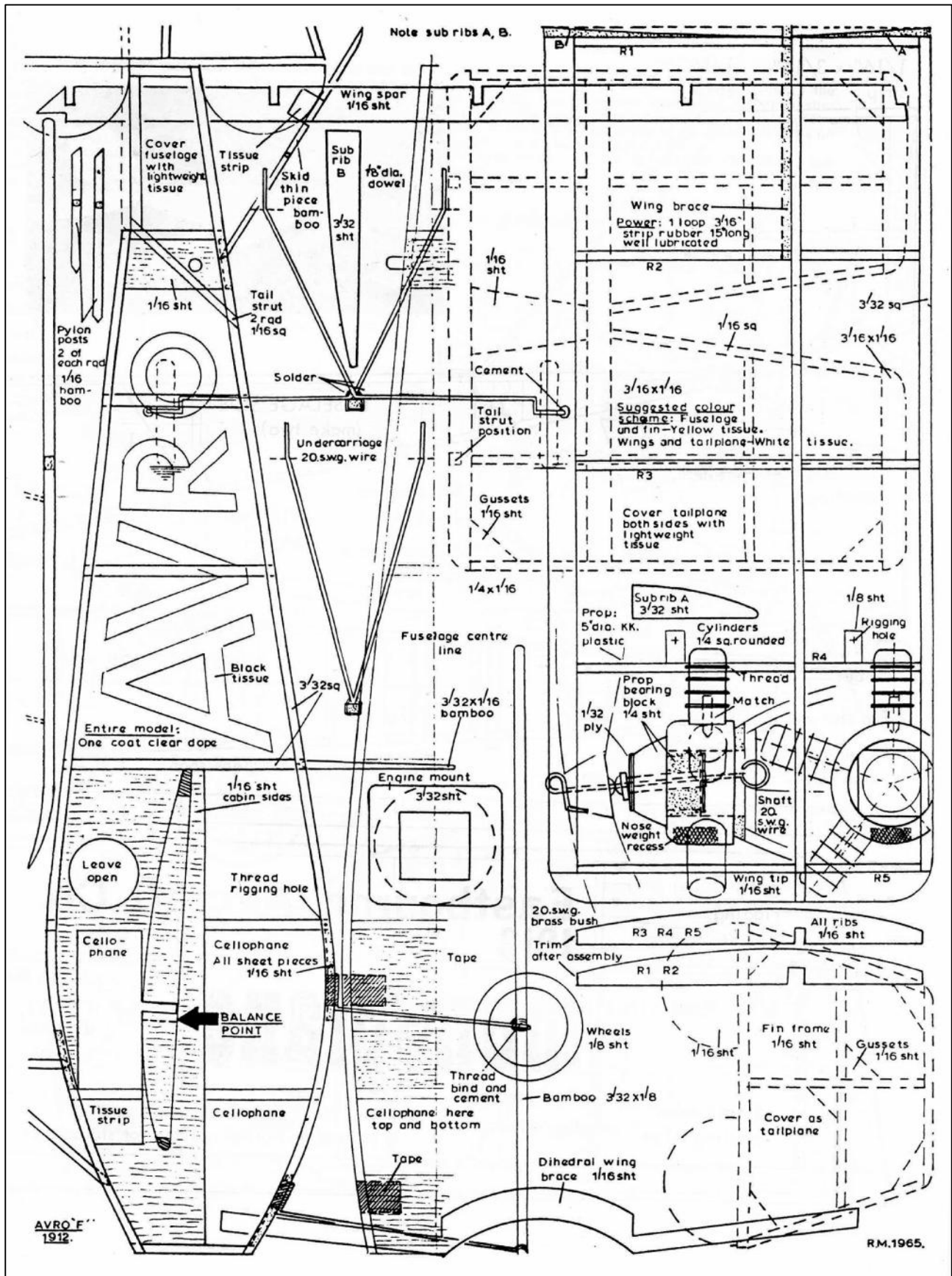
Cover the fuselage and fill in the cabin windows with thin cellophane. Use lightweight tissue for covering, water shrink and give one coat of clear dope. Do this before cementing the tailplane, fin and wings in place.

Before binding the bamboo central skid to the two undercarriage 'V's, moisten the front 1 inch and bend up gently. Around the thread binding rub a coating of balsa cement. Build the two wing panels as shown. You will need a tracing for the port wing panel. When covering, leave the inner underside panel open. This will help you to make an accurate union between the wing main-spar and the wing dihedral brace.

The correct dihedral

After the wings have been assembled to the fuselage, check that there is an equal amount of dihedral under each wing tip. The inner underside wing panels may now be covered, shrunk and doped. The wing bracings, so characteristic of these early aircraft, may be omitted if desired, but the original model has made dozens of flights without damage to the thread bracing and there is no doubt that the bracings add much to the 'old timer' look of your Avro 'F'.

Note that the 5 inch diameter K.K. plastic propeller has the cone of the spinner filed off. Very few early aircraft had the refinement of a spinner over the hub of the propeller. By the way, a 5 inch diameter balsa propeller fitted with a free wheel clutch, would increase the duration of flight. One important point, check your construction frequently, using a set square. Also, use coloured tissue on your Avro 'F', not coloured dope, as this adds too much to the finished weight of the model. The engine should have the crankcase painted silver, the cylinders black and the cylinder heads silver.



From the book 'Ray Malmstrom's 60 years of IVCMAC'

Chris Strachan

Much to my dismay (& I guess everyone who flies at Middle Wallop), our last meeting of the year had to be cancelled - as per the notes sent to all Members regarding the reasons for cancellation & the calling of a subsequent EGM on 16th January next year. As it happened, the weather on the Sunday came out in sympathy & was appalling. Not much else to say on that subject at present other than the general consensus of those who have been in touch is to express a view that we carry on under the rules proposed to see how we fare. After our EGM, I plan to attend the FFTC meeting on 31st January which addresses "The future of Free Flight".

Ramblings for the month

The generally poor weather has resulted in no good flying days at Beaulieu this month, giving rise to a small accumulation of models requiring trimming. These include repairs & the odd few where incomplete models have now been completed e.g. the Asteroid A1. Two more have been added to the list of "more to do" - a Jimmy Allen BA Cabin for which the fuselage exists but no wing or tailplane & a "Korda" like rubber job which just lacks wings - as per photo. Problem with the latter is that not even Roy (Tiller) can identify the design. Tony Thorn offers the view that it is a Korda - but what?



I've been through my own plans, the Plans Library & looked at all the Korda designs I can find without success - worst case is to draw up a wing based on other Korda wing forms & to broadly match the fuselage/tailplane dimensions. Anyone have any clues?

A confession - I got the rubber scale model presented by Lindsey Smith wrong last month. Nick Peppiatt very kindly & politely pointed out the error of my ways & identified it as a Rearwin Speedster - confirmed positively by looking at a plan of a Fairchild F24K, which it definitely wasn't & then a Rearwin Speedster, which it was! So - sorry folks!

Progress has not been electrifying (apologies for the pun!) on my electric Slicker Mite, although the tail plane is complete & the fuselage is built apart from the front end cowling. Various bits have arrived, which I sit & look at to try & work out how they can be crammed in the front end! As a sideline, a new Baby Burd has been built & more electric bits ordered, so that too is now at the same stage as the Slicker Mite! On the subject of electricity & as a relative newcomer to the concept, I came across a very informative BMFA publication entitled "The safe & effective use of LiPo batteries in model flying", that can be downloaded from the BMFA website, but it's a bit hard to find - you need to go to "Downloads" & then BMFA Handbook & Guidance, then click on the "LiPo Battery Safety Booklet" picture to download it.

Probably those that fly electric already know about it.

To keep my hand in on "proper" models, work has started on a Mills 1.3 powered "Le Kid" - a French pylon design by Georges Bougueret, published in July 1947 Model Aircraft.

Also, as the indoor flying season is on us, a quick review of my indoor "fleet" indicated a new addition is needed as it comprises several Gyminnie Crickets, Darts & a couple of Butterflies - all built/purchased for my grandsons several years ago & now flown to the verge of destruction. The plan of a Bostonian design - Great Expectations looked suitably ugly, so that has been started as well - wings, tail & fin are complete as are two fuselage sides. The tricky bit is now to get a decently square fuselage, as my competency in 1/16th strip construction is not great!

The situation regarding MW has prompted a fair bit of phone & email dialogue - the vast majority of which is positive & supportive. Happily it brings me in contact with quite a lot of folk, some old & some new acquaintances.

One of those "old" contacts is David Parker from East Anglia, who is in touch fairly regularly & occasionally produces a gem - for example, this half size Veronite No 1.

If it flies as well as it looks, it will be a cracker.



I also quizzed David on the rather fine covering & he provided me with the following info:

On the tissue cutting there was an article in Aeromodeller a while ago and I will try and find it but basically trace the outline from the plan - e.g. the wing, slightly over size, and then marked the scallops using the rib positions. I then put the tissue (this green came think from SAMs) over a couple or three sheets of newspaper and put the tracing over the tissue. leaving a small area of tissue showing. I then put some small bits of tape on the tracing and the tissue that is showing and the newspaper just to hold it steady and then cut the outline on the tracing. Obviously if you want a piece for each wing for example then put two sheets of tissue in the "pile" so to speak.

For lettering - see the FS version below - I printed my choice on the computer and then cut round the letters as before.

The FS version to which he refers is pictured below:



Both are examples of very careful & well finished model building - are we the last generation that can build traditional models of our youth that were - at one time, so common place? On a positive note, just look at that work bench area - crammed full of goodies!

Drifting into the realms of full size aviation gave rise to the attendance of a lecture at our local (Gosport) Library this month, covering aspects of past work carried out at RAE Farnborough & presented by FAST (Farnborough Air Sciences Trust) - highly interesting & informative. FAST have - amongst other things, managed to salvage & archive material from the old photographic unit of RAE & have produced a few DVDs for very reasonable prices. Look at their website for more info - www.airsciences.org.uk.

Another topic of much interest but somewhat more contentious is a recent Public Accounts Committee oral evidence document on Military Flying Training. This project apparently was outsourced some seven years ago to a new company called Ascent, which is a company 50:50 owned by Babcock and Lockheed Martin.

Thus far, it seems to have failed dismally in that "quote" -

"it is six years behind (schedule). The taxpayer has spent £143 million. It is supposed to be spewing out 320 qualified aircrew annually, and at the moment, seven years into the contract and six years behind where we should have been, you have managed 151. It is a disgrace, is it not?"

What more can one say! The full document is on the PAC website - inquiries section, titled "Military Flying Training" & dated 5th October 2015.

<http://www.parliament.uk/business/committees/committees-a-z/commons-select/public-accounts-committee/inquiries/>

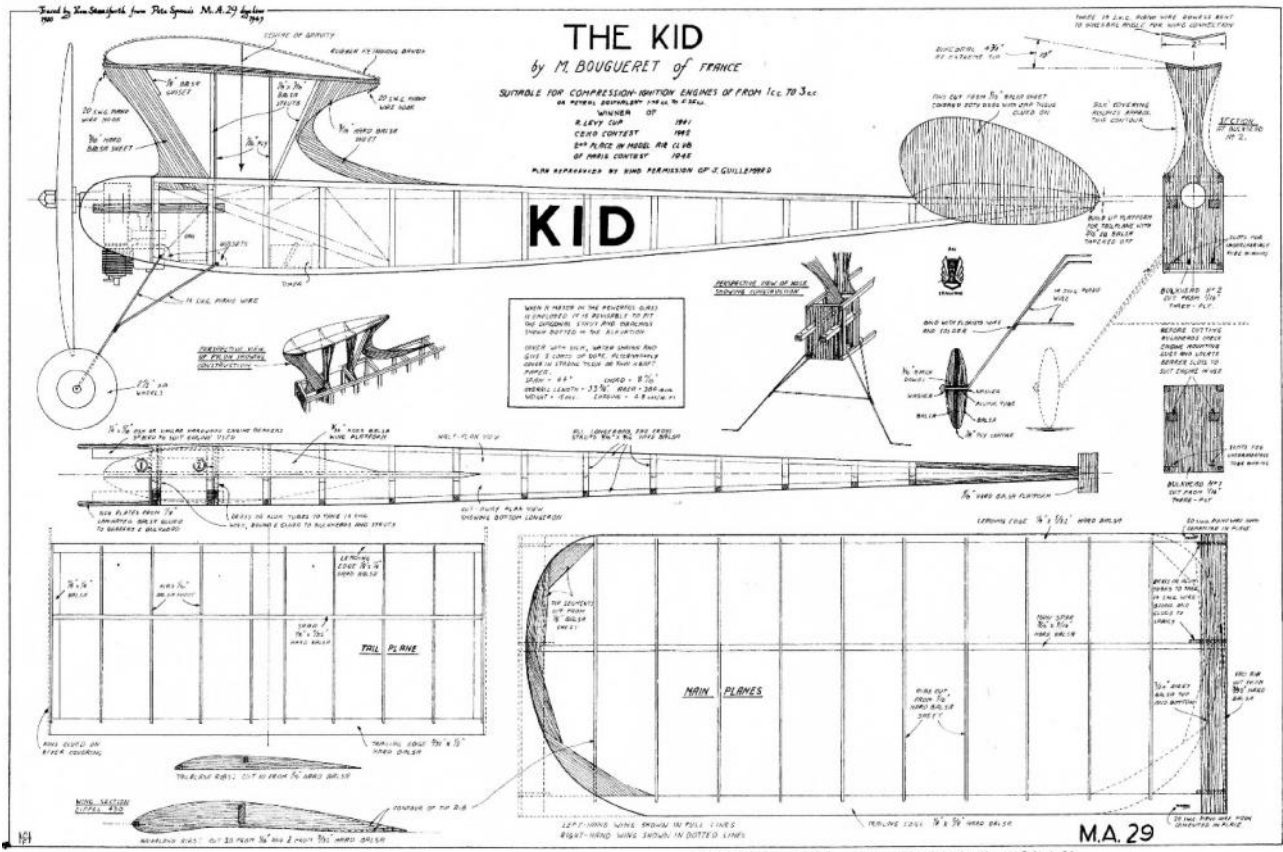
Read it to see how the great & good spend our hard earned money! I won't even dream about commenting on the new Carriers & (lack of/cost of) the Lockheed F35B aircraft but am hoping that I live long enough to see the first Carrier float into Portsmouth Dockyard in 2017 (without aeroplanes of course) - well, that's the scheduled date & who am I to query it!

As a final aside - although Blair Force One was cancelled several years ago, the Government - in its wisdom, has apparently decide to go ahead with Cameron One for Government Ministerial

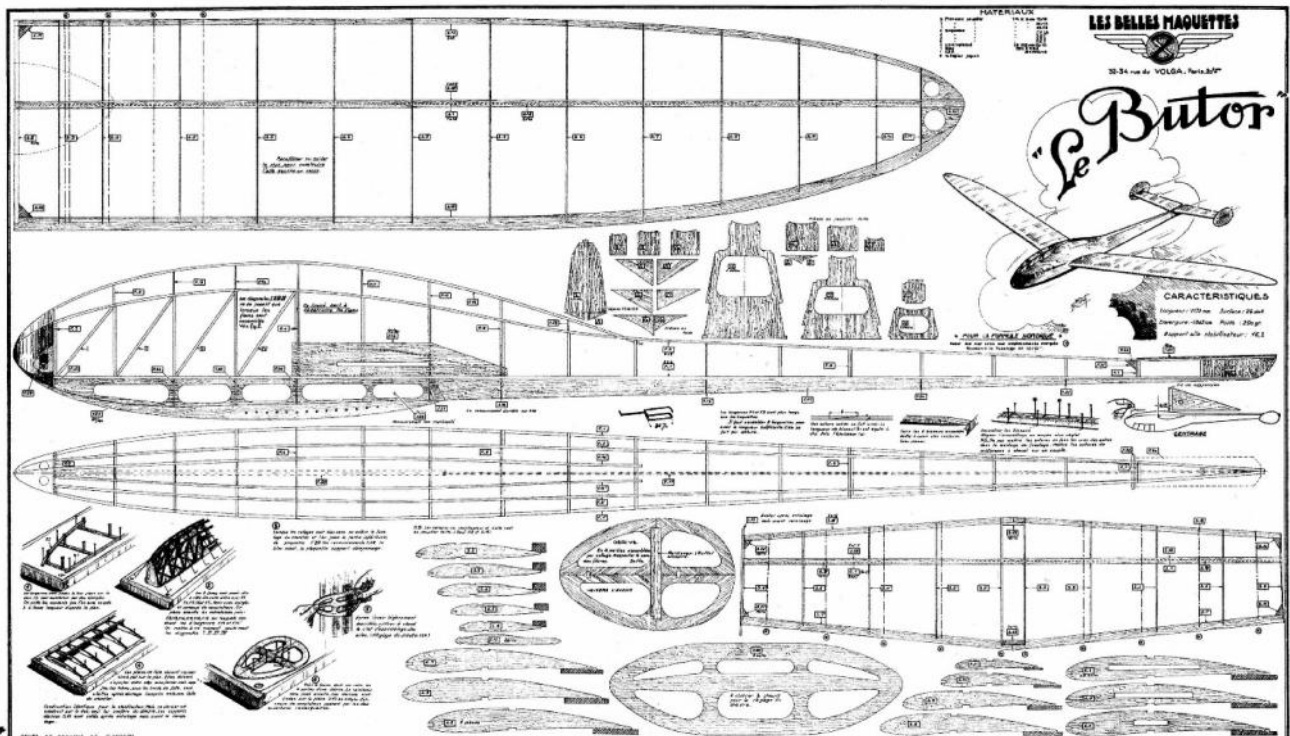
use, an RAF A330 Voyager carrying a conversion cost of "£10M". With an expected life of 20 years, that's £500K straight line depreciation per annum for the conversion before taking anything else like operating costs into account & they say "it will save the taxpayer £775000 a year". Really?

Plans for the Month

Power: 'Le Kid' by Georges Bougueret

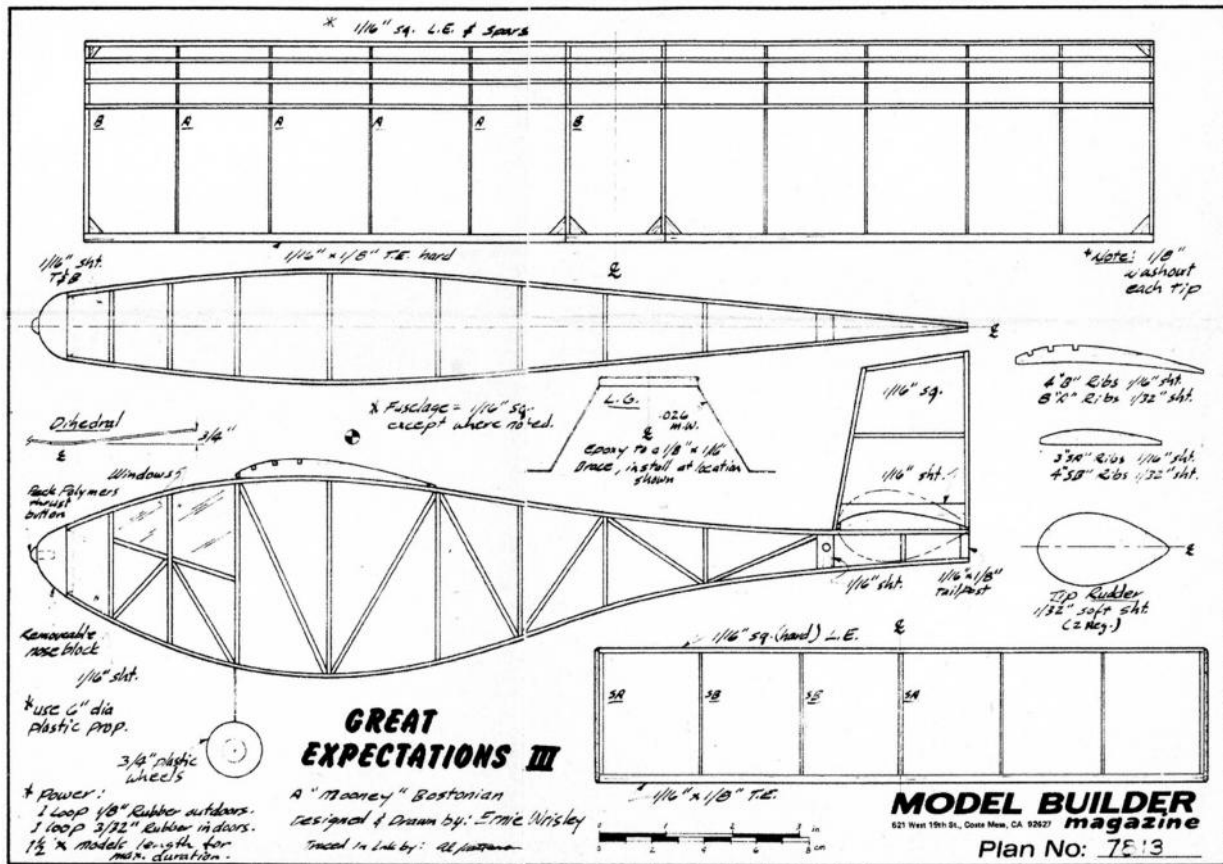


Glider: Butor another early French design (Bittern in English).



A lot of French designs (glider & power) of this period favoured twin fins on the tailplane - for good aerodynamic reasons or just fashion?

Rubber: Bostonian "Great Expectations"



Best wishes to all for Christmas & the New Year
may your presents be flyable ones.

Roger Newman

The Future of Free Flight

The Free Flight Technical Committee (FFTC) of the BMFA is holding a conference on the Future of Free Flight at Husbands Bosworth airfield – the headquarters of the Coventry gliding club, about 10 miles South East of Leicester, on January 31st 2016.

Recent changes in the requirements for military land use will have radical implications on the future use for Free Flight. These changes will also impact on civilian land use.

The FFTC realises that these changes will alter the way that Free Flight is organised and operated and is evolving a plan to ensure the continuance of Free Flight in the UK.

At the conference the FFTC will outline its proposals. The FFTC wants input from the free flight community with respect to this future planning. If you have thoughts and ideas be there and make your voice heard.

For more details and to book your place at the conference (there is no charge to attend) contact the FFTC Chairman Mike Woodhouse

at

MichaelWoodhouse1942@gmail.com or 01603 457754

24th WorldWide Postal Contest 2015/2016

Flights may be made outdoors between **July 1st. 2015 and June 30th. 2016** 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'.

A full report will be published in "Endless Lift" after the scores are received and compiled. To enhance the same, a brief account of weather, site, flying anecdotes, photographs, etc. would be appreciated when scores are submitted. Please ensure that all scores are posted there in **Comments**, under the **Leave a Reply** heading, below, by July 15th 2016; earlier submissions would be most gratefully received! Please provide clear notice as to which class/event they should be posted to. Reporting scores all along should stimulate participation. 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.

For list of event classes see September New Clarion

<http://www.endlesslift.com/24th-worldwide-postal-competition-2015-2016/>

GOOD FLYING – GOOD LUCK – and ... above all ... HAVE FUN! - Gary Hinze

TAKE "THE ROAD TO WIGAN....SWAP MEET" 2015 Sunday 6th December 2015 AFTERNOON

Setup from 11.30 Public/buyers 12.15 till 3.15 pm
St. Aidan's Parish Centre,
Highfield Grange Ave,
Winstanley, Wigan, WN3 6TB

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

Admission **£2-00** Ladies and kids **FREE**

Tables : small @£2-00 , large @£3-00

Limit of one complete airframe per large table. Show more in car park.

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

John O'Donnell

20 Manderville Close,

Winstanley, Wigan, WN3 6HL

Tel: 01942 211742 email: john@odonnell3737.co.uk

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

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

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

At the end of the slip road there is a roundabout with a large sculpture. Turn LEFT (first exit) onto A49 (signed Wigan). This is dual-carriageway, soon with a 30 mph limit, then at McDonalds traffic lights (continue straight on), then a garage prior to crossroads. This was a roundabout and may still be undergoing road works. Turn LEFT (first exit) into Highfield Grange Avenue (signed Winstanley). After about ¼ mile this ends in a mini-roundabout and T junction. JUST before this, on the Right are St. Aidan's Parish Centre and Church.

The (only) entrance to the car park is in front of the Parish Centre.

Le Grand Coupé de Birmingham (Part Deux)

A qualifying event for the "Euro Challenge F1G" 2015/2016

December 6th at MOD North Luffenham

starting at 10:00am

F1G for the Aeromodeller Trophy by kind agreement of Croydon DMAC

Two rounds between 10:00 & 12:00 then 3 rounds to timetable;
finish at 14:45

Pre '58 Vintage Coupe for the Bernard Boutillier Trophy

3 flights (no rounds) start 10:00, finish at 14:45

Special prizes – Bottle of fizz for the best aggregate score in both events
+ Bottle of fizz for top Etienvre flown in vintage coupe to the Aeromodeller plan

Entry Fee £10 covers both events

Fly-offs (Not DT!) and maxes as determined by conditions on the day

Prize giving and hot drinks/nibbles in the Golf Club on the flying site
(hot food available for purchase at the club bar)

For further information contact Gavin Manion

at gavin.manion84@gmail.com tel 01543 422509

Or Stuart Darmon at stuartdarmonf1a@yahoo.com tel 01858 882057

Flitehook

Indoor Free Flight Meetings

West Totton Centre, Hazel Farm Road,
Totton, Southampton. SO40 8WU

11th Oct 2015, 8th Nov 2015

27th Dec 2015,

7th Feb 2016, 6th Mar 2016

Sundays 10.00a.m. to 4.00p.m.

Flyers £6, Spectators £2

Café on Site

Contact Flitehook

E-mail flitehook@talktalk.net

Tel. No. 02380 861541

BMFA South West Indoor Flying

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

Flying from 1200 to 1600 on the following dates,
2015 2016

Sunday 27 September Sunday 17 January
Sunday 25 October Sunday 14 February
Sunday 22 November Sunday 6 March
Sunday 13 December

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

Admission:

Flyers £10 Spectators £3

Contact:

Cornwall - David Powis on tel: 01579 362951

Email: dave.powis@hotmail.com

Devon - Roger Bellamy on tel: 01752 257826

Email: randmbellamy@gmail.com

Bournemouth MAS Indoor Flying Meetings at the Allendale Centre,

Hanham Rd,
Wimborne,

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

Competitions including Gymnastic Cricket League.
Flitehook normally in attendance.

Free parking in public car park in Allendale Road.

Contacts John Taylor Tel. No. 01202 232206

Roy Tiller e-mail roy.tiller@ntworld.com

2015 Tuesdays

27th Jan - 24th Feb - 31st Mar - 28th Apr
22nd Sept - 27th Oct - 24th Nov

Indoor Flying with the South Birmingham MAC

Mainly Free Flight

Thorns Leisure Centre.

Stockwell Ave.

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

Saturdays 1pm until 4pm

2015

Sep 26th - Oct 24th - Nov 28th - Dec 19th

Admission - Flyers £5.50 - Spectators £2.00

Ultra-light R/C models may be flown for the first 15mins of each hour
(quad copters or heavy fast flying models not accepted)

For further information phone Colin Shepherd 0121 5506132

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

Bloxwich Indoor Flyers

Free Flight

Sneyd Community School

Vernon Way, Sneyd Lane,

Bloxwich, WS3 2PA

Saturdays 2pm until 5pm

Flyers - £8 Spectators £2

2015

Sep 5th; Oct 10th; Nov 7th; Dec 5th.

Contact:- Allan Price

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

HOT OFF THE PRESS

THE 2015 FREE FLIGHT FORUM REPORT

For thirty-one years the BMFA Free Flight Forum Reports have provided information on new developments in a wide range of free-flight activities. This year is no exception, as the following contents list shows.

Recent F1D Developments - Tony Hebb;
Electronic Timers for F1B - Mike Woodhouse;
Personal Observations on Classic Power - John Thompson;
The F1Q Mystery - Trevor Grey;
Experiences with Electronic Timers - Roy Vaughan;
Free Flight, Flying Sites & the BMFA - Dave Phillips;
The Cursed S - Why Won't It Keep Going Up? - Alan Jack;
Rubber Powered Kit Scale Competition - Andy Hewitt;
New Ideas for the F1 Rules - Mike Woodhouse;
Revisiting Rubber Scale 55 Years On - Ivan Taylor;
Some Interesting & Successful Models from 2014,
which include includes Andy Hewitt's Fokker D-VII Nats Rubber Kit Scale winner, Ed Bennett's Thin Man Classic Rubber model, Frank Rushby's 1/2A Mini Creep, Chris Redrup's BMFA Rubber model, Andy Crisp's Blue Note F1A for BMFA Glider and Trevor Grey's Kaon E-36.



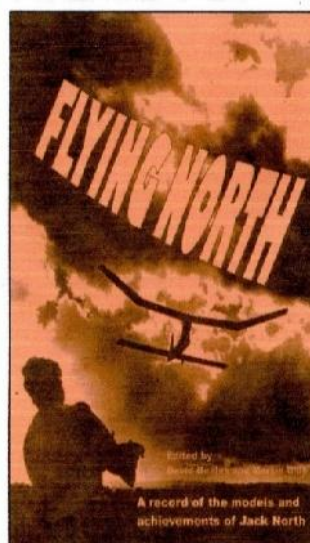
The UK price is £12.00 including postage; to Europe it's £15 and everywhere else £17.

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

Copies are available from

Martin Dilly
20, Links Road,
West Wickham,
Kent,
BR4 0QW

or by phone or fax to: (44) + (0)20-8777-5533,
or by e-mail to martindilly20@gmail.com



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:
martindilly20@gmail.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 off 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

L'AQUILONE SAM 2001

TOMBOY RALLY INTERNATIONAL POSTAL CONTEST

01/06/2015 – 31/05/2016

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" or 44"** wing span (as per plan Aeromodelleur) and **48"** (Boddington plan or 36" scaled up) models are admitted; Models may be fitted with floats as per plan (scaled-up for 48" version); - no minimum weight; - reinforcement or lightening of the structure with respect of the basic outline of the original model are admitted; - materials to be used are those found on the plan; - plastic covering in place of tissue, silk or other is admitted. - More than one person can use same model; - Same model can flight in L.G. or float version; - Lone fliers can self launch and time.

Engine/motors

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

36"/44" WINGSPAN - I.C. Engines:

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

Electric Motors:

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

48" WINGSPAN - I.C. Engines:

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

Electric Motors:

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

Flights and results

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

Awards :

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

Results

Results, address, photos and technical specification about model must be forwarded to the Organization by 15th June 2015
 Curzio Santoni cusanton@tin.it or to Gianfranco Lusso gfl@orange.fr)
 Many pleasant flights and happy landings to ALL !!!!

SPECIAL PRIZE VIC SMEED

SAM 2001 have scheduled an extra Diploma that will be awarded to the best flight in Tomboy floatplane version (36",44" or 48") taking off from water. The Editor will send to the winner a Diploma signed By SAM 2001 President and a bottle of special Italian Wine to drink to Vic Smeed!

Good ROW and flight

SPECIAL PRIZE DAVID BAKER Free-Flight

The 2012 was the 5^o edition of SAM 2001 Tomboy Rally and we have scheduled a special prize for the three best flights obtained with 36" Tomboy F/F. Only engines diesel max 0.75 c.c. shall be used. The other rules are the same for 36" or 44" wingspan type. It is possible to use a R/C Tomboy, however, being this a free-flight contest, the time must be stopped when transmitter is used, since the aircraft model should fly freely from any control from the ground.

Good thermals

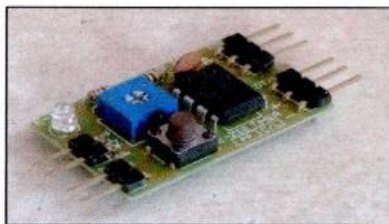
Michael Woodhouse

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

Plans of models designed by Geoff Lefever

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

E-Zee Timers



E-ZEE FF Combined Electric Motor Power and Servo Operated DT Timer Type EFF 1 **Cost £15.00 + p & p**

This timer controls electric motor power and run-time (via an ESC) and after a further delay drives a D/T servo to terminate the flight. The motor power is set by a single turn potentiometer and the motor run and D/T periods are set by

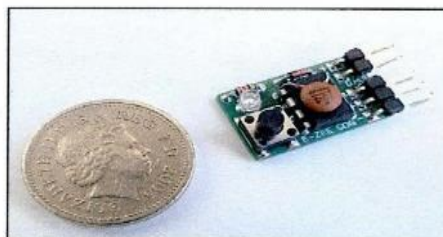
a simple push button / LED interface

- motor run duration:-adjustable 1 to 30 seconds, set in 1 second increments
 - d/t duration:-adjustable 10 seconds to 5 minutes, set in 10 second increments
 - motor power:-adjustable at all times from zero to full throttle (by potentiometer)
 - push button immediately stops the motor at any point during the flight profile
 - duration settings are saved in memory a single button push serves to repeat a flight.
- Length 30mm Width 20mm Height 11mm Weight 5gm

For installations where the timer is inaccessible remote pushbuttons and LED's are available

Servo operated DT Timer only Type SDG 1 Cost £12 + p & p

This timer was originally developed for use with 36 inch hi start classic gliders, but will be of interest to all sports free flight flyers not requiring electric motor control. The timer drives a D/T servo to terminate the flight, the D/T periods being set by a simple push button / LED interface. Driven by a small 30mAH battery and using a 2 gram servo the avionics can be used as nose ballast so there is no overall weight gain



- d/t duration:-adjustable 10 seconds to 5 minutes, set in 10 second increments
 - push button immediately cancels the flight at any time
 - duration settings are saved in memory a single button push serves to repeat a flight.
- Length 22mm Width 13mm Height 11mm Weight 2gm

Timers are supplied with a comprehensive instruction manual and users guide

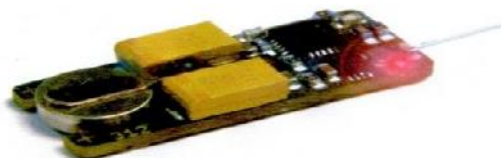
*E-Zee Timers have been designed and are manufactured in the UK
Exclusively available from*

Dens Model Supplies

*On Line shop at www.densmodelsupplies.co.uk
Or phone Den on 01983 294182 for traditional service*

BUGS

Free Flight Model Tracker



£50.00 - each including 6 batteries

Ready to use radio tracker

Suitable for most handheld receivers

Powered by one 312 ZincAir hearing aid battery
27mm long, 11mm wide, 5mm thick 3 grams
including battery

Run time around 10 days

Red LED flashes when transmitting

Available in any frequency from 140MHz to 980MHz

Supplied in protective heatshrink

Very quick delivery, often next day

On sale at

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

or contact Peter Brown 07871 459291 for options

DBHL Plan Service

The rules for obtaining plans.

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

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

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

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

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

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

This service is provided at no charge.

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

MSP PLANS PRESENTS

Vintage, Classic, Sport and other Duration Designs

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

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

POPULAR PLANS - £7.00 EACH INCLUDING UK POSTAGE, FOLDED FOR POSTING

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

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

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

MSP PLANS PRESENTS NEW PLANS

AVENGER 1952	HI-START GLIDERS 2013 - 36 in span
CAPRICE 1959	John Gorham's classic A2
VINTAGE A2 1950	Neville Willis' classic lightweight glider
	Odenman's.
SATU 1950	HI-START GLIDERS 2014 - 36 in span
PETREL 1964	J Bennett's vintage A2
MAD'S DREAM 1959	Frog's beginner's kit glider
	Brian Dowling's classic A2.

To order plans for UK delivery please write with cheque (£ sterling) made payable to
Martyn Pressnell, 1 Vitre Gardens, Lymington, Hants, SO41 5NA.

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

Enquiries: please write or email martyn.pressnell@btinternet.com

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

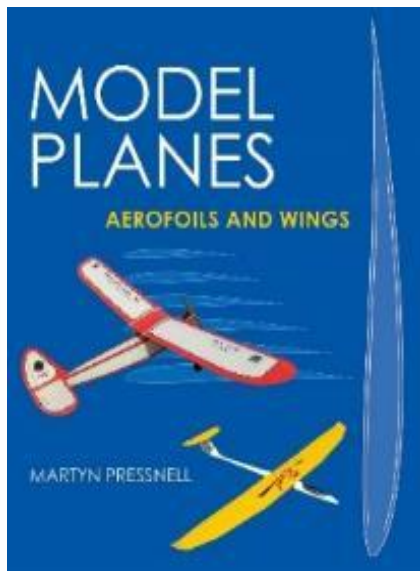
This identifies the collection of plans that I have produced for aeromodellers together with the rules for the Bournemouth Club Classic Rubber class. There is also a sample of the publications produced over the years with 'Rubber Motors - Maximum Turns' as the current offering.

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

Martyn Pressnell

MODEL PLANES

by Martyn Pressnell



Model flying is a challenging and exciting hobby as well as a recognized international sport. The broad principles of flight as applied in full-size aviation are just as important to flying models, but these principles are not always recognized or understood fully by aero-modellers.

Written specifically with aero-modellers in mind, *Model Planes: Aerofoils and Wings* is a practical guide to the aerodynamic principles of the 'aerofoil' and the way that wings produce lift, which is vital to establishing flight. Included are over forty ready-to-use aerofoil sections in a range of typical sizes, together with a detailed method of plotting these sections on a home computer, using Excel or a similar software.

ISBN: 978-0-7198-1540-9
Publication Date: 30 June 2015

RRP: £20.00 **£15**

Written by a distinguished aerospace engineer with a passion for modelling, this comprehensive volume is perfect for the enthusiastic aero-modeller, whether starting out or looking to hone their craft.

Martyn Pressnell has been an aircraft enthusiast since childhood, becoming an experienced model designer by the age of eighteen. On graduation, he joined Handley Page to train as a professional airframe structures engineer. He went on to work at what is now the University of Hertfordshire, becoming Group Head, Aerospace Engineering, in 1992. For a time he was a CAA-designated Chief Stress Engineer in the airship business. Now retired, Martyn is as busy as ever pursuing model aircraft technology and acting as a consultant in airframe structures to the Engineering Sciences Data Unit, providing information to the aerospace industry worldwide.

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Provisional Events Calendar 2015

With competitions for Vintage and/or Classic models

February 8 th	Sunday	BMFA 1 st Area Competitions
March 1 st	Sunday	BMFA 2 nd Area Competitions
March 22 nd	Sunday	BMFA 3 rd Area Competitions
April 3 rd	Friday	Northern Gala - North Luffenham
April 4 th	Saturday	Middle Wallop - SAM1066 competitions
April 5 th	Sunday	Middle Wallop - SAM1066 competitions
April 6 th	Monday	Middle Wallop - SAM1066 competitions
April 18/19 th	Sat/Sunday	London Gala
May 3 rd	Sunday	Middle Wallop - SAM1066 competitions
May 4 th	Monday	Middle Wallop - SAM1066 competitions
May 23 rd	Saturday	BMFA Free-flight Nats, Barkston
May 24 th	Sunday	BMFA Free-flight Nats, Barkston
May 25 th	Monday	BMFA Free-flight Nats, Barkston
June 7 th	Sunday	BMFA 4 th Area Competitions
June 13 th	Saturday	Middle Wallop - SAM1066 competitions
June 14 th	Sunday	Middle Wallop - SAM1066 competitions
June 28 th	Sunday	BMFA 5 th Area Competitions
July 12 th	Sunday	BMFA 6 th Area Competitions
July 18 th	Saturday	BMFA Southern Area Gala - Odiham
August 1 st & 2 nd	Saturday/Sunday	East Anglian Gala - Sculthorpe
August 22 nd	Saturday	Southern Gala
August 30 th	Sunday	Middle Wallop - SAM1066 Competitions
August 31 st	Monday	Middle Wallop - SAM1066 Competitions
September 13 th	Sunday	BMFA 7 th Area Competitions
October 3 rd	Saturday	Middle Wallop - SAM1066 Competitions
October 4 th	Sunday	Middle Wallop - SAM1066 competitions
October 18 th	Sunday	BMFA 8 th Area Competitions
October 24 th	Saturday	Midland Gala - North Luffenham
November 15 th	Sunday	Middle Wallop - SAM1066 Competitions & AGM
November 22 nd	Sunday	2015 FF Forum - Hinckley Island Hotel, LE10 3JA

Please check before travelling to any of these events.

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

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

www.SAM1066.org

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

www.freeflightuk.org or www.BMFA.org

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

www.SAM35.org

Useful Websites

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

Are You Getting Yours? - Membership Secretary

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

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

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

P.S.

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

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

Merry Christmas

Your editor John Andrews