

	<h1 style="color: red;">NEW Clarion</h1> <h2 style="color: red;">SAM 1066 Newsletter</h2>	Issue 0612
		June 2012

Affiliated to
SAM 1066 Website



Club No. 2548

www.sam1066.org



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Editorial

I thought I'd see if I can spark off some thoughts on D/T Fly-offs, as we seem to be utilising this method to determine competition winners more often these days. Question, should there be a standard format for all DT Flyoffs?

The initial format used was usually a 1 minute DT operation requirement with the total flight time as the flyoff time. If the 1 min DT is over-run then the over-run time is doubled and deducted from the flyoff time.

At the recent Croydon Wakefield Day two DT times were used; 1min for Wakefields and 1-30 for the Marcus lightweights.

Further the overrun penalty was 5 times the overrun time.

There is talk about designing models for slow descents on DT Flyoffs. We may yet see specialist flyoff models used only for the DT flyoffs.

One problem was accidentally demonstrated to me at the Croydon event during the 4oz flyoff. I was with Barbara Tiller when Roy was making his flyoff flight and I was using binoculars, neither Barbara or myself actually saw any movement of the model indicating DT operation, it was 8secs over the 1min DT time before we realised that the model was descending. I would estimate that Roy's model had probably DT'd some 5secs before we noticed and, significantly, he missed out on first place by a couple of seconds. The point being, if models are designed for slow DT descent will timekeepers be able to see the operation.

Another facet of this subject is the rubber model with a motor run in excess of the DT time. With the prop still turning under power the DT descent should be slowed, although some models start spinning under these conditions.

Should there be rules defining DT set-up? Perhaps a minimum angular deflection of the flying surface used for DT and a minimum parachute size, should that be the chosen method.

If angular deflections were specified I think there would need to be a lesser one for tip up wings than for tip up tails. I was with Andrew Longhurst at Wallop and his RAF V with the tip up wing came down the fastest I have ever seen a DT descent.

The questions then are:

- a) Should there be a standard DT flyoff format or should CD's decide on the day.
- b) Should there be a set of rules specifying DT mechanics.
- c) Should all DT flyoffs be to the same format for all comps on the same day.

It may well be that all the above is completely unnecessary if everyone, like myself, just fly for fun and do not mind the DT flyoff anomalies. They are, after all, used to ensure we retain the flying facilities that we currently enjoy.

After a damp and breezy spell the weather forecast improved for the Croydon Wakefield Day and a reasonable flying day dawned at Wallop on Sunday May 6th. In the past the event had been held on the last day of the three day bank holiday meeting and the Croydon club felt that entries were low due to competition fatigue, so this year a stand-alone event was promoted but unfortunately it was not noticed that it was a bank holiday weekend and, as it turned out, entries were still low but possibly for a different reason.

Several of last year's contestants had requested that ROG launch should be reintroduced for the Vintage classes. To give a choice of launch a bonus of ten extra seconds was awarded for ROG flyers, but only two elected to take the risk. Peter Michel had a minor disaster on his first ROG attempt when his Isis did a wingover into the deck as soon as it was airborne. However Peter's Korda came out of the box and performed perfectly.

Thermals were obviously difficult to find, as nobody maxed out in 8 Ounce and only one in F1B, this despite all classes having a 2 minute max, due to worries over farmers crops. The same reason led to ties being decided by the less-than-satisfactory DT fly-off system. This was particularly apparent in 8 Ounce where a fly-off was required to decide the result after Peter Jackson and Andrew Longhurst tied without maxing out. Andrew's 'Hereward' climbed faster and higher but DT'd 4 seconds over the one minute limit, incurring a 20 seconds penalty, whereas Peter's Wakefield from the pre-War magazine Flying, DT'd on time and with its freewheeling prop descended slowly and just beat Andrew by two seconds.



Peter Jackson with his 'Flying Wakefield'



Andrew Longhurst with his 'Hereward' & 'Raff V'

In 4 Ounce only David Beales chose to ROG, his 'Judge' getting off OK every time despite the prop spreading grass clippings about. It was a 'Coplands' day however with the ever popular model taking the first two places.



Marshall's 'Lanzo Duplex' gets away



Roy Tiller piles on the turns on his 'Copland'



M Gillham was out of luck with his Marcus 'Bazooka'

The most popular event was The Norman Marcus Challenge and all four of his lightweight designs were flown. Over half the flyers using the ever-reliable Raff V. Impressive rates of climb are a prerequisite for a DT fly-off and the 'Dynamites' of Stagg and Hall impressed and certainly fulfilled this requirement, seen climbing very high very quickly.

With the Stonehenge Cup international the following weekend a number of F1B flyers decided that unleashing their models' potential on a field with retrieving restrictions was a bad move, so entries were low. Surprisingly, despite a two minute max, only Jim Paton managed a full house to win the Thurston Cup.

Ted Evans Trophy (8 oz. Vintage Wakefield)

1.	P. Jackson	Flying Wakefield	5:55
2.	A. Longhurst	Hereward	5:55
3.	R. Elliott	Lanzo Classic	5:41
4.	P. Michel	Korda	5:38
5.	R. Owstow	Lim Joon	5:38
6.	A. Thorn	Contestor	5:34
7.	M. Marshall	Korda	5:24
8.	J. Andrews	Korda	4:38

Fairlop Cup (4 oz Vintage Wakefield)

1.	J. Minshull	Copland	6:00
2.	R. Tiller	Copland	6:00
3.	M. Marshall	Lanzo Duplex	5:48
4.	D. Beales	Judge	4:26
5.	A. Longhurst	Copland	2:00

Thurston Trophy (F1B Wakefield)

1.	J. Paton	480
2.	P. Brown	477
3.	D. Greaves	462
4.	K. Taylor	369

Norman Marcus Challenge

1.	M. Stagg	Dynamite	6:00
2.	P. Hall	"	6:00
3.	A. Longhurst	Raff V	6:00
4.	C. Redrup	"	5:37
5.	P. Jackson	"	5:36
6.	R. Taylor	Supa Dupa	5:32
7.	R. Elliott	Raff V	5:24
8.	M. Gilham	Bazooka	5:16
9.	J. Lancaster	Raff V	5:10
10.	D. Beales	"	2:00

All above ties decided by DT fly-off.

Martin Dilly/David Beales

1066 Wallop May 6th.

-

Roger Newman

SAM 1066 Comp Results

In addition to comps run by Croydon Club, we put on another two "impromptu" non-clashing comps for Combined Open Power & Glider.

The weather ended up being much better than expected, certainly in light of the forecasts for the days leading up to Sunday, with a lightish breeze running almost the length of the field until late afternoon.

It then moved round sufficient to dump a few models from fly-offs into the area around the hangers.

Fortunately the Fire Brigade guys were on top form & not only managed to retrieve all of the models but returned them to us as well!

Results

Combined Open Glider: There were 8 entries & all flew.

1 st	Robin Kimber flying a "Superb";	6.00 & 1.43 fly-off:
2 nd	Steven Brewer flying an O/D model;	6.00 & 1.23 fly-off:
3 rd	Dave Cox flying an O/D model;	5.52.

Combined Open Power: There were three entries.

1 st	Chris Strachan, electric Ram-Rod 350;	6.00 & 3.06 fly-off:
2 nd	Jim Paton, electric Dixielander;	6.00 & 1.13 fly-off:
3 rd	Roy Vaughn No-Frills;	1.49.

I witnessed the fly-off flight of Chris Strachan electric Ram-Rod. The rate of climb of Chris' model had to be seen to be believed!

Roger Newman

This engine test was first published in
the 1951 Aeromodeller Annual

E.P.C. MOTH .85 c.c.

Manufacturers. E.P.C. Engineering Co. Ltd.,
Cameron Street, Haydn Road, Sherwood,
Nottingham.

Retail Price. £1 15s. 11d., inclusive of Purchase Tax.

Delivery. Ex-stock.

Spares. Ex-stock.

Type. Compression Ignition Diesel.

Specified Fuel. Mills Blue Label 2 pts.,
ether 1 pt.

Capacity. .85 c.c., .048 cu. in.

Weight. 2 oz. less tank.

Compression Ratio. Variable.

Mounting. Beam, upright or inverted.

Recommended Airscrew. 7×4 in. for free
flight.

Bore. .375 in.

Stroke. .472 in.

Cylinder. Cast iron.

Cylinder Head. Alloy, integral with fins.

Crankcase. Pressure die cast. D.T.D. 424
Alloy.

Piston. Steel, hardened and centreless ground.

Connecting Rod. Mild steel.

Crankshaft. 10 ton shear steel.

Main Bearing. Phosphor bronze bush, in
die-cast D.T.D. 424 alloy front end.

Induction. Sideport.

Contra Piston. Steel, hardened and centreless
ground.

Special Features. Simple porting arranged for
easy starting. Robust construction.

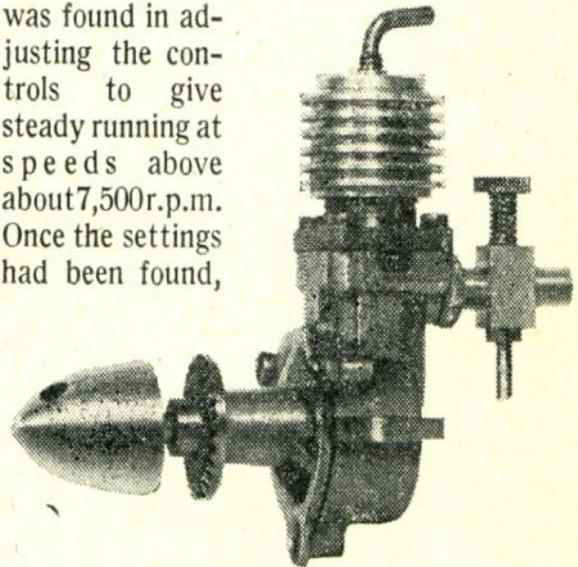
TEST

Engine. E.P.C. "Moth" .85 c.c. Diesel.

Fuel. Mercury No. 3 plus ether.

Starting. Following the maker's instructions for settings, the engine started readily enough with hand-flicking, but a little trouble

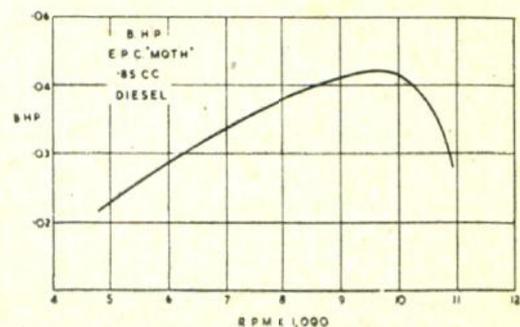
was found in adjusting the controls to give steady running at speeds above about 7,500 r.p.m. Once the settings had been found,



however, no difficulty was experienced in duplicating the correct adjustments for good performance. The carburettor needle control seems to be rather on the sensitive side.

Running. The preceding paragraph really gives the running characteristics of the engine, but, as already stated, the engine was happiest at speeds below 9,000 r.p.m.

B.H.P. The engine was tested from 5,000 r.p.m. onwards, and at the lowest speed a b.h.p. output of .023 was recorded. Output then rises steadily, reaching .0335 b.h.p. at 7,000 r.p.m., .038 b.h.p. at 8,000 r.p.m. with a maximum of .042 b.h.p. at 9,700 r.p.m.



The second of the four, Radio Assist and Tomboy meetings for 2012 took place on Sunday, 6th of May at Middle Wallop, [courtesy of the Army Air Corps MAC]. After the last meeting four weeks earlier, in conditions that were considered a little short of arctic, we were hoping for something a little better! We were disappointed as there was a cold north wind for much of the day. James Parry, who is known for his ability to wear shorts whilst the majority of fliers are wearing heavy coats and woolly hats, admitted that for the first ever his teeth were chattering!

As the time came up to the start of flying at 10.00, there were already a fair number of fliers arriving, and by the end of the day 29 fliers had signed on, which considering the conditions was good.



We were pleased to welcome Richard Alford, Roy and Mike Sims and Dave Lovegrove, all new fliers at this event. As always there was a good mix of models with around 45 models counted.

Colin Hutchinson flew his twin engine, Cook 45 Riser, A frame model, adequately powered with a pair of .06 MP Jet engines. A model not often seen was the WHC Taylor designed, Whiplash flown by Tim Mountain, this was a favourite model of Sid Sutherland and other well known fliers in the West Essex Club in the fifties.



Colin Hutchinson's 'A Frame'



Tim Mountain's 'Whiplash'

John Laird was flying his 3x Mamselle that had great presence in the air and there was a very pretty scale Farman Moustique, of 1936, flown by John Taylor. This was originally a rubber model but was fitted with a 2 cell lipo and an outrunner motor and flew steadily.



John Laird's 'Mamselle'



John Taylor's 'Moustique'

Other models seen ranged from Junior 60s, a Spook, Scram, Majestic Major, Rambler, and a Hermes, down to many Tomboys both in 36" and 48" versions. Three R/C George Fuller designed Zoot Suits were flown. The models by Chris Hague and Tony Tomlin were PAW 19 powered, with an electric version by Jeff Fellows. In the afternoon there was a simultaneous launch of these models, the electric version had the fastest climb and it was also the winner on duration, from Chris Hague, by a small amount. All models were circling in close proximity for many minutes having a terrific glide performance, finishing off what had been a good days flying.

Tomboy 3 Competition

Nine fliers qualified for the mass launch fly-off having made the required two, 4 minute +, preliminary flights. Tony Overton was hoping to make it to the flyoff but was grounded by engine problems. Nick Skyrme lowered the start board and uncharacteristically, both Steve Roberts and James Collis failed to get away due to starting problems. James Collis had achieved some excellent times whilst qualifying so this was very unfortunate. There was a fair amount of lift to be found but John Taylor was unlucky and was down at a little over 4 minutes followed by Bob Young, a minute later. Jeff Fellows, winner of the Tomboy League in 2011, had hit a patch of turbulence, with his model spiralling down and spoiling his chances, landing at 6min 37secs. He was followed by Tony Tomlin a little under a minute and half later and Paul Netton, who had been flying steadily, but unable to find any worthwhile lift, claimed third place, landing gently. This left Tom Airey and Chris Hague both close and at an estimated 600ft. There was a fair amount of entertaining cat and mouse flying going on but Chris claimed first spot at 14mins 46secs a little under half a minute more.

Tomboy 3 Results

1st	Chris Hague	14mins 46secs,	2nd	Tom Airey	14mins 19secs,
3rd	Paul Netton	10mins 39secs	4th	Tony Tomlin	7mins 53secs
5th	Jeff Fellows	6mins 37secs	6th	Bob Young	5mins 05secs,
7th	John Taylor	4mins 9secs.			
	Steve Roberts [non start],			James Collis [non start]	

Tomboy Senior Competition

The wind had strengthened as the larger, Mills 1.3 powered, Tomboys lined up for the mass launch. Seven fliers had managed to reach the fly-off with fliers new to the Tomboy Senior class, Richard Alford and Roy and Mike Sims, having engine and trimming problems and not returning times. Again Nick Skyrme was the starter and all models got away. Tony Overton was soon in trouble trying to fly another competitors model as his, unseen, gently vanished downwind [found later on the airfield, undamaged]! It seemed to be a flyoff of two parts with Barrie Collis first down at 4mins 36secs, followed by Chris Hague and Tony Tomlin within 2 minutes. The other three of Peter Rose, Tom Airey and Andrew Fellows had found lift and were all 'parked' at around 800ft. A lot of concentrated flying took place as each took turns to be the highest until the lift started to die away. Andrew was slowly descending, landing a little after 14 minutes. Peter just managed to stretch his glide to land 48 seconds after Tom, at four seconds short of eighteen minutes, and a worthy winner.

Tomboy Senior Results

1st	Peter Rose	17mins 56secs,	2nd	Tom Airey	17mins 08secs
3rd	Andrew Fellows	4mins 11 secs	4th	Tony Tomlin	6mins 28secs
5th	Chris Hague	5mins 19secs	6th	Barrie Collis	4mins 36secs,
		No Time		Tony Overton [model lost].	

The prizes were presented by Sarah Andrews to bring to a close a good days vintage flying. Let's hope the next one is warmer!

Tony Tomlinson

Aeromodeller Reborn?

- ADH Publishing



ADH PUBLISHING



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Aeromodeller Magazine



WE NEED YOU!

Home **Aeromodeller** **RC Electric Flyer**

Middle Wallop on May 6th. Turned out to be a reasonable flying day. I had been watching the XC Weather check the week before and the forecast was good then it started to deteriorate as the day approached but it steadied by the Friday before the event and I decided it would be worth the 240 mile round trip. I'm getting too old to do it all in one day so Rachel and I travelled down the day before having booked into a Premier Inn for a couple of nights. We were unable to get accomodation at The George Inn but we ate there on the Sunday evening after the event and booked our accomodation for the August Championships.



Flying: having made 3rd place in the 8oz fly-off at the Easter meeting with the 'Korda' I figured I should be in with a shout at this May meeting. Departing from my normal strategy I actually made preparations for the event. The 'Korda' had suffered damage to the wing tip at the Easter meeting so there was a minor rebuild of that tip which I completed without too much trouble. I had only had the one rubber motor at Easter, a much knotted 90gms of 10 year old 'Sport'. The rubber so lacked power that I had resorted to using 18 strands of $\frac{1}{4}$ to get the model to climb. I dug out the rest of the box and found I had 100gms left so I strung up another 18 strander using all of the remaining rubber. That was my main mistake. I was chatting to Dave Greaves as I paid my entry fee and when I mentioned my new increased motor weight he ventured the opinion that more rubber does not always produce better performance. Turned out he was right.



Your editor unravels his new 100gm motor



Returning after a successful test flight

I assembled the model and, after a 300 turn test flip to check trim after the wing tip repair, I was ready to go. With 650 turns on the motor and Rachel on the watch I was prepared for the formality of the first 2min flight. The max had been set at 2min to keep us out of the crops. I made a duff launch left of the breeze and the model zoomed up into a vertical climb over our heads. I lost sight of it due to my peaked cap and stiff neck and when I turned around the model was fully stalled and descending gracefully. It got down to within a foot of the ground then started to fly again and climbed away to about 40 feet and stalled again. Now the Korda went aerobatic, a slow roll to inverted, a dive down and roll out to about 1 foot and then it climbed away to the ironic cheers of my spectators. It did not max. Minor repairs to the wing were required after recovery and I made a better job of the launch for the second flight. The model climbed away ok, had a minor stall at 50 foot or so then failed to climb to a reasonable altitude and I was down again short of requirements. I fairness the 2min max was seemingly not easy to achieve as no one maxed out in 8oz Wake. We were flying from over the far side by the wood and out over the big dip in the field, I have always thought that the dip destroys any light lift that might be present. By now I had realised that Dave Greaves forecast had been on the button as it appeared that the 'Korda' would not climb with the extra weight. I changed back to the old 90gm motor for my last flight and that was ok with a reasonable climb. I am going to make up some 80gm motors for the next outing, the model is overweight so will still make the 8oz. weight requirement.

I was parked alongside Andrew Longhurst, it was the first time I have seen him operating. He was working old school style, no blast tubes, just stick a winder in the prop loop, wind it up and chuck it. He got in two fly-offs. One interesting facet of his winding was the use of a large electric screwdriver to do his winding, apparently he is suffering with severe tennis elbow and cannot use a normal winder. He wound his 8oz. 'Hereward' wakefield just the same.



Andrew winding his 'RAF V' with a cordless electric screwdriver

Andrew certainly makes model flying look a lot easier than I find it. He did not win either of his fly-offs however, but I put that down to the efficiency of his tip up wing DT's, they bring the models down in double quick time, which is not the requirement in a DT Fly-off.



We must not forget a vote of thanks to the long suffering Contest Directors Although Martin Dilly and Roger Newman seen here, seem to be bearing up well which is more than can be said for the Table.

Lets wrap up this epistle of mine with a **witty caption contest**, here is a picture of Barbara Tiller expounding some theory or perhaps castigating an attentive John Hook, **what might she be saying?**



It might be:

"When are you going to get me some decent rubber for the Jimmy Allen contest"

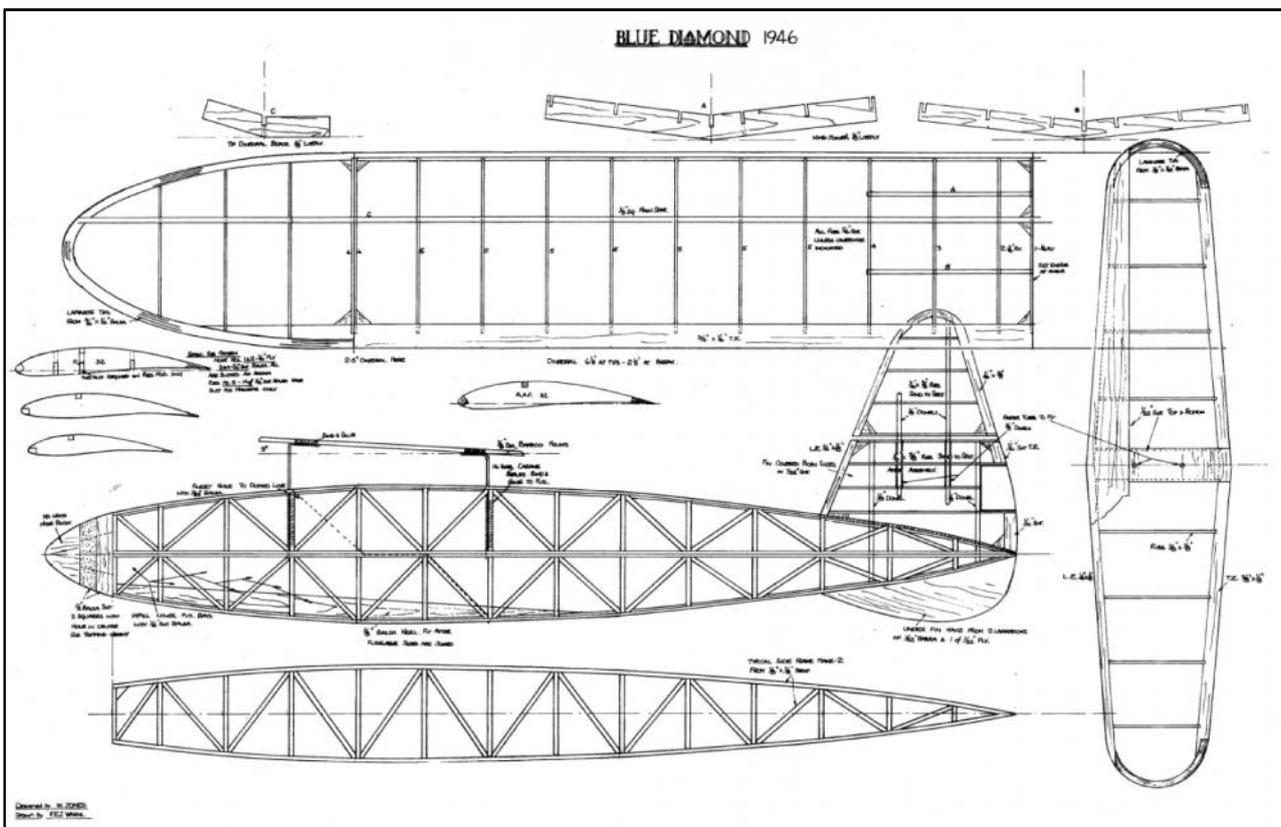
John Andrews

As you are all aware, we are managing to build a digital library of plans through volunteer efforts. There is still a lot to do, but a great deal of progress has been made & many club members have taken the opportunity to obtain plans.

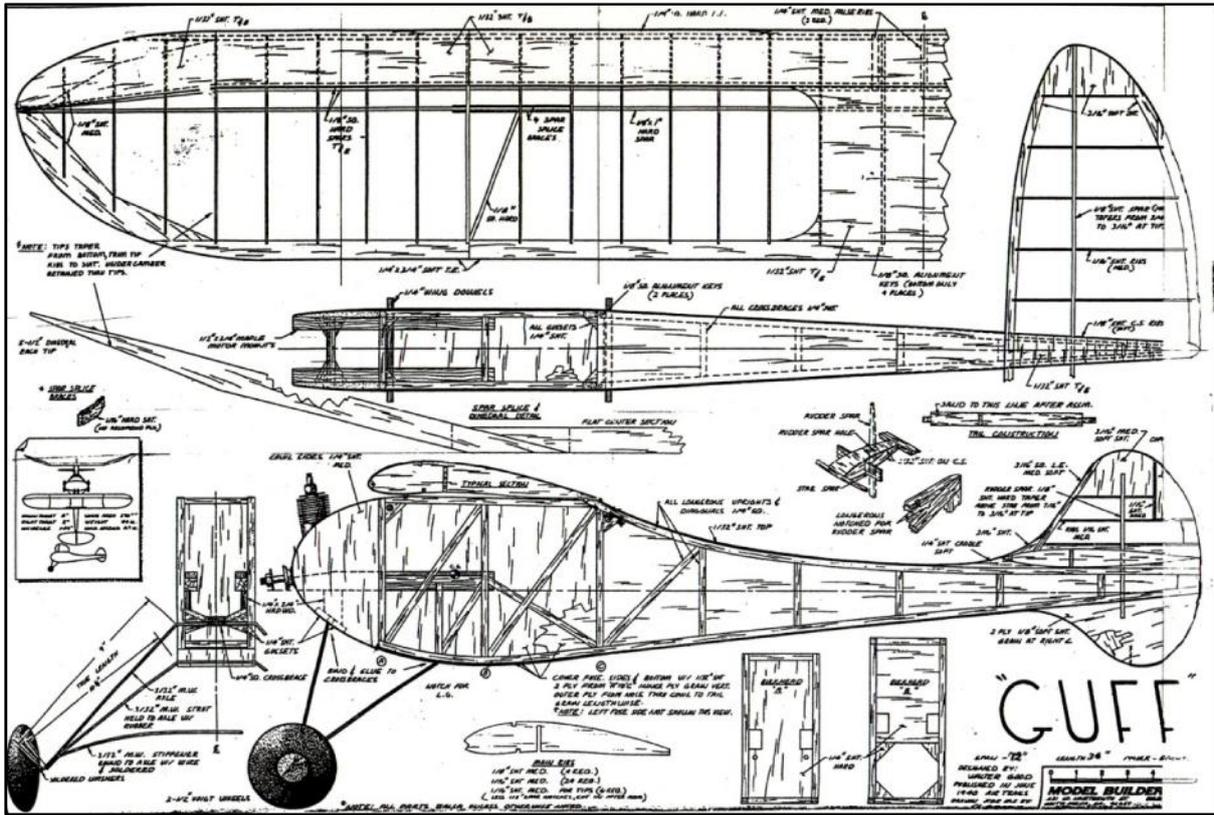
It was a feature of the old Clarion to publish reduced size prints of many of these plans, as indeed it is still done in SAM Speaks for SAM 35. Martin Cowley made the very sensible suggestions to our Editor that we should do the same in the NC - amazing how the obvious is overlooked! So I'll try & pull out a few interesting plans each month from various disciplines. You may not agree with my choice each month but I'm happy to accept suggestions.

Each month, I'll choose (at least) three from different sectors of the hobby. For this month we have a vintage glider, a old timer power model, & an unorthodox model.

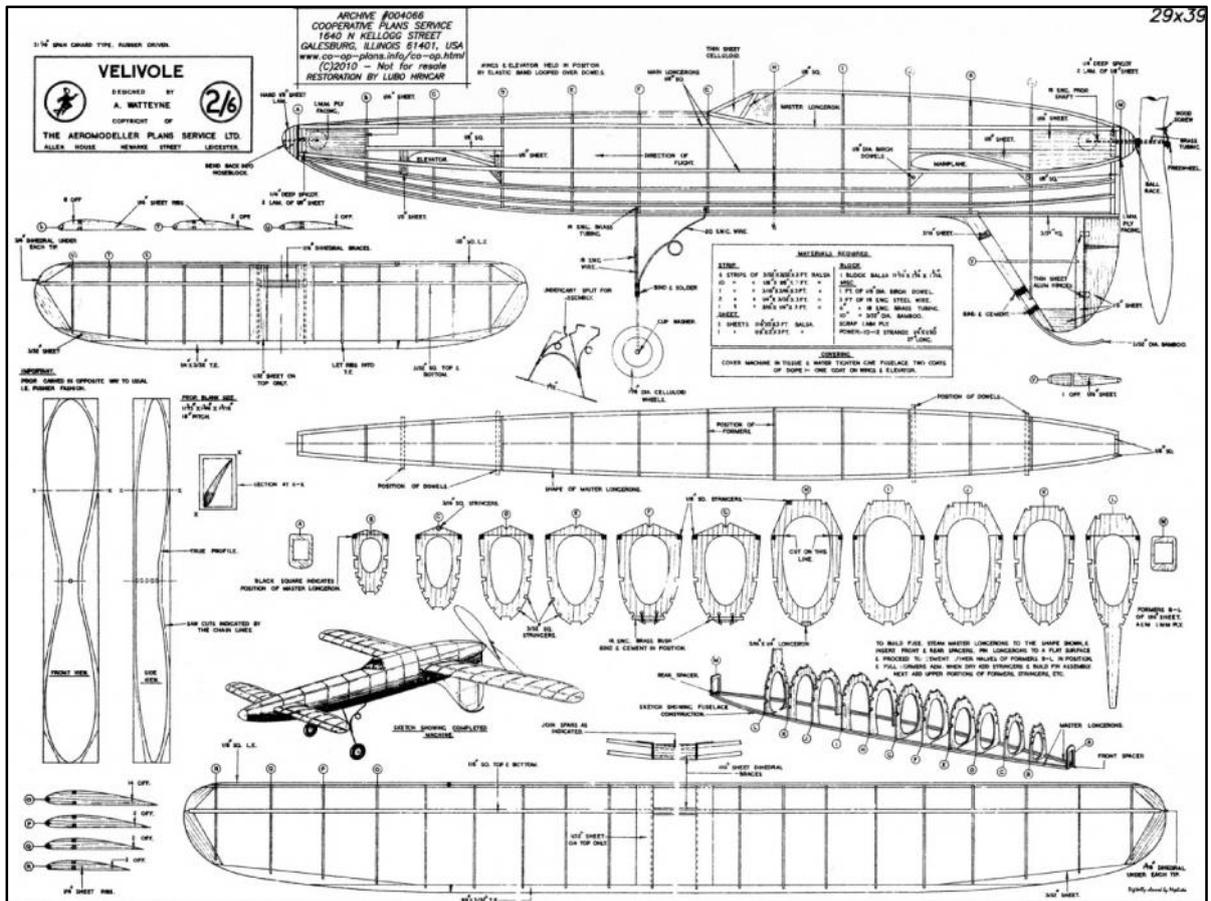
Blue Diamond is a parasol glider from the 1940s. Stephen Lacy gave me the remnants of his model when we called to collect some plans he kindly donated & it is slowly being restored. Coincidentally, in another lot of donated pans from the late Frank White, there was a redraw of this model - beautifully done & this is the plan you see here.



Guff has been on my "to build" list for years without getting round to it. It was designed by Dr Walter Good in pre-war days & sits in the big Simplex category. I fly my ancient 60" Simplex with an old Chinese $2\frac{1}{2}$ cc diesel obtained in Poland in the early 70's for approx \$5.00. It's way past time expiry, so I plan on replacing it with the Guff, maybe next winter, with the same Chinese engine transferred.



Velivole - well it's different! Rubber powered canards are few & far between. It might inspire someone to have a go - but not me!



If anyone wants a copy of any of the digital files, contact me by email.
Roger Newman

Letters to the Editor

David Parker:

Reading a copy of Bowden's History of Model Aircraft I have found reference to a **J.H.Pelly Fry**. As I know a bit about him during his War years I am a bit fascinated that he was a rather competent model flyer. So far as I know he is alive and well in Canada. Is it possible that you could put an advert in The Clarion asking anyone who has anything on his model flying activities to contact me please.

David Parker

David Lovegrove:

Hello John,

Just a quick line to congratulate you on the latest Clarion. A Good Read, as always. Thank you, and everyone involved.

Incidentally, if **Stan Rose** is reading this, could he please contact me via the Membership Secretary? We lost contact years ago and I'd love to catch up on the past twenty-odd years!

Kind regards

David Lovegrove

Jim Moseley (Canada)

Hello John,

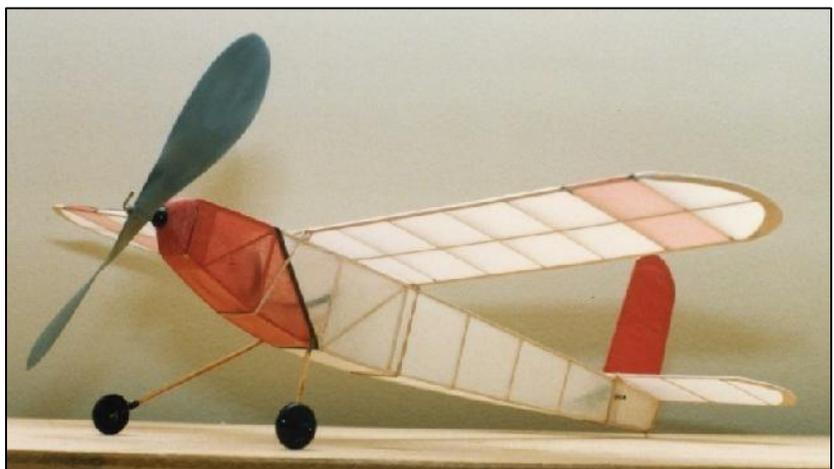
Many thanks for yet another excellent issue of the 'Clarion'

My attention was caught by the item on the Bristol designs, in particular that of the 'Junior Endurance' - as also featured in Andrew Longhurst's January column.

This would appear to have been a near copy ('rip-off'?) of the 'Junior Endurance' kitted in the USA in 1938 (?) by Peerless ... of similar span and construction other than that the number of wing ribs had been reduced.

I attach a photo of my version of the Peerless model which was built and flown about 20+ years ago and which proved to be a steady little sport flyer of about 60 second performance if all went well - good for a small field in urban northern Toronto - actually a covered reservoir.

It's moment of glory came one almost still and very hot day when it thermalled off the field and out over acres of hotly radiating roof tops to finally vanish in the heat haze heading in a southerly direction towards the City of Toronto. Several hours later I received a call from a house owner who had just witnessed it hit his roof and fall to the ground, from where his Labrador dog picked it up and brought it



to him. The interesting thing is that it ended up several miles from the launch point in the opposite direction from which it was last seen heading.

This simple draggy little airplane had been riding thermals for hours in the city heat and encountered a reversal of wind direction - not uncommon with onshore/offshore airflows by Lake Ontario. I drove north to collect it shortly afterwards and found nothing more than several tissue punctures in the fuselage from where the dog - obviously with a very 'soft' mouth had gently picked it up..

Regards

Jim Moseley

Tony Shepherd: Comp Rules error

Hi John,

Someone has spotted an error in the comp rules as published last month - my fault entirely. It concerns the Maxwell Bassett comp - I got the dates wrong in the first paragraph. The individual class rules for the Maxwell Bassett SHOULD read:

1. Any model designed for i/c power and built in accordance with a design that was first flown, published or kitted prior to 1st January 1943, (January 1943 issues of magazines are accepted as published in 1942). With the exception of the date, the rules on Eligibility of Models and Construction described above will apply.
2. Any spark ignition engine may be used. Engines may be used with electronic amplifying or switching circuitry to improve the reliability of spark plug operation
3. The maximum engine run allowed from the moment of release of the model will be 20 seconds.

I'd be most grateful if you would bung in a note to this effect in the next Clarion. The person that spotted it was about to start building a 1942 model and then read that it would be ineligible - of course, he was right and I got it wrong - ooops!

Cheers -

Tony Shepherd

Martyn Pressnell: MPS Plans.

Gentlemen, as editors all may I ask you to have a brief look at my new Blogspot.

This has just been produced with the help of my son, to replace my former website which BT have declined to support (without telling me). The address is:

www.msp-plans.blogspot.com

If you would like to publish a suitable notification I would be most grateful.

Regards

Martyn Pressnell

Chris Stoddart:

Hello John,

I would like to re-contact **Graham Smith** (of Birmingham?). We exchanged a bit of information in 2006 but nothing since. I would like to re-open that exchange to ask what ever happened to his foam and digital photo paper models and related matters. Could you send me an email address for him or forward to him my email address? chris.stoddart@gmail.com

best wishes,

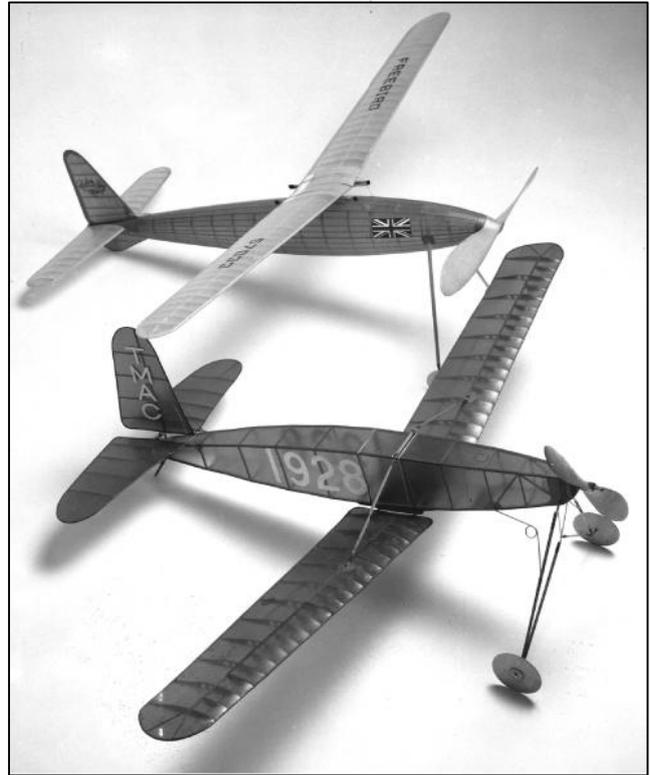
Chris Stoddart

Vintage Picture Gallery

I received one or two vintage pictures with the promise of more to come. Unfortunately, my computer house keeping let me down and I do not know who supplied them nor any details pertaining to the images, but I hope the contributor will still see fit to supply some more.



Let's not forget our Founder David Baker



A couple of delightfull Vintage Aircraft
The pic file name attributes one to Peter Michel



Our Chairman John Thompson in his youth later a midlife crisis version with radio assist?



Anyone else got any more historic pictures, quality does not have to be great

1977 Kim Dong Sik, 24, DPR Korea



July 6-12, thirty-one nations came to the WC at Roskilde Aerodrome, Denmark, about twenty miles west of Copenhagen. Housing was located eight miles from the aerodrome in the village of Viby, at the Peter Syv School. Also located nearby was a pub that served its habits until 2:00am. Beer was served in plastic Souvenir mugs, that became contested as to how many one could collect in a given sitting! The proprietor in fact, had watched about 6,000 of the mugs disappear into the hands of his competitor clients by the time the World Championships ended.

The shape of the flying field was long and narrow with two runways, the cleared area was about a mile long. Unfortunately, this open space was surrounded by farm crops consisting mainly of corn, a crop well known for swallowing up aeromodels, and giving them back only at harvest time. Practice flying began on Wednesday, July 6, at the aerodrome, but the wind was gusting up to 15 mph, an omen of things to come? By Wednesday evening, the wind had lessened to about 5 mph, and it was possible to observe the performance of the competition.

Flying F1Bs of identical configuration Team (P), and (CCCP) were putting up some impressive flights. The climb of these aeromodels was almost straight up, with no turn, having motor runs of only about 35-40 seconds, but getting very high. All of this was indicative of the fact that they were using timed controls in the climb to vary the incidence of the stabilizer, wing, and rudder. The motor tubes were dural, having been machine turned to lighten, measuring 32.5 mm dia. x 520 mm, about 20.5", with 40g Pirelli 6x1, 460 mm long, turning a propeller 600 mm dia. (23.5") x 760 mm pitch (29.88"). Wingspan was 1260 mm (49.5") x 125 mm (4.9") chord. The fuselage was 1110 mm (39.75") with a moment arm of 675 mm (26.58"), and a stabilizer of 80x 475 mm (3.13" x 18.70") or about 20% of the wing.

From thirty-one nations came eighty contestants to fly for the glory of their heritage, most now wearing uniform warm-up suits of national colors. Team DPR of Korea included the 1975 Wakefield World Champion Biak Chang Son, Kim Dong Sik, and Kim In Sol. Team CCCP included Sergey Samokish, Victor Roshonok, and Igor Ziljberg. Team USA included Walter Ghio, Robert Pescherio, and Charles Markos. Team GB Ron Pollard, Peter Williams, and Michael Woodhouse. Team Canada included Jack Mc Gillivray, Jack Reid, and Mike Thomas. Albrecht Oschatz of DDR, the 1969 Wakefield World Champion, was there with team mates Egon Mielitz, and Joachim Loffler, the 1963 and 1973 Wakefield WC, impressive team that. From Czechoslovakia came the 1971 Wakefield WC Josef Klima with team mates Frantisek Rado and Josef Libra. Thomas Koster, the 1965 Wakefield WC was here, but he was flying F1C. Shibachi Masabumi, Ishii Hideo, and Matsumoto Isao were the representatives from Japan. In all the following nations were represented: Argentina, Australia, Austria, Belgium, Brazil, Bulgaria, Canada, Czechoslovakia, Democratic Republic of Germany, Denmark, Egypt, Federal Republic of Germany, Finland, France, Great Britain, Israel, Italy, Japan, Mexico, Netherlands, New Zealand, North Korea, Norway, Poland, South Africa, Sweden, Switzerland, USA, USSR, and Yugoslavia. The pub was warmer and dryer, so the throng hung out there watching the rain fall on the windows, warming their cups, looking on to the coming dawn.

ROUND 1: Opened at 3:50pm! It rained all through the night so by dawn on Friday July 8, it was soaking wet and windy, with the wind gusting to 15 mph. Get used to it, this condition would continue throughout the day. There were twelve 180 second maximum flights in the round, including Sik (P), Samokish (CCCP), Masbumi (J), Nimptsch (D), Reitterer (OE), Klima, and Sol (P) to name a few.

ROUND 2: Now the wind increased to 17 mph, in the drizzle, but 18 contestants maxed this round, including five who now had doubles.

ROUND 3: Piak Chang Sun the 1975 WC, began to wind, but broke a strand, so he bit off the dangling end, and continued to pack in the turns, 400 to be exact. Fully wound he set this F1B aside, and began winding his spare. Meanwhile the "Thermister Man" gave the signal to launch! Sun stopped winding his spare,

jumped to his fully wound F1B, and launched it! Nobody on the (P) Team debates the "Thermister Man"! There were 17 maxes in this round.

ROUND 4-6: Now it was 5:00pm, there would be no fly-offs today, none of the 80 contestants had thus far maxed every round. Sik (P) was the leader now, Samokish (CCCP), was second, and Son (P) was third, all flew identical F1Bs. With the wind at 15-20 mph all day these Eastern F1B were the only ones with the climb that could penetrate the layer to get high enough to do 180 seconds. Below tenth place the times were pathetic.

ROUND 7: Kim Dong Sik put an end to a miserable contest, by maxing this round, he was the 1977 Wakefield World Champion!

The top ten FIB curiously bore a very strong resemblance to each other, both in appearance, and in flight characteristics. The construction was so similar, as to appear to be "manufactured" by a "system" which produced components. Were the boundaries of "The Builder (I'm sure they meant 'maker') of the Model Rule" being stretched to the limits? Was "winning" at any cost, so important to some nations? Is this what Lord Wakefield of Hythe meant by "friendly international competition"? Uniformed Teams, all flying the same aeromodels? Wait and see, my aging comrades...

1977 Team Results for Penaud Cup						
Place	Country	Abbreviation	Total	Team member places		
1	North Korea	PRK	3575	1	3	15
2	Italy	ITA	3349	7	10	25
3	Japan	JPN	3315	4	14	31
4	USSR	USSR	3225	2	20	43
5	Czechoslovakia	CS	3196	6	13	48
6	Dem.Rep.Germany	DDR	3140	9	26	38

Place	Name	Country	Total	WINNING WAKEFIELD		
				Comp't	inches	mm
1	K D Sik	DPRK	1253	wing	49.6x4.9	1260x125
2	S Samokisb	CCCP	1245	tail	18.7x3.1	475x80
3	P C Sun (1975 WC)	DPRK	1240	fuselage	43.7	1110
4	S Masabumi	JPN	1227	propeller	23.6 dia 29.9 pitch	600 dia 760 pitch
5	J-C Neglais	FRA	1202	rubber	22 strands 4x1 mm Pirelli 400 turns	
6	F Rado	CS	1197			
7	G Cassi	ITA	1185			
8	W Nimptsch	BRD	1177			
9	A Oschatz (1969 WC)	DDR	1167			
10	E Mauri	ITA	1139			

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Charles Dennis Rushing

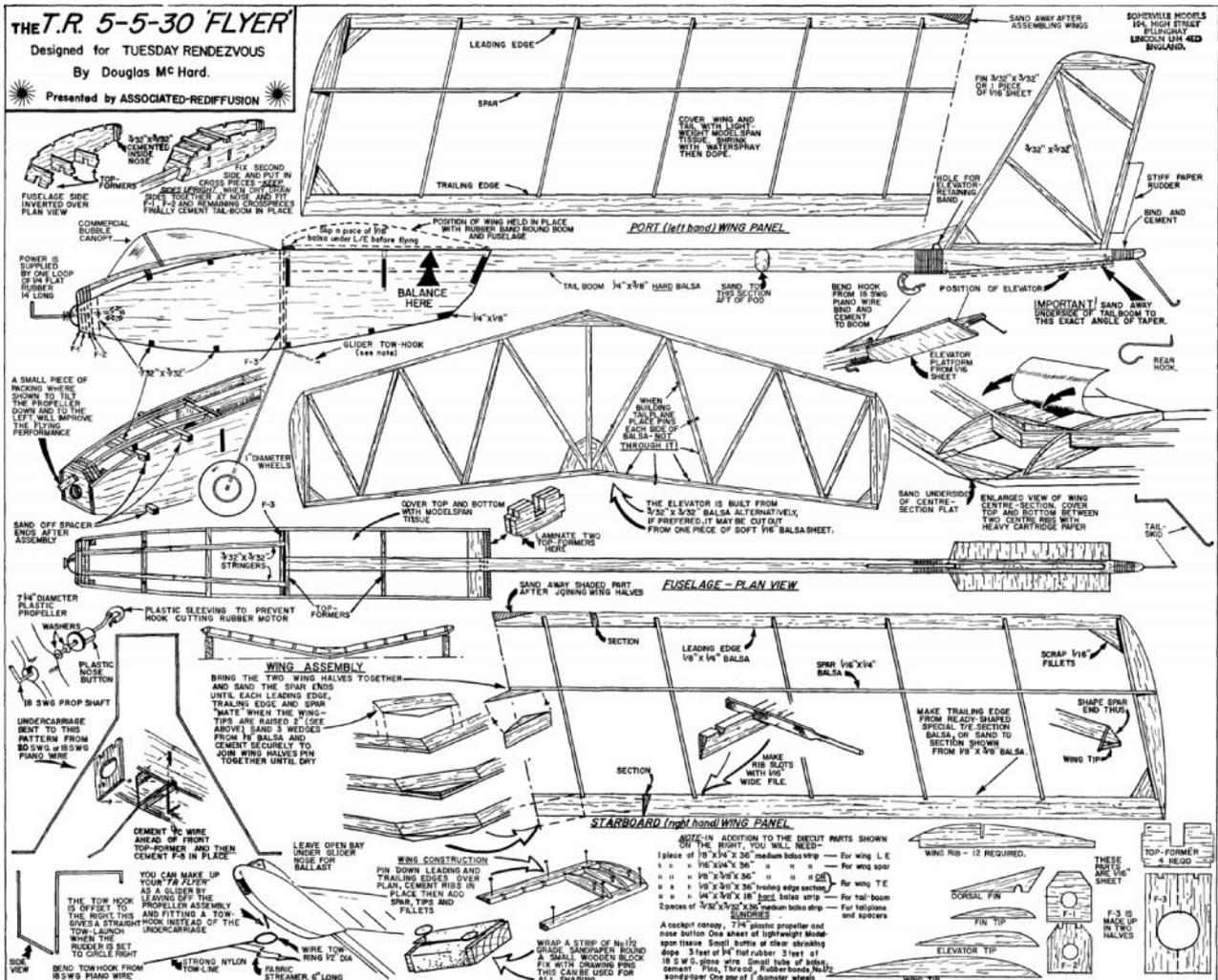


Victorious North Korean Kim Dong Sik and his team mates
Left, Baik Chang Son (3rd this time, 1st in 1975) and right, Kim in Sol

Roy Tiller

The TR 5-5-30 Flier

Roger Newman



Do many of you remember this model, designed by Doug McHard (at least that's what the plan & article say) in the early 1970's for Associated Rediffusion's TV hobbies program called Tuesday Rendezvous & shown between 5.00pm & 5.30pm - hence the name?

Co-incidentally at that time I was working for a subsidiary Company owned by Associated Rediffusion, but I have to confess with 5 young children & a job that involved a fair amount of travel, I cannot remember seeing the program or the model.

It was a small 22" span rubber powered pod & boom design, aimed at "juniors" & was given away free as a "kit" of a plan & two sheets of die-cut parts - all that was required was the postage cost of a stamped addressed envelope. Apparently it was so successful that the numbers given away broke the budget for the entire series of programs!

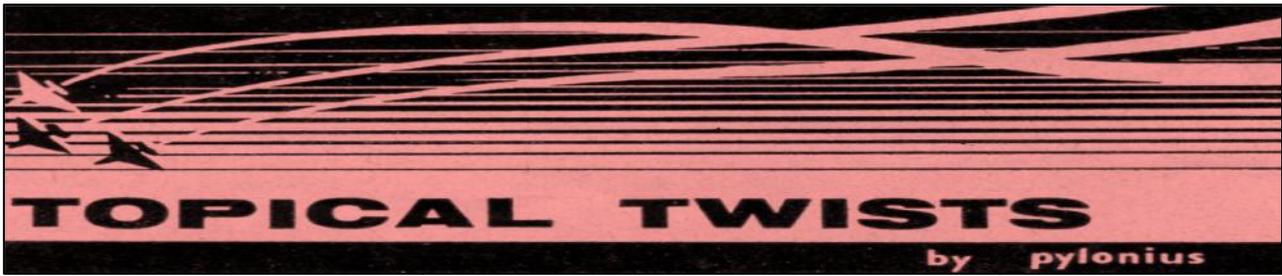
Not only that, the designers assumed conformity in SAE's - which there wasn't! This gave rise to a multitude of postage problems of how to get relatively fragile sheets of die stamped balsa & a plan into a variety of different size envelopes sent in by an enthusiastic public with no more funds available from Associated Rediffusion for extra postage costs!

The plan is listed in our DBHL & will probably reside there forever without getting any requests for copies. However, when recently talking to John O'Donnell about various things, he mentioned that he had a quantity of the plans/die cut sheets which he had acquired from way back & was wondering what to do with them.

Discussions evolved & ended up with a sort of joint thought about a "fun" competition to be held at a Middle Wallop meeting sometime next year. Nothing has been finalised yet, but how about two alternatives? A single mass launch at one of the Easter Day meetings, or a more conventional comp of three rounds of - say 60 secs max. There would be a one-time prize for the winner (not an old telly!) & could give us a bit of light entertainment. Yes - we know it's not really vintage but why not have some fun.

Have a look at the plan - it's probable that we shall have some of the "kits" for sale at the August SAM Champs & later meetings this year for a modest price, to allow John to recoup his original investment & to provide a small contribution to Club funds.

Roger Newman



A Write Carry-on: *Model Aircraft April 1954*

Back in the "good old days" of aero modelling, a model journal would rely for at least 50 per cent. of its reading matter on the long and elaborately verbose club reports which flooded into the editorial office in a huge, papery deluge. Since that time the journalistic urge of the average club reporter seems to have dwindled almost to the point of extinction; much to the disgust of our old typical modelling friend, J. Bloggs, who, for some unfathomable reason, is so proud to see his name in print.

Probably we can attribute this decided improvement in our model journals to the modern practice of appointing P.R.O.'s, gentlemen usually pompously aware of the high dignity of their office, but without the vaguest idea of what the initials stand for.

Then, of course, clubs are not what they used to be. Nowadays, before a club can grow to any useful size there is a general breakaway of disaffected minorities, who then proceed to set up shop under such titles as The Muddleton Misfits or The Woollyhead Walkouts. The result of this can be seen in the association reaffiliation lists, where the general score seems to be about Seniors.2, Juniors.1.

So, what with the P.R.O.'s on the one hand and the S.2, J.1 factor on the other, it is hardly surprising club reporting is becoming something of a lost art. Even so, there are still a few ingenious literary types who manage to weave quite impressive reports around the feeble activities of their S.2, J.1 broods. One I particularly admire is the publicity genius of the modestly named Pranghurst, Ditchfield & District Model Aircraft Society, of which our old friend, J. Bloggs, is the most prominent member. The remaining two-thirds of the club membership consists of F. Muggs and A. Flopp.

Even after intensive study the system by which these three distinguished names are juggled about to give the impression of a vast membership in a veritable frenzy of activity, is still very much of a mystery to me. All I know is that it works on the same principal to the armed legions we see on the stage; the same half dozen blokes going round and round, in endless procession.

Possibly, the wintry weather has limited the activities of the Pranghurst club to J. Bloggs and F. Muggs heaving around a couple of chuck gliders in the back garden, but, no doubt, we shall see a full length glider contest report in due course. Even the absence of junior A. Flopp will be turned to good account by describing him as the new indoor record holder—not having stirred out of his Sunday bed for months.

Entente Discordiale.

I don't know what happens behind the scenes at our International governing institute; it means sweet F.A.I., to me, but their habit of changing rules is even worse than the propensity of our area officials to ignore them. Particularly annoying to me is the change in the cross section rule, which now makes my 1954 Wakefield obsolete. Lucky thing I haven't built it yet!

I now find that I have got to eat my words. I don't know how I shall fare since nobody else seems to be able to swallow the things I say. But to put the whole thing in a literary digest, I stated some time ago that at least the team race boys were immune from the caprices of the F.A.I. How wrong I was; a recently published set of International rules have got the team race types running round in circles.

Pylonius

F1G at Stonehenge, May 13th. Salisbury Plain

For the second year the Southern Coupe League ran a Coupe event on the second day of the Stonehenge Cup. A glorious morning, cloudless blue above, and below, the fresh Spring pastures undulating down to distant Shrewton. The World Cup glider boys were already practising their pretty pirouettes and the F1G devotees were limbering up. Olympia could not have afforded a more elevated spectacle. In truth, the prospect was less idyllic. The valley in front of the south west ridge where we were assembled, like the Light Brigade, was a death trap, and there were cows to the right of us and cows to the left of us.

The casualty rate on the first charge, sorry round, was appropriately, 50%. The morning air was, as it usually is after a cold night and now with full sun, very erratic with lots of rapid temperature spikes, impossible to read without, and very difficult with, electronic assistance, exacerbated by the cool breeze rolling down into the valley. So, six out of the twelve competitors had the disheartening experience of dropping the first round. Subsequent round scores reflect slightly more stable air until the fugitive sun and the increasing breeze increased the casualty rate again in the late afternoon.

By round five only Peter Brown and David Greaves were unscathed. Mike Evatt had retired, and Peter Hall, after a disastrous first round, was wandering around Shrewton looking for his fly-away. In round three after a very high climb, Roy Vaughn was down in 1:38. Allowing for the motor run this was almost certainly faster than a DT. Peter Brown starting late after exhausting F1B experiences the day before, had no time to set up his usual electronic aids and reverted to chuck and hope with great success. His Coupe looks permanently box-fresh. Does he recover frequently or has he cloned it? He maxed round five and took first place.

David Greaves flying his large, and as he might put it, mature Coupe, unaccountably looped it into the ground for an attempt. His second flight was clearly well out of trim as a result and he was down in 1:18 - enough to drop him to fifth place. Jim Paton, flying his Bukin, has greatly improved in a number of classes in the last two years. After maxing the first two rounds he told me, hubristically, that he was on a roll. He then dropped the next, but recovered to take second place.

Chris Chapman, to everyone's gratification, was back in action after his recent op. His fifth flight landed amongst the cows and we watched helplessly as a group slowly assembled around the model like some bovine symposium, possibly discussing his geodetic wing construction, but more probably checking its palatability. On recovery, to everyone's surprise, only the wing tip had been sampled and he took third place. Brian Martin came fourth after an unlucky first round and Peter Tolhurst flying the smallest Coupe of the day, sixth.

Chris Redrup showed that a well-chosen, well built and flown vintage Coupe can compete with the moderns, coming eighth after two poor air drops. Paul Seeley and Andy Crisp, both flying wooden locked down Coupes had the same misfortune, coming in a few seconds behind in ninth and tenth. At the end of the day, as football managers say, there was an agreeable sense of exhausted contentment, no injuries and no lost models. Someone remarked that, with only one event on offer, flown in rounds in reasonable weather made for a relaxed and sociable day. All we had to do now was to find our way off Salisbury Plain. Within hours the Southern Coupe League Table was up on the web-site .

With three rounds gone and six to go Dave Greaves and Jim Paton lead but with the new system compressing the scores and a competitive bunch of flyers it's going to get even more interesting.



Worthy Winners – Jim Paton 2nd., Peter Brown 1st., Chris Chapman 3rd.

	Name	Club	Total Time	Maxes	League Points
1	P.Brown	Grantham	10:00	5	15
2	J.Paton	Crookham	9:45	4	13
3	C.Chapman	B&W	9:28	3	11
4	B.Martin	Tynemouth	9:20	4	11
5	D.Greaves	B&W	9:18	4	10
6	P.Tolhurst	Crookham	9:13	2	7
7	R.Vaughn	Crookham	9:11	3	7
8	C.Redrup	Crookham	9:08	3	6
9	P.Seeley	B&W	9:02	3	5
10	A.Crisp	Biggles	8:39	3	4
11	P.Hall	Crookham	5:14	2	2
12	M.Evatt	Biggles		0	0

See the [Southern Coupe League web site](#) for the current league positions.

Peter Hall

Aeromodeller Departed

With regret I must report the passing of another one of our number.

John Madderford died of a heart attack on Monday 21st. May. You may know that John was recovering from cancer surgery.

Our sympathy goes to his wife Judy.



John Maddaford, seen here between Dick Roberts at left and Bob Scott at right.

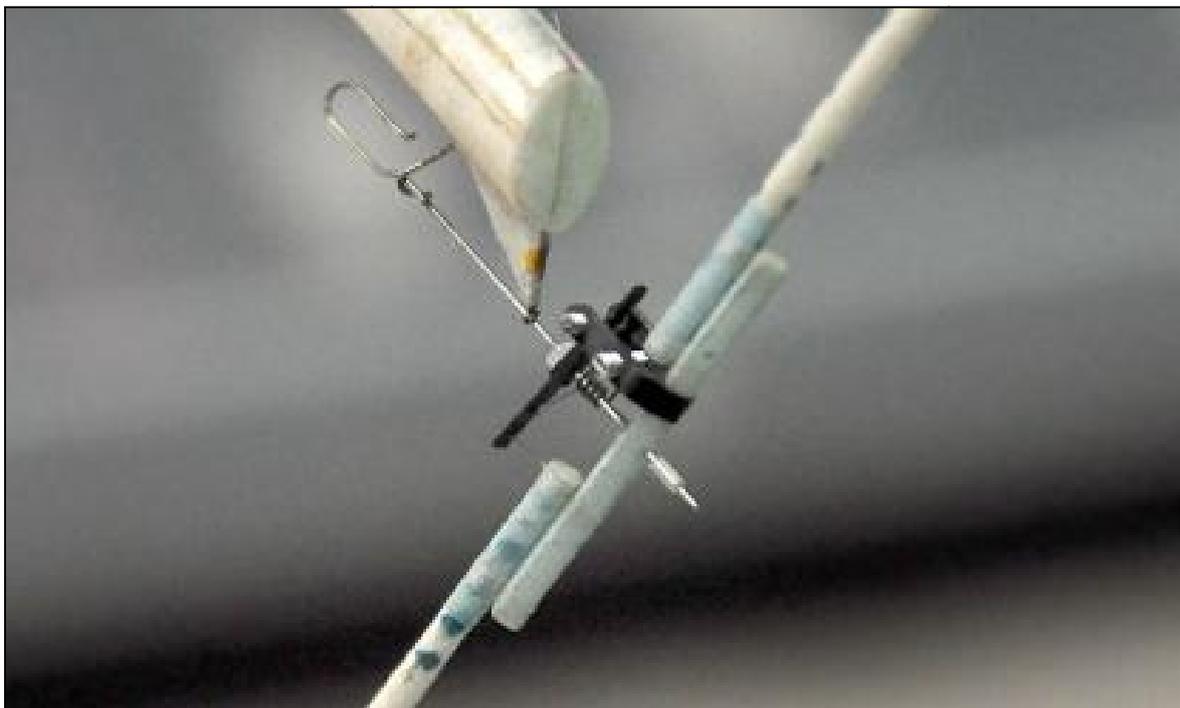
R.I.P.

Indoor Variable Pitch Prop Hub

-

Clayton Green

I promised you a better picture of an indoor VP hub, well I've not managed to take one of my own, but came across this one on the Clayton Green Indoor Flyers website. I'll leave it to you to decide how it works.



... AND NOW FOR A LITTLE OPERA (apologies. to Gilbert & Sullivan)

Act 1 / scene 1 Barkston Heath, rain and wind.

Enter modern aeromodeller in kevlar tracksuit carrying a lap-top and thermistor pole, followed by traditional modeller in flowing robes and long beard carrying a large engraved stone tablet. They stride around, gesticulating.

Fetchermite Chorus :

(Editor: you can sing along if no one's looking, I did.)

He's been making model aeroplanes
Since he was a toddler.
And now he is the model
Of a modern aeromodeller

He used to cut up balsa
And cover it with tissue,
But now who makes the model
Is really not the issue.

He buys his models ready - made
F1A or B or C,
Six panel wings with LDS
Wing wigglers, VIT.

He no longer licks his finger
and sticks it in the air,
to check the wind's direction
And if a thermal's there.

His lap - top tells him when to go
And if there is a tree
He can easily avoid it
With his radio DT

But freeflight fundamentalists
Don't buy it off the shelf,
They insist on locked - down surfaces
And do-it-all yourself

Pre-programming the model's flight
Shouldn't be the goal,
It's all far too expensive
And too like radio - control

The purist view may be correct
But it's really no position
From which to launch a challenge
In world class competition.

So what will be the future
When aeromodelling's dead ?
They'll be flying pre-programmed drones
In Afghanistan instead.

Loud explosions off stage, all exit. Curtain

Those amongst you with a few years under your belt may remember the name of Jimmy Tangney who was a US Navy man serving in the UK during the period 1949 to 1951. Jimmy was a keen contest orientated aeromodeller and on arrival soon established contact with prominent like-minded model flyers such as Mick Farthing and Jack North, as a result of which he joined the Croydon DMAC.

There followed a very successful period of contest flying with the Croydon club in England and Ireland mainly in Open rubber and Wakefield events. Perhaps his best performance was qualifying for the British Wakefield team in 1950, but was unable to compete at the final due to his American nationality. The model he used for this event was a very nice looking own design, featuring a cabin, twin fins, single bladed folding propeller and retractable under-cart.



Peter Jackson's delightful replica of Jimmy Tangney's elegant model

This design has never been published (although a plan of a later development appeared in the 1952 Zaic Yearbook), and was therefore not previously eligible to compete in today's 8 ounce vintage Wakefield events. When Peter Jackson returned to aeromodelling some years ago and met up with the undersigned once again, we found, when reminiscing, that we both had fond memories of both Jimmy and the model, having competed against them on many occasions. As I have remained in touch with Jimmy over the years, Peter and I determined that we would, with Jimmy's co-operation, produce a plan and endeavour to obtain clearance from SAM35 and SAM1066 for replicas of the model to participate in 8 ounce Vintage Wakefield competitions.

For the last couple of years we have been corresponding with Jimmy to this end and luckily he still had some parts of his original plan together with certain components from the original model which have helped a lot. Jimmy is a stickler for detail which accounts for the time taken but Peter, who is no mean draughtsman, has now produced a very clear and detailed plan, duly authenticated

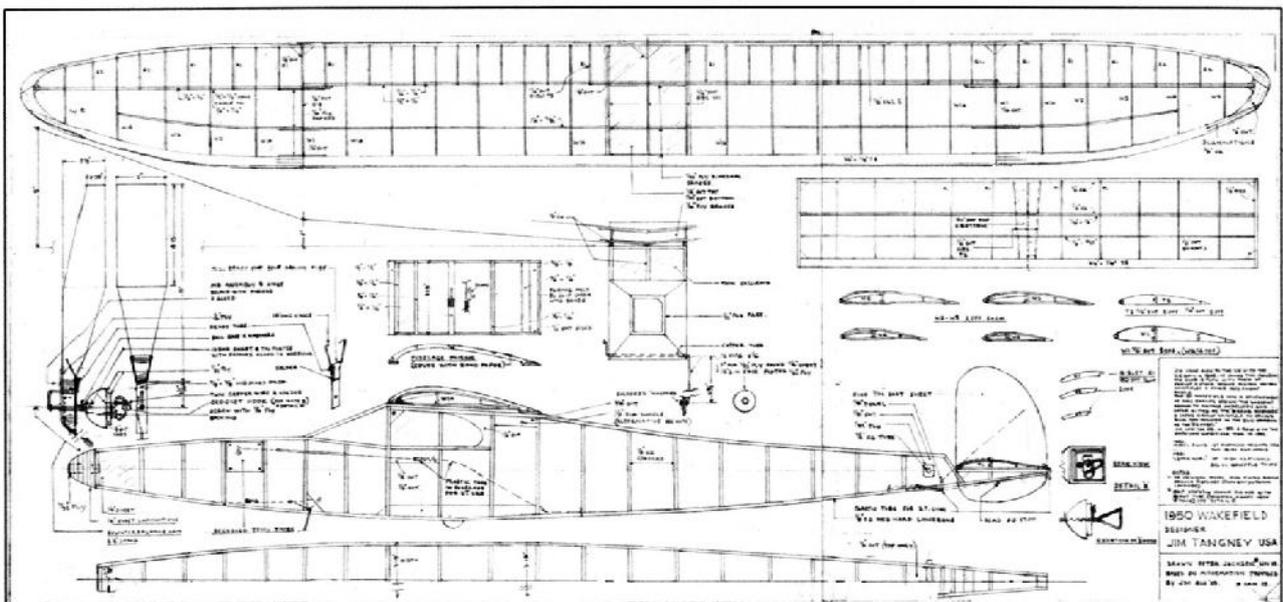
by the designer. What has made this project worthwhile is the news from the April Clarion that the new combined SAM35 and SAM1066 Free Flight Competition Rules include the following under the heading "Eligibility of Models for Vintage and Classic Categories":

"A model is also eligible for Vintage or Classic contests where unpublished plans are informally certified by the designer or other independent expert as being authentic and the model was flown during the period for Vintage or Classic models as defined above. If it is an unpublished design the competitor must be willing to produce information that clearly demonstrates that the model was flown during the period appropriate to the contest in which it is to be flown. Other acceptable evidence for a model having been flown in the period includes details of contest results in an article accompanying the design or other published evidence or certification from the designer."



Peter Jackson flanked by a couple of pictures of Jimmy Tangney from around 1950

A small reproduction of the plan is shown below.



The plan bears the signed certification by Jimmy and a copy together with photographs and contest results from "Aeromodeller" and "Model Aircraft" have

been shown to Roger Newman (SAM 1066 Secretary) and he is of the opinion that the model fully complies with these rules.

Peter Jackson has already built his model and is about to commence trimming flights with it. It is thought that other people may be interested in building replicas and Peter Jackson would be willing to loan the plan for copying purposes. His telephone number is 0208 300 6538.

Keith Miller.

Wallop Camping August

-

Roger Newman

Camping Arrangements for SAM Champs in August

There is no other competing event at the Museum this year, so there shouldn't be any problems with camping.

To book a pitch, please ring Museum on 01264 784421 & ask for Rebecca Clay (new Marketing & Business Manager) on any weekday. She will take your booking. Price per night will be £8.00, payable direct to the Museum on arrival.

Although the arrangements haven't yet been finalised, it is planned that toilet arrangements will be as per last year: there will be two Portaloos placed on the site. Also a rubbish container will be provided. The Museum facilities will be available during normal Museum opening hours.

All campers are kindly requested to contribute a small levy of £5.00 per booking to contribute towards the cost of the Portaloos & waste bin, as these are fairly expensive. Any shortfall will be met from Club funds.

You can turn up from Friday onwards.

The only request that Rebecca makes is that the gate into the campsite is closed at night.

Any further information will be included in the July edition of the 'New Clarion'

Roger Newman

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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.

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

Plans of models designed by Geoff Lefever

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50.	1967 Wakefield first of the "long" models	£5.00
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53.	OPEN RUBBER MODEL Mid 1960's model, a simplified Wakefield	£5.00

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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.
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FRED BOXALL'S 1956 OPEN RUBBER MODEL	Twin plan with Boxall's SEAPLANE .
FRED BOXALL'S SEAPLANE (1965)	Twin plan with the 1956 OPEN RUBBER MODEL
LAST RESORT 1956 CLASSIC RUBBER	Open Rubber Model designed by Jim Baguley, Twin plan with FIRST RESORT .
FIRST RESORT 2006	by Martyn Pressnell for the BMFA Rubber Class. Twin plan with LAST RESORT .
WINDING BOYII 1956	by Urtan Wannop, 38 in span, Twin plan with McGILLIVRAY'S LIGHTWEIGHT .
JACKMcGILLIVRAY'S LIGHTWEIGHT 1958	36 in. span lightweight rubber model Twin plan with WINDING BOYII .
CAPRICE 1959 GLIDER	The renowned lightweight glider of 51 in span. Twin plan with GAUCHO .
GAUCHO1960	power duration model for 1.5 cc engines. Designed in 1959 Twin plan with CAPRICE .
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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,
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**MSP-PLANS ARE PLEASED TO PRESENT
A NEW BLOGSPOT**

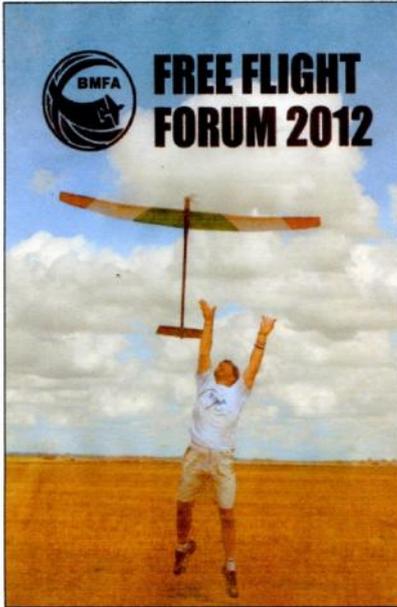
This has just been produced to replace my former website which BT have declined to support and which I am now unable to maintain The new address is; www.msp-plans.blogspot.com

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

HOT OFF THE PRESS – THE 2012 FREE FLIGHT FORUM REPORT

The new 2012 BMFA Free-Flight Forum Report has just been published, this time with a full colour cover. It's the 28th year that these Reports have been produced and this one is packed with useful information on new developments in a wide range of free-flight activities, as the following contents list shows.



Anodizing - Simon Dixon; Playing with Pistachios - Paul Seeley; Model Aircraft Construction with an Emphasis on F1G - Neil Cliff; Experiences with Electronic Timer Design and Use - Alan Jack; F1D Indoor Topics - Mark Benns; Model Aircraft Technology – A Review of Invigorators as an Aid to Stable Flight - Neil Cliff; Model Construction Using Brown Paper Gumstrip - Ivan Taylor; Printing Tissue for Models - Paul Seeley; Indoor Rookies Abroad - A Flyer's Perspective - Tony Hebb; Indoor Rookies Abroad - A Team Supporter's View - Allan Weighell; Experiences in BMFA Electric in 2011 and the Rule Changes for 2012 - Chris Strachan; Grappling with a Slippery One (Low Drag Airfoils) - Chris Edge; Rice Pudding Skin Pullers - 2011 Rules for E30 - Peter Tolhurst; Some Notable Models from 2011, selected by Phil Ball.

The UK price is £12.00 including postage and sales of the Forum Reports provide funds 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'; you may also order by credit card.

Copies are available from :

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

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

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

ITC Indoor Events Planned for 2012

- 15th Jan and 12th Feb** at Werrington Sports Centre, Peterborough. Lightweight Indoor Duration day.
Contact mark.benns@ntlworld.com
- John Shaw organises monthly Lightweight Indoor Duration days
at Bartholomew Sports Centre, Eynsham near Oxford.
- 21st Jan** is the first date in 2012. Contact johnshaw@alvere.wanadoo.co.uk
- 18th Feb** Manchester Velodrome, NW Area FF Gala, L/wt radio, Scale, FF classes.
- 25th Feb** Manchester Velodrome. Normal Indoor Fly In with 30 min slots for Light and Heavy classes.
- 11th Mar** Impington Village College, Cambridge. Contact chris.strachan@btinternet.com
- 25th Mar** Manchester Velodrome, Normal Indoor Fly In with 30 min slots for Light and Heavy classes.
Your Velodrome contact is Dave Whitehouse at dave.whitehouse@aone.uk.com
- Mid Jun** (Date to be finalised) Boulby, Cleveland, Indoor Nationals Lightweight Duration. Details will be published in the BMFA magazine. Contact Allan Weighell at littleal28@btinternet.com
- Early Aug** (Date to be announced) Belgrade, Serbia, DORCOL Cup events.
Contact Tony Hebb for further information. Followed by F1D World Championships.
- Mid Sep** (Date to be finalised) Boulby. Events for Heavier classes of duration models. Details to be published later.

Brownhills Indoor Flying – Free Flight

**Brownhills Community Association,
Deakin Ave. Brownhills WS8 7QG**

Just off the A5

Saturdays 1-15pm until 4-15pm - £6

May 12th & June 9th

Contact:- Tony Eadon-Mills

Tel: 01952 240451 - e-mail: tonyeadonmills@gmail.com



Waltham Chase Aeromodellers

2011-12 INDOOR FREE-FLIGHT MEETINGS

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

DATES are

September 29 th	18:30 – 22:00	
October 2 nd	18:30 – 22:00	
November 24 th	18:30 – 22:00	
December 29 th	10:00 – 16:00	XMAS Daytime Special
January 26 th	18:30 – 22:00	
February 23 rd	18:30 – 22:00	
March 29 th	18:30 – 22:00	
April 26 th	18:30 – 22:00	
May 31 st	18:30 – 22:00	
June 28 th	18:30 – 22:00	

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

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

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

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

For further details please contact:

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

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



INDOOR FLYING

TUESDAY 25TH SEPTEMBER 2012

TUESDAY 23RD OCTOBER 2012

TUESDAY 27TH NOVEMBER 2012

TUESDAY 22ND JANUARY 2013

TUESDAY 26TH FEBRUARY 2013

TUESDAY 26TH MARCH 2013

7pm to 10pm

ALLENDALE CENTRE

HANHAM RD. WIMBORNE BH21 1AS

FREE CAR PARKING IN PUBLIC CAR PARK IN ALLENDALE RD

FREE FLIGHT ONLY

COMPETITIONS incl GYMINNIE CRICKET LEAGUE

ALL FLYERS MUST HAVE BMFA INSURANCE

FLITEHOOK NORMALLY IN ATTENDANCE

Adult Flyers £4 Accompanied Juniors & Spectators £1.50

CONTACTS: JOHN TAYLOR TEL.No 01202 511502

ROY TILLER e-mail roy.tiller@ntlworld.com

SAM Euro R/C champs

17th to 22nd June 2012

Slovakia

Dear antique modeller friends,

The SAM Euro Committee

(International Committee of SAM Aeromodeller Clubs in Europe) on the 22nd June meeting held in San Marino has appointed the Club of Friends of Antique Modelers and Engines SAM 119 Slovakia, under the leadership of President Mr. Alojz Pajdlhauser, to organize the 10th SAM RC European Championship Jubilee.

The Championship will be held from on the airfield of the Dubnica nad Vahom Aeroclub, near Slavnica village.

The Rules applied will be those approved by the SAM Euro Committee including the latest additions.

If you wish to see the airfield go to Google "maps" and search Slovakia, you will see it 2 kms South-East from the Slavnica village.

More information on the airfield facilities may easily be found on internet:

<http://www.sam119.sk>.

We would be happy to welcome all SAM members at this event.

Best regards: Domenico (Nick) Bruschi
SAM Euro Committee chairman

VINTAGE RADIO & CONTROL LINE

at MIDDLE WALLOP, 2012

Courtesy of the Army Air Corp Centre, MAC

SUNDAY APRIL 8TH SAM 35 Gala

Control Line [no combat wings] Mini Speed & Spitfire Scramble.
Tomboy 3 & Tomboy Senior Competitions

R/C Vintage Power Duration Competitions including George Fuller designs RC class

SUNDAY MAY 6TH SAM 1066 Wakefield Day

Control Line [no combat wings] Mini Speed & Spitfire Scramble.
Tomboy 3 & Tomboy Senior Competitions

R/C Vintage Power Duration Competitions including George Fuller designs RC class

SUNDAY AUGUST 26TH SAM1066 Eurochamps

Control Line [no combat wings] Mini Speed & Spitfire Scramble.
Tomboy 3 & Tomboy Senior Competitions

R/C Vintage Power Duration Competitions including George Fuller designs RC class

SUNDAY SEPT 23RD SAM1066 Fun Fly + Trimming Day

Control Line [no combat wings] Mini Speed & Spitfire Scramble.
Tomboy 3 & Tomboy Senior Competitions

R/C Vintage Power Duration Competitions including George Fuller RC designs RC class

***NB....ALL R/C MODELS, No Ailerons please!!
Vintage Radio to December 1969**

**ALL FLIERS MUST BE COVERED BY BMFA INSURANCE, this is the only
acceptable insurance at the venue and must be produced when signing on**

For further information contact:

[C/L & George Fuller RC comp] James Parry, 01202625825, email. JamesIParry@talktalk.net

[R/C] Tony Tomlin, 02086413505, email. pjt2.alt2@btinternet.com

[VPD] Bill Longley, 01258488833, email. tasuma@btconnect.com

More details of mini speed, Spitfire Scramble and George Fuller RC class see
<http://www.wessexaml.co.uk/>

The above events take place at the far side of the airfield, follow peri track to control

Salisbury Plain Trimming 2012

Changes in use for free-flight trimming on Salisbury Plain for 2012

For 2012 almost every weekend will again be available for free-flight trimming and training by BMFA members on Area 8 on Salisbury Plain, subject to the usual call to Peter Tribe on 01225-862748 on the Friday before you plan to fly to check that there is no Army activity.

However, a small number of non-season ticket holders have been using the site without paying the single day fee. Therefore in future Area 8 will be available ONLY to those holding a valid pass for the year. The good news is that a 2012 pass will cost only £15. Send an SAE and your cheque, payable to BMFA, to Bernard Aslett, 25, Honeyhill, Wootton Bassett, Swindon, Wilts, SN4 7DX; in return you will receive a sketch map showing where we fly on Training Area 8, and a 2012 pass to display on your windscreen. If you come as a passenger, bring your pass anyway. Your name will be included on the Army security list (unless you're already on it). Please send Peter Tribe (petertribe46@talktalk.net) your e-mail address in case of any short-notice changes.

Those flying any free-flight classes will be welcome, as well as those practicing for FAI FF contests. This is one of the best free-flight venues in Britain, and the aim is to improve overall free-flight standards in the UK. The following dates have been agreed, but because of the current military situation short-notice changes are more likely, so don't forget to check your e-mail every Friday or call Peter Tribe on 01225-862748.

Dates

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

TIMPERLEY GALA

Saturday 18th August 2012

Barkston Heath, 10am-5.30pm

Contests

Comb-Rubber, Comb-Glider, Comb-Power (no electric)
Comb-HLG/CLG, Comb-Tailless. Mini-Vintage.

All to BMFA rules.

F/F Sport flyers welcome. BMFA membership required.
Airfield charge.

Contact---Gerry Ferer, 0161.928.4955, gferer@hotmail.com

Note: this is only a Saturday event

R/C Tomboys all set for 2012

The Tomboy events in 2011 were well supported, although three out of the nine planned events were lost to the weather. There was a new venue for the sixth round of the competition at the North Berks Club, Vintage Event in July, that went very well and following this we have been invited back in 2012. In total there are 10 events planned with certificates and small prizes for the winners at each meeting and a league award for both the Tomboy 3 [36"] and the Tomboy Senior [48"] class.

The League will as before be based on a competitors best 5 results.

Meeting Dates and Venues:

08.04.2012 Middle Wallop, 06.05.2012 Middle Wallop,
13.05.2012 Cashmore Dorset, 02.06.2012 St Albans,[a Saturday].
17.06.2012 Cocklebarrow Farm Nr Aldsworth Glos.
08.07.2012 North Berks Radio MAC A338N of Wantage,
12.08.2012 Cocklebarrow Farm, 26.08.2012 Middle Wallop,
23.09.2012 Middle Wallop, 07.10.2012 Cocklebarrow Farm.

For Further details: Please contact Tony Tomlin. Tel: 02086413505

Email pjt2.alt2@btinternet.com.

Cancellation

Jun 17th Spring Gala – Odiham – Cancelled

I have been informed that, for Operational reasons, RAF Odiham cannot host the Spring Gala this year I therefore, with regret announce, its cancellation
We are however welcomed back for next year

John Thompson

Provisional Events Calendar 2012

With competitions for Vintage and/or Classic models

January 29 th	Sunday	BMFA 1 st Area Competitions
February 12 th	Sunday	Middle Wallop - Crookham Gala
February 19 th	Sunday	BMFA 2 nd Area Competitions
March 4 th	Sunday	BMFA 3 rd Area Competitions
March 18 th	Sunday	Middle Wallop - TBD
March 25 th	Sunday	BMFA 4 th Area Competitions
April 6 th	Good Friday	BMFA Northern Gala - Church Fenton
April 7 th	Easter Saturday	Middle Wallop - Glider Day; Club Classic
April 8 th	Easter Sunday	Middle Wallop - SAM35 Gala
April 9 th	Easter Monday	Middle Wallop - SAM35 Gala
April 28 th /29 th	Sunday/Monday	BMFA London Gala - Salisbury Plain
May 6 th	Sunday	Middle Wallop-Croydon Wakefield day
Jun 2 nd	Saturday	BMFA Free-flight Nationals
Jun 3 rd	Sunday	BMFA Free-flight Nationals
Jun 4 th	Monday	BMFA Free-flight Nationals
Jun 17 th	Sunday	Spring Gala - Odiham - Cancelled
June 24 th	Sunday	BMFA 5 th Area Competitions
July 21 st /22 nd	Saturday/Sunday	BMFA East Anglian Gala - Sculthorpe
August 5 th	Sunday	BMFA 6 th Area Competitions
August 18 th	Saturday	Timperley Gala - Barkston
August 25 th	Saturday	Middle Wallop - SAM 1066 Euro Champs
August 26 th	Sunday	Middle Wallop - SAM 1066 Euro Champs
August 27 th	Monday	Middle Wallop - SAM 1066 Euro Champs
September 1 st	Saturday	BMFA Southern Gala - Salisbury?
September 16 th	Sunday	BMFA 7 th Area Competitions
September 23 rd	Sunday	Middle Wallop - Crookham Coupe Day
October 14 th	Sunday	BMFA 8th Area Competitions
October 21 st	Sunday	BMFA Midland Gala - N Luffenham
October 27 th	Saturday	Middle Wallop - TBD
October 28 th	Sunday	Middle Wallop - Trimming & A.G.M.
November	Sunday	BMFA 28 th Free Flight Forum - Hinckley
December 2 nd	Sunday	Middle Wallop - Coupe Europa

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

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

www.SAM1066.org

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

www.freeflightuk.org or www.BMFA.org

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

www.SAM35.org

Useful Websites

SAM 1066	-	www.sam1066.com
Flitehook, John & Pauline	-	www.flitehook.net
Mike Woodhouse	-	www.freeflightsupplies.co.uk
GAD	-	www.greenairdesigns.com
BMFA Free Flight Technical Committee	-	www.freeflightUK.org
BMFA	-	www.BMFA.org
BMFA Southern Area	-	www.southerarea.hamshire.org.uk
SAM 35	-	www.sam35.org
MSP Plans	-	www.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
Southern Coupe League	-	www.btinternet.com/~pine.ridge/index.html

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).

That's all folks! John Andrews